

**HOBIE**

# Hot Line

SEPTEMBER 1974 75c





# BODY GLOVE



Featured: Bob Bream and Doug Mihoky Fleet 4/San Diego

**R**ide the sensations of a strong wind's speed in comfort with **BODY GLOVE**. Hobie sailors know the advantages of wet suits that fit like a glove. Both the "shortie" and "legs" models were designed with soft rolled edges, easy step through entry and reinforced shoulder snaps . . . quality in cold water protection. Please write for additional information.

## DIVE N' SURF, INC.

504 No. Broadway, P. O. Box 511  
Redondo Beach, CA 90277  
Phone (213) 372-8423

910 Centinela, Inglewood, CA 90302

Dealer inquiries invited





# **HOBIE** **Hot-Line**

HOTLINE PUBLICATIONS  
2026 McGaw Avenue  
Irvine, California 92705

**Hobie Class Association Director** . . . Sandy Banks

<b>EDITOR</b>	Van Bagley
<b>ASSOCIATE EDITOR</b>	Mary Soderberg
<b>ADVERTISING DIRECTOR</b>	Van Bagley
<b>NATIONAL RACE COORDINATOR</b>	Rich Jeffries
<b>HOBIE MODEL COMPANY</b>	Bob Brown

Volume 3, Number 6

Single copies 75c

The Hobie Hot Line distribution is world-wide. The magazine is published 8 times per year and subscriptions may be obtained by sending \$5.00 to Hobie Hot Line, 2026 McGaw Ave., Irvine, California, 92705. If you are a Hobie owner there is no charge for the Hot Line, but you must send us your hull and sail numbers. Don't forget to include your zip code! Foreign rate is \$7.00.

**CONTRIBUTIONS:** The Hobie Hot Line welcomes stories and photos from our readers. For best reproduction, please send good, clear 8X10 black and white, or color slide. The Hobie Hot Line is not responsible for unsolicited contributions and retains all reprint rights. Contributor retains all other rights for resale, republication, etc. Send all material to Editor, Hobie Hot Line, 2026 McGaw Ave., Irvine, California, 92705.

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

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

Cover photo by Yutaka Fukuhara  
Backcover photo by Larry Dunmire

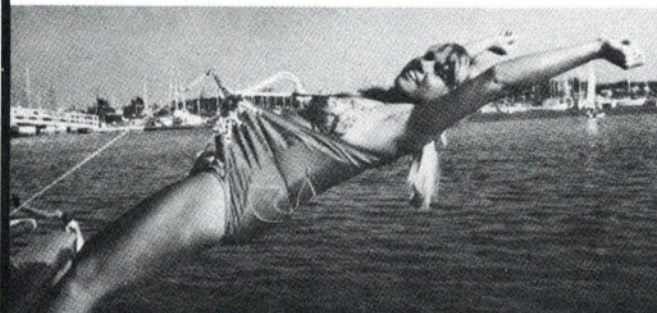
## **DANGER!**

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

*Taylor* **TRAPEZE SEATS ARE  
MADE BY SAILORS FOR SAILORS!  
DESIGNED BY RICK TAYLOR**

**COMFORT  
QUICK RELEASE  
SAFETY PROVEN  
RACE WINNING  
GOOD LOOKING  
FOAM PADDING**

**FROM \$35.50**



Dear Hobie Skipper,

Murray's Sport Center has joined forces with Steve Curran Yacht Sales, in Marina del Rey, Ca., so that we are able to quickly and economically provide you with any genuine Hobie replacement part you need. We have a complete inventory of Hobie parts and accessories. Please write for a new free brochure and price list and specify the size of your Hobie: 10, 12, 14, or 16.

Best wishes,  
Stephen M. Murray



**MURRAY'S** Sports Center

**Competition  
Catamaran  
Components**

11727 Gateway Blvd.  
Los Angeles, Calif. 90064  
(213) 472-3015



**SCENE:** The Straits of Juan de Fuca. The wind is howling at 70 mph with even higher gusts and here you are, sailing a Hobie Cat! A nightmare? A joke? Well it was neither. It happened to 24 sailors aboard 12 Hobie Cat 16's in the recent **CAN-AM INVITATIONAL RACE.**





Dear Mum,

You asked me to write and let you know the "inside story" on the Can-Am Invitational Race, so here goes...

The host, Paul Ulibarri of Hobie Cats Northwest in Seattle, invited 12 boats to participate in this 2-day race from Port Angeles to Victoria, B.C. and return. The invited boats, all Hobie Cat 16's, were from Victoria, Portland, Kauai and Washington. Mike (my 16 yr. old son) crewed for Bob Whisler and I had Jim Schofield, a great young fellow I'd met at other regattas.

On Saturday we sailed from Port Angeles to Victoria. We roasted -- no wind, or very little -- and the 19 miles took us 6 or 7 hours. I got a fantastic suntan... That nite 34 of us, including a Seattle T.V. crew who were filming a special of the race, stayed at the Empress Hotel in Victoria. We woke in the morning to a bright dawn, a few high altitude clouds and a slight movement of leaves in the trees. Could that be wind???

We left the dock and, believe it or not, we had wind -- just a little, but enough to take us to the mouth of the harbor for the start. For over 1/2 an hour the whole fleet was almost in irons. I was kinda "bummed", thinking ~~the~~ it would be an uneventful repeat of Saturday...brother, was I wrong! Slowly we inched our way out into the Straits. Suddenly someone got the wind and, in no time, was flying across to Port Angeles, 1/2 a mile ahead of the rest of the fleet. Then another got the wind and away she went! Finally, we too got a couple of puffs & were on our way. Then it was GO! The wind started to blow steadily from the S.W. We were flying along, spray all around, quite big waves, some white-capped, and Jim out on the trapeze.





Rough--then rougher-- wind howling, waves breaking. "Hang on Jim! I think this is going to be one hell of a race!" Spray directed at us like a firehose, we couldn't see the compass. Cold, wet, stinging, flying salt! We had five chase boats following us, but they were having a hard time keeping up. One 50-footer was clocking 18 knots...but the Hobie's were doing 25 !

A third of a mile off our windward bow 2 orange hulls point toward the sky, someone has dumped. Another boat ahead of us capsizes but, in less than 30 seconds, are under way again. Waves are now 10-12 feet high! As one breaks on us at a crazy angle we ease the mainsheet and pray. The wind hits under the trampoline...down we come, speeding fast into the next trough. Whitewater everywhere! I looked up towards Heaven..."Hey! I know we all prayed for wind, but isn't this overdoing it a bit?!" A yellow-sailed boat goes over again...up

they come,  
but not quite as  
fast this time.  
We race on --  
thoughts come &  
go..."What am I  
doing here?"...  
"Hold her steady  
now!" "Where  
the hell are we  
going?" "Ana,  
I love you!"  
"We must be  
crazy!"



Yellow sail down again, we fly by. Can we hold her? We are sailing with the main & jib spilling almost all of the wind. This is fantastic! Fly Hobie! Waves break over us & threaten to sweep us off the boat -- we hang on. The waves get bigger -- up to the crest, an empty cavern on the other side, ease the sheet. She's not coming back -- the wind's taking us over! One big wave & our boat turtles. Grab the righting lines -- pull, up she comes, hold on! Over she goes again... Second time O.K. -- grab hold, climb aboard, check for a moment and on we go! We must be 3/4 of the way across. Five minutes...ten minutes...time is meaningless!

We capsize again and I'm swept away from the boat. Jim sticks out a foot, I grab and I'm on, thank God. We rest on the upsidedown trampoline. Upright again, but our jib is wrapped around the forestay. Jim frees it, there is a big rip a third of the way across the sail. The jib thrashes, the clew tears out, so we sail on -- under main and poles and wire and us -- with the jib



flying free in rags! Jim takes the helm -- he has more stamina than I. I could hardly drag myself onto the boat that last time.

Chimney ahead! The red and white stack of the Rayonier Plant east of ~~our~~ <sup>CVR</sup> finish line on Ediz Hook. We have to point high to make the finish.

We're cold to the very bone marrow. Are those white claws my hands? They look funny. Are those legs my legs? They won't move.

No jib, we can't point up high enough. "Never mind, Jim, head for the beach as high as you can. We'll drag the boat up -- pray for sand, not rocks!" Crunch, jump, pull! Thank God for sand...thank God for land! Then our thoughts are for the others -- both of us thinking the same thoughts and hardly daring to speak them. Did they make it? "Those in peril on the sea!"

We survey the damage. Jim pulls the boat up and we stumble up the bank. A railroad track, we're 1/4 mile from Rayonier. We walk down the tracks, arrive at the watchman's shed and phone the Coast Guard. Four boats are at Ediz Hook. We walk to town and some guys from the Yacht Club drive up. "We've been looking for you! Are you alright? We'll give you a ride to the others at

Ediz Hook."

We arrive.

Bob and Michael are there. They had been lead boat until they broke a rudder half way out and had to be towed in. Michael was fine, never anxious except for one moment when Bob was caught by his trapeze wire in the capsize and couldn't



free himself. "It was awful, Dad, he couldn't get free. His head would appear and then another wave would swamp him. All I could do was to try and keep that side of the boat up so he could get air!"

So that was the race. Exhausted, we have a beer and chips, chocolate bars and a hot dog with the others in a little store on the Hook. We sit, talk, and exchange experiences.

Of the twelve starters, five finished, one finished east of Port Angeles, one was towed there, two were towed back to Victoria and three



were set adrift. Contrary to some reports there were no lives lost, and the three boats set adrift were recovered — one in the San Juan Straits and one at Dungeness Spit and one near Port Townsend. One boat flipped seven times. All the boats flipped at some time during the race except for the two with the girls aboard, where sail area was reduced sooner. One entrant was clocked at about 9 - 10 under bare poles!

Yes...it was quite a race!

We put Bob's boat on his trailer, then went after ours.

We pulled, tugged, hauled and lifted, and trundled the trailer along the railroad ties.

Then we went into town and caught the ferry dead beat!



back to Victoria. We finally got home at 11 p.m.

Juan de Fuca has a reputation -- not a good one. And Sunday was one of the worst -- winds at 50 mph, gusting to 60 and 70 mph. It had been no weather for even an experienced sailor. All boats sustained damage, torn sails, broken rudders, some were dismasted and two were lost wrecks. In retrospect, would we do it again? Some, "Yes." Some, "No." Some, "Welll??" Me? Yes, I think so, but not in wind like that!!

Today has been a day of rest, washing clothes, laying carpet, varnishing furniture....and licking my wounds!

Love,  
David

\* \* \*

This letter to my mother tells the story. One thing I must mention, I am as full of praise for these little, unsinkable boats as I am for my unshakeable crew. Lives at sea depend on faith...faith in one's boat, one's crew and in oneself.

David Lichtensteiger  
Victoria, B.C., Canada



DEAR HOBBIE:

It took me 4 months to get my hands on a "Hobie Hawk," 6 evenings to put it together, and 4 launches to put it out of sight—straight up!! Never before have I had a glider which, so far, surpasses both the ads and magazine write-ups about it. Many thanks!

David C. Silbert, M.D.  
Cortland, N.Y.

P.S. My wife, myself, our 2 kids and the "crated" Hobie Hawk all fit into my TR-6 with the top up!

DEAR HOT LINE STAFF:

CONGRATULATIONS!! Just got my August issue of the "Hot Line" and was really impressed. Not only does the new color format stoke me, but the quality of the articles also; I found it enjoyable and informative. I think you deserve a word of praise on a job well done—"BRAVO"! Keep up the good work.

Jim Calibari  
Renton, Wash.

DEAR HOT LINE:

Hey, who's that funny lookin' kid in last month's Ocean Pacific ad? The shirt he's wearing looks great though . . . in spite of him!

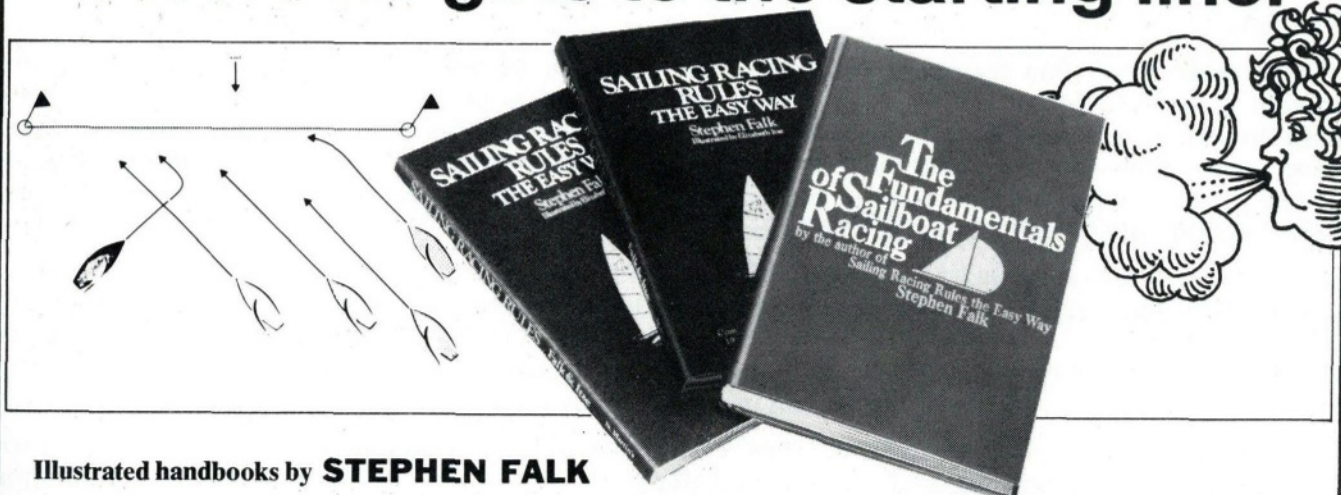
Sincerely,  
Hobie Alter  
Capistrano Beach, Ca.

DEAR SIR:

The model you're referring to in Ocean Pacific's ad for 'The Hobie Shirt' is none other than Hobie Alter, Jr. . . . son of that funny lookin' boat designer.

**MAKE A FRIEND . . .  
GIVE HIM  
A SUBSCRIPTION  
TO THE  
HOBIE HOT LINE  
TODAY!**

## Everything a winner should know before he gets to the starting line.



### Illustrated handbooks by **STEPHEN FALK**

Beginners and experienced skippers get off to the best start possible with these clear, comprehensive handbooks by a veteran sailor and regular columnist in *Sail* magazine. Order copies today for yourself and your crew. Free instructor's manual available upon request with any order of ten books or more, or to *bona fide* instructors writing on yacht club letterhead.

### **SAILING RACING RULES THE EASY WAY**

cloth \$6.95, paper \$3.50

### **FUNDAMENTALS OF SAILBOAT RACING**

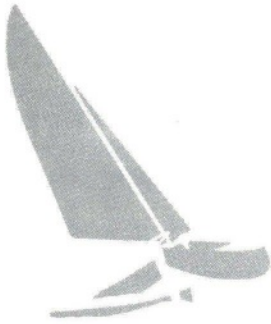
cloth only, \$6.95

At all bookstores or from

**St. Martin's Press**  
175 Fifth Avenue, New York, N.Y. 10010



# Electricity Arcs! Many Have Died!



*I urge you to read this Editorial and tell your friends about it—so no more will die senseless deaths. In past Hot Lines we have mentioned the danger of aluminum masts near high tension wires and, again, I would like to strongly emphasize the seriousness of this problem. Please read very carefully, to imprint on your mind, the contents of this Editorial. The Hobie Cat was designed for fun, not disaster.*

Hobie Alter

All of us know what boating safety is. We see it everywhere—life jackets, paddles, floating cushions, etc. Just about every safety device you can think of can be purchased at the local marine store. But there's one that can't . . . and that's knowledge. Knowledge of what is safe and knowledge of what is not . . . it could mean the difference between life and death. And thus the reason for this Editorial.

Hobie's are 'very portable' and can be launched and sailed almost anywhere. There are thousands of lakes, bays, inlets, ponds, etc. where Hobie sailing is enjoyed daily. Many of these areas are "off the beaten track" and offer beautiful sailing conditions. Who cares if there's no regulated launching ramp available? A Hobie can be rigged and launched just about anywhere, can't it? True. What could possibly go wrong? LOOK UP! Many of these scenic spots, especially those unpopulated by sailboats, have HIGH VOLTAGE POWERLINES strung across the beach and in some cases, right across the water. What can they do? They can kill you.

**The average powerline transmits anywhere from 4,000 to 66,000 volts of electricity. As you know, aluminum is a conductor of electricity . . . the mast and sidebars of a Hobie Cat are made of aluminum. A mast touching, or even being close to a high tension wire, creates a situation that could be fatal—for you, your crew—anyone on or near the boat! A mast does not even have to come in direct contact with one of these wires—4,000 volts of electricity can jump four to six feet! And what about that wire carrying 66,000 volts? Frightening, isn't it? Yes, but it's all too true.**

Imagine yourself standing in the water, holding on to the sidebar of your boat, your best friend on the other side, that aluminum mast towering some 20 feet above you—and an "unnoticed" powerline nearby . . . "But," you say, "that's not very likely to happen to me!" Don't fool yourself; it *can* happen. And it has . . . the number of skippers of aluminum-masted boats who have died this way is excessively high. Shocked? I hope so, for your sake. It's an unpleasant way to get your attention, but it's true.

High tension wires are *everywhere*. They criss-cross densely populated areas, where you expect them, and remote, uninhabited areas, where you *don't*. So many fatal accidents could have and *should* have been avoided. We've done our best to build as many safety assets as possible into every Hobie Sailboat . . . the rest is up to you. All it takes is a little time and precaution to check things out. A quick survey of the area around you and above you could save your life!

I cannot put into the words the regret I feel while writing this. Don't let it happen to you. Please, please be careful—*wherever* you sail. Please stress the importance of this message to your children, your loved ones, your friends—you cannot over-emphasize the meaning of two simple words: LOOK UP!!!

Sandy Banks, Director  
Hobie Class Association



# Miller High Life Hobie Cat Nationals

Grab your gear . . . trim your sails . . . sheet-in . . . and get ready for the MILLER HIGH LIFE—HOBIE CAT NATIONAL CHAMPIONSHIPS!! For the first time in the history of Hobie Class Racing we have aligned with an overall patron, the Miller Brewing Company of Milwaukee. With their support, both financially and promotionally, we have put together the biggest and best Nationals yet!

The Hobie Class Association and the Miller people have been busy, busy, busy these past few months planning and preparing the upcoming Nationals to insure that *everything* is first class. Nothing has been overlooked; each and every detail has been given the "top priority" stamp—from locations, hotels, continuous on-site activities, festivities, and boat rentals—down to the course mark buoys . . . in the form of big, floating Miller Beer cans!

Sound like something extra special? You bet it is! Whether you attend the 14 Nationals in Key Biscayne, Florida or the 16 Nationals in San Diego, California, Miller and Hobie have planned a week you can't afford to miss! We've got something for everybody, so get the family together and make those reservations now!

There will be a Hobie 12 start at Key Biscayne, Florida and Vacation Village, San Diego.

## SCHEDULE OF EVENTS

**WEDNESDAY:** Registration. Qualifying races to fill open positions in Nationals (minimum of 6). "Tune-up" races for those already prequalified. Evening dinner party and get acquainted cocktail party.

**THURSDAY:  
& FRIDAY** The 100 finalists race in a 2-day series to determine the top 50 skippers. Entertainment nightly, with drinks and hors d'ouvres.

**SATURDAY:** The top 50 skippers compete in a series of races for the Miller High Life - Hobie Cat National Title. The remaining 50 skippers compete in a series of races for the Hobie - Miller consolation award. Evening banquet barbeque, entertainment, drinks. Awards presentation.\*

**SUNDAY:** "Buffer day"—If races were not completed Saturday due to lack of wind, etc.

\*To be held if all races are completed.

No charge for skipper and their guest.

I wish to reserve a **Hobie Cat 16'** to use at the 1974 Nationals in Mission Bay, Calif. October 9-13\_\_\_\_\_. Enclosed find my non-refundable deposit check for \$ 100.00\_\_\_\_\_.

I wish to reserve a **Hobie Cat 14'** to use at the 1974 Nationals in Key Biscayne, Fla. October 23-27\_\_\_\_\_. Enclosed find my non-refundable deposit check for \$ 50.00\_\_\_\_\_.

NAME: \_\_\_\_\_ ENCLOSED CHECK # \_\_\_\_\_

ADDRESS: \_\_\_\_\_ CITY: \_\_\_\_\_ STATE: \_\_\_\_\_ ZIP: \_\_\_\_\_

HOME PHONE: \_\_\_\_\_ BUSINESS PHONE: \_\_\_\_\_

Please make check payable to COAST CATAMARAN CORP.

Return form to: HOBIE CLASS ASSOCIATION  
2026 McGaw Avenue  
Irvine, California 92705





# MILLER HIGH LIFE— HOBIE CAT 16 NATIONALS OCT. 9-13

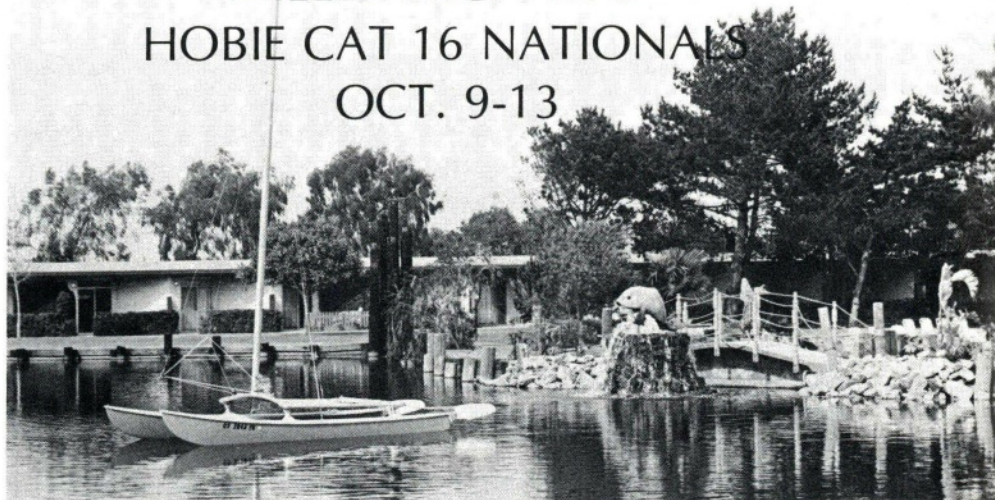


Photo: Van Bagley

The site for this year's MILLER HIGH LIFE—HOBIE CAT 16 NATIONALS is a 45-acre private tropical Island enchantment. It's outlined by a white sand beach, criss crossed by fresh water lagoons with picturesque bridges, comes complete with 3 heated swimming pools, championship tennis courts and a challenging 18-hole golf course . . . and that's just a start. Aristotle Onassis' winter retreat . . . ?? Well, not exactly . . . believe it or not it's the Vacation Village Hotel's fabulous Mission Bay Aquatic Park in San Diego, California!

The 240 room complex consists entirely of single level cottages clustered along white sand beaches. And, especially for you Hobie Catters, we've reserved an entire block of these "rooms" for the 16 Nationals. The fairy tale type atmosphere (accented by little white bunny rabbits that hop by in the early morning sun!) is indeed a unique experience which cannot be believed until it is seen! The superb food served at the many Vacation Village dining rooms add much to every guest's pleasure. The intriguing 'Barefoot Bar' is a favorite rendezvous for cocktails where, after a hard day of racing, you can enter just as you are—dripping wet! The famous 'Show Room' features the most lively entertainment on Mission Bay . . . and on top of all that, Miller and Hobie Cat have some pretty

lively entertainment planned too!

The good people at Millers (out of a strong desire to please one and all) have finally invented a "bottom-less beer keg" and—you guessed it—compliments of Millers this famous keg will be present at the Nationals! Centered amidst all the action, and adding a definite touch of "class" to the area, will be a complimentary HOBIE DOG stand! Yes, folks, that's right . . . Class Legal weanies!! And for those racers-in-a-rush (and mothers on vacation) we'll have box lunches available during the races—all prepared and ready to go. And, since no Hobie regatta would be complete without one, we're having a great big B.B.Q. on the beach—lots and lots of food, Millers Beer flowing freely, tons of fun and fantastic festivities!

The races will be held just outside of the Mission Bay entrance. We'll have powerboats available to tow racers out to the starting area, if needed. We'll have the ol' portable parts wagon set-up right on the beach and completely stocked with anything you'd need for a quick-fix.

We've arranged for plenty of rental boats too—just fill out the reservation form, enclose your check, and we'll set one aside for you. Reservations for the Vacation Village Hotel must be made directly with the Hotel, via the handy reservation form below.



## ROOM RESERVATION REQUEST VACATION VILLAGE HOTEL

P.O. BOX 9509  
MISSION BAY, SAN DIEGO, CA 92109

Please reserve for me:      \$18.      \$22.      \$22.      \$35.  
   ☐ Single      ☐ Twin      ☐ Double      ☐ Suite

There are \_\_\_\_\_ persons in my party.

Arrival date \_\_\_\_\_ Departure date \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

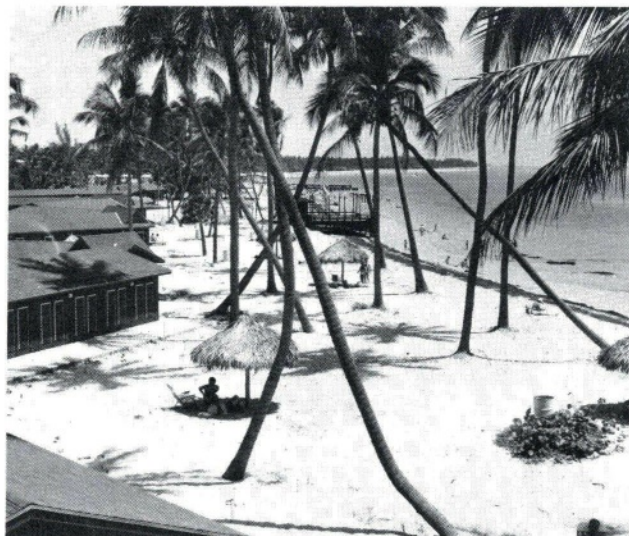
*First night's deposit required to confirm all reservations.*

NAME OF GROUP \_\_\_\_\_ DATES OF MEET \_\_\_\_\_





# THE MILLER HIGH LIFE— HOBBIE CAT 14 NATIONALS OCTOBER 23-27



Wouldn't you like to be on a large and lovely island of spectacular natural beauty, secluded and quiet, where the sea is fresh and sparkling? Then pack your bags, grab the family and head for Key Biscayne, Florida, site of the 1974 MILLER HIGH LIFE—HOBBIE CAT 14 NATIONALS!

Eighteen minutes by car from Miami Airport is the beautiful, unspoiled island of Key Biscayne. So remote, so untouched by the distractions of the city, it could be a faraway Caribbean island. Here, on a strand of white beach edging the Atlantic, is the Royal Biscayne Hotel, headquarters for the 14 Nationals. Millers and Hobie know how our Hobie Catters are accustomed to only the finest so, in keeping with tradition, we've reserved a whole block of rooms at the luxurious Royal Biscayne Hotel—a resort world unto itself.

We're expecting some heavy competition at this year's 14 Nationals. If you're not planning to participate,

you'll have a front row spectator seat . . . just pick out a nearby coconut palm to lean against, plop down on the emerald green grass or sprawl out in the soft white sand . . . and you're all set for a day of race watching!

Millers will have their famous "bottomless beer keg" pumping continually and . . . are you ready for this . . . ? ALL THE HOT DOGS YOU CAN EAT!! No kidding—the Miller-Hobie Dog Stand will be passing out the complimentary munchies every day! This will truly be a week you can't afford to miss—banquets, parties, races, sunshine—the works!

We've got plenty of Hobie Cats set aside for those who can't bring their own. Just fill out the handy reservation form and return it, along with your deposit, to the Hobie Class Association. Hotel reservations must be made directly with the Royal Biscayne via the reservation form below. SEE YOU THERE!

## MILLER HIGH LIFE—HOBBIE CAT NATIONALS OCT. 23-27, 1974

Name \_\_\_\_\_

Home Address \_\_\_\_\_

City & State \_\_\_\_\_ Zip Code \_\_\_\_\_

Arrival Date \_\_\_\_\_ Time of Arrival \_\_\_\_\_

Departure Date \_\_\_\_\_ Check-out Time is 12 Noon

No. of People \_\_\_\_\_ Please Check Accommodations Desired and Method of Payment.

Reservations  
received within  
14 days of  
official dates  
shall be subject  
to availability

Single ☐  
Twin/Double ☐  
Jr. Suite ☐  
Jr. Ocean Suite ☐  
Oceanfront Suite ☐

\$25.00,  
Single or Double  
Upon Request  
No extra charge for children

American Express ☐  
Master Charge ☐  
Bank Americard ☐  
Diners Club ☐

### ROYAL BISCAYNE BEACH HOTEL AND RACQUET CLUB

555 Ocean Drive, Key Biscayne Florida 33149

Room Assignments Will Be Made In Order Received. All Reservations Held Until 6:00 P.M. Unless Guaranteed by Prior Payment





## **“I DON’T WANT TO START A PARADE OF RED FLAGS FLYING, *BUT* . . .“**

When was the last time you encountered a protest situation, but just sailed on by because you didn’t want to ‘get involved’ . . . ?

*By Rich Jeffries  
National Race Coordinator*

During a recent discussion with some sailors in my area the “art” of protesting was discussed quite extensively. The “discussion” soon drifted into what one might call a simulated protest meeting. References to past regattas and confrontations on the race course were many.

Anytime you get together with a group of top notch skippers you’re bound to learn something—I did. I’m not necessarily speaking of the rules, but when and how each skipper protests and his feelings of protesting in general. The feelings of when to protest were varied, but each skipper did agree that anytime an incident costs you time or position it’s your obligation to protest. I don’t want to

start a parade of red flags flying, but I do feel you’re cheating both yourself and the people behind you everytime you let someone “get away” with a major infraction of the rules.

Once you’ve decided to protest, how do you do it properly? Some very obvious fouls have been disallowed by protest committees simply because the proper procedure, as outlined in N.A.Y.R.U. rule 68.3 (a), was not followed. A very important part of protesting is understanding who has the onus of proof. To protect yourself, always have a witness. Remember, too, that a crew mem-

*Continued on next page*



ber cannot be a witness and that it's your obligation to make sure a witness is at the meeting. A "trick" used by some skippers to insure that they have all the facts is to carry a pencil on the mast, along with a piece of tape, and write down sail numbers of both the protested boats and any witnesses. Everyone agreed on how easy it is to forget a witness' sail number after sailing an eight to ten mile course.

In the water, at the time of the infraction, you must do two things: First, try to notify the offending skipper of the rule infraction. Second, fly your flag at the first opportunity moment and then be sure the race committee sees it as you cross the finish line, all in accordance with N.A.Y.R.U. rule 68.

Now that you've done all the correct things in the water, what do you do when you hit the beach? On the stock Coast Catamaran course charts it states: "All protests must be turned in, in writing, within one half hour after the last race of the day." The race ends when the last boat crosses the *finish line*, not when the last boat finally reaches the beach.

Now you must fill out the protest form. I cannot emphasize enough the importance of having your own rule book. It should be taken to every regatta as faithfully as your main and boom. There was not one person among the skippers I was talking with who did not have his own rule book. With your own book you become more familiar with the rules and can relate directly to them, making references quicker and easier. Many people recommend "Paul Elvstrom Explains . . . the Yacht Racing Rules" as a good book for taking to regattas. I, personally, prefer Thomas J. McDermott's "Sailboat Racing Rules" because he states the rules, explains them and then sights case

histories and appeals. His book, like Elvstrom's, is equipped with a study kit.

Each one of the skippers with whom I had spoken had been on numerous protest committees. They all felt that far too often emotions are brought into the protest hearing. Displaying an irate temper will serve to do no more than irritate a protest committee. We all agreed that a good attitude helps a lot. A person that keeps a clear head and argues his point based on facts and not emotions has a far greater chance of getting his point across.

Those of you who have served on a protest committee and those of you who have been protested, know how a "no show" serves as a delay. I've been on far too many protest committees that have five or six protests to hear and only three of the protested skippers will show up. If you've been protested and do not appear at the meeting you will automatically be disqualified from the race. The committee must, however, assume that you will be there "shortly" and wait for you to show up. This is unfair to not only the members of the committee, but also to the other protestors. If you know you're wrong and agree to the protest, make arrangements so as not to delay the committee.

I'd like to point out that protest committees are a necessity. The rules are the basis for all your tactics and should be known and used while racing. Respect all who sail. There will always be a few skippers who are negligent of the rules — just remember, at one time you were too . . . we've all got to start somewhere! Always keep emotions out of the protest hearings and, above all, act in the Corinthian Spirit!

## PRO-AM HOBIE CAT REGATTA



SEPTEMBER 21st — The 1st Annual Qué Pasa/Hobie Sport Center Pro-Am Hobie Cat Regatta.

Qualifications for entry are:

PRO — Bring a boat — Hobie 14' or 16'.

AM — A person who has limited sailing experience.

The objectives of the Regatta are to expose people to the thrills of Hobie Cat sailing and to have a good time.

A pre-party will be held on Friday, September 20th. Sailing will begin at 10 AM Saturday morning at North Santa Clara Point.

A party after the Regatta to recognize the winners and award trophies will be held at Hap's Steak House on Mission Blvd., next to the Hobie Sport Center.

Entries will be limited to the first 100.

### ENTRY FORM

Name \_\_\_\_\_

Address \_\_\_\_\_

Phone \_\_\_\_\_

PRO ☐

AM ☐

Entry Fee — \$2.50 (includes sandwich and beer)

Mail to: QUÉ PASA  
4098 Valeta, No. 383  
San Diego, CA 92110



Ever wonder why some skippers seem to have "all the luck" and place in the top five at almost every regatta? Do you sometimes wish you could invisibly hop on board with one of these perpetual winners and see how they do it? Well, let's hitch a ride with Dick Beauchamp and his wife-crew Carol as they round the marks during last month's Bob Wallace Regatta for a behind-the-scenes look at . . .

THE

RACE



By Dick Beauchamp

"Hey, Carol, the white cone is up and you don't even have your stuff on! Get rid of that beer and let's get in the water!"

The race starts long before any guns are sounded . . . as Wayne Schafer has written in a previous edition of this, the "SAIL" magazine of the future. The best of the pre-racers is "King Jerry" (Jerry King), who arrives at the regatta site a week or two prior to the race and from dawn 'til dusk he tunes, rakes, adjusts, shaves, measures and sweats—but the boat never leaves the beach until the start of the race. Noble Warrum "massages" his hulls with 600 sandpaper so long that his hands cramp when he holds the sheet. I think the smart ones are our 'Old Ladies', who sit casually talk-

ing about everything—but sailing—and by noon they've consumed a six-pack each. (It's no wonder she forgot to put her wet suit and trapeze seat on!) Seriously though, before-the-race preparation is as important a part of the regatta as rounding the mark, and a great deal can be learned by watching the good pre-racers "do their thing."

The scramble to get off the beach is on. Carol is still complaining about having to leave 'so early'. (All the other boats are, at most, 30 seconds behind us . . .) We sail into the starting area and try going to weather. It's blowing about 12-15 knots, so both Carol and I are in the trapeze. The boat feels pretty good; the main traveler out about 4 inches, the jib in as tight as Carol can pull it and the jib traveler in all the way. We try one tack, the jib is cut too early and we're



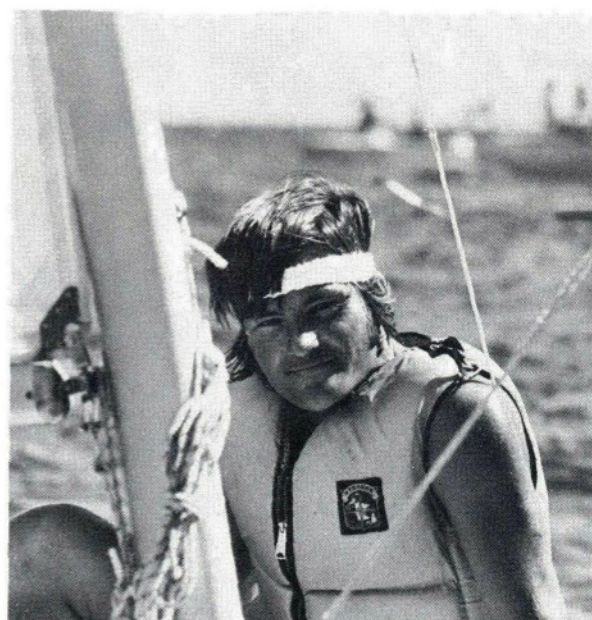


Photo: Jake Grubb

Sir Richard Beauchamp in his "Yachting Attire"

in irons. A few 'words' are had with Carol but, I tell myself, things will be better during the race . . . at least I hope so! We have about seven minutes left before the start so I take another look at the line. It favors the port end but it's a pretty short line for thirty boats. I sail on starboard until there are four minutes left, then jibe to port and sail to weather off the line. With only two minutes left about half the boats are already on starboard. I jibe, with one and a half minutes left, a little above the line—I'm going to make a dip start and try for the port end. I figure it will take twenty-five seconds to get there from where I am, so I move slowly as we pass through the one-minute mark. Now I have to get a spot, so I dip into the line a third of the way up, with thirty seconds to go. The boats are all pretty well

spread out and we have a good shot at the start I wanted. Jerry (King) is the only other guy that might give us trouble. With ten seconds to go, we're about eight boat lengths from the ball—we're going to get a good one. We pull the sails in and, BANG!, a real good start! The only problem is that the line was more even than I thought, so all the boats to weather are in pretty good shape too . . .

Going to weather will be tough. All those guys are good sailors; if I don't concentrate, that good start means nothing. Keep the boat going fast, fall off when the least little hint of slowing down is felt. I'm sailing a little lower than my brother Bob and Jerry Wetzler, but higher than Jerry King, who's tracking to leeward. We're doing O.K. and then . . .

Continued on page 27



# Malibu



*Hobie 16's heading out thru the surf at Malibu. What ever happened to those good ol' days of Murph the Surf, Annette Funicello and Tab Hunter???*



*"Let's see now, 1/32 of an inch more oughta do it." Sheetting in . . . John Ross-Duggan style!*

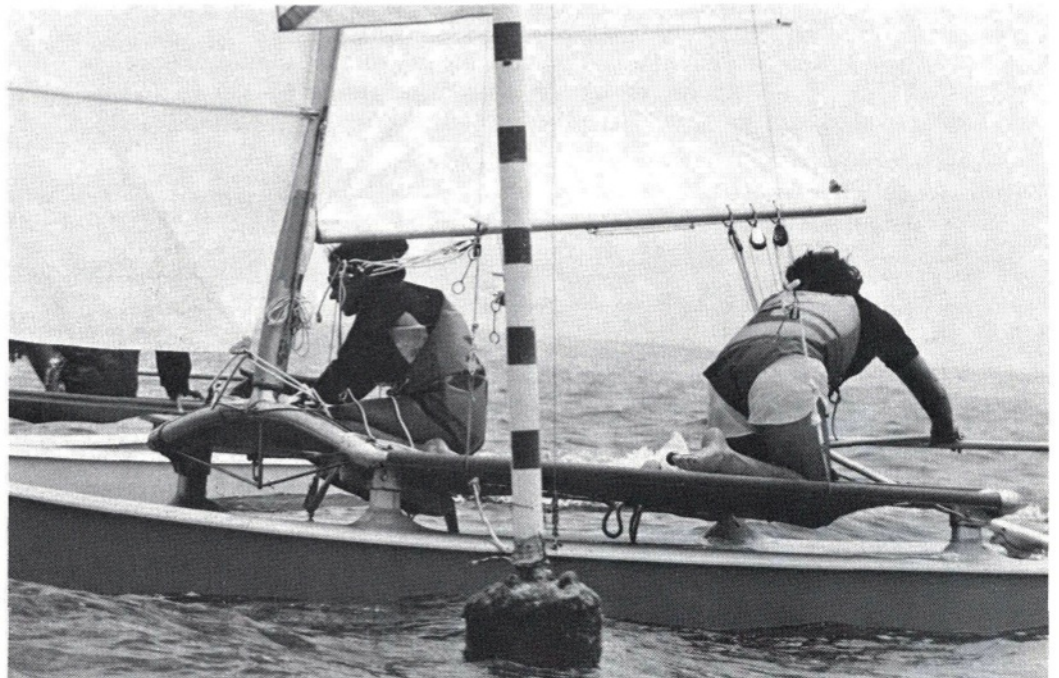


# Invitational



*Reference August Hot Line:  
"Go over your boat  
thoroughly, make sure  
everything is working  
right. There's nothing  
worse than going out to the  
start of a race and having  
your mast fall down . . ."*

*"You don't have to sit up  
there and act embarrassed,  
Judy . . . no one will ever  
notice I'm only wearing  
my boxer shorts . . ."*





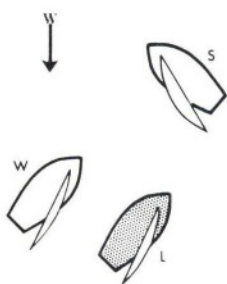
# RACING RULES THE EASY WAY

## Most Common Fouls - 4. Obstructions

### Leave Room To Pass Obstructions (Right-of-way Boats Are Obstructions)

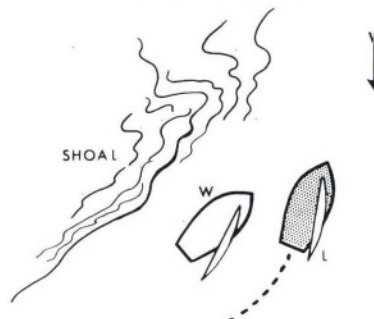
Overlapped, rights to pass obstructions are similar to the rights to buoy room ... pass on either side.

Failing to give room to pass



W needs to miss Starboard tack S; L refuses to bear off, thus "fouls" W who must tack.

Luffing into obstruction



L improperly luffs W into obstruction, thus fouls.

Racing Rules the Easy Way

Most Common Fouls ... #4: OBSTRUCTIONS

Of the many fouls that occur near obstructions, the majority arise because, either:

a skipper fails to realize that another yacht with right-of-way ranks as an obstruction; or

a skipper forgets that the inside overlapped boat may choose which side to pass the obstruction.

First, say it again: while we tend to think of obstructions in terms of shoals, docks, or heavy grass and pond lilies, obstructions also include other craft which must be avoided, certainly including boats with right-of-way (and, of course, disabled or capsized craft).

With some exceptions (which generally don't come up anyway) the rules provide the same rights to pass obstructions as they give for "buoy room." That is, inside overlapped boat gets room to pass, provided she had her overlap two lengths away.

Note: you can tack into overlap within two lengths of a buoy and get room; not so with obstructions.

ref: definition  
Obstruction

ref: rule 42

ref: 42.3(b)

Note: buoy room rights don't count at the start (the "anti-barging" rule); not so with obstructions, so if the "committee boat" were the end of a dock, windward boats could claim room to squeeze in at the end of the line.

ref: 42.1(e)

The right to take room to pass an obstruction can also limit the luffing rights of leeward boats, which must not luff windward opponents into any obstructions. Here again, fouls are common where the leeward boat luffs, failing to recognize a third yacht (over which leeward does not have any luffing rights) as an "obstruction" to the yacht she wants to luff.

ref: rule 38.4

Another fairly frequent foul occurs when the "obstructed" yacht goes what seems to be the wrong way to pass the obstruction.

Since the rules do not define any proper side for passing obstructions, but do insist on rights for room to do so, the obstructed boat may choose her side within the limits of good seamanship -- occasionally to the great surprise of overlapping boats that must give her room.

Beware: obstructions rate room. To add more teeth to this rule, there is the additional restriction that you must not establish a new overlap by overtaking so close to any "continuing obstruction" (i.e., fixed objects, as opposed to other yachts) except when there is "room ... to do so in safety."

ref: rule 42.3(c)

Still more teeth: close-hauled, when leeward can't clear an obstruction, she may hail a windward boat for room to tack. When hailed, windward must tack to give room, or hail "you tack" and then jolly well keep clear. (Of course, after hailing, leeward must, indeed, tack herself.)

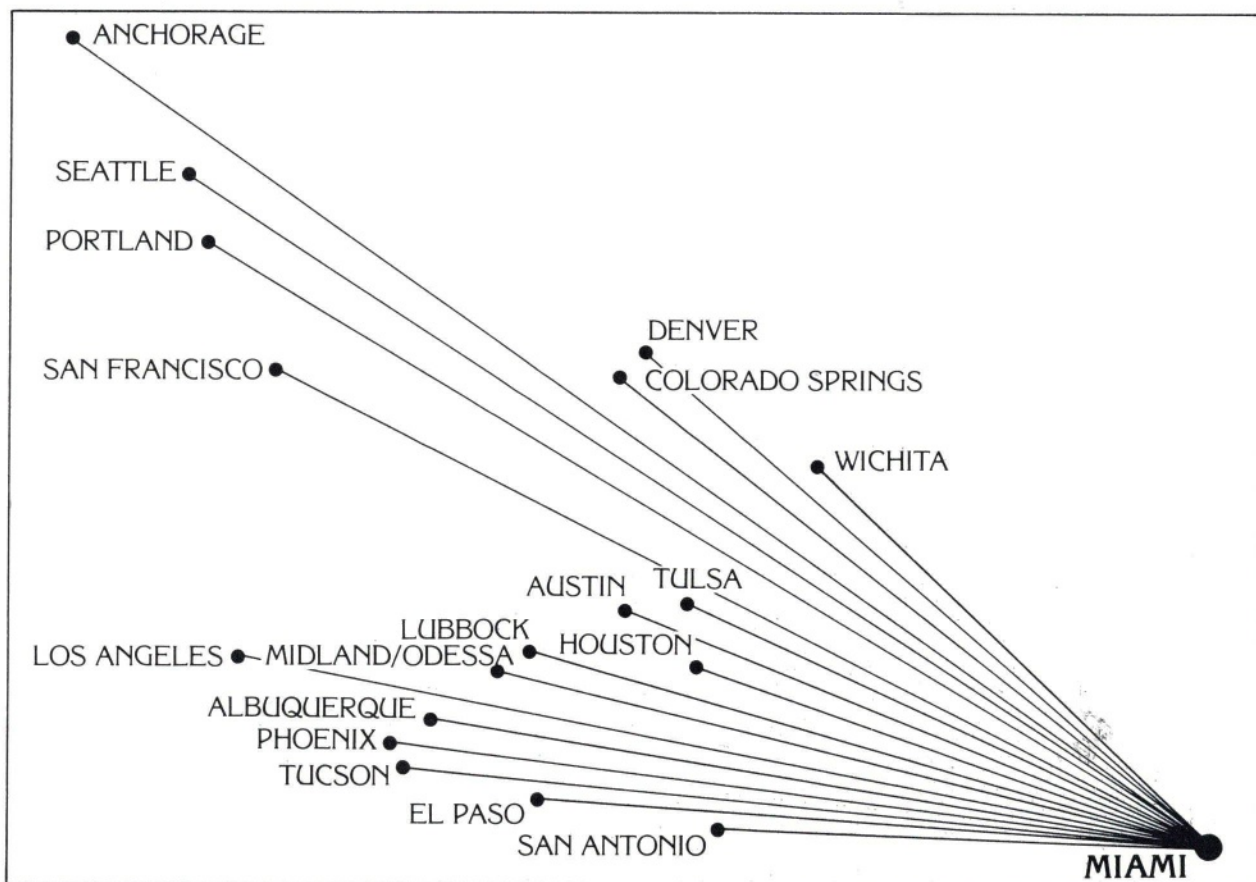
ref: rule 43.1

Conclusions: don't fool around near obstructions -- call for room to maneuver, and take what you fairly need. Just like buoy room. Don't insert yourself between other boats and obstructions of any kind, unless you're sure there's room to do so safely. Remember right-of-way yachts are obstructions to you, and to others. When obstructed, hail the nearby boats "I have an obstruction and need room"; otherwise, there's a good chance the skipper you want to give way won't realize that he should. Hail early enough so that if you don't get the room, you'll still have time to find another way out (protesting as you go, naturally).

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



# We really move our tail for you from 18 cities to Miami.



Heading for the Miller High Life/Hobie Cat 14 Nationals? Continental's your airline.  
Let us fly you to Miami and all the salt water action.

We really move our tail for you.  
**CONTINENTAL AIRLINES**  
The Proud Bird with the Golden Tail.





# FLEET

HOBBIE CLASS ASSOCIATION

# JEFF CANEPA

## FLEET #67—Salt Lake City, Utah

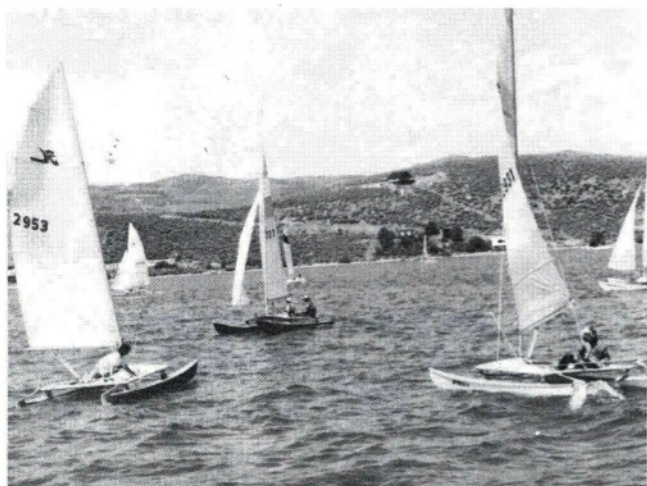
The Sweetwater Regatta at Sweetwater Resort in Bear Lake, Utah, July 4, 5 & 6, turned out to be one of the best regattas we have had this year. The winds were great—almost too great—with 15 mph gusts on Thursday and reaching 30 mph plus on Friday and Saturday! Along with the strong winds came small waves and some whitecaps, but we had plenty of warm sunshine.

Thursday night Village Fair West, our regatta cosponsor, and our Hobie Cat dealer in Ogden sponsored a hot dog roast with plenty of food for all. An added "highlight" of the weekend occurred Saturday night when a dozen or so streakers flashed by—on waterskis!! Needless to say, everyone had an abundance of great racing and lots of fun!

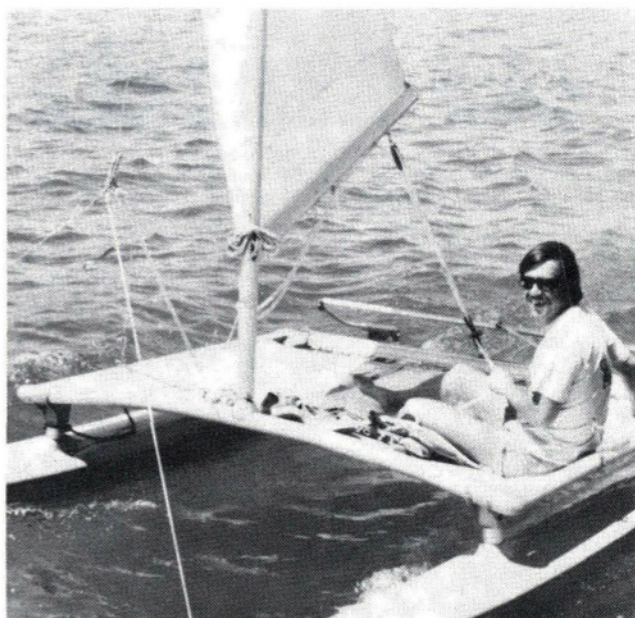
### REGATTA RESULTS:

HOBBIE CAT 16				HOBBIE CAT 14			
POSITION	NAME	SAIL #	TOTAL POINTS	POSITION	NAME	SAIL #	TOTAL POINTS
1.	D. Nicholas	9554	14½	1.	W. Berger	2953	9¼
2.	E. Radford	9921	21½	2.	M. Shearer	12931	9¼
3.	I. Akre	6008	22	3.	R. Bergen	8765	19
4.	A. Shearer	8633	22¾	4.	J. Snow	2009	25
5.	P. Cole	3327	25	5.	L. Larsen	2295	34
6.	E. Porter	8457	47	6.	B. Billingsley	4400	35
7.	G. Smith	7544	47¾				
8.	H. Hoff	4302	48				
9.	J. Tedford	6771	49				
10.	B. Cove	12096	50				
11.	P. Schmitz	1333	64				

Photos by Burkhardt Berger.



"Hey, what happened to the windward mark?" No kidding, this season we've had two marks disappear during our regattas!



Fleet #67 Commodore, Walter Berger, on his 14' "Water-Gator."

## FLEET #60—Alpena, Michigan

July 6th & 7th Fleet #60 held their annual Thunder Bay Regatta, with an added special attraction—a hull flying contest!

With Lake Huron still on the cool side and winds 12-15 knots the 1st day and 5-12 the 2nd, it proved to be a very entertaining weekend.

For the hull flying contest all entries were Hobie Cat 16's, sailed single-handed. Each contestant was allowed three chances to "fly," while a designated person from shore had a stop watch and timed the skipper. Despite somewhat puffy conditions and the lack of wind, the results are impressive!

### HULL FLYING CONTEST

POSITION	NAME	TIME
1.	Tim Buse	3 Min. 43 Sec.
2.	Steve Buse	1 Min. 50 Sec.
3.	Dan Hemple	1 Min. 43 Sec.

### REGATTA

A FLEET		
POSITION	NAME	TOTAL POINTS
1.	Woodruff	9¼
2.	Truder	13
3.	Watson	20¾
B FLEET		
1.	McCoy	7¼
2.	Buse	8½
3.	Ladd	13



# NEWS

SEPTEMBER 1974

# WINS WORLDS!

## TOP TEN RESULTS:

1. JEFF CANEPA—Santa Cruz, Ca.
2. RICHARD LOUFEK—Newport Beach, Ca.
3. PHIL BERMAN—Newport Beach, Ca.
4. RANDY HATFIELD—Long Beach, Ca.
5. GEOFF HOSLEY—Australia
6. ROBBIE BARREL—Hawaii
7. WAYNE SCHAFER—Capistrano Beach, Ca.
8. STUART WILKIE—Australia
9. DEAN FROOME—Hawaii
10. JOHN ROSS-DUGGAN—Newport Beach, Ca.

**Complete coverage in October issue . . . don't miss it!**

## FLEET #117—Gun Lake, Michigan

Wind conditions were very mild for the Gun Lake Catamaran Open Regatta at Yankee Springs State Park on Gun Lake, Mich., July 6th. The regatta was cosponsored by The Sailboat Center, our Hobie Cat dealer in Grand Rapids.

Saturday started with a few gusts of wind, which departed quickly so that at starting time they were not to be felt! We delayed for a couple of hours and finally by 2 p.m. decided to shorten the course and give it a go. It was a slow, but interesting race, with "gusts" from 2-7 knots. Bob Heathcote and his crew, Linda McMillen, sailed up a storm . . . and left the rest of us wondering where they got their wind! 2nd place was held by 2 sailors from the NETHERLANDS! They were visiting a Michigan friend who lent them his Hobie Cat for the race. Tying the Dutchmen for 2nd place were Bob Heydenberk and his crew Carol, whose tricky jib-work held them in good position despite calm waters. Our sympathies to Don Strayer, whose mast stay snapped just before he crossed the finish line in the first heat. He's repaired though and ready for the next regatta!

## REGATTA RESULTS:

### HOBIE CAT 16

POSITION	NAME	SAIL #	TOTAL POINTS
1.	R. Heathcote	2970	1½
2.	P. Weerstra	9788	6
3.	B. Heydenberk	10415	6
4.	T. Fulbright	9798	8
5.	D. Cassens	9352	9
6.	W. Ringlever	9776	11
7.	J. Shaub	6116	17
8.	B. Thompson	4949	17
9.	H. Fowler	10269	18
10.	A. VanderMeer	7130	19
11.	D. Heydenberk	5488	20
12.	A. Littlefield	11329	23
13.	D. Strayer	6784	26

## FLEET #101—Wrightsville Beach, N.C.

Ever have one of those days when almost everything goes wrong? Fleet #101 had a Saturday like that . . .

The fleet was having its first invitational regatta and had planned an ocean course off Wrightsville Beach. Three races had been planned for Saturday; two on Sunday, with a cook-out and party on Masonboro Island Saturday evening. The weather was ideal, although the wind was light. The northeasterly breeze was around 5-10 knots on a bright sunny day.

One difficulty developed when the owner of the skiff from which the Race Committee was to operate had to return to shore for some assigned task. The Committee was transferred, with its gear, to a boat assigned to carry photographers and reporters. Will Echols owned the boat and made it available for the regatta, but informed the race officials he had to be back in by 5:00.

The eleven boats in the Hobie 16 Class didn't get started until about 3 p.m.; eight in the Hobie 14 Class about five minutes later. The Race Committee estimated it would take about 30 minutes for the first race and it was a little after that the first boat arrived at the finish line and was given the victor's horn. The skipper announced, however, he couldn't have won. The 'B' buoy was missing and he and his crew had looked all over for it, deciding to return to inform the Committee. The other boats all had the same news when they returned. The other skiff was sent off to find the buoy and returned somewhat later to report that not only was 'B' on the beach, but 'C' buoy, too, had come loose and was also on the beach! 'A' buoy was left and the hour getting late, with Echols letting the Committee know he couldn't stay out much longer. It was decided to sail a course from a skiff, then anchored untended in the vicinity of the race, to 'A' buoy and return. The starting and finishing line would be formed of Echols' outboard and the tethered skiff.

Echols' anchor was lowered for the start of the Hobie 16 race, but during the starting procedure, it was noticed that

Continued on next page



the anchor was dragging. The Hobie 14's were started before anything was done to control the drifting of the boat. Echols then instructed the fellow sitting at the bow to let out more line once the boat moved to a better windward position. When the site was reached, the fellow payed out the line.

Suddenly he announced, "There goes the line."

The end hadn't been secured to the boat and in no time disappeared in the depths. Echols dove over the side but it slipped out of sight and he was unable to spot the sinking line.

The catamarans were on their way back when the owner of the tethered skiff returned and, unaware that it was being used as the other end of the line, cranked up the engine and headed for the inlet! Fortunately, a boatload of spectators was anchored not too far away. With the occupants' permission, the finish line was formed of Echols' outboard and, now, the spectators' boat. By that time, however, it was nearing 5 p.m. The other committee boat was signalled and the Race Committee, once again, transferred. Echols headed back for his appointment.

Sunday was a better day. Chain was added to the buoy lines! Racing started at 11 a.m. The wind was light but started increasing after shifting to south, rising to about 20 knots with whitecaps by the last of the four races sailed. Only the last race Saturday was counted.

Trophies, consisting of silver cups, were distributed Sunday afternoon.

(The Hot Line Staff would like to take this opportunity to congratulate the Race Committee for "hanging in there" despite the confusion . . . you're a determined bunch!)

#### RESULTS:

##### HOBIE CAT 16

POSITION	NAME
1.	Bob Hendrickson
2.	Chris Rasmussen
3.	Bud Needham
4.	Wells Berry
5.	Russell Gouldy
6.	Sonny Palmer
7.	Bo Deaton
8.	Billy Irons
9.	Dick Kinney
10.	Dick Kinney
11.	Rudy Tatum
12.	Frank Babiarez

##### HOBIE CAT 14

POSITION	NAME
1.	John Reinicke
2.	Charlie English
3.	Deak Walden
4.	Tommy Russell
5.	Jay Godwin
6.	Mac Waggett
7.	Hayne Palmour
8.	Tommy Rhodes
9.	Dermot Craig

#### FLEET #54—Baltimore, Maryland

Thirty-six Hobie Cats gathered at Flying Point Park on the Bush River in Maryland on Saturday, July 13th, for a points regatta sponsored by Hobie Fleet #54. The day was replete with handsome men, beautiful women and blazing sunshine. Unfortunately, the wind was somewhere else—having its own good time.

Nevertheless, Bert Shoemaker of College Park, Md. won first place in the Hobie 16 A-fleet with thirteen year old Terri Holmes of Washington, D.C. as crew. Hard on his rudders came John Flanigan, III, skipper of Puff the Magic Draggin', and crew, Art Fassio of Baltimore.

J. Patrick Moore, the Hobie Cat dealer in Joppatowne, Md., and Lisa, his fourteen year old daughter, "screamed" across the finish line at five knots to win the 16' B-fleet.

As the 12' Mono Cats approached the committee boat, shouts of shark sighting were heard from Mrs. Barb Bochen-ski and Mary Lou Moore. This false alarm was soon proven to be only an old 'Charles Anderson For County Executive' sign floating on top of the river!

Mr. and Mrs. Charlie Hoover of Bel Air provided their forty foot houseboat for the committee, headed by Mrs. Jay Huggins of Baltimore.

Despite the lack of wind, everyone sure looks like they had a good time!



*Our Happy Hobie Dealer and Dealerette . . . J. Patrick Moore and his 14 yr. old daughter, Lisa.*

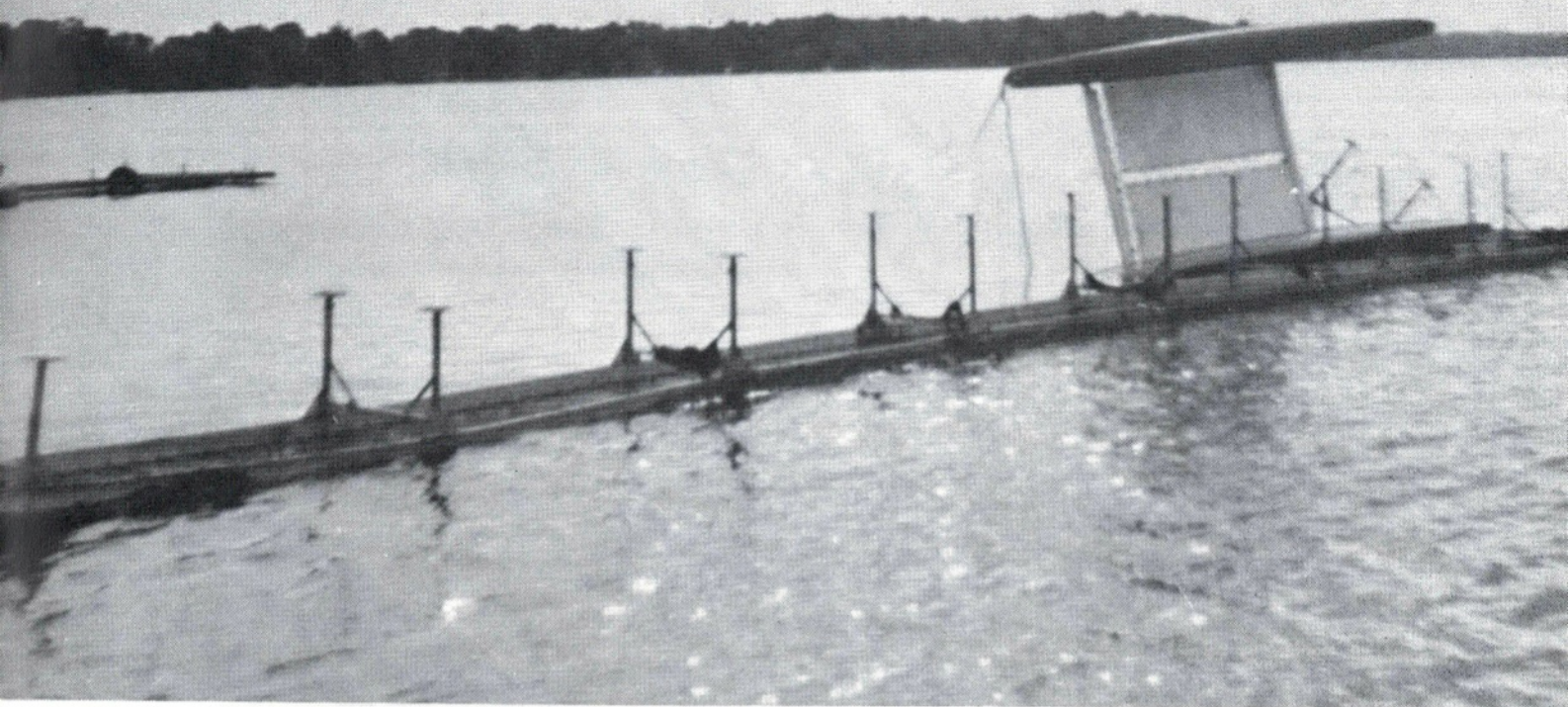
Photos by Stan & Barb Bochen-ski



*A Hobie Cat lunch break at Flying Point Park.*

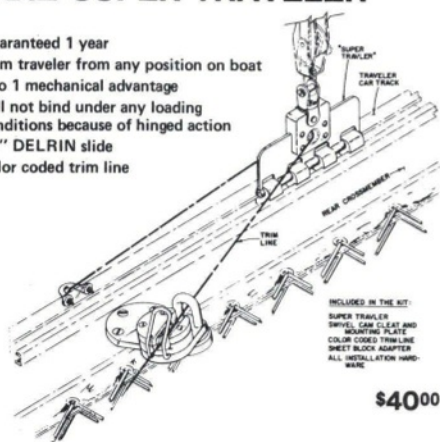


The surf was up on Forest Lake recently. Minnesota winds, gusting to 80 mph, turtled Greg Lemke's Hobie Cat 14 . . . along with the redwood dock it remained tied to!! (What type of docking lines do you use, Greg?!!)



## 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
- 4 1/2" 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

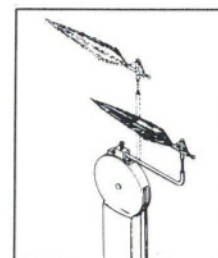
## MAST ROTATION CALIBRATION KIT

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
- 1/2 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 38351

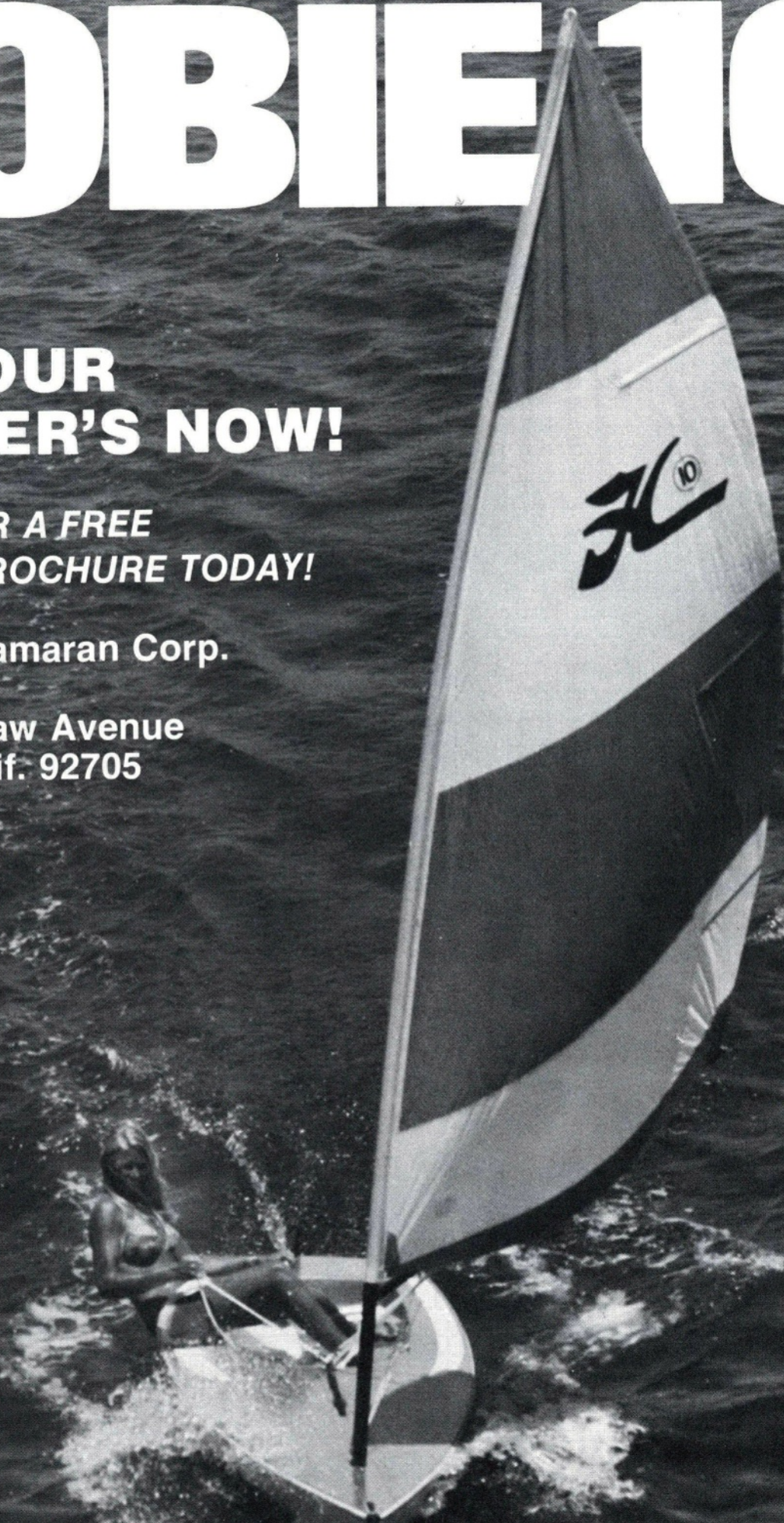


# HOBIE 10

**AT YOUR  
DEALER'S NOW!**

**WRITE FOR A FREE  
COLOR BROCHURE TODAY!**

**Coast Catamaran Corp.  
Dept. HL-9  
2026 McGaw Avenue  
Irvine, Calif. 92705**





Continued from page 17

"Where the heck is the mark, Carol?!" We have a problem—neither one of us had checked the mark locations! We've really overstood the mark, so we reach to the weather mark. It looks like we've done almost everything wrong; not only did we overstand the mark, but we also took the wrong tack—port was definitely favored. "Oh, bummer!" All the boats on starboard are lined up and going for the weather mark. Be conservative, I tell myself, don't take dumb chances. After taking a few sterns I finally find a place to tack. "Oh &#c\*#!", we make another bad tack . . . and here comes Nick Steele. Of all the guys to make a bad tack in front of, Nick's the worst. "Whew!"—he had plenty of room to leeward to pass! Finally we round the weather mark, and there's not many boats behind us. "Well I sure am glad we got that leg of the course over with. Now let's go to work and catch some of these buzzards!"

We have an open spot on the reach, no boats around, so I decide to work a little low so we'll be able

to reach up if we need to pass anyone. We come to a group of boats and Carol is ready; she has her jib traveler all the way out and is sitting to weather, just forward of the shroud. I'm sitting just aft of the shroud, the main traveler is all the way out. We're going fast—pulling the sails in when we pick up some speed and easing them out as we slow. "This is really fun sailing, huh Carol?"

"What are we on?"

"A reach."

Suddenly she gets a petrified look and yells, "A 'screaming reach'? Will we tip over?!"

"Carol, it's only blowing 12 knots."

Simultaneously we get hit with a big puff and, as we both scramble aft, I get a nasty look. Back to sailing . . .

The boats we have moved up on are sailing the same line we are. We get another puff, sheet in and head higher. It's pretty good timing and we're able to pass two or three boats without being forced way up. We're approaching the mark and have another good, open spot to round it in. As we round the mark I take a quick

survey of the fleet . . . ol' Dick and Carol are in about 15th place.

We are already adjusted for downwind sailing, with the exception of letting the sails out. Before Carol can hook the boom vang up I ask if she's ready to jibe. "Well, of course!", she says . . . as she frantically gets ready. We jibe to port before any of the other boats; it looks to me like the port jibe is a lot closer to the mark. Sailing downwind we work low, trying to keep up a good speed, but concentrating more on direction. We work up to catch a wave, get on it, sheet in and fall off with the wave. I could see that the other boats to leeward had all jibed, but we looked pretty good. As we approach the lay line, which is about 90 to 100 degrees off our beam, we jibe in a nice puff. At this point two boats have rounded the leeward mark, one of them the Pietys, who have worked their way into 1st position. I sure do wish I had that guy's spot, but wishing gets you nowhere. I am where I am—and that's what I must concentrate on!

We jibe back to port a little early, but I want the inside position on the boats that are already on port. We

## THE FABULOUS

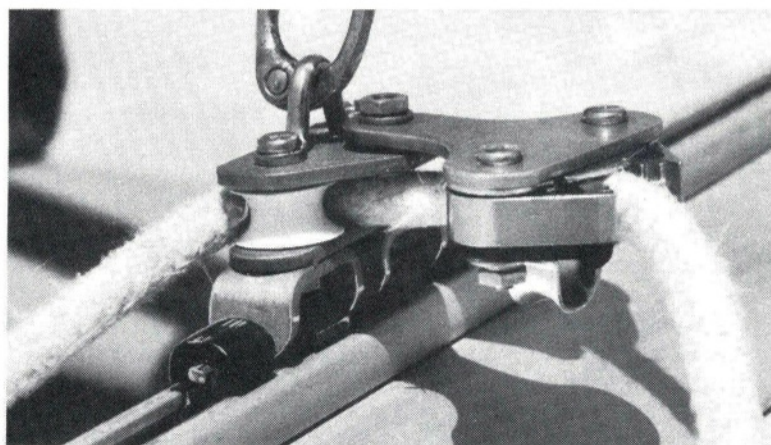
\* SST

\*The super super traveler  
that's super over-all.

**\$42.<sup>50</sup>**

INCL. SHIPPING

Patent Pending



- Hinged mount accommodates to changing angles of force. Avoids binding or jamming of slide.
- Swing-mounted locking cam cleat with fairlead always follows direction of pull.
- Single rope control. Uses end of main sheet as trim line.
- Nylon sheaves on stainless bushings give low-friction 2:1 purchase.
- Finest delrin slide in use.
- Low profile, rugged, all stainless steel construction.

30-day money back guarantee. If this is not the best slide traveler car you have ever used on your Hobie 14' or Hobie 16', then return within 30 days of our postmark and purchase price, less shipping and/or mailing charges, will be refunded in full.

**"SST" Inc.**  
**R.R. No. 1, Box 10**  
**Isla Verde, Puerto Rico 00913**



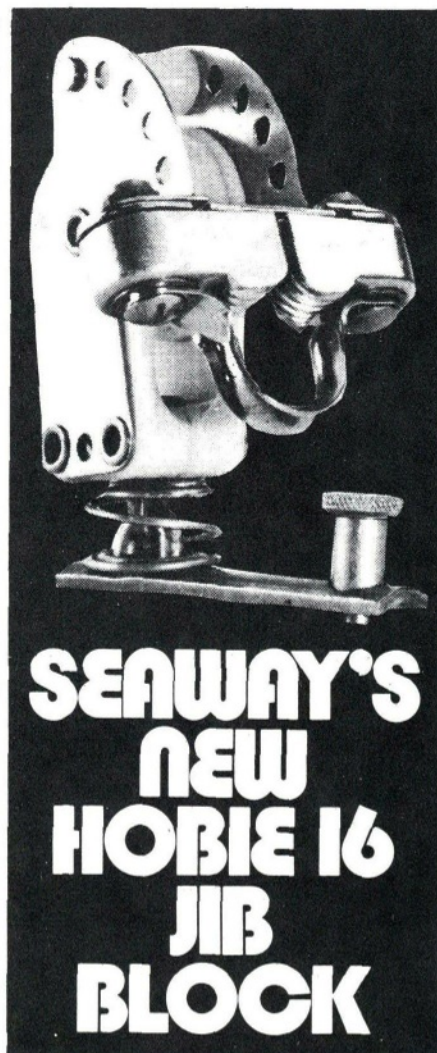
are about 20 boat lengths from the mark so we adjust both travelers back to about the same position, kick the rudder down and straighten the trapeze lines. We are in 7th place now, but pretty far back, as we round the leeward mark. The boats in front are continuing on port, and it's the right way to go. We have fairly clean air and work to weather of the boat in front of us—at the same time keeping the boat behind us in our bad air. A few of the boats have tacked off to starboard, probably a little too early. My thinking is to keep to the right side of the course, so I hold the port tack longer than anybody. The wind is getting rather squirrely but is lifting us . . . man, am I lucky. We tack and take a look around. We have a perfect course for the finish, only we're going back to the weather mark. Fortunately we get lifted a little as we approach the line and miss it by 2 or 3 boat lengths. I tack again right after clearing the line and stick with my game plan of keeping to the right. As we sail on port I can see we are once again back in this sailboat race. Jared (Piety) still has a good lead but we've really closed the gap. We are now in 4th place, as we tack on the lay line to starboard. I really feel good about the downwind leg as we round the weather mark.

The boat is really going good; I'm able to sail a little lower, but go just as fast as the lead boats. I'm hoping they will continue on starboard, as this will give me the chance to jibe early and move up some more. The other boats do continue on starboard. I jibe so that I can lay the outside port end of the finish line . . . but as I do, the other boats jibe also! Oh well . . . so much for wishful thinking. The boat is really going and it looks like we are now in 3rd place as we jibe back to starboard. We go to the port lay line, jibe, and at the same time Piety is rounding

the mark. He has a pretty safe lead, with Dean Wickstrom and Toni in 2nd. Uh, oh . . . I was wrong about being in 3rd place—George and Jackie Folgner, in their newly-patched boat, hold 3rd—that puts us in 4th. The race to the finish looks like it will be with George, for 3rd place. The other two boats have it made for 1st and 2nd, unless something strange happens . . . and it often does in Hobie Cat races. The race is not over until the line is crossed, so I don't assume anything—just keep on truckin'!

The wind has not changed much during this race so we have our sails and travelers set about the same as before. We round the mark five boat lengths behind George. We both hold port for quite a while, but as it starts to get shifty, we tack. George tacks to cover us, but we've made a great tack and are off. We'll have to make another tack to lay the finish though. Concentration is the name of the game—make the boat move! We've worked our way up on George and are ahead of him! He's having some sort of trouble and now it's our turn to cover; he gets in our bad air and falls back a little. We make the tack and finish about half a minute behind Jared and Darlene, the winners, and Dean and Toni, the 2nd place finishers. We sail over, congratulate the first two boats, and head back to the beach.

We're really stoked—we got a few lucky breaks and pulled a 3rd, in what looked like disaster. The important thing in any race is to keep sailing, no matter what, and make your own decisions. Concentrate on how you can get around the course the fastest way, and regard the other boats only as obstacles. Jared and Darlene won this race and, granted, it would really be nice to be in their shoes. But the regatta isn't over . . . the second race starts in about three beers and a six-pack of lies!!



## SEAWAY'S NEW HOBIE 16 JIB BLOCK

### A Winner from Any Angle!

Designed exclusively for the Hobie 16—Seaway's new S-065 racing block allows adjustment of the becket to any of five different positions for a wide variety of cleating angles. A full universal joint makes any angle of lead possible. Deluxe components throughout, including Seaway's precision mini-block which glides the jib sheets smoothly and effortlessly over 16 needle bearings. Also featured is a slide for  $\frac{5}{8}$ " internal track and investment cast stainless steel cleats. Plus the new jib block accommodates a larger diameter line than ever before—up to  $\frac{7}{16}$ " braid. Any way you look at it, Seaway's new S-065 jib block comes out a winner. List price is \$16.00. Look for the complete line of Seaway racing blocks at your marine hardware dealer now.



Send 50c for  
Seaway color catalog.  
Dealers Inquire

# SEAWAY®

4201 Redwood Avenue, Dept. H-9  
Los Angeles, Calif. 90066







### Sailplans in Copper

Your boat with your sail number. In warm copper on a midnight background, mounted on rich walnut base 8" x 10". Hobie 12, 14, 16. \$24.95 + shipping \$1.25

Include sail number. Delivery 4 weeks.

### Spring-Lock Pins

Unique design stainless steel quick release pins. Hold firmly even in oversized holes.

Grip Lengths 1/2", 3/4", 1". 3/16" dia \$1.45 ea, 1/4" dia \$1.60 ea



Get maximum drive. Kit of 8 tails with complete sailing instructions. Attach with patches, no holes in the sail. \$1.75



For instant sail repair. Kit of 18 assorted sizes, adhesive backed vinyl patches. \$1.00

### Hobie Sail Numbers

Adhesive backed vinyl, easy to apply. 8"-\$ .30 ea, 10"-\$ .35 ea, 12"-\$ .50 ea.

From your HOBIE Dealer or / **SOUTHERN CROSS MARKETING**  
P.O. Box 2276, Dept. H, Costa Mesa, CA 92626

# 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:

- ☐ HOBIE HAWK
- ☐ 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 \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Sail No. \_\_\_\_\_ ☐ 12

Hull No. \_\_\_\_\_ ☐ 14

Fleet No. \_\_\_\_\_ ☐ 16



**CLASS ASSOCIATION**

**2026 McGAW AVENUE  
IRVINE, CALIF. 92705**

## 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.

**STOLEN**—16' Main & jib, boom & Seaway blocks. Yellow panel sail #7471. Contact: Ronald C. Knuckles, 1010 Dogwood Ave. N., Surfside Bch., S.C. 29577.

**STOLEN**—16' Hobie, blue hulls, white decks. Hull #CCM-662030273. Red/white/blue sail #8021. Also trailer, jackets, paddle. Stolen from F. Petersen's home in McLean, Va. If you have any information contact the Fairfax County Police Dept. in Virginia.

**STOLEN**—16' Hobie, tangerine hulls, yellow decks. Hull #4383, CF 6020FG. Yellow panel sail #6328. Trailer license #KM3561. Stolen from parking lot in Mission Bay, Ca. August 1st. Contact Roger Reynolds at 714/272-7803.

**STOLEN**—14' Hobie, red hulls, ivory decks. Hull #2319, name "Nessy" on sides. Sail #2477. Contact Dennis Jansma at 617/749-3974. **REWARD!**

## UNBREAKABLE RUDDERS!

**NOW CLASS APPROVED  
FOR RACING!**

**\*CHRIS CHRISTENSEN  
SUPER RUDDER**

\*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.

\*Not one failure!!

\*Made with a special fiberglass process.

\*With smooth gel coat finish.

\*Guaranteed not to break under normal use, or **free** replacement.

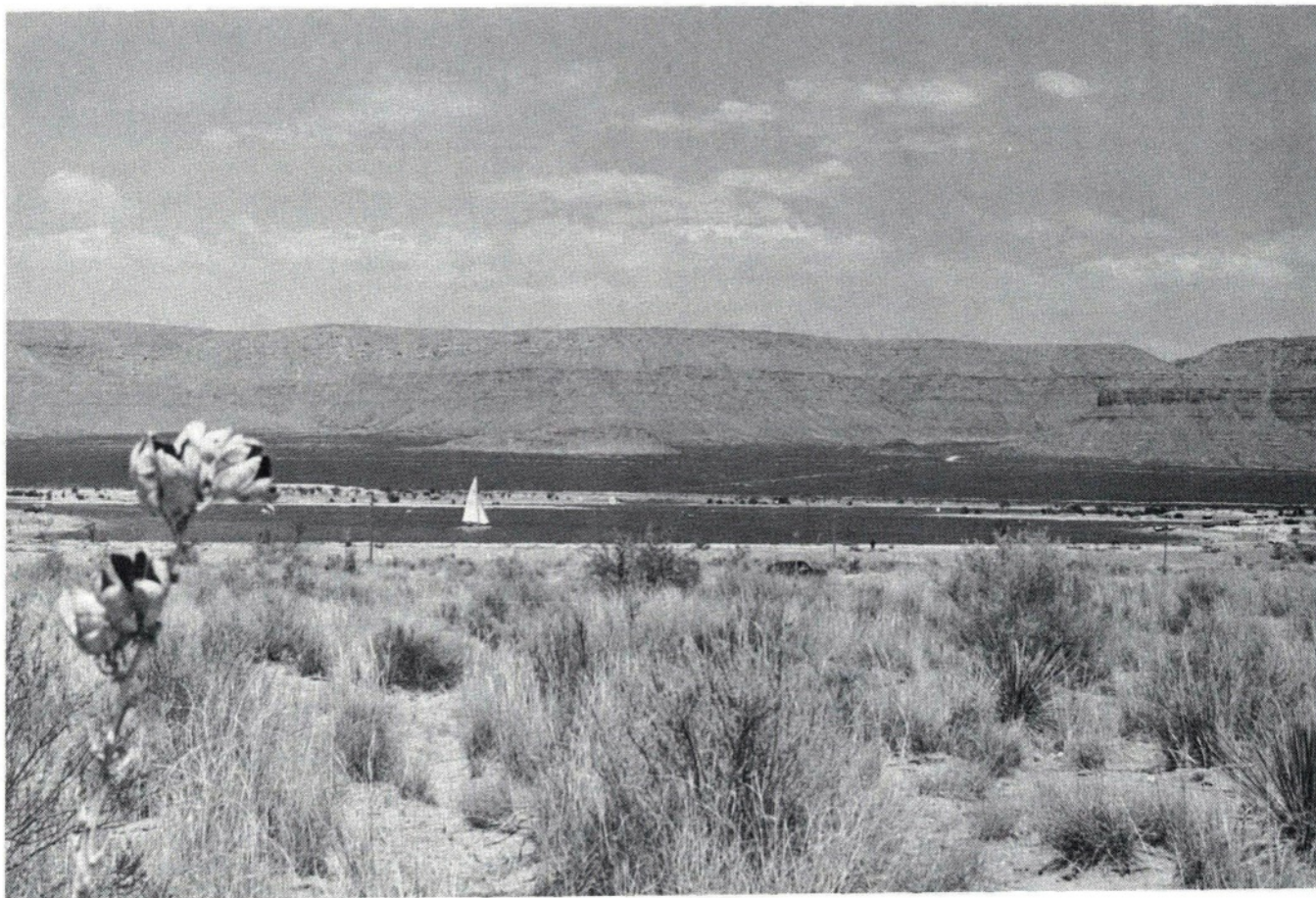
\*Price—\$80.00 per pair.

\*Ask your dealer, or order direct. (Direct orders include \$5.00 shipping charges.)

**FLORIDA CATAMARANS 4034 N. East 5th Ave.  
Ft. Lauderdale, Fla. 33308 305/565-6955**

FLORIDA RESIDENTS ADD 4% SALES TAX





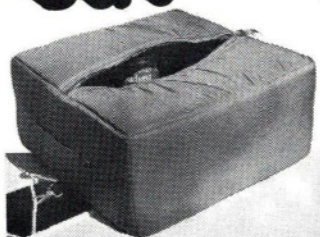
No Sunday afternoon crowds here! Bernie Bracher's Hobie Cat 16 has an 88-acre lake all to itself!! The lake, a de-

velopment of the Horizon Corp., is located about 45-minutes east of El Paso, Texas.

## "Cool Cat"

**NEW!**

12" x 12" x 6" Deep Insulated *Cool Cat* easily holds two six packs, food and ice, and keeps them cold for hours (20 can maximum *Cool Cat* capacity if you're on a liquid diet.)



- *Cool Cat* snaps securely to trampoline.
- Zipper keeps *Cool Cat* closed — Contents will not spill out when zipper is open.
- Two side handles make *Cool Cat* easy to carry.
- *Cool Cat* floats.
- Top quality, Mildew resistant, nylon duct, webbing, and insulation throughout.

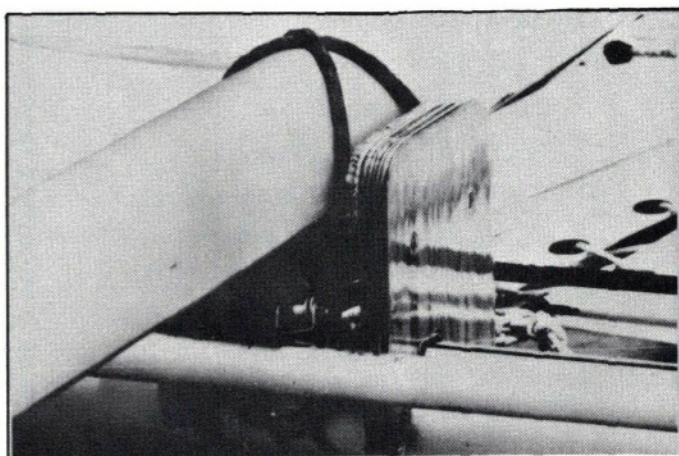


PRICE: **\$19<sup>95</sup>** EACH

(N.Y. Residents Add 7% Sales Tax)

Send check or money order to:

Elwood Safety  
2180 Elmwood Avenue  
Buffalo, New York 14216



**CATMASTER™** patent pending  
**MAST SUPPORT**

- Fits Hobie Cat 14's and 16's directly
- Supports mast snugly and firmly
- Secures quickly (shock cord or tie)
- Protects traveler, track and tiller bar
- Makes excellent gift, trophy or award

Order direct, or from your Hobie dealer  
Type HC 1416 varnished plywood \$18.50  
**CATMASTER PRODUCTS**  
P.O. BOX 5756, RALEIGH, N.C. 27607





BEEF n' SPIRITS

## 7TH ANNUAL ANCIENT MARINER HOBIE CAT REGATTA

Newport Beach, Calif.  
September 14 & 15, 1974

**SPONSORS:** Ancient Mariner Restaurant & Hobie Class Assoc.

**REGISTRATION:** Saturday 7-10:30 a.m. in the Ancient Mariner parking lot.

**ENTRY FEE:** 14' — \$5.00 (Includes one T-shirt & one dinner ticket.) 16' — \$8.00 (Includes two T-shirts & two dinner tickets.)

### RACE SCHEDULE:

Saturday: Two races — one from Ancient Mariner to Newport Pier & one from Newport Pier to Ancient Mariner. 1st race starts at 11 a.m.

Sunday: One race at 11:30 a.m. — start & finish in front of Ancient Mariner.

### SPECIAL ACTIVITIES:

Sunday 4:30 — 6:30 p.m. the Ancient Mariner is sponsoring a SUPER-DUPER-MARVELOUS-FANTASTIC HOT & COLD BUFFET DINNER FEAST!!! The trophy presentation will be from 7-7:30 p.m. A NO-HOST BAR WILL BE GOING CONTINUALLY! All these festivities will be at the:

Balboa Pavillion (upstairs)  
400 Main St.  
Balboa, California

All this is *included* in your entry fee! Extra tickets will be sold at the door for only \$1.50. (Shirt & shoes required.)

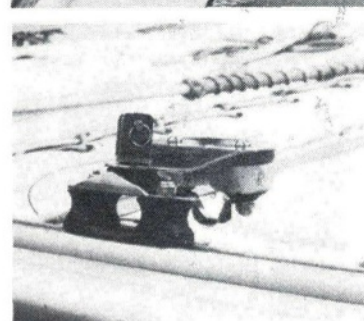
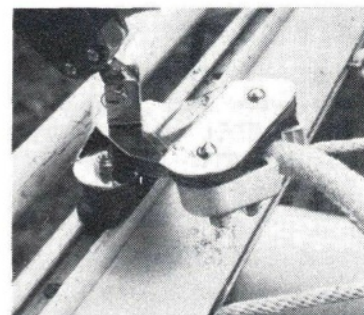
For more information contact:

Rich Jeffries  
Coast Catamaran  
714/979-2880

Advertisement

## CATS CLAW the slide that wins

Single Hand Operation  
Quick Release  
Compact One Piece Design  
Fully adjustable mainsheet traveler rig  
Easy movement with large Delrin side—even under sail load  
Delrin Pulley Fairleads gives low friction  
2: 1 purchase  
Large aluminum Cam Cleat handles 1/2" line  
Single rope sail adjustment—use end of mainsheet for traveler line  
Great for single hand trapeze work  
High polished Stainless steel construction—high strength, low corrosion  
Use on both 14' and 16' Hobie catamarans  
Slide and all other parts are available  
Price \$29.95 FOB Jupiter, Florida



**\$29.95**

See your Hobie dealer  
or address inquiries to:

P.O. BOX 1065

JUPITER, FLORIDA 33458

305-746-7542

## Qik-Fix

THE ALL-PURPOSE  
EMERGENCY  
STAINLESS STEEL  
TOOL

**\$3.95**

Includes  
Tax and Mailing  
NO CODs

Add 75¢ for Special  
Handling and Airmail

Dealers Invited

P. M. Hutton & Co.  
P. O. Box 1367  
Huntington Beach, CA 92647

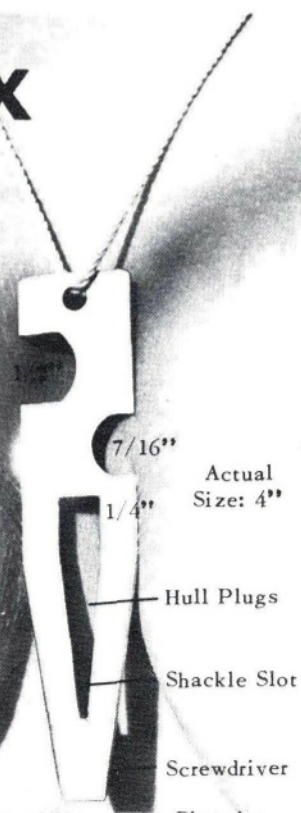


Photo by  
DANIEL J. DEAN



Dear Hobie Sailors:

## PHYSICAL CHARACTERISTICS

- 

"FITS LIKE A FITTED SHEET  
FOR YEAR-ROUND PROTECTION"

**See your dealer first. If not available, write us direct.  
Dealer Inquiries Invited**

**To Avoid Delay — Print Clearly**

Quantity  
Order

First Name	Middle Initial	Last Name
------------	----------------	-----------

Address \_\_\_\_\_ Hobie 14

City \_\_\_\_\_ Hobie 16

State \_\_\_\_\_ Zip \_\_\_\_\_

Please allow 3 weeks for delivery

Postage & Hand	\$ 2.50 each
----------------	-----------------

**Check One:**

☐ BankAmericard ☐ Master Charge

Calif. Residents  
Add 6% TAX



TOTAL

[illegible]

**X**

**Sign Your Name as it appears on your Bank Credit Card**

# NEW CAT-LITE

MAST SUPPORT AND TRAILER LIGHT BAR  
(has that "part of the boat" look)



Model 100 (4 wire electrical systems) - \$49.95  
Model 200 (5 wire electrical systems) - \$59.95

## A MUST FOR HOBIE CAT TRANSPORTATION

**CHECK THESE FEATURES:**

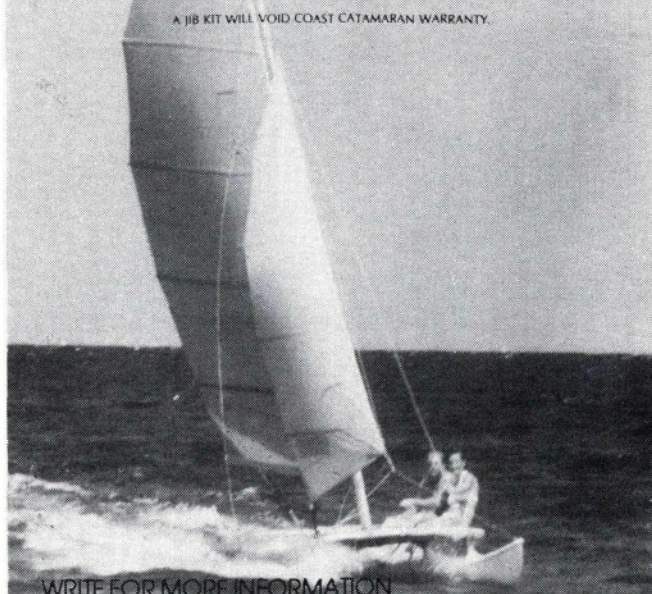
- Mast support and lights
- License plate holder
- Non-corrosive
- WILL NOT MAR boat
- ELECTRICAL plug quick-disconnect
- Designed to meet highway safety requirements

Inquire direct or see your Hobie Dealer

PACIFIC PRECISION PRODUCTS  
P.O. BOX 3463, TORRANCE, CA 90510

DO YOU WANT A  
COMPLETE JIB KIT  
FOR YOUR "14"?

A JIB KIT WILL VOID COAST CATAMARAN WARRANTY



WRITE FOR MORE INFORMATION

# SUPER 14

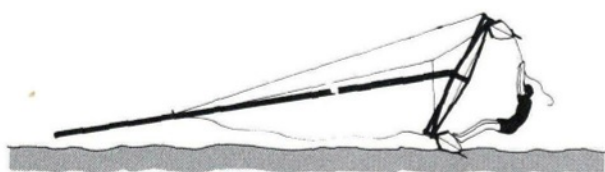
BOX 2112 FT. LAUDERDALE, FLORIDA 33303

Not sanctioned for racing by the Hobie Cat Class Association



**NOW  
ONE 100 POUND PERSON  
CAN RIGHT A HOBIE 16  
WITH**

# **EASY RIGHTER**



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

Weights 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.



**3N COMPANY  
717 MALCOLM AVE.  
LOS ANGELES, CA 90024  
(213) 475-3356**

**See Your Dealer or Write For Details**

NAME \_\_\_\_\_

ADDRESS \_\_\_\_\_

CITY \_\_\_\_\_ STATE \_\_\_\_\_

SAIL # \_\_\_\_\_ ZIP \_\_\_\_\_

## **INVITATIONAL DOWN-THE-RIVER RACE**

September 29, 1974

An exciting 30-miles round trip race  
up and down the historic  
Connecticut River!

Sponsored by the  
'Hobie Sounders'

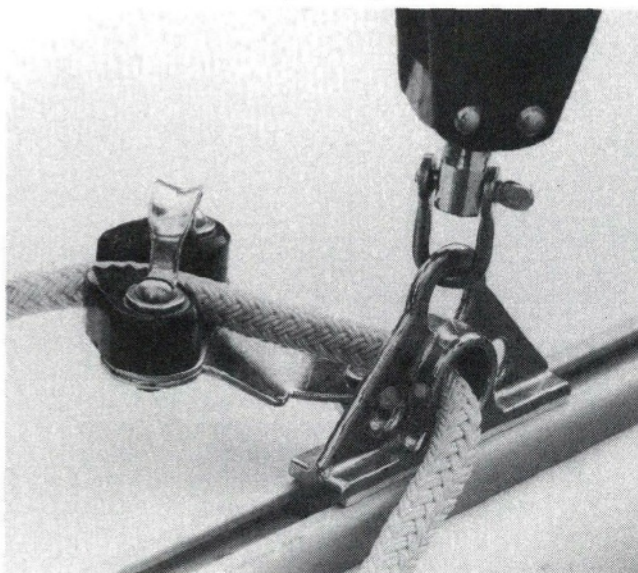
For more information & application  
write to:

**Hobie Sounders**  
c/o Advanced Electronics  
Development, Inc.  
P.O. Box 307  
Chester Airport  
Chester, Conn. 06412

## **THE WORLD CHAMPION "THE SLIDER"**

Chosen again for the Hobie Worlds Championships!

**\$37.75**



**Pacific Southwest Marine**  
2820 Shelter Island Dr.  
San Diego, Ca. 92106



# WHAT IS RADIO CONTROL?

By Don Dewey  
(Excerpt from "RC Modeler Magazine")

Radio control, called "R/C" by its devotees, is the remote control of a movable vehicle by radio. In military technology they are also referred to as RPV's, which, translated, means "Remote Piloted Vehicles."

Operating on assigned frequencies, and under license by the Federal Communications Commission, radio controlled models range from the simplest form of aircraft, car, or boat to others that are elaborate beyond description.

The sport of radio control provides the outlet—the vehicle, if you will—through which each of us can become a sportsman and enjoy the fruits of our own creation while progressing from an amateur or novice to a highly competent and skilled sportsman or competitor. It provides us with an indescribable sensation of seeing our creation respond in its element, be it air or ground, to our every movement of the control stick. It appeals to the technician and craftsman, as well as to the non-technically inclined. If your interest lies in the area of tools and the workshop and in the creation and construction of a precision machine, radio control is for you. If you simply want to enjoy the excitement of seeing your own model fly and respond to your control, R/C is for you, as well.

## How Does It Work?

Quite simply, the sport of radio control consists of three basic elements. The first is a digital proportional radio system. The second is a vehicle which is controlled by that system. The third, and most important element is you.

It does not take a knowledge of electronics, even a fundamental one, to participate in this hobby and sport. The radio control systems commercially available today are precisely engineered examples of outstanding electronic craftsmanship produced by manufacturing companies owned and staffed by active radio control participants. Each system is designed for maximum performance and minimal maintenance. Although an oversimplification, the radio control system is, basically, a digital computer. The small hand held transmitter can operate many functions, depending upon the number of controls it features. Operating on the 27 MHz, 72-75 MHz, and 6 meter amateur frequencies, the transmitter transmits a signal to the model that is under its con-

trol. By moving the control stick, or sticks, the signal is carried to the vehicle and the vehicle responds instantly and proportionately to the amount of control given by the operator.

In the vehicle itself is a receiver-decoder, a battery pack, and one or more electro-mechanical servos. The receiver receives the signal transmitted by the transmitter and this signal is decoded and sent to the proper servo. The latter provides the physical energy to move the control surface. The entire system is powered by a rechargeable nickel cadmium battery pack contained in the vehicle.

## Can I Do It?

The answer is yes.

There are no age or experience barriers for participation in the sport of radio control. Anybody can successfully pilot a radio controlled model aircraft, provided he or she has taken the time and interest required to understand the basic fundamentals of the operation of the vehicle, and has been afforded proper instruction to the point of soloing for the first time. From that point on, it is a process of learning by doing and by association with others in the sport. We know of several eight year old boys who are proficient at flying radio controlled model aircraft, while on the other end of the scale, we are personally acquainted with a 77 year young man who is one of the most capable sport pilots in the country. Whatever your background, your work experience, your technical knowledge or lack of it, you will be welcomed into the fraternity of radio control enthusiasts. You may find yourself on a Saturday morning at the local flying field standing next to an individual whose hands are shaking as he nervously prepares for his first solo flight. This person, like you, may be a doctor, secretary, multimillionaire, or the kid next door—it makes no difference. There is a fraternal kinship among radio control enthusiasts the world over that is impossible to explain until you have experienced it. There is virtually no country in the world to which you can travel

where you will not find radio control enthusiasts that join together for the common enjoyment of the sport.

## Is It Expensive?

This is a difficult question to answer. By and large, R/C is not an expensive sport. Initially, you can spend anywhere from \$100 to \$500 for your radio equipment. This equipment will last you for many years and can be transferred from aircraft to aircraft. You can spend as much or as little as you desire, depending upon your interest level and the amount of participation time you wish to spend in this sport. Our advice to the newcomer to radio control has always been, and will always be, to buy the best piece of equipment you can afford, once you decide to enter the sport. It will last you for many years and give you trouble-free operation and, in the long run, will be less expensive than the used piece of equipment or the outdated second hand radio which may become merely the acquisition of someone else's problems. Your local hobby dealer, and the advertisers in our publication will be more than happy to furnish you with brochures and information on all types of equipment for your consideration.

## Welcome!

We realize how little we have actually told you about the fascinating and challenging sport of radio control. There is so much to do and so much to enjoy in this hobby that it is impossible to convey our enthusiasm to you in these few paragraphs. So, in conclusion, we extend to you our warmest welcome to a sport which you and your family will enjoy for an entire lifetime. It will never become routine or dull, as so much of our daily lives have a tendency to become. You'll find that by broadening your interest horizons, you will have achieved a fulfillment of your own desire for creativity and adventure in the frontiers of a new element of interest whose boundaries know no limits.



# Hobie Hawk

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 high-  
est strength-to-weight ratio possible. It's not inde-  
structible, though surprisingly strong. I think you'll  
find the design and construction unique. Even  
more interesting are the Hobie Hawk's flight char-  
acteristics. Elliptical dihedral gives you the best  
of both worlds of dihedral and polyhedral. The  
thin undercamber air foil gives high lift and pene-  
tration, 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

### Fuselage

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

### Tail Cone

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

### Tail Piece

Injection-molded A.B.S.

## Hobie Model Company

Department 100  
33081 Calle Perfecto  
San Juan Capistrano, California 92675  
A Division of Coast Catamaran Corp.

See your dealer first. If not available, write us direct.  
Dealer Inquiries Invited



# REGATTA SCHEDULE

## SEPTEMBER

	DATE	EVENT	LOCATION	SPONSOR/CONTACT
DIVISION II	1	Fleet #15 Series	Oxnard	Dave Churchill—805/252-0000
	7	Div. II Fleet Challenge Championships	Perris Lake	Steve Leo—714/673-1752
	8	Fleet #4 Summer Series	Mission Bay, San Diego	Doug Mihoky—714/223-8445
	14-15	Ancient Mariner Regatta	Newport Beach	Coast Cat/Rich Jeffries—714/979-2880
	8,12,19,26	Fleet #3 Summer Series	Belmont Shores, Long Bch.	John Hauser—714/536-1901
	28-29	Fleet #57 Open	Santa Monica	Mac Wright—213/375-2002
DIVISION III	7-8	Inland Transpac	San Francisco Bay	John Beery Yachts/Mike Douglas—415/523-8500
	14-15	Valley Sailboat Regatta	Lake Don Pedro	Randy Olsen—209/524-8210
	14-15	Tahoe Trophy Regatta (Fleet #17 members only)	Lake Tahoe	Roger Riott—916/482-2392
	15	Millerton Open	Millerton Lake	Tom Sykes—209/439-8132
	22	Ladies Day Regatta	Millerton Lake	Tom Sykes—209/439-8132
	21-22	Fleet #87 Series	San Francisco	Bob Guletz—415/524-4994
	21-22	O'Neill's Indian Summer	Santa Cruz	O'Neill's Yacht Center—408/476-5200
DIVISION IV	21	N.W.H.C.A. Year-Enders	Washington	Bob Whisler—206/747-6619
	21-22	Fleet #105 Series	C.J. Strike, Idaho	Mike McMurray—208/345-4356
DIVISION V	14-15	Cherry Creek Invitational	Cherry Creek Res., Colo.	Morey Blackman—303/838-5041
	21-22	Laser-Ball Open	Cherry Creek Res., Colo.	Morey Blackman—303/838-5041
DIVISION VI	14 or 15	Fleet #93 Series	Lafayette, La.	Mark Thompson—318/234-3573
	21-22	Fleet #33 Series	Surfside, Tx.	Wayne Humbird—713/233-4923
DIVISION VII	1	Fleet #103 Series	Sioux Falls, S.D.	Don Kenyon—605/338-5939
	13,14,15	DIVISIONAL CHAMPIONSHIPS	Clear Lake, Iowa	Paul Hansen—515/357-5792
DIVISION VIII	1,8,22	Fleet #111 Series	Jacksonville, Fla.	Phil Childress—904/387-2225
	14-15	Disneyworld Regatta	Orlando, Fla.	Jim McCann—305/241-2481
	28-29	Sheraton Sand Castle Regatta	Sarasota, Fla.	Jerry Jillich—813/958-6354
DIVISION IX	7-8	Hobies Heros Regatta	Cowans Ford C.C., N.C.	Lee Holman—704/394-0111
	7-8,21-22	Fleet #101 Series	Wrightsville Bch., N.C.	C. Wells Berry—919/799-1023
	21-22	DIVISIONAL CHAMPIONSHIPS	Pensacola, Fla.	Judy Whitehurst—904/456-7855
	21-22	Raise A Little Hull Regatta	Cowans Ford C.C., N.C.	Lee Holman—704/394-0111
	28	Fleet #97 Series	Satterwhite Pt., N.C.	Hayne Palmour—919/832-9782
DIVISION X	2	Fleet #115 Regatta	Big White Fish Lake, Mich.	Robert Brace—616/636-4869
	7	Fleet #60 Series	Thunder Bay, Mich.	Steve Buse—517/354-5364
	7-8	DIVISIONAL CHAMPIONSHIPS	St. Josephs River Y.C., 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
	21-22	Prairie Creek Regatta	Muncie, Ind.	Boats-A-Sailing—317/966-0918
	21-22	Across Lake Michigan Regatta	Michigan City, Ind.	Fleet #125/Roger Williams—312/771-6849
	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
DIVISION XI	7	Fleet #114 Series	Harvey Cedars, N.J.	Richard O'Such—609/494-9241
	14-15	Fleet #32/Outer Banks	Manteo, N.C.	Dean Sword, Jr.—804/484-4070
DIVISION XII	7-8	DIVISIONAL CHAMPIONSHIPS	Belpoint Bay, N.Y.	Bellpat Marine—516/286-8368
	21	Metzger Smeach Memorial	Sunset Bay, N.Y.	Jim Foote—716/627-9221
	21-22	Fleet #109 Series	Kings Point, N.Y.	Warren Darress—516/944-9424



# REGATTA SCHEDULE

## OCTOBER

	DATE	EVENT	LOCATION	SPONSOR/CONTACT
DIVISION II	5-6 5-6 6 9-13	Fleet #15 Series Havasu Hobie-12 Regatta Fleet #4 Summer Series 16' NATIONALS	Oxnard, Ca. Lake Havasu, Ariz. Mission Bay, San Diego Mission Bay, San Diego	Dave Churchill—805/252-0000 Desert Sails—602/968-5551 Doug Mihoky—714/223-8445 Coast Cat/Rich Jeffries—714/979-2880
DIVISION III	5-6 6 6	Tradewinds Hobie Regatta Millerton Open Fleet #87 Series	Folsom Lake Millerton Lake Doran Park	Roger Riott—916/482-2392 Fleet #62/Tom Sykes—209/439-8132 Bob Guletz—415/524-4994
DIVISION IV	12-13	Fleet #105 Series	C.J. Strike, Idaho	Mike McMurry—208/345-4356
DIVISION V	Nothing scheduled at time of printing.			
DIVISION VI	5-6 19-20	Fleet #93 Open Point Venture Regatta	Vermillan Bay, La. Lake Travis, Tx.	Mark Thompson—318/234-3573 Lewis Thompson—512/452-0434
DIVISION VII	Nothing scheduled at time of printing.			
DIVISION VIII	6 23-27	Fleet #111 Series 14' NATIONALS	Jacksonville, Fla. Key Biscayne, Fla.	Phil Childress—904/387-2225 Coast Cat/Rich Jeffries—714/979-2880
DIVISION IX	5-6 12-13	Fleet #92 Championships Fleet #101 Series	Cowans Ford C.C., N.C. Wrightsville Beach, N.C.	Lee Holman—704/394-0111 C. Wells Berry—919/799-1023
DIVISION X	6	Iceberg Special	Hoover Reservoir, Ohio	Fleet #85/Joe McHenry—614/888-3234
DIVISION XI	Nothing scheduled at time of printing.			
DIVISION XII	Nothing scheduled at time of printing.			

**GOT A LITTLE 'BRUISE' ON YOUR HOBIE?**

**Patch it yourself with**



# STUFF

### Patching Hobie Cat Hulls With "Hobie Stuff"

1. Make sure area is clean and free from oil and grease.
2. Sand area to be patched with coarse sandpaper.
3. Cut equal lengths of A and B sticks with a knife.

4. Mix thoroughly with hands until no stripes remain and material is an even color.
5. Press into damaged section.
6. Smooth over with a wet finger.
7. When hard (two hours) sand smooth.
8. For 14' and 16' Hobie Cats, color matching can be accomplished

by leaving the patch below surface level and coating the hardened patch with catalyzed gelcoat which then can be sanded and polished.

9. For 10' and 12' Hobie Cats, patch should be flush with surface and, when hardened, painted with monocat paint.

**Available now at your Hobie Dealers!**



# REGATTA RESULTS

REGATTA RESULTS APPEAR AS SUPPLIED BY THE REGATTA COMMITTEES.

## 1974 MALIBU YACHT CLUB HOBIE CAT INVITATIONAL

### Malibu, California

#### HOBIE CAT 16

POSITION		RACES					TOTAL POINTS	
1.	NAME	SAIL #	#1	#2	#3	#4		#5
1.	Bob Seaman		13 14	3/4	2	3/4	3/4	18 1/4
2.	Bob Beauchamp		1400 4	3	DSQ	3	2	28
3.	Jerry Wetzler		8 3/4	10	4	4	14	32 3/4
4.	Rick Eddington		3847 6	DSQ	3/4	7	3	45 3/4
5.	Larry Cooke	45 3	5	3	28	9	48	
6.	Jay Gifford		8524 2	7	8	12	20	49
7.	Doug Mihoky		2453 10	12	DNF	6	11	53
8.	Nick Steele		107 5	DSQ	9	9	17	58
9.	Russell Eddington		12345 7	2	DNF	20	15	58
10.	Mike Staudt		5 12	DSQ	5	27	6	63
11.	Steve Leo		4161 15	20	DSQ	10	5	66
12.	Dave Churchill		5081 27	8	7	15	10	67
13.	Jered Piety		1238 DNF	17	DSQ	2	4	67
14.	Dean Wickstrow		9 9	11	DSQ	18	16	70
15.	Greg Simpson		1954 18	DNF	DNF	5	8	72
16.	Nobel Warrum		2x 16	6	DSQ	8	DSQ	75
17.	Gene Foster		7799 11	21	11	26	12	81
18.	Alan Johnston		4380 19	16	13	14	21	83
19.	George Folger		8156 28	DNF	DSQ	10	7	88
20.	Don Oltmans		1819 23	19	DSQ	13	18	89
21.	Bryon Watson		4238 26	13	10	16	27	92
22.	David Crocker		9573 21	15	DSQ	25	19	96
23.	Dan Brown		4510 17	22	DSQ	22	22	99
24.	John Hauser		9561 8	14	DSQ	23	DSQ	102
25.	Paul Lovejoy		4779 22	18	DSQ	21	28	105
26.	Steve Grimshaw		12506 13	23	DSQ	29	26	107
27.	S. Murray		2068 25	26	DSQ	17	25	109
28.	R.B. Alexander		11882 24	24	DNF	24	24	110
29.	Tom Eckles		3300 26	25	DNF	19	DNF	113

#### B FLEET

1.	Dexter Ploss	4668	11	12	7	2	3/4	32 1/2
2.	G. Hofman	291	2	3/4	5	4	DNF	33 1/4
3.	Phil Hernandez	1832	25	2	3	8	2	40
4.	Robert Howard	7577	3	5	15	9	9	41
5.	Paul Hart	4856	10	11	12	5	5	43
6.	Dick Kun	1469	12	9	2	10	10	43
7.	Kelly Mack	8124	5	10	6	18	6	45
8.	Ray Weismann	486	6	7	14	6	12	45
9.	Mark McCormick	7	8	8	18	7	8	49
10.	Jim Brooks	3919	7	21	16	3	4	51
11.	S. R. Elsner	4137	13	DSQ	10	3/4	11	62 1/4
12.	Cris Webster	1929	14	6	17	12	13	62
13.	Mike Stang	3161	17	3	19	20	14	73
14.	George Hedley	4731	24	13	11	17	17	82
15.	Lou Szedlasek	3308	20	22	23	11	7	83
16.	Ken Aldrich	404	3/4	14	DNF	15	DNF	83 1/4
17.	Gregg Samp	3255	DNF	15	21	19	3	84
18.	Pete Greenwood	1161	21	26	8	14	16	85
19.	Robert Off	2127	19	20	9	16	21	85
20.	John Bayless	2140	4	4	DNF	DNF	DNF	89
21.	Wendell Maberry	1723	16	16	13	24	20	89
22.	John Miller	2912	9	27	3/4	DNF	DNF	90 1/4
23.	William Carey	637	22	25	4	23	18	92
24.	Dave Hershfeld	1862	18	24	24	13	15	94
25.	Marty Vandergoot	8408	DSQ	17	22	21	19	105
26.	Frank Robinson	990	15	18	25	DNF	DNF	112
27.	Russ Pearce	4281	23	23	20	22	DNF	115

#### C FLEET

1.	P. Nibecker	1583	3/4	DSQ	3/4	2	10	17 1/2
2.	J. Olson	7878	2	3/4	9	3/4	12	24 1/2
3.	S. Finley	4634	7	DSQ	11	6	3/4	28 1/4
4.	M. Samson	1808	3	DSQ	2	16	4	29
5.	P. Partch	10509	18	DSQ	7	9	2	40
6.	A. Clark	8006	8	DSQ	5	13	13	43
7.	J. Henderson	7369	15	DSQ	21	3	3	46
8.	R. Schwitzer	8277	12	DSQ	3	22	8	49
9.	C. Pickett	6016	11	DSQ	6	11	18	50
10.	K. Dawson	5734	13	DSQ	4	23	9	53
11.	J. Koffey	6169	4	DNF	13	21	14	54
12.	M. Pascal	4176	14	DNF	16	15	7	54
13.	A. Broussard	95	9	DSQ	12	5	DNF	56
14.	N. Farquhar	4700	10	DSQ	15	DSQ	5	59
15.	M. Kedall	9306	21	DSQ	10	18	6	59
16.	B. Short	1725	6	DSQ	17	DSQ	11	64
17.	W. Atwood	271	22	DSQ	14	12	16	68
18.	H. Homan	9900	23	DSQ	8	19	15	69
19.	T. Miller	2209	19	DSQ	19	8	22	72

20.	J. Martin	3136	5	DSQ	DSQ	14	23	73
21.	A. Dwan	4553	20	DSQ	20	DNF	20	90
22.	J. Dodd	8246	24	DSQ	24	17	21	90
23.	J. Ralph	8866	17	DSQ	22	DNF	DNF	95
24.	J. McLaughlin	3781	25	DSQ	23	20	24	96
25.	G. McConnell	8540	DNF	DNF	DNF	DNF	DNF	105
26.	Jay Palmer	8232	DNF	DNF	DNF	10	19	107

#### HOBIE CAT 14

POSITION	NAME	RACES					TOTAL POINTS	
		SAIL #	#1	#2	#3	#4		#5
1.	R. Hatfield	378	3/4	2	3	DNF	3/4	6 1/2
2.	John Ross-Duggan	4520	2	3/4	2	DNF	3	7 3/4
3.	C. Barto	2424	6	3	3/4	DNF	5	14 1/4
4.	W. Walker	14533	11	5	5	DNF	2	23
5.	E. Barto	1315	3	12	6	DNF	6	26
6.	Ron Wagniere	90	5	15	4	DNF	4	28
7.	T. McDonnell	1749	8	7	8	DNF	8	31
8.	G. Hagen	1633	9	10	9	DNF	7	35
9.	S. Robertson	5630	7	9	11	DNF	9	36
10.	Ben Rose	868	10	8	10	DNF	10	38
11.	L. Walcker	3573	4	4	DNF	DNF	DNF	41
12.	W. Golemon	3833	14	14	9	DNF	DNF	54
13.	T. Haake	486	15	16	7	DNF	DNF	55
14.	J. Jones	3102	12	13	DNF	DNF	DNF	57
15.	P. Bermon	49	DSQ	6	DNF	DNF	DNF	59
16.	F. Baggs	633	13	11	12	DNF	DNF	60
17.	Ron Fikes	1	17	DNF	DNF	DNF	DNF	DNF
62								
18.	T. Deardorff	7126	16	17	13	DNF	DNF	63

#### B FLEET

1.	M. Epstein	9677	6	3	2	3/4	3/4	12 1/2
2.	L. Austin	3549	3/4	2	4	4	2	12 1/4
3.	J. Smith	3616	2	3/4	DNF	3	4	19 1/4
4.	A. Halenbeck	4191	5	DNF	3/4	2	3	21 1/4
5.	S. Blake	2115	8	6	3	5	5	27
6.	R. Buhner	588	3	5	5	DSQ	DNF	32
7.	B. Deardorff	7132	4	10	7	DSQ	7	36
8.	P. Bettencourt	7359	9	8	8	DSQ	6	39
9.	M. Gunderson	7061	11	7	6	DSQ	DNF	40
10.	R. Coleman	6466	7	4	9	DNF	DNF	42
11.	T. Piety	348	10	9	DNF	DSQ	DNF	48

#### C FLEET

1.	M. Hinman	1009	3/4	3/4	DNF	2	3/4	8 1/4
2.	G. Dexter	8193	2	2	3/4	3/4	3	8 1/2
3.	P. Dyer	9597	4	4	3	3	2	16
4.	M. Jouett	9546	3	3	2	DSQ	4	18

## HOBIE CAT 14' AND 16' AUSTRALIA NATIONALS

#### HOBIE CAT 14' NATIONALS

POSITION	NAME	FROM	TOTAL POINTS
1.	G. Wood	N.S.W.	6-1/4
2.	G. Horsley	N.S.W.	7-1/4
3.	B. Jones	W.A.	21
4.	D. Keogh	N.S.W.	28
5.	S. Wilkie	N.S.W.	35
6.	B. Hill	W.A.	37
6.	D. Lyons	N.S.W.	37
8.	F. Milner	N.S.W.	40
9.	R. McInnes	N.S.W.	44
10.	N. Fitzgerald	N.S.W.	48
11.	P. Backhouse	N.S.W.	49
12.	P. Cairnes	N.S.W.	56
13.	G. Woodward	N.S.W.	59
14.	K. Logan	N.S.W.	60
15.	J. Kay	N.S.W.	64
16.	B. Dryland	N.S.W.	65
17.	A. Farley	N.S.W.	66
18.	M. Townsend	N.S.W.	69
19.	P. Richards	Vic.	82
20.	V. Sturdy	Qld.	84
21.	K. Page	W.A.	99
22.	L. Dryland	N.S.W.	109
23.	S. Pauling	N.S.W.	112
24.	N. Donaldson	Qld.	115
25.	T. Rudan	Qld.	120
26.	R. Joyce	N.S.W.	122
27.	T. Brangwin	Qld.	129
28.	Van Schwyder	Qld.	130
29.	R. Rawlings	Qld.	138
30.	T. Ladd	N.S.W.	147
31.	T. Holmes	Qld.	150
31.	J. Stephenson	Qld.	150
31.	A. Critchley	Qld.	150
34.	T. Penson	Qld.	151
35.	A. Toohy	Qld.	152
36.	J. Horton	Qld.	155
37.	B. Hume	Qld.	158
38.	D. Smith	Qld.	164
39.	G. Crawford	Qld.	170
40.	B. Krebs	Qld.	170
41.	D. Bray	N.S.W.	173
42.	J. Hughes	Qld.	180
43.	P. Ferguson	Qld.	181
44.	R. Peters	Qld.	185
45.	J. Mann	Qld.	187
46.	J. Povis	Qld.	192
46.	D. Povis	Qld.	192

#### HOBIE CAT 16' NATIONALS

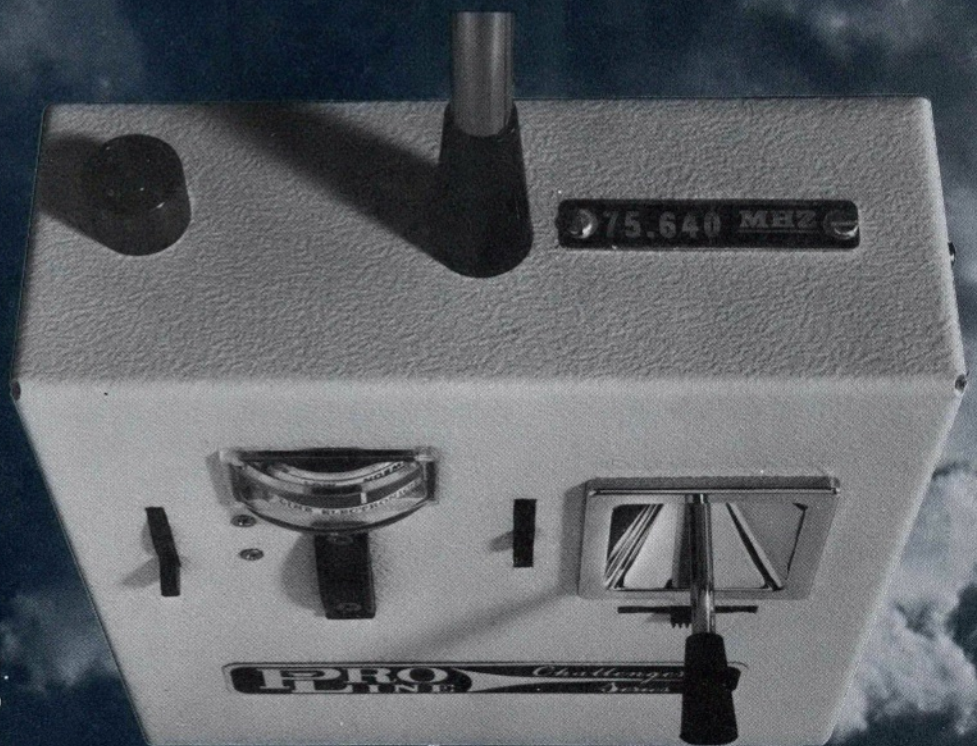
POSITION	NAME	FROM	TOTAL POINTS
1.	R. Evans	N.S.W.	3-3/4
2.	J. Aldritt	N.S.W.	14
3.	D. Cabban	N.S.W.	15
4.	L. Nyerges	Qld.	18-3/4
5.	K. Thomas	N.S.W.	26
6.	D. McIntosh	Qld.	28
7.	M. Orlainsky	N.S.W.	29
8.	P. Griffin	Qld.	32
9.	M. Linnell	N.S.W.	45
9.	G. Seymour	Qld.	45
11.	I. Brown	Qld.	48
12.	D. Miller	Qld.	55
13.	J. Morris	Qld.	71
13.	C. Ladd	N.S.W.	76



# SKILL-MATES

Ever wonder what it's like to soar free as a bird through a cloud-studded sky? Put this kind of excitement and skill at your fingertips with PRO LINE's 3-Channel Radio Control System and watch what happens.

For more information on this rewarding sport, PRO LINE has prepared a brochure that explains how to get started in radio control. It's yours for the asking at no obligation: just...



**Write Pro Line:** PRO LINE ELECTRONICS, INC.  
10632 North 21st Avenue, Suite 10 Phoenix, Arizona 85029 Dept. HHL94

**Competition-proven Radio Control Systems for model aircraft.**





CLASS ASSOCIATION

2026 McGAW AVENUE • IRVINE, CALIFORNIA 92705