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OCTOBER 1974



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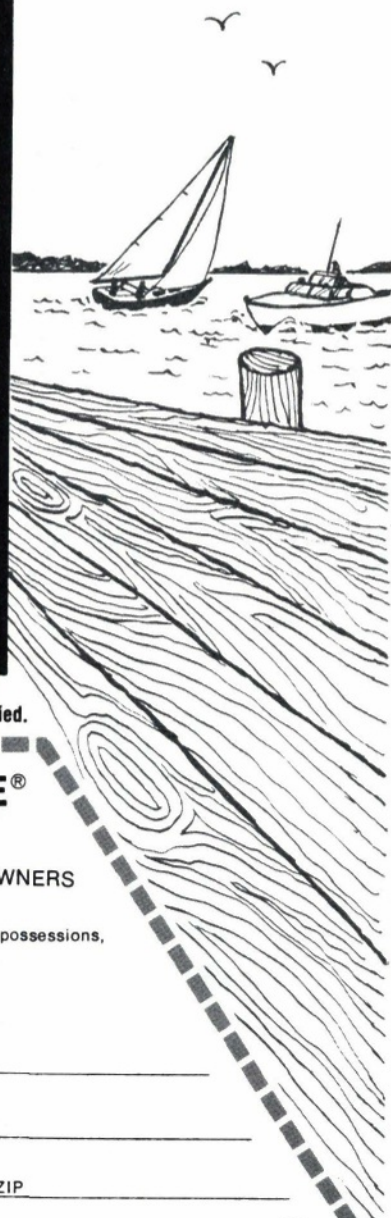
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HOBIE Hot Line

Volume 3, Number 7

Single copies 75c

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Hotline Publications

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about the cover. . .

Colorful array of Hobie cats sitting on the beach below the Taharaa Hotel, Tahiti. Photo by Jake Grubb

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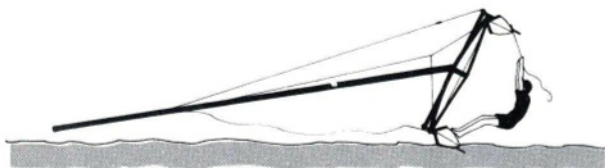
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LETTERS TO The Editor

Dear Editor:

Congratulations on your new improved magazine! It's worth every penny of the subscription price and then some. I'll be happy to extend my subscription when my first year as a Hobie Cat owner is up. But tell me, what happened to the article on stepping the mast on the Hobie Cat which you promised for the August issue?

John A. Thorpe
Port Jefferson, N.Y.

Dear John:

My apologies to you and the many others who've written in about this. It's a little behind schedule, but better late than never. . . ! You'll find the article on page 11.

Two Points of View. . .

Dear Editor:

While I realize that the point of the article entitled "Hobie Crewing, The Womens' Point of View" was probably to involve more women in Hobie racing, I found that the general portrayal of women as mindless individuals who are devoted to the point of "doing almost anything" really insulting. As a new Hobie crew, I would really have appreciated an objective article on crewing without the degrading remarks. I am really disappointed at such insensitivity.

Joanna Fowler
Shoreham, N.Y.

Dear Editor:

Believe it or not, Pat Hastings' article "Hobie Crewing, The Womens' Point of View" (August issue) has changed my life! Until recently, because of my total unfamiliarity of sailing, I was a member of category number one: "Sit on the beach while skipper sails. Eat food, drink beer and get fat."

After reading through the article I started thinking about all the fun I was missing by not being a part of the racing scene. . . AND I wondered how my skipper-husband had ever made it through a race without my help! So, after re-reading some of the helpful hints, I bravely entered my first race and — if I may say so — did a marvelous job and had a hell of a good time! While I realize I've got a lot more to learn before becoming a REALLY GOOD crew, I will be eternally grateful to Miss Hastings for planting the seed of desire to at least give it a try.

Hobie crewing is serious business, but (as I'm sure Miss Hastings was trying to imply) you can sure take a lot of the pressure off with a few laughs!

Lani — An enthusiastic Hobie crew
Newport Beach, Calif.

WHAT A MEMORY!

The 2nd Hobie Cat World Championships are naught but a memory now. . .but, oh!, what a memory! For the hundreds who attended, I'm sure nothing will be forgotten: the boisterous flight over. . .the first sight of tropical Tahiti. . .a room ready and waiting at the Taharaa Hotel. . .constant festivities and banquets. . .and, of course, the daily excitement of watching or racing among the world's top skippers! Yes, it was quite a regatta. Everything ran smoothly and efficiently — just like the swaying hips of the Tahitian dancers!

It took a lot of people, a lot of work and a lot of time to make it happen. On behalf of those who were there and everyone at Coast Catamaran I would like to say. . .

Thank you, Pat Hogan of Studio City Travel! Pat coordinated the travel packages (flights, room reservations — the works) and didn't lose one person!

Thank you, Taharaa Hotel! The royal treatment extended to each and every Hobie Catter remains unsurpassed.

Thank you, Coast Catamaran France! All 34 of the Hobie Cats you made and shipped to Tahiti especially for the World's were first class!

Thank you, Mr. Lany of Air New Zealand! To alleviate the problem of getting a Hobie 10 to Tahiti in time, Mr. Lany, who works for the airlines, "hand carried" the 10-footer there as his personal luggage!

Thank you, Gordon Knight of Tahiticat! Gordon, our Tahitian Hobie dealer, worked night and day for many months to coordinate the World's — a job well done!

Thank you, Bob Sepke, Ken Edwards and Dan Ploch of Continental Airlines! Have you ever gone off on a trip and forgotten your toothbrush? Well, Coast Cat went to the World's and forgot their goosenecks! In a mad, last-minute rush to get these parts shipped to Tahiti, Continental went out of their way to make special arrangements for us. They treated that box of goosenecks like it was filled with gold — even to the point of hand carrying it on to the transfer flight in Hawaii. Bob, Ken and Dan really moved their tails for us!

Thank you, TAHITI — the Governor, the Office de Tourism, the people! The warm welcome you gave us at the airport (even at 2 a.m. in the morning!) was something we'll never forget. Without your help the World's would not have been possible. You're wonderful people and you have an enchanting way of life — thank you for inviting us to be a part of it!

I could go on and on with "thank you's". . .the list is endless. So I will have to sum it all up by offering one big THANK YOU and our sincere appreciation to the many, many people who devoted their time and assistance to making the 2nd Hobie Cat World Championships an unequalled success!

Mary Edwards
Associate Editor



hobietorial

DIVISION CHAMPIONSHIPS



116 Hobie Cats gathered at Hurricane Gulch for the Division 2 Championships. (photo by Rich Jeffries)

division two

Cabrillo Beach, Ca.
August 24-25, 1974

Hurricane Gulch in Cabrillo Beach, Calif. was the site for this year's Division 2 Championships. Hurricane Gulch (appropriately named for the fantastic winds that blow there) was also the site of the recent P.M.A. World Speed Trials. There was a large gathering for the weekend of racing, with a total of 116 boats entered.

Saturday the winds blew a consistent 14 - 18 knots, and with virtually no chop in the water it made for an excellent day of sailing. The Miller Brewing Co. supplied plenty of beer for the event, which was passed out among thirsty skippers between races by the Boston Whaler crew.

Just about everyone camped on the beach that night. While dinners were cooking over an open campfire everyone relaxed and hashed over events of the day's races.

The wind picked up even more for Sunday's races, reaching 22 knots at times. In the 16 A Fleet Doug Mihoky immediately challenged Dick Beauchamp, Southern California's top skipper this season. Doug came on strong in the first three races with a 1-5-2, compared to Dick's 7-14-1. But Dick, knowing he had one throw-out, hung in there and eventually won out

in the end, with Doug coming in a close second.

Lon Walcker, who has been coming on strong at all the regattas lately, took first place in the 14 A's.

Trophies were presented at an informal gathering on the beach Sunday evening.

division three

San Francisco, Ca.

Seventy eight Hobie Cat Skippers came from all over California to sail on San Francisco Bay and participate in the Fifth Annual Northern California Division Three Championship Regatta.

The schedule for the weekend called for six races with one throwout to determine the top skippers in Northern California. Saturday was delayed one hour due to the tide going out, as it sometimes does, and left the mark-setting boat sitting high and dry on the mud. But soon, in about eight knots, the first gun went off and the weekend was underway. Twenty six Hobie 16 A Fleets hit the line. In almost a carbon copy of last year Dick Beauchamp had the best start and went on to win the first race of the day by a wide margin. The 14 A's took off in hot pursuit with the eventual winner of the race, Don Radcliffe passing quite a few of the 16's. The first day ended with Beauchamp

leading the 16's with a 1-3-7 and Radcliffe led the 14's with 1-5-1.

Saturday night on the beach a great steak Bar-B-Que was put on by the member of the host Fleet 87 with Commodore Bob Guletz and, Bill Patterson, Director of Entertainment, playing chef.

Sunday came around with the Race Committee being closer to on time, with two new stop watches, (much to the joy of everyone), and lots more wind. The first race started in about 18 knots of wind and it continued to increase with the second race being a real heavy weather contest. In the 16 fleet Southern California skippers Dick Beauchamp and the team of Wickstrom/Steele showed that they can really make a Hobie move when it blows. In about 22 knots and a good chop, both teams really sailed their boats well. It was a stoker to see both skipper and crew trapped out and on a flat horizontal plane with the trampoline and the boats were really cookin'. But enough of watching and learning. We had to go out and pick up all the crashes. Out of a total of 65 starters in that race there were 32 finishing boats.

The trophies this year were handmade by Bob Guletz and Fleet 87 associate member Blair Prentice, and Santa Cruz skipper Bob Millslagle took home the John Beery Perpetual Trophy for the Division Three Skipper with the best overall record.

division four

Ocean Shores, Washington
August 17-18, 1974

A 45-boat fleet turned out for the Division 4 Championships in Ocean Shores, Washington. The regatta was held off the beach on a sandpit jutting a quarter of a mile out from the coast. Getting the boats out there could have been a problem — but not for this enthusiastic group of Northwest Hobie Catters! A number of 4-wheel drive vehicles were volunteered and, slowly but surely, each and every Hobie Cat was towed out to the end of the point.

Racing got under way Saturday afternoon, with a strong ocean current making maneuvers difficult. The current, combined with light winds that kept changing direction, made racing a bit "tricky" and called for the skippers' total concentration. After two races had been completed the boats headed back to the beach. But,

**Skippers Meeting at
the Division 4
Championships.
(photo by Rich Jeffries)**



much to the dismay of everyone, the tide had gone out...WAY OUT!...leaving weary skippers with the task of dragging their boats over a block up the beach. All able-bodied onlookers jumped to the rescue though, and the Hobie Cats were soon "bedded down" for the night.

Saturday evening skippers, their families and friends attended a spaghetti feed sponsored by Washington Coast Catamaran, the Hobie dealer in Hoquiam.

Sunday morning saw everyone back out on the sandpit and ready for another day of racing. When the last race was completed, everyone gathered at the Ocean Shores Marina for the trophy presentations. Beer was provided for all, compliments of the Olympia Brewing Co. Mike Milburn, a consistent winner in the Northwest regatta circuit, came through once again and took 1st place in the 16 A's. Jim Severs of Portland, Oregon claimed top honors in the 14 A's.

Congratulations on a well run and successful regatta!

division five

Shadow Mountain, Colorado
August 17-18, 1974

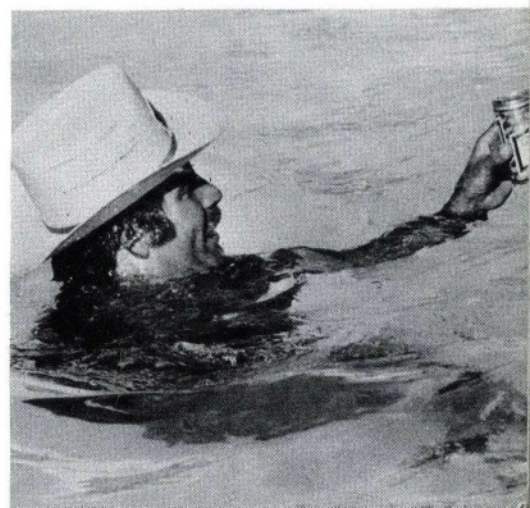
Blue skies, clean, clear air, beautiful pine covered mountains and friendly people encompassed the Division 5 Championships. It was a perfect regatta — so perfect, in fact, that John Denver could have made a song about it!

The races, held in a reservoir at the mouth of the Colorado River some 8,500 feet up, drew skippers from all over the country to participate; they hailed from Southern California, Utah, Wyoming and even as far away as Florida. The competition in the 49-boat fleet was some of the best we've seen in a long time.

A local Denver sailor, Dick Cotter, won the top honors in the 16 A's, and thus a crack at the Nationals in San Diego, Calif. Al Deweese, having displayed his talents in sailing a Hobie 14 and claiming 1st place in the A Fleet, will be sailing at the Nationals in Key Biscayne, Fla. For the second year in a row a hot skipper from Southern California, Bob "The Gambler" Beauchamp, walked away with a 1st overall and the out-of-state trophy. When asked about the degree of competition, Bob remarked, "Man, I've never sailed against such a tough group! I REALLY had to work my a--off to keep up with them — they're GOOD!"

The Miller Brewing Co. supplied all the beer for the event and, to top it off, had the entire regatta filmed! Four photographers arrived, under the direction of Lee Wolfe (American Sportsman), with some of the fanciest equipment available — including underwater cameras and even a helicopter. They were all top notch guys (two of the cameramen were from the ABC Wide World of Sports ski photography team) so we can expect they'll have one heck of a good movie coming out before long!

**"This calls for a little celebration!"
Dick Cotter, winner of 16 A Fleet.
(photo by Lyn Alweis)**



HOTLINE/OCTOBER



Whoops!! (Division 5)
(photo by Lyn Alweis)

Spud Renzelman and his wife Gail, of Fleet No. 61 in Denver, set-up and ran the whole show. They did such a great job and the regatta ran so smoothly that, believe it or not, there was not even one protest!

Yes, the "Showdown at Shadow Mountain" was a tremendous success. Everywhere you looked there were smiling, happy faces...after consuming 90 cases of Millers Beer, who wouldn't?

division seven

Clear Lake, Iowa
September 14-15, 1974

Whoever said, "All they do for fun in the midwest is husk corn..." certainly hasn't been to Clear Lake, Iowa lately! Sailing may not be everyone's favorite sport, but it sure rates number one for the enthusiastic group of Hobie Catters who gathered at Clear Lake to watch or participate in the 52-boat fleet Division 7 Championships!

The skies were clear and sunny and the winds brisk and blowing 15 - 20 knots for both of Saturday's races. Between races everyone enjoyed a lunch break "party" sponsored by Touristville Boats. Saturday evening skippers, their families and friends had a grand time at the steak fry in Clear Lake State Park sponsored by Fleet No. 10. Sandy Banks provided the entertainment with a slide presentation of the Worlds Regatta held in Tahiti.

Two races were held back-to-back Sunday with fairly light airs in the

morning which picked up to 10 - 12 knots later in the day. Bruce Nicolle had some heavy competition to contend with in the 16 A's but, although he "fell down" somewhat in the last race, his score of 1-2-1-8 was all he needed to claim the first place trophy! D. Atkinson had the 14 A's following him around the course, and with his near perfect score of 1-1-1-3 he certainly earned his first place honors! All the skippers were congratulated at a trophy presentation at the Clear Lake Yacht Club Sunday afternoon.

Many thanks to the Miller Brewing Co. who supplied a lot of beer over the weekend! Special thanks go to Dick and Mick Minette, Jerry Thompson and Fleet No. 10 for organizing a super regatta!

division eight

Jetty Park — Cape Canaveral, Florida
August 24-25, 1974

The regatta, sponsored by Wind & Surf Sailboats and Fleet No. 45, was a great success — even with the damper



The "Champs" of Division 7.
(photo by Paul Hanson)

of 6-foot seas on Saturday. We had some queasy racers and race committee members, but with fortitude all was successful!

Free cokes and plenty of Millers Beer were provided between races by the chase boats (such service!) Lunch both days was a smorgasbord make-your-own-sandwich served from a tent on the beach. A barbeque chicken dinner was served by the Merritt Island Volunteer Fire Department Saturday night.



Hobie 16's fly across Clear Lake in the Division 7 Championships.
(Photo by Sandy Banks)

Will Heisler, well respected in the area for his knowledge and integrity on the regatta circuits, did an outstanding job as Race Committee Chairman; and Bunny, his wife, was a great help in counting, scoring and all the innumerable tasks involved. Bill Burns, a Tornado sailor, was Regatta Chairman and was unmatched in his efforts!

In the Hobie 16 A's only two boats failed to race at all, and ALL the 14 A's sailed in one or more races — an excellent percentage. We had eight 12's in attendance, two of which braved the Saturday swells!

We received excellent T.V. coverage by Channel 2 in Orlando, and continuous radio coverage by Station W.E.Z.Y. in Cocoa Beach with a radio man on the committee boat both days.

The local 7-Eleven stores drew a name and gave away a Hobie Cat 14 Sunday to the lucky winner.

Trophies were presented to 12's, 14's and 16's, with crew trophies for the 16's.

division ten

St. Josephs River Yacht Club, Michigan
September 7-8, 1974

Light airs on Saturday got the Fifth Annual Division 10 Championships off to a slow start. During the morning the wind did a 360° making it impossible to start the 96 boat fleet before 2 p.m. Even with a steady Northwester of 4-8 knots the first boat finished in just under 3 hours, with the last boats crossing the finish line in just over 4 hours. All skippers reported this to be one of the "toughest" they'd ever sailed. But concentration paid off for both Reg Jaworski of Orillia, Ontario and Jim Young of Oshkosh, Wisconsin who won the 16 and 14 A's, respectively, after several position changes in both fleets.

The coordination of race committee and course patrol proved its worth when just before the scheduled start a 14' skipper became severely ill and was transported in only 15 minutes from the starting line (2 miles from shore) to the hospital.

Sunday dawned bright and sunny again — but this time with a steady

Southeaster of 8-12 knots. Sunday's first race started exactly on schedule with good air and great sailing. This time in the 14 A's Jim's younger brother Jack showed everyone the way around. In the 16's, to no one's surprise but his crew (Mrs. Jaworski), Reg took his second 1st place — and with nearly a quarter of a mile to spare!

The third race was much the same as the second with a bit more air. Same story in the 16 A's with No. 7250 taking 3 straight 1st's. In 2nd place were Jan Gougeon and J.R. Watson, two guys who have been winning all the midwest 14' races for the past 3 years. In their first regatta together on a 16' they easily nailed down 2nd with scores of 4-2-2. Their total of 8 points turned out 4 better than Gene Trueter of Cass Lake, Michigan.

Race III in the 14 A's saw Clarence Kirk, the old salt from Indianapolis, show the way, but Jack and Jim Young were still fighting between themselves for the next 2 spots and 1st in the regatta. Jack got to the last downwind mark ahead of Jim, tacked to the lay-line for the last 1/4 mile beat and slid in to win out over Jim — not on points (they tied) but in 2 out of 3 finishes Jack managed to be out in front.

The regatta provided excellent representation from the Division with boats from Michigan, Ohio, Indiana, Illinois, Wisconsin and Ontario Canada. Many of the top skippers packed away their trophies to head from home — and sharpen up their rudder blades one last time before the Nationals in San Diego and Key Biscayne!

division eleven

Ocean City, Maryland
August 17-18, 1974

On August 17th and 18th, 1974, Chesapeake Hobie Cat Fleet 54, Ocean Pines and National Bohemian Beer sponsored the Division Eleven Championships at the Ocean Pines Beach Club.

In contrast to last year's problems of little noticeable wind, but a scary quantity of pea soup fog, this regatta was blessed with sunny weather, sunnier dispositions and lots of handsome suns and beautiful daughters.

The winds blew from 15 to 25 miles per hour on Saturday with the committee boat members singing "Rock-A-Bye Baby" several times that day. On Sunday, the breeze varied from 6 to 12 miles per hour. These conditions tested the skills of light and heavy air races alike and gave each the opportunity to excell in their favorite air.

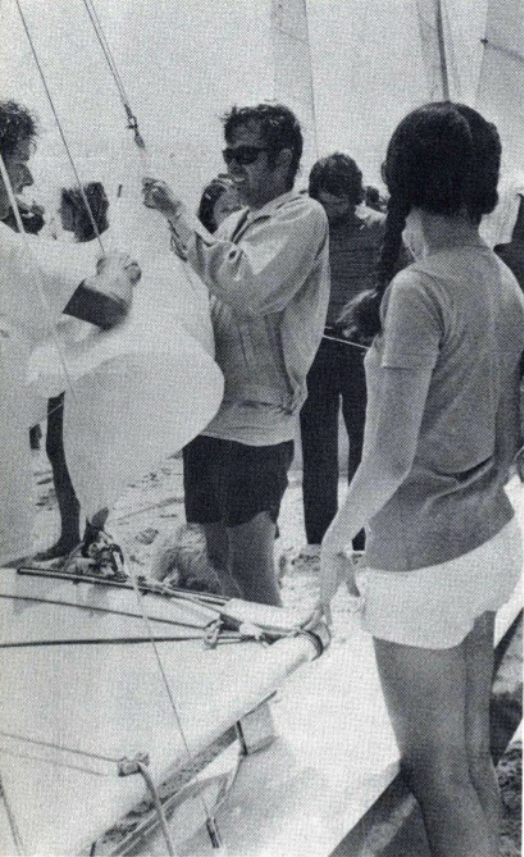
Fifty-nine 16's and 14's from as far north as New York and as far south as North Carolina constituted the fleet turnout.

In the 16 A fleet, Jim McKee and John Flanigan battled fiercely in heavy airs on Saturday to gain the lead. Jim Glenden was in hot pursuit in third place at the half way mark. On Sunday, the light air specialists took over. Saturday's leader, Jim McKee, trying to cover John Flanigan, found a number of holes in the air and fell from contention. This unfortunate occurrence is commonly called "airing

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Hobie Cats line the beach in Ocean City, Md. for the Division 11 Championships.



Skipper John Flanigan and crew, Art Fassio, rig their boat for the Championships. Hobie 12 racer, Susan Flanigan, looks on. (Div. 11)

in contention" among seasoned Hobie racing contenders. John Flanigan remained consistent in the light air and his boat, "Puff the Magic Draggin'" forged ahead. Ted Leach showed his strength with a good performance on Sunday and moved ahead of Jim Glanden to capture second slot while Jim Glanden, on consistency, finished third. Bert Shoemaker finished fourth and Rob Sterling fifth, rounding out the top five.

The 16 B fleet saw Marion Fisher come through with a strong light air performance to capture first place. Second through fifth places were separated by a mere three points, creating quite a contest. Al Evans prevailed, closely pursued by Paul Hummer, Mike Clark, and Bob Banbury, rounding out the top five B 16's.

Rocky Cale and Bob Shoemaker of the 14 A fleet fought head to head through six races in an exciting duel in the sun. In the last race, Bob Shoemaker had to beat Rocky Cale to win. Bob covered Rocky all the way around the course but in doing so let Dave Kopp slip by to win the last race. This is commonly known as "A Kopp Out" among Hobie experts. With a throw-out, Rocky pulled out first by

1/4 of a point. If Bob had won the last race, the defending champion would have been dethroned. Dave Kopp finished third in 14 A.

In the 14 B fleet, Pete Paradis made a clean sweep of the series followed by Dave McManus and Bob Wagner.

A gourmet buffet dinner was available on Saturday evening at the beautiful Ocean Pines Beach Club for all contestants and guests. All participants were entitled to free National Bohemian beer throughout the weekend and each skipper and crew received a regatta shirt fashioned with the excellent quality we have come to expect from Coast Catamaran.

Our special thanks go to Paula Lyon, our East Coast representative and to John Schuch, who flew in from Mt. Clemens, Michigan, to give us invaluable aid both on shore and on the committee boat much beyond the call of duty. The general consensus was a terrific time had by all.

division thirteen

Puerto Rico August 24-25, 1974

On August 24th and 25th Hobie Cat sailors and camp-followers gathered at Palmas del Mar on Puerto Rico's lush South-East coast for this year's Caribbean Championships.

A record number of 26 Hobie 14's and 24 Hobie 16's registered for the event. Another Hobie 16 was unofficially registered with guest skipper Hobie Alter, who is a frequent participant at Palmas del Mar.

Hobie competed in all six races with a veritable performance which gained for him an unofficial 2nd place finish. This is the Caribbean's only qualifying regatta which determines the skippers and crews that will represent the Caribbean at the Nationals.

Palmas del Mar started receiving skippers and crews as early as Thursday, August 22nd, when 3 Hobie 16's made the long ocean crossing from St. Croix, U.S. Virgin Islands. Under the leadership of Bud Orpen, the 3 boats made the approximately 70-mile crossing in 9 hours. Bud, who has made this trip twice already, reported that it was less eventful than last year's trip which had some rough weather, some capsizes and the loss of

loose gear and clothing carried on board. Others who sailed across are Bob Heym with Susan Palmer, George Dunn with crew Vanier and Orpen's crew Staats. Horst Lindeman and crew Carol Terry flew over with some camp-followers and picked up a chartered Hobie 16.

Palmas del Mar, once again, allowed all who wished to camp on the grounds and by Friday evening it looked like a Tent-Town. Notable among the tent-dwellers were the Ramos family from Ponce, Puerto Rico, by far the largest sailing family with three Hobie 16's and one Hobie 14, all competing for the top spots.

Friday evening Palmas del Mar hosted a welcome cocktail party, where movies of last year's event were shown.

Saturday morning, Regatta Chairman Frank Amaru called the skippers' meeting and under beautiful sunny skies and winds of about 15 knots, the first race got under way. These conditions held throughout Saturday and four races were run over two different courses: one a triangle, windward, leeward, windward-finish in which each leg of the triangle was about two miles. The other course was a single triangle.

For Sunday two races were scheduled, one of which was a no-throw-out long distance race of about 15 miles and the other course number one. For these two races the winds had decreased to a gentle 10-12 knot breeze.

All racing was over by 3 p.m. and while all competitors and fans relaxed over a Sangria cocktail party, the Race Committee heard some very complicated protests. By 6 p.m. the results were known and the trophies were handed out.

The 1974 Hobie 14 Champion was Roberto Bouret, Jr. and the top Hobie 16 skipper and crew were Ronnie Ramos and his wife Babbie. Everybody agreed that it had been a fantastic weekend with lots of fun had by all!



THE "ART" OF STEPPING YOUR MAST

Believe it or not, the art of raising or lowering your Hobie Cat mast is not that difficult! Actually, it can be very easy. . . IF you follow a few very simple steps.

Whenever possible, try to place your boat in a downhill position (stern end up). In this position gravity and the weight of the mast will work FOR you rather than AGAINST you. Organization is the key factor in proper mast stepping. If you will take the time to carefully sort out your rigging, you'll find half the problem solved. All your wires should be hooked up and layed out on the trampoline so that when you raise the mast everything will be in the proper position.

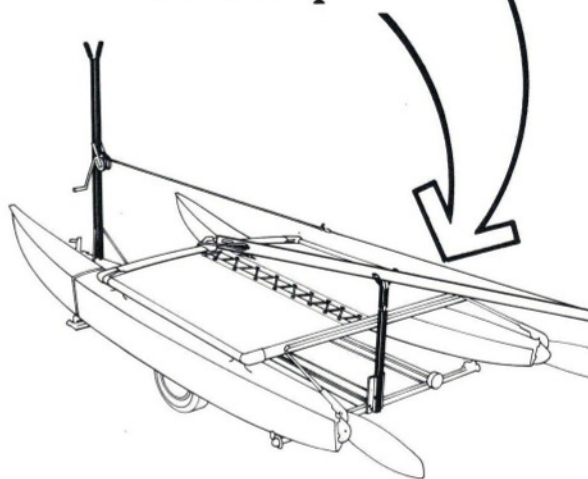
When you get ready to step, look around once again to make sure that each and every wire is clear and won't get tangled when you lift the mast. Check your shrouds, starting at the mast tang, and work down. Is the forestay in the center? Are the side shroud adjusters facing aft? Are the clevis pin and 'O' rings in securely? What about the teflon mast pivot bearing, is it in place or did it bounce out while you were driving along the road? (If you don't have a new one, a quarter will work.) On a Hobie 16, check the jib halyard to make sure it is secured tightly to the mast. Let your trapeze wires swing freely and don't worry about them until your mast is completely up.

O.K. Now you are ready to raise the mast. Bring it back until you can hook the mast bottom under the pin on the mast base. Once this hook is engaged, stand on the rear crossbar and raise the mast to your shoulder (all the while exerting forward pressure to KEEP the hook engaged!) From the shoulder position, you can look back to be sure your shrouds are clear of the rudder and rear corner castings. Now walk forward, pushing forward and raising the mast as you go. Once in a full upright position the mast can easily be held stable against the pressure of the side shrouds. With one hand holding the mast forward, clear the forestay, swing it forward and have someone connect it. If you usually find yourself in a position WITHOUT any help, this step will be simplified by adding approximately 10 feet of extra line to the main halyard. This will enable you to grab the line, walk around to the bow and tie off your mast to a bow plate, the trailer or the bridle. Now you'll have two free hands to connect your forestay to the forestay adjuster on the bridle.

Once the forestay has been secured, tighten the side shrouds to the proper tension and. . . VOILA! . . . you're ready to go!



Make it easy on yourself With a Mast Support & Step Aid



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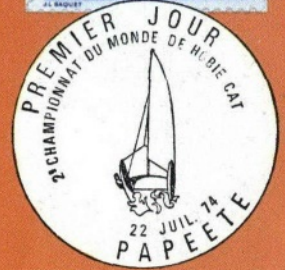
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"The setting was Baie de Matavai, a large open inlet on the western coast of Tahiti. Sailors from six continents and twenty-one countries were present to participate in the 1974 Hobie World Championship.

The vast, aqua colored Matavai Bay with its jutting coastal cliffs and ribbon-like black sand beaches had seldom seen such internationality. Hobie skippers, enthusiasts and kin combined, the gathering numbered nearly four hundred strong. The French called it "2eme Championnat du Monde de Hobie Cat."



2EME CHAMPIONNAT DU MONDE DE HOBIE CAT





story and photos by Jake Grubb

On July 21st, 1974, an Air New Zealand DC-10, flight 556 roared down the runway at L.A. International Airport and at the precise instant of lift-off — JITTERED. If you were a passenger sitting in first class, your ears were beset with unnerving blasts of: "eeeeaaaahhh, yayyyyyyy-ahhaooooooooo, yihah, yihah, yihah, yihah, yihahoooooooo-hhaha, aha, aha, aha, huzzah".....and lots of shrill whistling. That was the cause of the jitter. A coach full of wild-eyed, beachy Californians emitting much happy noise. As the sounds eased in intensity and quieted to "normal" laughing and joking, I heard one stewardess say to another: "But I haven't GIVEN them anything yet. They're SOBER."...Air New Zealand has been christened with a taste of the Hobie spirit.

It was a long plane ride. Seven hours, at least. Nevertheless, life in coach (Hobie people filled this whole sector) seemed to snap and crackle for a long while before settling into mass slumber. Believe me, stewardesses were kept dancing and giggling during the "lively" hours. We reached Tahiti, all—and I Mean EVERY OUNCE of beer was depleted from that plane, in addition to the greater bulk of other tickly liquids available to thirsty passengers.

At length, we descended and eventually met the airstrip in Papeete with an awakening "crrrumpump..." The long awaited visit had finally become reality. People were filled with groggy excitement. Walking from the air conditioned plane into a startling blast of humid, tropical air, it was like a crowd of dozy bears coming out of hibernation and regaining consciousness all at once. Time: 2:07 a.m. Skipper's meeting set for 9:30 a.m. on the black sand beach

below the Taharaa Hotel. "Huh?" How's THAT for general disorientation? Oh yes, and it's hello to the rigors of jet lag. One guy kept saying: "Hey wow—this is far out. I can dig it—boy, could I use some Z's." Good luck friend. We've got a welcoming party to keep us occupied.

It was nice though—really very, VERY nice. At the airport, the group was greeted by the sounds and laughter of friendly Tahitian singers and guitar players. Gordon Knight from Tahiticat (The Papeete Hobie dealer) was there with a couple of lovely hostesses to organize and reassure us that eventually, after singing and picture-taking and baggage transfer, we would be on our way to the Taharaa. Thirty minutes later we were weaving along a dark narrow road in a caravan of smoke-belching buses, bouncing and jouncing our way over the highways of paradise.

Arrival at the Taharaa Hotel revealed large, open buffets filled with fresh tropical fruits, juices and French breads. The atmosphere was a peculiar mixture of Tahitian informality and French sophistication. Indeed, visitors soon learned that this was a characteristic common to "civilized" sectors of French Polynesia; particularly Tahiti. Tomorrow we would awake to a whole new world.

The setting was Baie de Matavai, a large open inlet on the western coast of Tahiti. Sailors from six continents and twenty-one countries were present to participate in the 1974 Hobie World Championship. The vast, aqua colored Matavai Bay with its jutting coastal cliffs and ribbon-like black sand beaches had seldom seen such internationality. Hobie skippers, enthusiasts and kin combined, the gathering numbered nearly four hundred strong. The French called it; "2eme Championnat du Monde de Hobie Cat." To the Germans, it was; "Die Weltmeisterschaft Von Hobie." To Americans it was the second "Hobie Worlds." But it was more than that—much more. It was communication among people of different languages; it was a modest bridging of cultures and creeds; it was a showplace of athletic effort and talent; it was a spirited hyacinth for Hobie-stoked people who work for their livelihood and sail for the love of wind and sea.

The regatta was well taken by the local people and by the government. Hospitality and support were sincere and consummate. Competition was to take place over a six day period, July 22nd to July 27th. Two of those days, July 22nd and 23rd, would be devoted to qualifying. The following four would consist of the championship. Of sixty-eight possible openings for World contestants, fifty-five were secured before the Tahiti event began. Sailors—both American and foreign—who had earned enough points within the national racing programs of their respective countries were pre-qualified. Sixty-six skippers from five countries fought for the remaining thirteen open spots during the two-day series of pre-championship races on Matavai bay. During both of those days, competition was fierce and conditions were demanding. Twenty-five to thirty knot winds prevailed and were fueled by forty knot gusts during periodic rain squalls. Racing was strenuous and skippers were worn out at the finish of each match. In the end, nine Americans, three Tahitians and one South African were able to fill the thirteen open positions. Fifty-three others went away fatigued and in some cases dejected. Midwestern Hobie 14 champion John Edd expressed his feelings this way: "Heavy weather made it damn difficult for me; the winds were so strong and shift. . . And the swells were big. We just don't have that kind of stuff in the inland lakes where I come from." Edd tried hard but failed to qualify.

Of those who did make the cut, however, there were a handful that did so under apparent handicaps. Hawaii's Herb Andresen, an excellent Hobie 16 skipper, came to Tahiti on vacation to observe and to relax. Having had limited success in Hobie 14 competition because of his very large physical stature, (225 pounds at the helm of a 14 is fun but not highly competitive), he had elected not to enter. Contrary to his plans, an invitation from the race committee changed his mind and he decided to have a go. "I got here and I got the bug," he quipped. Andresen's superior strength and solid weight served him well in the qualifying. His 2- $\frac{3}{4}$ - $\frac{3}{4}$ brought him under the wire with a clear cut first place, over such aces as Robby Barrel, also from Hawaii, and Randy Hatfield from California. Another post-qualifier, eleven-year-old Phillippe, from Tahiti, carried with him his brother Francois as ballast. Together these two young French/Tahitian lads tipped the scales at little more than the basic minimum weight requirement and yet still racked up a handsome 6-7-4 for a sure spot in the championship competition. South African Derek Kershaw qualified with a skillful 4-6-2, despite the startling fact that he is permanently paralyzed from the waist down and must be carried to and from his boat. Asked of his hardship, Kershaw shared his attitude in these words: "I suppose if I allowed myself the luxury I might consider myself at a disadvantage. Since I am unable to use my legs I am limited in my ability to hike out on a beat. And, of course, in the event of a very fast jibe I cannot shift my weight so quickly. Often I elect not to follow the fleet for these very reasons. I go my own way. But we all meet up somewhere 'round the mark nearest the finish!"

Each day, from the Taharaa Hotel, high above the bay, if you rose early you could see the committee boat coming from Papeete. A vast ocean of blue was broken by the single white trail of a cruiser making its way toward

Matavai. Later, other boats would follow. As the mid-morning wind picked up and beach activity increased, more cruisers, small powerboats and regatta stake boats would speed toward Matavai under full throttle, slowing their pace as they neared the inner bay.

By 10:00 a.m. every morning, the surface of Matavai Bay would be pulsing with colorful Hobie catamarans. Sliding from the glissening black sand beach into calm Tahitian waters—one by one, one by two, two by three—Hobies of red, green, blue, white and gold would soon paint the bay. All bore pearly white mainsails, highlighted with the blue and red stripes of the French Polynesian flag. As the cats sailed—sometimes drifted toward open ocean, they would catch the shifting wind. And when they did, so, it was as if Neptune had attached invisible strings to their bridles and begun to pull with great force. The boats would take off in gusts of power and sail speedily out to sea. Once into the full breath of the wind, they would come about in smooth, broad arcs and then set south for one quarter mile, en route to the starting area.

From the beach you could see the cats in the distance—growing ever more distant. Their races were sometimes as much as ten miles in length and it was often over an hour from the time the boats disappeared around the first point to the time they made their way back into the bay, across the finish. It was during the races that congestion and pressure diminished in the beach area and people swam, sunbathed, generally enjoyed themselves and intermingled. The Tahitian girls with their high-pitched laughter, the French with their cheerful; "Bonjour," "Ca va—ca va bien," the Japanese with their humble manner and economic sips of bottled saki, the Brazilians with their brown eyes and provocative gestures: These were some highlights of the daily ambiance.



Communication was always a challenge. So many people spoke different languages—naturally. Film-maker Bud Browne turned me onto some basic French. He'd say: "Now just say 'Bonjour' in the daytime, 'Bonsua' in the evening and 'Parle vus ongle' to find out if they speak English." I'd walk around mumbling "bonjure, bonjure" and "Parley vu songle" to myself until some lissome French/Tahitian girl would glide by and say something like: "Bonjour, ca va?" Clamsville. I'd counter with a courageous: "Uh, hi." Half the time you never knew what anyone spoke. It was a percentage guess. Hobie had a bold system. He'd just walk up and begin conversing politely in English. Every now and then someone would understand!

Things really got to cooking on Wednesday, July 24th. This was the first day of the championship series. There were to be four races per day, Wednesday through Friday, from which thirty-four skippers would ultimately be chosen



as finalists to compete for the World Cup on Saturday. Each man would sail two races a day and be assigned a different boat for each race. Heats were arranged so that every skipper would compete against every other skipper at least twice. The object was to emphasize individual skill as the determinant in who would be judged the best.

Winds blew from eight to twenty knots during the four days of championship racing. Of six possible courses, four





hausen from Brazil. Canepa bested the rest of the group around A mark as they reached the buoy in a clump and then proceeded to open up a lead which he didn't relinquish. This gave him a very strong 4- $\frac{3}{4}$ - $\frac{3}{4}$, equaling Loufek's front running $\frac{3}{4}$ -4- $\frac{3}{4}$. The two super sailors ran like this right on into the finals.

It was the general consensus that Hobie Alter had come to Tahiti to do some racing and also some vacationing. He brought with him samples of his two latest creations, the new Hobie 10 and his prized radio-controlled sailplane, the Hobie Hawk. Speculation had it that Hobie would demonstrate the Hawk and the 10 to the international gathering, but the fact that he was entered in the competition seemed

HOTLINE/OCTOBER



photo by Sandy Banks

were utilized. They were juggled from race to race. Given the overall layout of the course markers, the shortest course was 3.5 miles in length; the longest was ten miles. Each new race seemed to strengthen an impending aura of unpredictability. With winds flowing from high cliffs in a downdraft and shifting across the bay in a kind of "fan", different skippers seemed to find the "groove" in different races. Strategies were fascinating to observe. One on-going duel, for example, was between that of defending champion Richard Loufek and challenger Jeff Canepa. In the second race of the second day of competition, Canepa diced for first place with a group of sailors that consisted of Phil Berman from California, Jean Burgand from Tahiti, John Ross-Duggan from California and Manfred Von Schaaf-



to preclude this. "You really have to be on your toes to compete against a group like this," he confessed; "and to do that you have to be careful to maintain your concentration—especially at my age!" Each morning, Hobie could be found at the breakfast bar eating a spartan meal of fruit and eggs. After breakfast and morning salutations, he would take up his sailing gear and set out at a brisk gait for the high point north of the Taharaa where he could assess the winds and observe the course. He would then head for the beach to prepare for the demands of the day.

In his first race, Hobie led at the start, out-tacked the fleet to A mark and from there was never again contested for first place. He won handily. In each succeeding race, however, his problems seemed to increase and in the final analysis he was never able to match his initial performance. "It's pure stamina," said one young competitor; "that initial windward leg really takes it out of you. The guys



Nakazawa, Jimmy Smith from Puerto Rico, Derek Kershaw from South Africa, Jan Kiaer from American Samoa, Jean Bondalatoff, representing New Caledonia, Australian favorite Geoff Hosley and James Buchanan from New Zealand. These were but a few.

Though it was initially Hobie's idea to hold the second Worlds in Tahiti, much of the carry-through was implemented by Tahiticat of Papeete. (Tahiticat, incidentally, recently sold Marlon Brando a Hobie 16.) Added assistance from the company's French licensee, Coast Catamaran of Hyeres, was also an important factor. Besides serving as French liaison, the Mediterranean-based Hyeres facility also supplied the boats which were used for the event. From what I could gather, you apparently don't just cheerily decide to hold a major regatta in French Polynesia and expect to pull it off without government intervention. "The red tape you wouldn't BELIEVE," said one haggard coordinator.

After much negotiation, French Polynesian officials not only agreed to go along with the event but put forth impressive efforts to support it. Posters advertising the "2eme Championnat du Monde de Hobie Cat" were hung in shops, markets, banks and boutiques. Military personnel, medical facilities and communications equipment were donated to officiate government support and, lastly, a com-

over forty who are able to hold the pace have gotta be supermen." Hobie usually SET the pace. Time after time the fleet would gather for the start with skippers jockeying for the best starting position. Hobie continually led the pack in the opening stages but seemed unable to sustain his advantage in the long beat to A mark. "There are a lot of variables to consider," emphasized Wayne Schafer; "the conditions are hard to figure and every skipper out there really knows what he's doing. It's tough competition."

A handful of young American sharpies seemed to be the most consistent high performers. Among them, Richard Loufek, Jeff Canepa, Randy Hatfield, Robby Barrel and Phil Berman were the most outstanding. And, coincidentally, each of them was no more than nineteen or twenty years of age—if that. Foreign notables included European champion and well known Finn competitor Jean Dorgambide from France, Japanese favorite Hiromitsu



memorative Hobie stamp was issued through the French Polynesian postal service for both tourists and the native populous to incorporate into their daily use. In this small way, the Hobie World Championship became a significant means of international exchange.

IYRU rules were stringently enforced by the French race

committee. So much so, in fact, that if a foul were committed and ignored by the person fouled, the committee would take issue and file a protest. Hobie skippers were simply not used to this. Stake boats were stationed at each marker and seemed to see everything. Night after night, French committee members faced American committee members, coffee in hand and translator in the state of diplomatic frustration. "The French absolutely refused to be influenced," emphasized Coast Catamaran representative, Tom Long.

Skippers who protested on their own behalf were always given proper attention—but not always the kind they wanted. Rumor had it that there was one Japanese competitor who had a complaint. One problem: He spoke only Japanese and there was no Japanese interpreter. Laboriously he "addressed" the committee — in sign language, emphatic sounds and diagrams. . . problem solved!

Saturday's finals saw skippers exhausted even before they entered the transparent Tahitian waters for the last time. Canepa had already won the first of two final races and therefore needed only to go out and finish to secure his position as new champion. Yet the fourteeneth and final race was the longest and seemed to be the most fiercely fought. Hosley, Hatfield, Canepa, Barrel, Dorgambide, Schafer: All vied for the win but were unable to keep it from defending champion, Richard Loufek. Even so, Canepa finished in third place and sailed away with the title.

At an extravagant awards banquet held that evening, all sixty-eight competitors were honored and given miniature hand-made Tahitian outriggers as gifts of recognition for their individual performances. The thirty-four finalists were called one by one to receive their trophies, accompanied by two kisses (one for each cheek) from a beautiful Miss Tahiti. After all were addressed by Gordon Knight, followed by a speech from Monsieur Daniel Videau, Governor of French Polynesia, the new Hobie World Champion was formally announced and came before the banquet audience, accompanied by his mother and father, to receive the World Cup and Hobie Perpetual Trophy. Jeff Canepa was a happy man.

Amid the wine and dancing that carried into the night, many persons were wistful at the thought of departure. It was difficult to be enthusiastic about trading such coveted warmth and beauty for the synthetic veneer of a smoke-filled jet plane, much less the pressures and demands of a return to home and work and good 'ol metropolitan civility.



A SEQUEL

Some, nevertheless, awaited an added morsel of delight — one they had paid for and one that they now looked forward to with energy and GREAT APPETITE FOR ADVENTURE. . .

Twelve hours later, after a sweet night (and rude morning), after a massive and chaotic luggage transfer at the Taharaa, after many a reluctant payment of an oversized bar bill, after cries and goodbyes and the clicking of cameras, after a rumbly ride to Papeete on another quaint caravan of "le trucks" (Tahitian buses), we were ocean bound on a big weird boat — en route to an island called Moorea.

It was a thirteen mile cruise of pitch 'n roll. The boat was a big white rusty thing that kind of reminded you of something out of the shipyards over in Wilmington, California. I didn't get chummy with the crew, but I got the feeling that the boat stayed afloat from sheer extra-sensory will of the captain and that the coughing diesel engines continued to function only out of a masochistic devotion to their grease-bellied master.

As the boat neared the coast of Moorea, passengers on board seemed awe-struck by the island's beauty. Lush tropical landscape, waves of mighty force breaking in high plumes of spray onto out-lying coral reefs, blue and turquoise colored lagoons of such purity they seemed sacred. . .

Entry into a deep crevasse along the leeward coast revealed a canyon-like inner bay. As the boat slowed, preparing to moor, what could be awaiting us at the dock but two exquisite Moorean. . . le trucks. Pile off the boat and prepare for another bus ride.

Everyone was "le trucked" to the Hotel Moorea Lagoon where the sunny afternoon was given to swimming and snorkeling. The evening followed in an outrageous festivity of food, music and dancing in which all visitors were consumed by a hoopla that wore long into the night. But le truck was never far away, and at a distant bewitching hour, we were taken away again — this time to our respective hotels.

Days of fun and free-wheeling followed, in which people toured, swam, paddled outrigger canoes, spent money, sunbathed, played volleyball, stalked the beautiful natives, and generally just did their thing. Hobie found a likely hill and was at last able to demonstrate his glider. Sandy and Carol Banks FINALLY got a chance to relax. Tom Long was able to satisfy his anthropological interests by mingling with the natives. Jeff Canepa partook in one of his many



robust interests — mountain climbing. Jerry King showed the locals how to play sweatog volleyball. Bob Beauchamp donned his duck-billed Coca Cola hat and doubled as a tree climbing island tour guide — complete with 4-speed Citroen to get you there. Richard Loufek studied French with Lovaian Rouleau, his French/Tahitian tutor.



photo by Sandy Banks




photo by Sandy Banks

Ruth Triglia assumed the role of honorary Coast Catamaran diplomat to Moorea: "I won't go back, I'll just stay here."

As for what else went on... who am I to say? Mine are the limits of an unqualified observer... *SL*

photo by Sandy Banks





2nd Hobie Cat World Championship
and Tahiti's Fleet No. 107, wish
to thank all those who came to Tahiti
and participated in the event. We
sincerely hope that you had as much
fun as we did, and that someday you
will return. Quite frankly, we miss
you and look forward to the next
time we can get together."

Gordon R. Knight
TAHITICAT

World Regatta Results

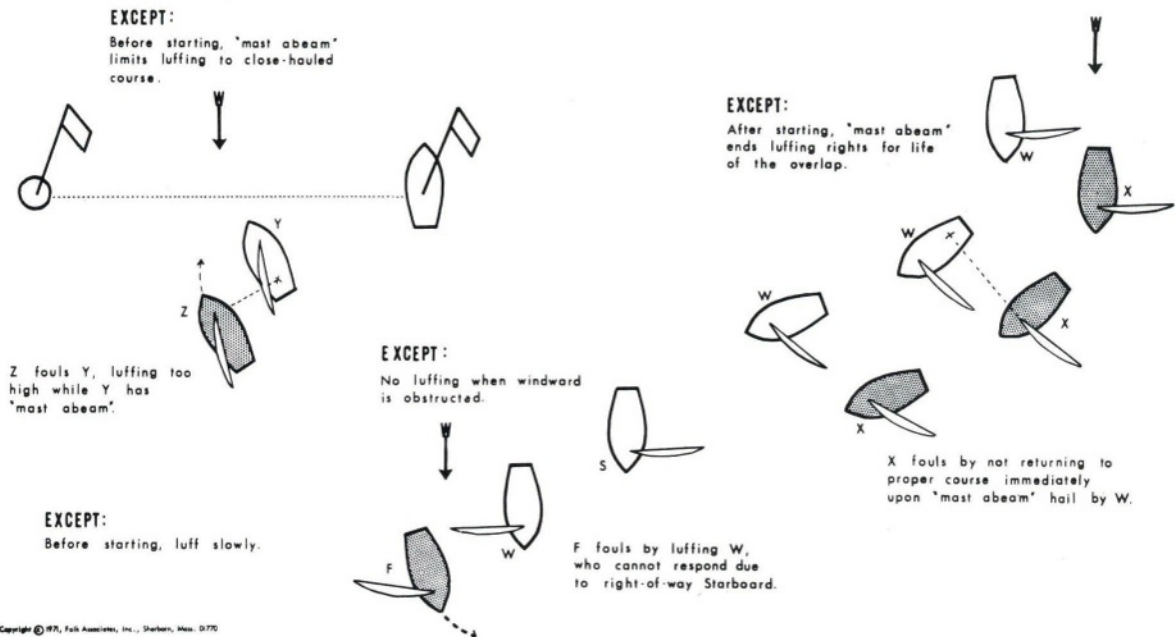
PAPEETE, TAHITI

POSITION	NAME	COUNTRY	1	2	3	4	5	6	7	8	TOTAL POINTS
1.	Canepa	United States	4	¾	¾	2	3	<u>7</u>	¾	3	14½
2.	Loufek	United States	¾	4	¾	<u>12</u>	3	4	9	¾	22½
3.	Berman	United States	7	<u>DNF/32</u>	2	¾	14	7	2	6	38½
4.	Hatfield	United States	2	2	3	8	8	8	<u>23</u>	8	39
5.	Hosley	Australia	3	16	6	¾	¾	8	<u>19</u>	7	41½
6.	Barrel	Hawaii	5	2	5	2	<u>17</u>	6	10	16	47
7.	Schafer	United States	10	9	7	<u>18</u>	¾	2	15	10	53½
8.	Wilkie	Australia	3	11	<u>24</u>	5	17	5	4	9	54
9.	Froome	Hawaii	5	8	4	9	6	13	11	<u>13</u>	56
10.	Ross-Duggan	United States	6	<u>DSQ/11</u>	4	8	11	<u>14</u>	5	11	56
11.	King	United States	2	14	14	15	10	4	<u>28</u>	2	61
12.	Dorgambide	France	8	12	12	11	9	<u>20</u>	14	4	70
13.	Staudt	United States	10	10	11	17	12	<u>20</u>	12	5	77
14.	Salmon, K.	Tahiti	12	9	<u>26</u>	19	18	3	7	12	80
15.	Wilcox	United States	15	¾	<u>DSQ/15</u>	3	<u>27</u>	9	20	18	80½
16.	Frey	Tahiti	19	3	18	6	16	¾	<u>30</u>	19	81½
17.	Seaman	United States	7	6	8	12	14	17	<u>27</u>	22	85
18.	Delauney	Hawaii	6	8	17	13	<u>33</u>	6	3	32	85
19.	Burgaud, J.	Tahiti	11	5	3	<u>DNF/33</u>	24	¾	18	25	86½
20.	Beauchamp, B.	United States	14	20	10	5	22	9	8	<u>26</u>	88
21.	Anderson	Hawaii	23	12	8	6	4	<u>27</u>	22	17	92
22.	Dinsdale	France	16	14	17	13	5	<u>19</u>	16	15	96
23.	Jones	Australia	9	13	12	4	21	17	21	<u>28</u>	97
24.	Hornsey	South Africa	11	17	13	7	16	12	<u>26</u>	21	97
25.	Beauchamp, D.	United States	13	19	20	15	2	15	<u>24</u>	14	98
26.	Wickanhauser	United States	20	7	11	16	15	13	<u>31</u>	20	102
27.	Alter	United States	¾	2	22	14	25	10	<u>DNF/32</u>	29	102½
28.	Burgaud, A.	Tahiti	16	4	13	23	15	3	29	30	103
29.	Andreson	Hawaii	22	<u>33</u>	22	16	2	2	6	33	103
30.	Kunze	Brazil	30	7	<u>DSQ/32</u>	10	7	5	13	<u>DNS/34</u>	104
31.	Tamata	Tahiti	18	<u>28</u>	5	10	20	14	17	23	107
32.	Nakazawa	Japan	12	10	9	27	21	11	<u>32</u>	24	114
33.	Smith	Puerto Rico	4	23	27	3	14	18	25	<u>27</u>	114
34.	Thompson	United States	27	5	24	4	6	<u>DNF/29</u>	<u>DNS/34</u>	31	126

POSITION	NAME	COUNTRY	1	2	3	4	5	6	TOTAL POINTS
35.	Salmon, D.	Tahiti	9	15	10	25	11	<u>31</u>	70
36.	De Rosnay	France	25	19	2	<u>28</u>	9	18	73
37.	Von Schaaffhausen	Brazil	<u>29</u>	21	7	22	7	16	73
38.	Golden	United States	25	22	<u>26</u>	14	4	10	75
39.	Nakagawa	Japan	18	6	16	17	19	<u>26</u>	76
40.	Sachet	Tahiti	14	<u>22</u>	18	9	12	<u>DSQ/24</u>	77
41.	Keough	Australia	17	17	<u>32</u>	7	13	27	81
42.	Koper	South Africa	20	16	<u>27</u>	24	5	19	84
43.	Peters	United States	<u>28</u>	18	15	11	8	23	85
44.	Lopez	United States	19	27	6	27	10	<u>29</u>	89
45.	Lippstreu	South Africa	13	26	<u>30</u>	19	23	11	92
46.	Van Der Venter	South Africa	24	<u>25</u>	14	24	19	16	97
47.	Backhausen	Germany	<u>28</u>	15	21	21	18	22	97
48.	Wood	Australia	22	<u>DNF/32</u>	9	<u>33</u>	26	12	101
49.	Gross	United States	8	23	<u>28</u>	21	24	28	104
50.	Dowsett	Hawaii	26	21	21	25	<u>32</u>	15	108
51.	Harin	Tahiti	17	27	<u>27</u>	20	<u>26</u>	21	111
52.	Molter	Germany	21	24	19	29	<u>30</u>	22	115
53.	Kershaw	South Africa	23	18	23	28	<u>30</u>	23	115
54.	Bondaletoff	New Caledonia	30	26	<u>DNF/32</u>	18	20	21	115
55.	Ruhl	Brazil	31	<u>32</u>	19	20	25	25	120
56.	Joubert	South Africa	21	24	<u>30</u>	30	23	24	122
57.	Kiaer	American Samoa	<u>33</u>	13	23	32	32	29	127
58.	Eggink	Holland	26	29	<u>33</u>	26	22	25	128
59.	Huet	Belgium	32	25	15	29	28	<u>DNS/34</u>	129
60.	Tomo	Japan	31	28	16	<u>34</u>	28	26	129
61.	Philippe	Tahiti	29	31	20	22	30	<u>34</u>	132
62.	Buchanan	New Zealand	24	30	29	30	<u>32</u>	28	141
63.	Yazawa	Japan	<u>34</u>	20	31	31	27	32	141
64.	O'Grady Cabral	Brazil	27	30	29	26	<u>DSQ/36</u>	<u>34</u>	146
65.	Horii	Japan	32	29	31	231	23	<u>34</u>	148
66.	De Lemos	Puerto Rico	<u>34</u>	31	25	31	31	33	151
67.	Bolman	United States	15	<u>DNS/34</u>	<u>DNS/34</u>	<u>DNS/34</u>	<u>DNS/34</u>	<u>DNS/34</u>	151
68.	Roche	France	33	<u>34</u>	34	32	<u>DNF/32</u>	<u>DNF/29</u>	161

Most Common Fouls - 5. Luffing

a leeward boat, or clear ahead, may luff as she pleases FAST, REPEATEDLY, AND WITHOUT WARNING!



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"Luffing" means any alteration of course towards the wind, up to head-to-wind. (Beyond head-to-wind begins "tacking.")

ref: definition Luffing

So few racers really understand the luffing rules, no wonder the fouls are frequent. Basically, luffing rights are an extension of the general leeward-boat rights — but what an extension!

Here lies the only important exception to the general rule about not doing things so fast as to confuse or dismay an opponent — leeward may, after the start, luff **AS SHE PLEASES**, and that means just what it says. . . quick and dirty.

Of course, a number of the luffing "fouls" occur when windward gets too close, and leeward nails him with a fast, unexpected luff. Poor windward. . . nothing to do but turn tail and enjoy the trip home.

Many more luffing fouls occur, however, because leeward luffs when he has no right to do so. Considering the complexity of the rules, you now have two choices: learn the rules, or give up this precious weapon against being overtaken to windward.

We'll provide here a simplified statement of the luffing rules, followed by an index of the pertinent clauses (which you really should study), and then a little memory aid to help you keep a summary of the rules in mind.

Broad statements of the luffing rules: you always have limited luffing rights before the start; you may or may not have luffing rights after the start, depending on "mast abeam"; buoy rooms and obstruction rights outweigh luffing rights.

The pertinent rules are 38, 40, and 42.1.

AFTER THE START line has been cleared. . . all luffing rights are ended for the life of the overlap, once windward gets "mast abeam." Mast abeam means windward's helmsman abeam or ahead of leeward's mast.

ref: rule 38.1

New luffing rights may be established by breaking the overlap, getting a new one. Either boat tacks/jibes or separate and converge from two or more lengths away, creates a new overlap.

ref: rule 38.22

If in doubt about mast abeam, assume the leeward boat has luffing rights; if windward hails "mast abeam," luffing rights are ended for that overlap. If you think he's wrong about it, protest, but don't luff.

ref: rule 38.3

No luffing windward into obstructions, except other boats on which you have luffing rights.

ref: rule 38.4

ref: rule 38.5

BEFORE THE START line has been cleared. . . you can always luff at least up to close-hauled, but all luffs must be slow, giving windward room and opportunity to keep clear.

ref: rule 40

Until the gun has gone off, you may not luff above close-hauled whenever windward's helmsman is ahead of your mast.

ref: rule 40

BUOY ROOM doesn't count before the gun. . . after the gun, no luffing boats into start marks if it means luffing above close-hauled (or if lower, Proper Course).

ref: rule 42.1(3)

other than start marks, buoy room ends luffing.

ref: rule 42.1(d)

Now, here's a mnemonic to summarize and recall. . .

BASH/CRASH

BASH before the start, **CRASH** after the start:

B. . . Before starting
A. . . All luffs slow
S. . . Safe to luff to close-hauled
H. . . Higher, if ahead of mast-abeam

C. . . Cann luff as you please, when
R. . . Racing before the start and if
A. . . Ahead of mast-abeam, but
S. . . Stop luffing with obstructions, and
H. . . Hailing mast-abeam must govern

OK, it's complicated. . . but you don't dare mix it up with the big boys until you know about luffing.

TACTICS: Never try to pass close aboard to windward. Stay clear of all leeward boats when starting. When you're windward, always hail "mast-abeam" as soon as you get it.

By the way, when you undertake to luff a boat passing you to windward, do it hard and fast; slow luffs almost always leave the leeward boat in worse shape than before it luffed.

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

Radio Controlled Soaring

by Rod Smith

Soaring radio controlled sailplanes has become the most popular of radio control activities. Boats, cars, and power planes just don't have it when compared to the majesty of silent flight. The air around us is really a mystery to all of us. The full scale soaring pilot knows about our atmosphere above 2000 feet, but when he gets to 2000 feet he starts looking for a place to land. We will be discussing the domain of the R/C soaring pilot from ground level to 2000 feet. In this narrow band of air there are vertical, horizontal and circular air currents and all combinations of these. There is little data available to the modeler about the action of the air. It is as though he were exploring a new fron-

tier. The airplane and radio control equipment have been available for only a few years. The pilot skill required to use this equipment to explore each little bump and bubble of lift has only been developed in the past two or three years. So, there you are. Want a new frontier? Get your R/C sailplane and go out there and practice levitation.

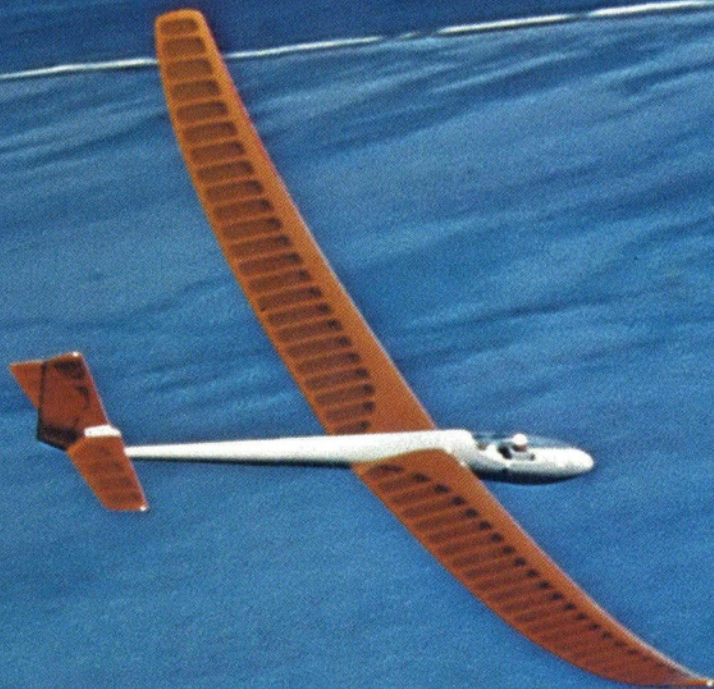
There are two distinct types of R/C soaring. One is called slope soaring and the other is flat land or thermal soaring. The thermal soaring crowd will sometimes refer to slope soaring as "slop" soaring, but lots of guys enjoy sitting on a hill with the wind in their face, their best girl by their side and an R/C sailplane soaring out over the

valley. The Hobie Hawk instruction book explains the mechanics of slope soaring, so here we will discuss some of the "finer" points.

When the wind blows against a hill, barn, dam, tree or any obstacle, the air is deflected up and around. The up air is used to support the R/C sailplane. Some hills have their best lift at the top of the slope and about 75 feet out. Others, such as high mountains, may have fantastic vertical air currents a half mile or more out over the valley. We just don't know. Each slope will have different characteristics depending on the wind velocity, direction, angle of the slope and the type of growth that covers the hill. A concrete dam is ideal, while a hill covered with 100 foot pine trees is something else. If you have access to a hill that faces into the wind, this is the place to learn to fly your R/C sailplane.

The Hobie Hawk instruction manual explains how to slope soar. After you have learned to keep the plane flying, challenge your buddies to a beer can contest. First you empty as many beer cans as there are pilots. How you empty them is not important. Then you stack the cans on the brink of the hill and all the guys throw their planes off at the same time. The first guy that knocks over the cans with his plane gets to empty another can and add it to the stack. This game continues until there is one plane or pilot left that can still fly. He is the winner. Another fun event is the log line race. Everyone has to hold a full can of beer, his transmitter and his airplane. The planes are launched at the same time and are flown to a pylon about 300 feet away, on the edge of the slope. The planes round the pylon and race for the next pylon 600 feet in the opposite direction. They round this pylon and head for home. Home is a spot on top of the hill next to the pilots. The planes must touch down and slide up to a line. If you go over the line, you lose the round. The further you are behind the line, the less points you get, and the slower you are in completing the course, the less points you get. Oh yes, the can of beer. You can't land your plane until you DRINK the contents and hand the empty can to the contest director.

Aerial combat is fun. Everyone launches at the same time. The last guy down wins. There are very fair rules. If you fly your plane into a competing pilot, that is "dirty pool", but in a "dog fight" it is not against the rules. Only one rule is really impor-

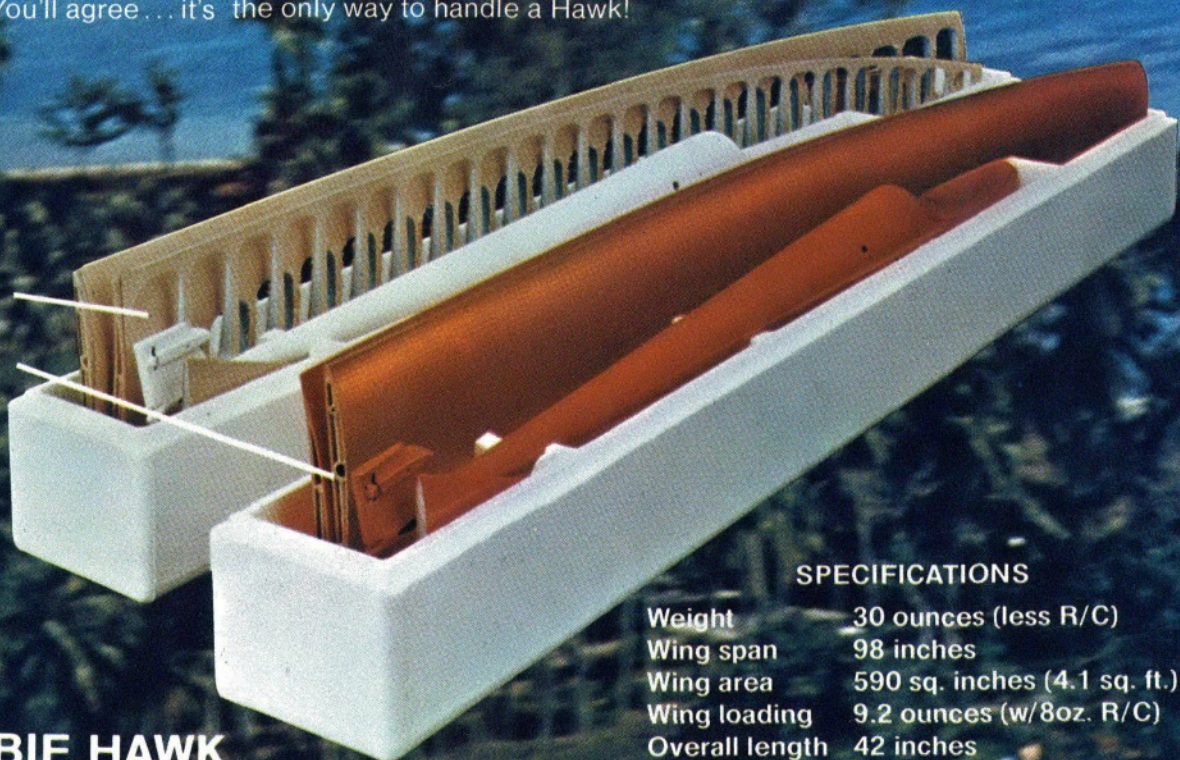


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SPECIFICATIONS

Weight	30 ounces (less R/C)
Wing span	98 inches
Wing area	590 sq. inches (4.1 sq. ft.)
Wing loading	9.2 ounces (w/8oz. R/C)
Overall length	42 inches



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tant. No sharp edges are permitted on the airplane, such as knife blades, piano wire leading edges on the wing, or razor sharp hard wood leading edges. There are organized races for slope soaring gliders. The planes make a flying start through a gate, just like sail boats. Then they "roar" around a closed course wing tip to wing tip. The winner pulls up and does a couple of victory rolls and then lands. Aerobatics is becoming popular with loops, rolls, vertical climbing rolls, spins and all the maneuvers being performed by the silent sailplane.

Thermal soaring is the most organized of the two types of soaring. This is the sport where one really learns about the air around us.

LAUNCH TECHNIQUE — In competition flying the launch is perhaps the most important portion of the flight. A mistake at altitude, in a thermal, can be compensated for while a mistake during launch will prevent even the best pilot from performing the required tasks. The contestant should perform the entire launch by himself. Only the pilot can tell how fast to run the winch and when to release the airplane as the winch starts to put tension on the tow line. If the winch does not have a control that can be operated by the contestant then the

winch operator becomes a contestant since he controls the "throttle". If the winch operator makes a mistake the plane may "loop" off the line, stall, or be released at an altitude much less than the airplane is capable of achieving on the tow. If the contest rules permit the contestant to hand launch his sailplane rather than taking off from the ground the contestant should hand launch. With a hand launch the airplane has achieved 6 feet of altitude, flying speed and the correct climb angle with no expenditure of line length. On a rise of ground launch about 40 feet of tow line will be used to achieve the same results.

Do not attach the tow line until the radio control system is turned on and you are ready to begin the flight. There are so many people at a soaring contest that the chances of one stepping on the winch switch or snagging the line with a mini bike are very good. Place the airplane on the ground then simply run the winch at full speed. The inertia of the airplane will cause the nylon line to grow taut then catapult the plane into the air. Of course if there are high weeds that may "snag" a wing tip the R.O.G. take off is not practical. When the airplane is at the top of the tow, all of the line off of the ground, is being supported

by the wings. If the airplane loses speed the line will cause the sailplane to lose altitude. With a small airplane and no wind the secret is to get up and get off! If there is a wind and one can launch into it, use this wind to "kite" the plane as much as possible. The wind will provide enough lift to cause the line to unwind from the reel as the airplane is blown back from the turn-around pulley. A short pulse of the motor will cause the airplane to kite up another 20 feet. A good winch operator/pilot can keep the plane on the line for the full 60 seconds allowed. When the line comes off, the airplane will have achieved maximum altitude without using any line.

THERMAL SOARING — We will explain, as accurately as possible, what we do at a contest and how we fly our airplane. Let's assume the contest will be a LSF precision/time landing event. This means the airplane must land close to a spot or on a runway, at a precise time with a penalty for every second over or under the prescribed time.

The airplane is now off the tow. Don't just stand there and watch it fly. Stare at it, concentrate, bear down and look hard. Watch for the faintest wiggle, bump or deflection from its flight path.



Doug Mihoky and Bob Bream/4th fleet.

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Keep up wind, set up a search pattern, trim the airplane for cruise and stay alert. Hunt, trade altitude for distance, if the airplane is in "down" air get the nose down and get out of there. Usually strong down currents are an indication that a thermal is in the vicinity.

When in the immediate vicinity of a thermal the flight path will be deflected depending on the location and strength of the thermal. If the airplane passes along the edge it will raise one wing. Turn into the wing that raises, the airplane is just outside the thermal. If the tail rises the airplane is flying through the thermal, press on until the plane regains normal flight attitude. Turn again and plunge into the center of the thermal. Start a large easy circle, if the plane ascends on one portion of the circle and descends on the other, move the pattern over toward the ascending portion. Keep working until the airplane is going up at a high rate. Security is a thermal. As the wind moves the rising air and the airplane down the field you will find it difficult to tell the direction and altitude of the plane. As it moves out of visual range, get the nose down and head back. Return to the area where you found the last thermal and set up a search pattern. As a rule, during any contest, all thermals will march your sailplane right between your eyes and the sun. Don't fight it, don't try to stare down the sun. Simply let the airplane fly itself until it emerges.

Landing; The landing strategy will depend on the event. If the event calls for precision time/spot a particular

technique will be used. This event requires your plane to touch down on a 15 x 30 feet runway at 10 minutes after the tow line is released from the plane.

The airplane is now far down wind and very high, the timer — OH yes, the timer! Before you launched you made sure a timer was present and he knew when and how to start, stop and read the watch. You also asked him to tell you the elapsed flight timer every 30 seconds until 7 minutes, then every 15 seconds until 9 minutes, then every second to 10 minutes. Don't launch if he cannot do this, get another timer.

The safest and most practical way to bring the sailplane down from high altitudes, within sixty seconds, is to pull the plane up into a 1/2 loop. At the top of the loop put in down elevator and keep the plane inverted while it is flying back toward you. Flat bottom airfoils create lousy lift in this attitude and the airplane will sink at a nice rate without building up excess forward speed. When the airplane is at the altitude and distance where it can return over the pilot at about launch height, roll the airplane upright and trim for cruise. The sailplane will now be in the same position as it would be for a two minute precision landing. Stay up wind. When the timer says 8 minutes put the plane in a shallow dive back over the transmitter at about 150 feet with plenty of speed. This pass should be completed as the timer calls out 9 minutes. The plane is now down wind from the pilot at an altitude of approximately 100 feet with one minute to touchdown. Turn the plane

and return, into the wind, toward the transmitter and beginning the down wind leg of the approach. Stay off to the side of the runway. At 9 minutes 30 seconds turn toward the runway. Vary the turn radius as required, depending on the time remaining. During the final approach use the elevator and rudder to control speed, distance and altitude. It is very important that the airplane be in a precise position at a precise speed prior to the final 15 seconds of the flight. At 9 minutes and 45 seconds the airplane should be in such a position that the pilot can make it touch the ground just as the timer calls off 59 seconds, by the time he reacts and pushes the button the time should be 10 minutes to the second. Now, the time is out of the way, lift the plane into the air and home into the spot. Yes a touch and go is the best way to stop the clock and hit the spot.

As you are resting get ready for the test flight. Prepare the airplane and yourself. Mental attitude has a lot to do with R/C thermal soaring. A positive thinker expects to find a thermal and when one is found he is ready to work it. A negative thinker does not expect to find a thermal so he does not really look for one. His plane comes off the tow and blunders about until it is low enough to set up the landing approach. Then the plane misses the spot, since he did not expect the plane to hit it in the first place. Think positive. With all that down air there has got to be a thermal there somewhere. (Remember the pony joke?)

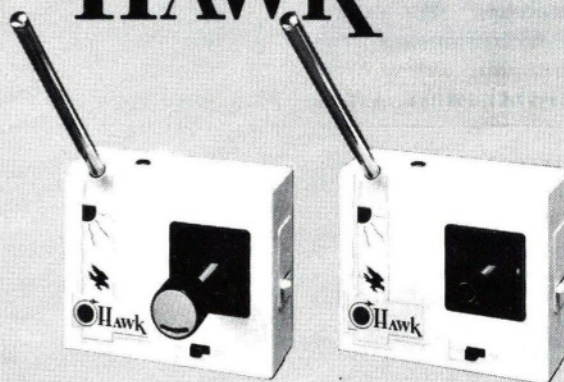
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regatta schedule

OCTOBER

	DATE	EVENT	LOCATION	SPONSOR/CONTACT
DIVISION II	9 - 13	MILLER HIGH LIFE/ HOBIE CAT 16 NATIONALS	Mission Bay San Diego, Ca.	Rich Jeffries/Coast Cat — 714/979-2880
	13	Fleet #66 Series	Lake Pleasant, Ariz.	Jim Milne — 602/938-5372
	19 - 20	3rd Annual Arizona Open	Lake Havasu, Ariz.	Fleet #88/Terry Niemeyer — 602/855-4406
DIVISION III	Nothing scheduled at time of printing.			
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	19 - 20	Point Venture Regatta	Lake Travis, Texas	Fleet #64/Lewis Thompson — 512/452-0434
DIVISION VII	Nothing scheduled at time of printing.			
DIVISION VIII	23 - 27	MILLER HIGH LIFE/ HOBIE CAT 14 NATIONALS	Key Biscayne, Fla.	Rich Jeffries/Coast Cat — 714/979-2880
	26	Phil Sanchez Birthday Race	Gulfport Yacht Club, Fla.	George Ellis — 813/526-4183
DIVISION IX	12 - 13	Fleet #101 Series	Wrightsville Bch., N.C.	C. Wells Berry — 919/799-1023
DIVISION X	Nothing scheduled at time of printing.			
DIVISION XI	Nothing scheduled at time of printing.			
DIVISION XII	Nothing scheduled at time of printing.			

NOVEMBER

	DATE	EVENT	LOCATION	SPONSOR/CONTACT
DIVISION II	3	Fleet #15 Series	Oxnard, Ca.	Dave Churchill — 805/252-0000
DIVISION III	3 24	Millerton Open Turkey Race	Millerton Lake, Ca. Millerton Lake, Ca.	Fleet #62/Tom Sykes — 209/439-8132
DIVISION IV	Nothing scheduled at time of printing.			
DIVISION V	Nothing scheduled at time of printing.			
DIVISION VI	Nothing scheduled at time of printing.			
DIVISION VII	Nothing scheduled at time of printing.			
DIVISION VIII	2 - 3	8th Annual Florida Multihull Regatta	Clearwater, Fla.	Gil MacPherson — 813/584-3145
	9 - 10	Ft. Meyers Sailing Club Regatta	Ft. Meyers, Fla.	Ft. Meyers Sailing Club
DIVISION IX	Nothing scheduled at time of printing.			
DIVISION X	Nothing scheduled at time of printing.			
DIVISION XI	Nothing scheduled at time of printing.			
DIVISION XII	Nothing scheduled at time of printing.			

DECEMBER

	DATE	EVENT	LOCATION	SPONSOR/CONTACT
DIVISION II	1 7	Fleet #15 Series 2nd Annual Hobie 12 Christmas Charity Regatta	Oxnard, Ca. Newport Beach, Ca.	Dave Churchill — 805/252-0000 Rich Jeffries/Coast Cat — 714/979-2880
DIVISION III	Nothing scheduled at time of printing.			
DIVISION IV	Nothing scheduled at time of printing.			
DIVISION V	Nothing scheduled at time of printing.			
DIVISION VI	23	Fleet #8 Series	Clear Lake, Texas	Bob Nixon — 713/781-7946
DIVISION VII	Nothing scheduled at time of printing.			
DIVISION VIII	1 28 - 29	Snowflake Regatta Keys Cat Challenge	Gulfport Yacht Club, Fla. Smathers Bay, Fla.	Fleet #132/George Ellis — 813/526-4183 Fleet #71
DIVISION IX	Nothing scheduled at time of printing.			
DIVISION X	Nothing scheduled at time of printing.			
DIVISION XI	Nothing scheduled at time of printing.			
DIVISION XII	Nothing scheduled at time of printing.			

THE FABULOUS

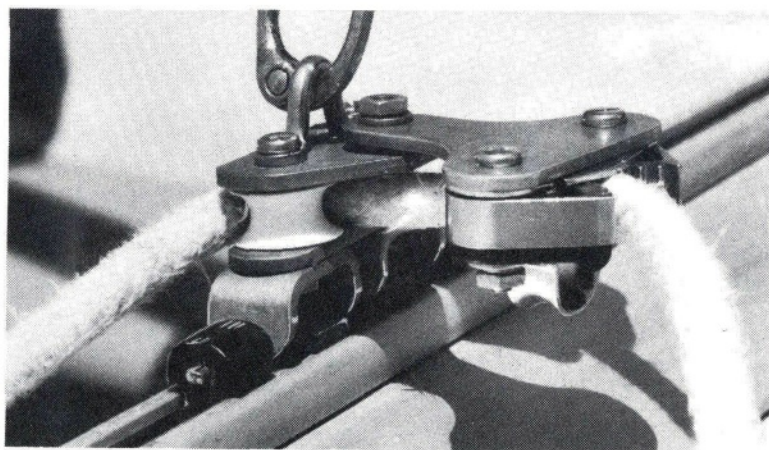
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HOTLINE/OCTOBER

regatta results

Division 2 - Cabrillo Beach, Ca.

HOBIE 16'

A FLEET

POSITION	NAME	SAIL #	1	2	3	4	5	6	TOTAL POINTS
1.	D. Beauchamp	2	7	14	3	2	4	2	15%
2.	D. Mihoky	2453	3	5	2	9	10	5	21%
3.	N. Warrum	1981	15	8	4	3	2	19	29%
4.	B. Beauchamp	1400	3	7	6	7	7	30	30%
5.	J. King	2414	9	22	9	10	7	35%	37
6.	J. Black	10649	2	3	21	14	11	18	48
7.	R. Hatfield	124	27	10	5	13	12	8	48
8.	R. Atwood	271	11	12	11	30	5	11	50
9.	J. Ross-Duggan	4807	DSQ	DSQ	12	6	3	13	50%
10.	W. Schafer	315	13	18	19	8	4	51	51
11.	D. Crocker	9573	30	17	10	3	21	9	60
12.	M. Staudt	5	31	15	17	5	24	DNF	61
13.	J. Piety	1238	16	16	7	12	23	12	63
14.	D. Wickstrom	9	24	3	26	21	6	16	67%
15.	T. Hendrickson	20	25	9	15	19	3	28	71
16.	J. Hauser	9561	8	DSQ	13	22	20	14	73
17.	N. Steele	107	23	DSQ	3	11	30	3	73
18.	D. Oltmans	11217	4	24	27	17	19	15	79
19.	B. Watson	4238	18	23	20	35	15	10	86
20.	S. Grimshaw	125	20	6	35	29	13	20	88
21.	L. Cooke	45	22	35	32	4	17	24	99
22.	J. Wetzler	8	14	25	16	15	DNF	38	100
23.	R. Eddington	3847	21	20	18	28	18	23	100
24.	P. Lovejoy	4779	26	DSQ	30	26	22	6	105
25.	P. Hernandez	1832	34	29	24	18	14	21	106
26.	D. Hatfield	66	29	21	22	24	16	27	110
27.	S. Beek	3480	17	26	8	25	DNF	38	111
28.	R. Lowe	4497	35	27	14	20	27	25	113
29.	G. Folger	8156	10	19	DSQ	16	DNF	38	118
30.	E. Bradbury	2699	12	30	29	DNF	25	17	119
31.	A. Walti	60	19	35	25	27	28	22	121
32.	S. Leo	4161	32	12	23	23	DNF	38	125
33.	B. Seaman	13	5	DNF	38	DNF	38	38	134
34.	E. Baggs	1685	33	35	34	30	29	26	152
35.	G. Simpson	1954	28	28	DNF	DNF	26	38	152

B FLEET

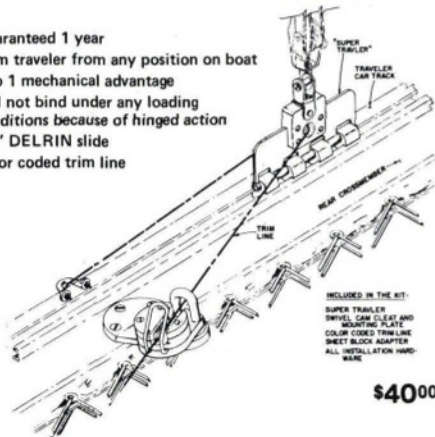
POSITION	NAME	SAIL #	1	2	3	4	5	6	TOTAL POINTS
1.	R. Kun	1469	21	2	3	2	8	3	13%
2.	G. Pickern	7391	3	7	10	2	14	22%	24
3.	C. Webster	1929	2	4	5	15	3	10	24
4.	D. Woodside	787	4	8	18	3	4	8	24%
5.	P. Hart	1650	20	3	31	3	3	6	30%
6.	S. Trainor	3444	3	22	3	6	10	15	37
7.	B. Giles	6148	21	7	6	7	5	31	46
8.	S. Finley	4634	7	6	8	17	9	20	47
9.	M. McCormick	7	19	14	12	5	16	2	49
10.	J. Foster	7799	17	9	2	8	DSQ	11	54
11.	B. Cerini	1389	26	18	4	19	6	7	54
12.	R. Fletcher	4882	5	16	16	16	15	3	55
13.	R. Off	2127	8	28	14	12	7	19	60
14.	J. Hillebrecht	3744	23	11	10	4	24	12	60
15.	W. Baird	7038	10	21	11	14	18	16	69
16.	J. Brooks	3919	15	23	17	31	11	4	70
17.	S. Nichols	8034	22	15	9	31	19	13	78
18.	L. Szedlaczek	3308	14	10	13	21	21	31	79
19.	G. Hedley	4731	29	20	19	9	25	9	82
20.	M. Samson	1808	6	DSQ	23	24	13	17	86
21.	J. Olson	7878	9	19	22	22	22	18	90
22.	R. Sarver	4138	18	5	31	31	17	21	92
23.	P. Hutton	789	12	25	25	23	20	31	105
24.	J. Anderson	9714	16	DSQ	15	20	26	22	105
25.	B. Pettit	1400X	28	24	31	DNF	13	12	108
26.	S. Gilbert	119	25	12	21	31	23	DNF	112
27.	B. Myrlier	10153	31	27	24	11	27	31	120
28.	T. Fulbright	5	30	26	20	18	28	31	122
29.	N. Martin	1234	24	13	31	DNF	DNF	DNF	130
30.	K. Mack	8124	13	31	DNF	DNF	DNF	DNF	137
31.	J. Mabry	4701	11	DSQ	31	DNF	DNF	DNF	138

C FLEET

POSITION	NAME	SAIL #	1	2	3	4	5	6	TOTAL POINTS
1.	R. Schitzer	8227	12	4	2	5	6	3	17%
2.	P. Parich	10509	7	9	6	6	3	4	22%
3.	P. Clemmer	1914	5	5	9	14	5	3	28
4.	M. Pascal	4176	3	7	4	12	9	9	29%
5.	J. Katz	1984	8	11	12	3	7	6	32%
6.	N. Farquhar	4700	21	DNF	3	4	3	2	33
7.	J. Clark	8006	6	3	5	9	15	15	35%
8.	K. Dawson	5734	14	3	7	2	11	20	37
9.	P. Johnston	4380	11	2	3	8	21	19	40%
10.	H. Kivinen	2068	10	21	10	13	2	7	42
11.	G. Somerville	10775	3	16	11	11	8	10	43
12.	T. Mayeda	2951	4	12	8	10	10	12	44
13.	T. Martin	8164	13	10	13	17	4	5	45
14.	S. Votaw	10384	19	6	16	7	13	8	50
15.	M. Kendall	9306	9	14	17	3	DNF	21	63
16.	A. Davis	9684	2	8	19	18	19	18	65
17.	D. Jones	6180	15	15	15	16	14	16	75
18.	D. Rovinson	9919	17	18	14	21	12	14	75
19.	B. Cordeiro	9045	20	17	20	15	16	13	81
20.	J. Lees	3097	18	13	18	19	17	17	83
21.	L. Davison	1016	16	DNF	DNF	21	18	11	87

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- Guaranteed 1 year
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- 4 1/2" DELRIN slide
- Color coded trim line



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MOLDED MAST STEP BEARING

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

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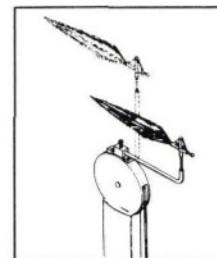
MAST ROTATION CALIBRATION KIT

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

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HOBIE 14'

A FLEET

POSITION	NAME	SAIL #	1	2	3	4	5	6	TOTAL POINTS
1.	L. Walcker	3573	1/2	1/2	3	4	1/2	18	9 1/2
2.	R. Wagniere	90	5	2	3	15	7	15 1/2	
3.	D. Soden	15401	3	7	2	5	2	6	18
4.	J. Wood	204	10	3	6	2	5	7	23
5.	B. Sherriff	383	2	4	4	9	DSQ	5	28
6.	T. Haake	486	9	18	8	3	8	2	30
7.	T. McDonnell	1749	7	8	5	12	10	3	33
8.	B. Rose	868	6	10	9	7	3	14	35
9.	J. Cockrell	406	4	6	14	8	4	18	36
10.	J. Bernhardt	9999	17	9	13	6	11	4	43
11.	B. Fields	900	8	5	10	13	17	11	47
12.	W. Coleman	3833	13	13	7	16	9	51	
13.	G. Hagen	561	14	DNF	18	1/2	13	DNF	58 1/2
14.	D. Lihamon	4200	18	11	17	10	14	8	60
15.	T. Bissett	137	12	16	11	17	12	12	63
16.	B. Schwinck	32	16	12	16	14	17	10	68
17.	J. Wallace	2787	11	14	15	18	15	13	68
18.	P. Benedict	1539	15	15	12	11	16	18	69

B FLEET

1.	M. Wright	4545	8	1/2	1/2	1/2	1/2	1/2	3 1/2
2.	K. Hutton	12609	1/2	2	4	3	2	5	11 1/2
3.	M. Rudge	12411	2	5	2	2	5	2	13
4.	T. Andros	4618	3	3	3	8	6	3	18
5.	J. Micali	14618	5	4	6	5	3	4	21
6.	F. White	5746	4	6	5	4	4	8	23
7.	M. Gunderson	7061	6	7	8	DNS	DNS	DNS	37
8.	K. Shaw	7840	7	8	DNS	DNS	DNS	DNS	39

C FLEET

1.	E. Malm	8012	4	1/2	1/2	1/2	1/2	6	7
2.	R. Andersen	772	1/2	2	2	2	2	2	8 1/2
3.	B. Rose	4005	2	4	3	3	5	1/2	12 1/2
4.	D. Belli	581	5	3	4	4	3	4	18
5.	C. Fields	528	3	6	7	5	4	3	21
6.	L. Randall	15674	6	5	6	6	6	5	28
7.	T. Hart	1890	7	7	5	7	7	7	33

HOBIE 12'

1.	S. Myrter	1200	1/2	1/2	DNS	DNF	DNS	DNS	4 1/2
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regatta results

Division 3 - Alameda, Ca.

HOBIE 16'

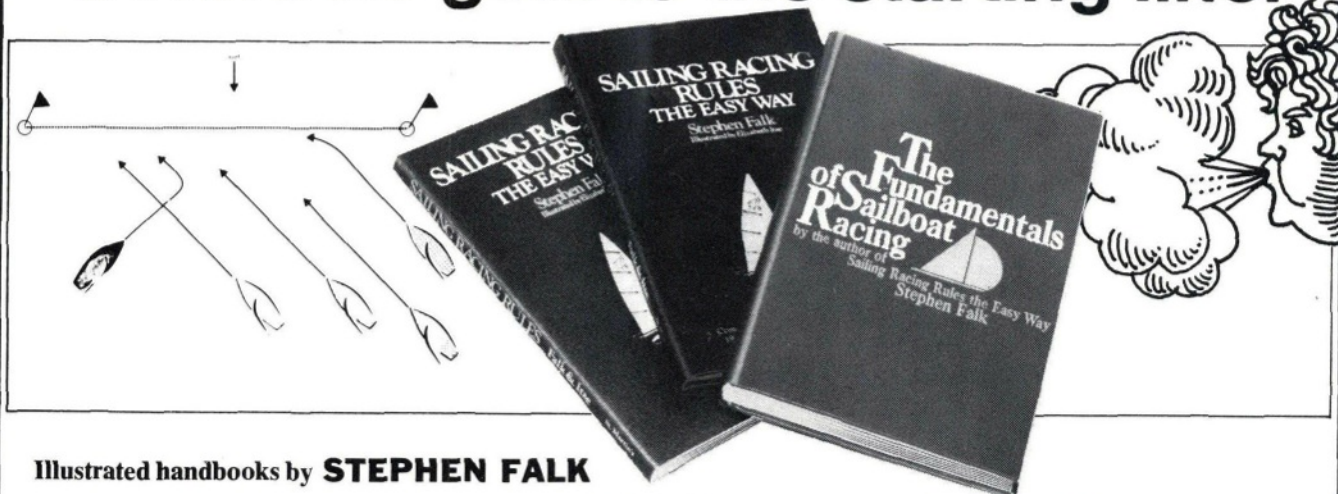
A FLEET

POSITION	NAME	SAIL #	1	2	3	4	5	TOTAL POINTS
1.	R. Beauchamp	2	1/2	3	7	1/2	1/2	12 1/2
2.	N. Warum	1981	2	11	1/2	4	6	23 1/2
3.	D. Cox	6501	9	5	3	5	3	25
4.	J. Eichblatt	9067	4	1/2	13	10	4	31 1/2
5.	B. Qualle	8664	11	10	2	2	11	36
6.	D. Churchill	5081	5	7	16	6	5	39
7.	B. Gester	6616	3	9	9	8	DNF	42
8.	J. Corrie	1003	DNF	2	6	3	DNF	46
9.	D. Wickstrom	9	7	6	17	15	2	47
10.	D. Noll	1542	17	12	9	9	7	54
11.	R. Gross	9198	14	13	4	14	DNF	58
12.	J. Foley	6774	8	DNF	5	13	DNF	60
13.	V. Scheinman	27	18	16	8	11	9	62
14.	R. Lowe	4497	12	17	14	7	DNF	63
15.	G. Russell	5114	19	8	12	19	8	66
16.	T. Dost	5174	13	19	15	12	10	69
17.	V. Price	7240	16	4	19	17	DNF	69
18.	L. Hopkins	876	15	15	11	18	DNF	72
19.	L. Smith	475	21	20	21	16	DNF	81
20.	J. Gluver	1701	10	DNS	22	20	12	86
21.	K. Ziegler	6206	20	18	20	DNF	DNF	94
22.	C. Goldeen	9214	21	14	18	DNS	DNS	97

B FLEET

1.	R. Adams	8847	1/2	1/2	4	1/2	1/2	7
2.	D. Turner	5860	2	4	2	2	5	15
3.	R. Ridenour	6508	3	3	1/2	8	3	17 1/2
4.	S. Mendenhall	11591	4	5	3	5	2	19
5.	B. Baker	6586	5	9	8	6	DNF	35
6.	R. Stout	5235	11	8	7	4	DNF	37
7.	R. Hill	11644	9	6	DNS	3	DNF	40
8.	A. Sutton	6729	8	7	8	DNF	4	41
9.	B. Galvan	82	10	2	DNS	7	DNF	41
10.	P. Rhass	1100	7	13	5	10	DNF	42
11.	A. Schockley	4908	6	12	6	11	DNF	42
12.	G. McClellan	7000	12	11	DNS	9	6	53
13.	T. Dodson	2474	DNS	DNS	DNS	12	DNF	64
14.	M. Adams	11204	14	10	DNS	DNS	DNS	69

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regatta results

Division 3 — Alameda, Ca.

HOBIE 16'

C FLEET

POS- ITION NAME	SAIL #	1	2	3	4	5	TOTAL POINTS
1. M. Montague	10195	3	3	2	3	7	7%
2. R. Stout	5332	2	3	3	2	DNF	9%
3. P. Hayes	GM	3	2	4	3	DNF	16
4. W. Cowley	11734	5	6	8	5	DNF	28
5. J. Brazil	7768	4	4	DNS	4	DNF	30
6. R. Goughtly	11090	7	5	6	8	DNF	30
7. G. Jackson	875	6	10	7	9	DNF	36
8. D. Bilardello	12129	8	7	5	14	3	37
9. L. Wagner	8289	11	9	DNS	10	DNF	47
10. D. Batchelor	11685	12	8	DNS	11	DNF	49
11. L. Collins	159	15	DNS	DNS	7	DNF	49
12. D. Rogers	11575	DNS	DNS	DNS	6	2	50
13. P. Coney	1611	13	11	DNS	12	DNF	54

HOBIE 14'

A FLEET

POS- ITION NAME	SAIL #	1	2	3	4	5	TOTAL POINTS
1. B. Millislagle	15127	6	3	4	3	14%	14%
2. D. Radcliff	2966	3	5	3	6	DNS	16%
3. L. Petreson	4427	2	4	3	2	17	17
4. D. Snyder	2345	4	3	7	7	21%	21%
5. L. Hefner	915	3	8	2	4	DNF	25
6. D. Nelson	11910	5	7	6	8	4	30
7. J. Baker	10364	9	6	5	5	5	30
8. J. Heyle	5869	DNF	2	8	2	DNF	32
9. L. Croissant	6038	7	DNF	9	10	6	42
10. L. Allison	1736	10	9	10	9	45	45
11. J. Parker	696	8	DNF	DNS	DNS	DNS	57
12. R. Fikes	1	11	DNS	13	DNS	DNS	60
13. L. Parker	10409	12	DNF	DNS	DNS	DNS	61

B FLEET

POS- ITION NAME	SAIL #	1	2	3	4	5	TOTAL POINTS
1. B. Cochran	1034	3	3	6	3	4	12%
2. B. Guletz	728	4	2	2	2	DNF	15
3. M. Foss	1532	6	3	3	4	2	15%
4. B. Patterson	4968	3	6	3	3	3	18
5. M. Patterson	3279	5	4	5	6	DNF	25
6. K. Shea	3471	8	8	4	8	DNF	33
7. D. Woods	5752	11	DNS	7	7	DNF	44
8. J. Hecht	8557	12	10	8	9	DNF	44
9. B. Gillespie	13050	DNS	DNS	DNS	5	3	47%
10. G. Mickelson	11379	2	7	DNS	DNS	DNS	51
11. T. Schwertzer	2205	7	5	DNS	DNS	DNS	54
12. B. Burns	3235	10	9	DNF	DNS	DNS	56
13. D. Anderson	205	9	DNF	DNS	DNS	DNS	62

Division 4 — Ocean Shores, Wash.

HOBIE 16'

A FLEET

POS- ITION NAME	SAIL #	1	2	3	4	TOTAL POINTS
1. M. Milburn	5900	3	3	3	7	6%
2. S. Leo	4161	7	13	3	2	12
3. P. Ulibarri	10975	3	6	7	13	13%
4. B. Diehl	1319	6	8	2	6	14
5. C. Bergsma	3134	8	4	10	3	15
6. W. Schmidt	6459	9	2	5	14	16
7. G. Baker	10023	2	11	11	5	18
8. J. Turner	9752	12	15	4	4	20
9. D. Carpenter	10872	13	7	6	8	21
10. J. Carlson	5811	11	10	14	3	21%
11. D. Goodman	9570	5	5	12	12	22
12. J. Barber	9188	15	3	13	9	22%
13. D. Harris	3291	14	9	9	10	28
14. B. Whisler	9748	4	DSQ/17	8	11	29
15. S. Merriman	7454	10	14	DNS/15	DNS/15	39

B FLEET

POS- ITION NAME	SAIL #	1	2	3	4	TOTAL POINTS
1. B. Vincent	2818	3	4	2	13	9
2. J. Ross	8814	8	3	16	3	11%
3. M. Ward	7772	4	3	7	8	14
4. G. Sandgren	448	7	12	6	2	15
5. E. Smith	1078	2	8	9	5	15
6. R. Morrice	11788	15	2	3	11	16
7. R. McConnell	9100	5	5	10	17	20
8. J. O'Neil	10371	14	6	4	12	22
9. C. Lyon	10333	10	7	8	14	25
10. D. Clay	5294	20	11	5	10	26
11. A. Thymier	8167	17	19	3	9	26%
12. J. O'Keefe	8027	11	9	12	7	27
13. C. Griffiths	6258	18	14	13	3	27%
14. G. Caughlin	4706	3	13	14	15	27%
15. B. Tamm	6010	13	15	20	4	32
16. J. Nilan	822	9	17	11	DNS/20	37
17. S. Nash	10477	12	10	17	16	38
18. B. Phillippi	16	DSQ/19	15	6	40	40
19. S. Johnson	503	6	16	19	DNS/20	41
20. D. Stroberger	10011	19	20	18	DNS/20	57

regatta results

Division 4 — Ocean Shores, Wash.

HOBIE 14'

A FLEET

POS- TION	NAME	SAIL #	1	2	3	4	TOTAL POINTS
1.	J. Severs	15263	3	3	3	3	4%
2.	R. Howell	5719	3	4	2	3	5%
3.	J. Schofield	395	5	2	3	2	7
4.	J. Rueter	855	4	3	4	4	8%
5.	D. McClain	3857	7	6	5	5	16
6.	J. Bodger	9549	2	DNF/7	DNS/7	DNS/7	16
7.	D. Mitchell	11711	6	5	6	6	17

B FLEET

1.	W. Hagen	4378	2	3	2	3	3%
2.	B. Graves	15574	3	3	3	2	3%
3.	R. Kellin	12850	4	2	3	4	9
4.	R. Sallee	11393	3	DNF/4	4	3	10

HOBIE 12'

A FLEET

1.	C. Tarleton	1422	3	2	3	3	2%
2.	J. Vincent	219	2	3	2	2	4%
3.	J. Merriman	860	DNS/3	DNS/3	DNS/3	DNS/3	9

HOBIE 10'

A FLEET

1.	T. Clark	15	3	3	3	3	2%
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Division 5 — Shadow Mtn., Colo.

HOBIE 16'

A FLEET

POS- TION	NAME	SAIL #	1	2	3	4	5	6	TOTAL POINTS
1.	Beauchamp	1400	2	3	3	3	2	3	6%
2.	King	2414	3	3	2	2	3	2	8%
3.	Cotter	1436	16	2	8	2	4	3	19
4.	Schuster	115	5	5	4	4	16	4	22
5.	Guthrie	11216	4	6	3	6	6	5	24
6.	Parson	5007	6	4	10	7	13	11	38
7.	Schaffer	10174	7	13	13	3	14	6	42
8.	Shearer	8633	8	12	5	11	8	13	41%
9.	Uhlmann	5	11	7	11	8	12	8	45
10.	Byrnes	1244	17	18	9	9	5	7	47
11.	Johnson	8403	3	17	6	18	7	15	48
12.	Radford	9921	12	11	12	12	3	18	50
13.	Tedford	8771	10	10	14	13	19	14	61
14.	Christenson	8778	9	15	7	15	9	12	62
15.	Hersborn	12169	22	21	DNF/21	DNF/20	9	9	65
16.	Thompson	7643	13	8	18	14	18	20	71
17.	Thomas	6352	14	9	20	10	20	19	72
18.	Litvak	9537	21	20	19	17	11	10	77
19.	Taylor	8015	15	16	16	16	17	16	79
20.		1178	18	19	17	19	15	17	86
21.	Blackman	3706	20	14	15	DNS/22	DNS/22	DNS/22	93
22.	Jarris	4817	19	22	DNF/21	DNS/22	DNS/22	21	105

B FLEET

1.	Reuter	11297	16	5	3	7	3	3	14%
2.	Crew	11000	7	3	3	3	2	2	14%
3.	Jensen	10581	11	4	4	2	3	4	17
4.	Chappill	6814	2	14	2	4	8	3	19
5.	Yates	11791	3	11	12	3	6	9	27%
6.	Busch	7631	3	15	3	10	4	8	28
7.	Magee	7198	12	3	5	8	5	11	32
8.	Monahan	11195	8	6	11	5	10	6	35
9.	Chase	8669	6	10	10	12	9	5	40
10.	Pankoski	6541	10	7	8	14	7	10	42
11.	Neifert	5699	4	12	6	9	13	12	43
12.	Starve	11796	13	2	7	13	11	14	46
13.	Bergman	3051	9	8	13	6	12	13	48
14.	Wiseman	4356	5	DNF/16	15	11	14	7	52
15.	Batchelor	2189	14	9	14	5	10	6	71
16.	Welck	12724	15	13	DNS/17	DNS/17	DNS/17	DNS/17	71
17.	Muller	6827	12	DNF/17	DNS/17	DNS/17	DNS/17	DNS/17	80

HOBIE 14'

1.	Deweese	6028	3	2	3	2	3	6%
2.	Driver	2262	2	3	4	3	2	11%
3.	Shearer	12931	3	4	3	3	5	13%
4.	Berger	2953	6	7	2	4	3	18%
5.	Raules	11742	4	3	5	6	DNF/8	21
6.	Deweese	12913	5	6	5	5	4	24
7.	Wells	5986	DNF/7	5	7	7	5	31
8.	Whitten	8183	DNF/7	8	8	8	DNS/8	39

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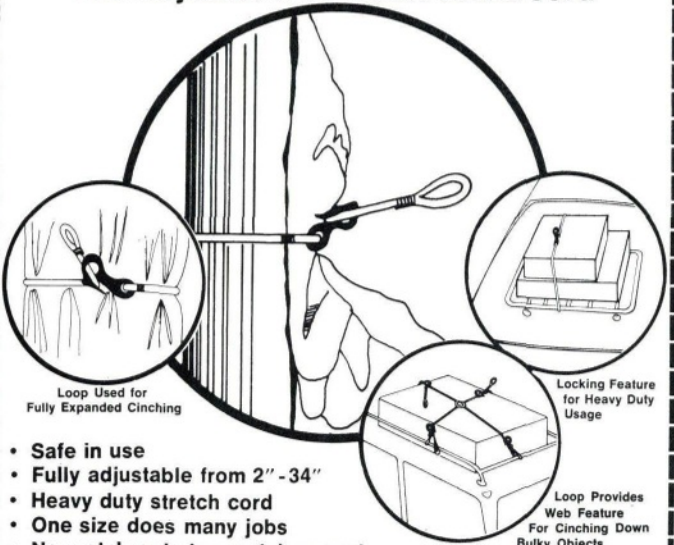
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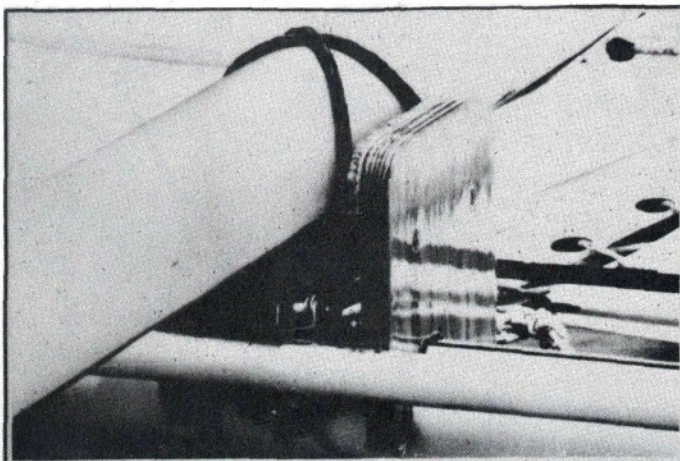
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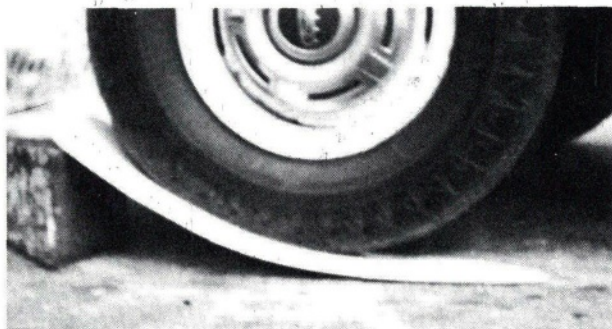


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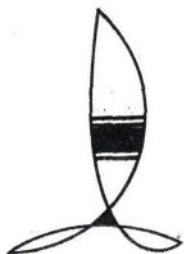
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regatta results

Division 6 -

HOBIE 16'

A FLEET

POSITION	NAME	SAIL #	1	2	3	4	5	TOTAL POINTS
1.	Jim Ryan	4307	8	2	1	2	2	14%
2.	Russ Eddington	3824	1	DNF	2	1	1	18%
3.	Rick Eddington	3847	3	3	3	4	6	19
4.	Joe Fernandez	6933	2	1	10	6	5	23%
5.	Ron Koeing	5048	9	4	12	3	4	32
6.	Dennis Teddlie	6224	10	5	5	7	9	36
7.	John Duggin	1373	DSQA	7	9	8	7	41
8.	J. W. Shaddock	514	4	DNF	6	10	8	42
9.	Ned Plumer	53	11	8	7	9	11	46
10.	Thomas Gayle	3992	7	13	DNF	11	3	49
11.	Billy Smith	3859	14	6	4	14	12	50
12.	Bill Geisler	1356	16	DNF	8	5	10	53
13.	Terry Shoemaker	4708	18	10	11	12	13	64
14.	Robert Nixon	962	6	9	DNS	DNS	DNS	69
15.	Lionel Martin	7412	17	12	14	13	DNS	74
16.	Vence Vicán	4850	12	DNF	13	DNS	DNS	75
17.	Bill Crum	5940	13	11	DNS	DNS	DNS	78
18.	Martin Hamilton	4325	15	DNF	DNS	DNS	DNS	83

B FLEET

1.	Tom Jakabik	3907	4	4	DNF	2	1	15%
2.	David Bailey	827	1	DNS	1	3	2	17%
3.	Wayne Humbird	4591	2	1	2	7	6	17%
4.	Bill Burrow	8028	3	5	DNF	5	3	21
5.	Jim Smith	397	DNF	3	3	1	8	25%
6.	H. H. McClure	4594	7	2	DNF	8	5	27
7.	Earl Blackwell	3572	8	6	4	4	7	29
8.	Robert Seybold	3835	10	DNF	DNS	6	4	40
9.	Jim Dugan	11561	5	8	NDS	DNS	DNS	46
10.	Bob Nute	4583	6	DNF	DNS	DNS	DNS	48
11.	Robert Bading	645	9	7	DNS	DNS	DNS	49

C FLEET

1.	Hal Brown	1311	1	4	4	1	1	10%
2.	Bill Dominy	8019	6	1	1	2	3	12
3.	Charles Hunt	4757	3	2	2	4	5	16
4.	David Best	10632	2	3	3	7	6	21
5.	Bill Harris	4638	7	DNF	DNS	3	4	35
6.	Larry Turner	8244	7	DNF	DNS	5	2	38
7.	Roland Day	1273	11	NDS	DNS	8	7%	62%
8.	Doug Samuels	600	DNF	DNS	DNS	6	7%	63%
9.	Kenneth Johnson	8645	9	5	DNS	DNS	DNS	68
10.	Russel Nolan	6700	5	DNS	DNS	DNS	DNS	77
11.	Larry Meyers	4715	8	DND	DNS	DNS	DNS	80
12.	Jim Bartlett	11287	DSQA	DNS	DNS	9	DNS	81
13.	Martin Mapes	9638	10	DNS	DNS	DNS	DNS	82
14.	William Richter	7162	12	DNS	DNS	DNS	DNS	84
15.	A. W. Pohlins	10440	13	DNS	DNS	DNS	DNS	85
16.	Tom Reis	8663	DNF	DNS	DNS	DNS	DNS	86
17.	Stan Kerfer	10087	DSQA	DNS	DNS	DNS	DNS	89
18.	Fred Carr	4298	DNS	DNS	DNS	DNS	DNS	90

HOBIE 14'

A FLEET

1.	Davis Tucker	10297	4	1	1	3	2	10%
2.	Allan Heath	8526	2	3	2	2	3	12
3.	Bill Thomas	2854	1	4	3	5	4	16%
4.	Ed Laster	15558	3	2	5	7	DNS	26
5.	Chip Blackman	8657	5	6	7	4	5	27
6.	Lee Pepping	983	8	9	DNS	1	1	27%
7.	Van Moon	8050	9	8	6	6	DNF	35
8.	Joe Gordan	8780	6	5	DNS	DNS	DNS	38
9.	Brian Keoughan	5873	DSQA	7	4	DNS	DNS	39

C FLEET

1.	John Lewis	9731	1	4	2	1	1	8%
2.	Fred Sonard	12116	3	1	1	2	2	8%
3.	Tom Kreston	8739	2	7	3	3	4	19
4.	Charles Miller	15572	4	2	DSQA	4	3	21
5.	Chris Benigno	9577	5	3	4	5	6	23
6.	David Brittan	6468	6	5	5	7	5	28
7.	Bill Dominy	4114	7	6	7	6	7	33
8.	Dan Jones	2497	DNF	DNS	DNS	8	DNF	48
9.	Will Harte	14774	8	DNS	DNS	DNS	DNS	49
10.	Richard Sapp	7997	9	DNF	DNS	DNS	DNS	50
11.	J. Westmoreland	15141	DNF	DNF	DNS	DNS	DNS	51

regatta results

Division 7 — Clear Lake, Iowa

HOBIE 16'

A FLEET

POS- ITION NAME	SAIL #	1	2	3	4	TOTAL POINTS
1. B. Nicolle	10444	1	2	3	8	11½
2. C. McNulty	4232	2	7	2	5	16
3. D. Coe	2344	4	12	5	3	21½
4. S. Swift	10344	21	3	9	2	35
5. A. Hansen	2644	5	15	11	6	37
6. D. Minette	4220	11	4	17	7	39
7. G. Thompson	10990	3	5	15	19	42
8. J.V. Hanson	4614	9	8	7	20	44
9. M. Alexander	375	14	16	6	17	53
10. S. Tursi	5226	20	22	4	9	58
11. M. Minette	3083	13	9	19	15	56
12. J. Olson	425	12	28	16	4	60
13. T. Jagger	5735	7	6	30	18	61
14. D. Dean	8644	8	26	8	22	64
15. J. Sedars	7556	10	28	13	14	65
16. D. Kervyn	4973	6	3	36	24	66½
17. B. Allen	8966	16	13	22	16	67
18. E. Penrock	5627	19	24	24	3	70
19. J. Senesac	5857	31	28	3	10	72
20. J. Coomes	9933	18	21	10	29	78
21. B. Hohn	5269	26	14	18	23	81
22. D. Cowell	8106	27	28	23	12	90
23. R. Zernke	8253	29	28	12	21	90
24. J. Horton	6475	17	20	20	34	91
25. P. Hanson	9586	42	10	14	27	93
26. K. Brunk	5737	23	28	32	13	96
27. C. Linnell	2345	15	18	29	37	99
28. D. DeCoster	915	42	28	21	11	102
29. P. Thompson	7034	34	17	25	26	102
30. V. Oberle	5057	22	28	28	25	103
31. J. Engelhardt	6538	25	23	26	32	106
32. M. Hasvold	1870	28	28	27	28	111
33. C. Alexander	1288	24	27	33	31	115
34. J. Brush	6876	36	11	35	36	118
35. D. Gerber	11815	30	19	39	33	121
36. P. McKee	5925	35	28	31	30	124
37. M. Sears	10723	32	25	37	39	133
38. J. Batchelor	2189	37	28	40	35	140
39. O. Lone	5060	38	28	38	38	142
40. J. Dwyer	1060	42	28	34	40	144
41. F. McKee	5626	33	28	42	42	145
42. K. Brittain	7262	42	28	42	42	154

HOBIE 14'

A FLEET

POS- ITION NAME	SAIL #	1	2	3	4	5	TOTAL POINTS
1. D. Atkinson	8923	1	2	3	3	5½	14
2. B. Carskaddon	7321	3	2	4	3	19	14
3. G. Thompson	7257	5	5	2	2	15	19
4. B. Elsbury	3458	2	3	5	5	19	23
5. J. Nicholas	8858	4	8	3	4	19	23
6. J. Bahr	10325	6	4	7	6	30	31
7. W. Smith	10136	9	8	6	7	31	33
8. P. Alexander	549	7	6	10	8	33	36
9. B. Oscheronot	14780	8	7	8	10	33	36
10. D. Bendle	7911	10	8	9	9	36	36

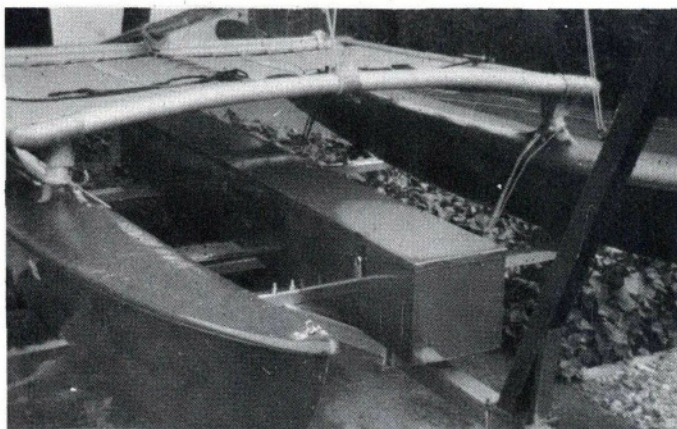
Division 8 — Cocoa Beach, Fla.

HOBIE 16'

A FLEET

POS- ITION NAME	SAIL #	1	2	3	4	5	TOTAL POINTS
1. Thompson	9107	4	2	2	6	13	27
2. Tardif	2081	3	3	3	29	5	40½
3. Christensen	37	2	9	10	3	18	42
4. Stegenga	10138	9	4	5	5	23	46
5. Sammons	4368	7	11	9	22	3	49½
6. Sanchez	10693	6	18	14	4	10	52
7. Renovitch	190	1	DSQ	3	20	7	56½
8. Wentworth	4599	12	21	23	2	2	60
9. Tilton	1499	15	5	8	27	6	61
10. Gardner	9584	8	15	16	12	14	65
11. Duke	5780	29	14	13	7	3	66
12. Arens	8780	26	6	21	3	15	68½
13. Edmonds	11272	28	3	7	15	16	69
14. Foote	10503	25	7	6	13	22	73
15. Smith	7080	13	10	12	10	29	74
16. Moline	3272	10	DNF	4	10	7	79
17. Horton	8389	20	23	11	21	4	79
18. Kaeding	7728	18	24	25	8	9	84
19. Ball	2872	16	16	22	23	19	96
20. Blake	641	11	17	DNF	25	8	102
21. Hudson	9552	21	13	18	28	24	104
22. Stehr	10233	19	12	19	17	DNF	108
23. Visconti	9585	30	28	30	9	12	109
24. Palmer	1398	23	19	15	32	30	119
25. Duncel	2045	32	26	27	11	25	121
26. Lidkea	226	24	DNF	28	16	17	126
27. Schell	6238	36	32	24	18	21	131
28. Neff	138	31	27	26	30	26	140
29. Burbage	790	14	22	29	DNF	DNF	140
30. Jensen	4691	DNF	25	20	31	27	144
31. Kiernan	143	DNF	DNF	DNF	14	DNF	144
32. Childress	1056	27	20	17	DNF	DNF	146
33. Gonsales	6547	35	33	31	24	28	151
34. Lista	1805	5	DNF	DNF	DNF	DNF	169
35. Whitmire	6172	DNF	31	33	26	DNF	172
36. Richards	3743	37	29	32	DNF	DNF	180
37. Theis	6023	22	DNF	DNF	DNF	DNF	186
38. Murray	6862	34	30	DNF	DNF	DNF	187
39. Coston	6428	33	DNF	DNF	DNF	DNF	197
40. Schwitzer	230	DNF	DNF	DNF	DNF	DNF	205
41. Stoudt	258	DNF	DNF	DNF	DNF	DNF	205

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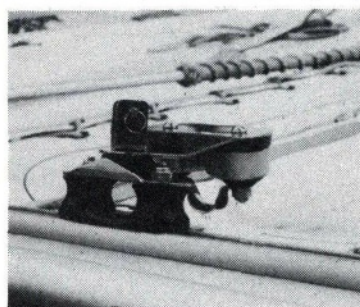
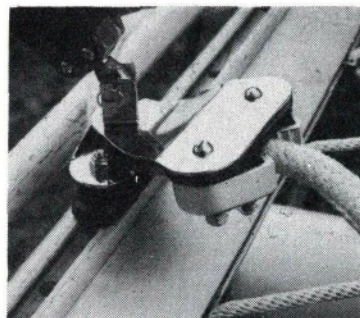
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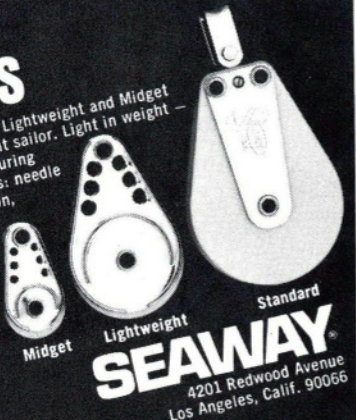
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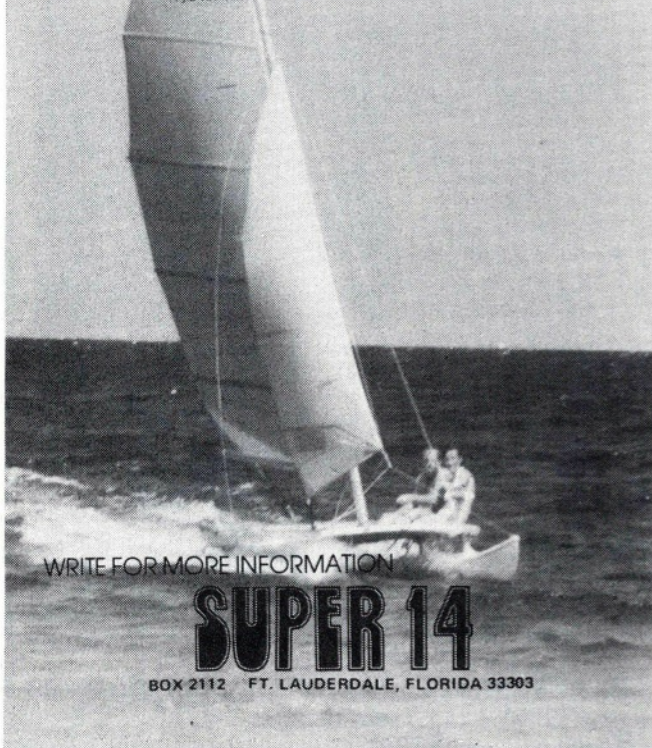
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regatta results

Division 8 - Cocoa Beach, Fla.

HOBIE 16'

B FLEET

POSITION	NAME	SAIL #	1	2	3	4	5	TOTAL POINTS
1.	Oliver	11637	2	2	9	4	10	27
2.	Vas	12078	12	4	2	2	9	29
3.	Kennedy	3820	7	5	12	5	3	32
4.	Mallory	8769	15	3	3	3	11	35
5.	Bloor	12050	3	3	3	7	26	37%
6.	McNerney	11521	9	8	8	12	4	41
7.	Mulrain	8688	6	22	5	3	DSQ	57%
8.	Wong	10351	10	7	10	26	7	60
9.	Booher	7134	23	27	6	13	16	85
10.	Raney	6865	8	16	18	34	12	88
11.	Tankerslep	8670	16	4	21	4	32	94
12.	McAlister	8002	5	12	16	33	31	97
13.	Kalata	9690	13	29	21	30	5	98
14.	Carney	9174	31	6	25	9	28	99
15.	Gres	8753	22	18	31	8	24	103
16.	Kester	8205	20	10	20	36	18	104
17.	Wornicki	9001	3	20	DNS	11	2	107%
18.	Dwyer	9576	32	40	13	10	14	109
19.	Mache	6285	45	19	29	18	16	117
20.	Ellis	4703	33	14	35	15	22	119
21.	Gassie	3551	24	30	22	29	17	122
22.	Jenny	1612	4	13	24	20	DNS	135
23.	Harshaw	7157	26	23	36	24	27	136
24.	Schofield	1144	30	9	44	48	8	139
25.	Jenkins	8898	43	17	30	32	19	141
26.	Davis	6931	14	48	DSQ	23	21	147
27.	Schmidt	8532	47	38	34	6	25	150
28.	Harrison	9377	37	25	26	31	36	155
29.	Richards	4703	42	33	37	25	23	160
30.	Albert	12033	11	29	14	27	DNS	165
31.	Sims	10002	18	26	23	28	DNS	169
32.	Deibert	12349	27	31	49	35	34	176
33.	Powell	3246	39	37	33	37	33	179
34.	Albe	5927	DNS	32	43	16	15	180
35.	Mikkelsen	9809	DNS	34	39	14	30	191
36.	Still	9594	50	41	45	19	39	194
37.	Paul	10671	25	11	19	DNS	DNS	203
38.	Simpson	12207	36	24	27	42	DNS	203
39.	Foster	6875	46	44	32	38	203	
40.	Sheahan	8477	35	15	7	DNS	DNS	205
41.	Price	866	19	28	14	DNS	DNS	209
42.	DeGoliier	9280	48	46	40	44	35	213
43.	Butler	3663	28	DNS	DNS	22	20	218
44.	Drehsen	9483	17	43	15	DNS	DNS	223
45.	Lissau	5510	51	47	48	41	37	224
46.	Wunder	9103	DNS	49	50	47	13	233
47.	Greenwell	9290	34	42	41	DNS	DNS	265
48.	Fields	11266	DNS	DNS	DNS	17	29	268
49.	Sykes	668	40	35	47	DNS	DNS	270
50.	Nilsen	9086	38	DNS	28	DNS	DNS	288
51.	Stalls	2174	DNS	DNS	46	38	DNS	306
52.	Collins	2181	DNS	45	42	DNS	DNS	309
53.	Gonzales	5417	DNF	36	DNS	DNS	DNS	310
54.	Llewellyn	9677	DNS	DNS	51	39	DNS	312
55.	Liner	8345	21	DNS	DNS	DNS	DNS	317
56.	Huber	8390	29	DNS	DNS	DNS	DNS	325
57.	Tivnan	5930	DNS	DNS	38	DNS	DNS	334
58.	Siburnin	3289	DNS	DNS	DNS	40	DNS	336
59.	Fleming	11623	41	DNS	DNS	DNS	DNS	337
60.	Plaut	8316	44	DNS	DNS	DNS	DNS	340
61.	Higby	11830	DNS	DNS	DNS	46	DNS	342
62.	Moyer	5306	DNS	DNF	DNS	DNS	DNS	346
62.	Howell	10056	DNS	DNF	DNS	DNS	DNS	346
64.	Esser	1561	DNS	DNS	DNS	DSQ	DNS	370
64.	Wing	2264	DNS	DNS	DNS	DNS	DNS	370
64.		4368	DNS	DNS	DNS	DNS	DNS	370
64.		4993	DNS	DNS	DNS	DNS	DNS	370
64.	Coston	5805	DNS	DNS	DNS	DNS	DNS	370
64.		7461	DNS	DNS	DNS	DNS	DNS	370
64.	Masciano	8103	DNS	DNS	DNS	DNS	DNS	370
64.	Boehmke	8868	DNS	DNS	DNS	DNS	DNS	370
64.	Berger	9338	DNS	DNS	DNS	DNS	DNS	370
64.	Furick	9518	DNS	DNS	DNS	DNS	DNS	370
64.	Florio	9973	DNS	DNS	DNS	DNS	DNS	370

HOBIE 14'

A FLEET

1.	C. Yandow	3836	3	2	5	4	3	12%
2.	R. Tucker	3849	4	3	3	2	6	13%
3.	J. McCann	3588	3	5	4	3	5	17%
4.	J. A. Stevens	3967	5	8	2	3	3	21
5.	W. Schroeder	2880	2	3	3	11	7	26
6.	K. Keene	15573	9	13	11	5	2	40
7.	J. Hamilton	3850	16	4	15	6	4	45
8.	G. Reed	3848	12	7	8	7	15	49
9.	W. Wickenhauser	15110	8	9	16	8	12	53
10.	B. Olten	3816	7	21	7	16	8	59
11.	R. Cocanougher	3415	14	10	9	17	9	62
12.	R. Blair	3844	10	14	17	10	11	62
13.	R. Radtch	14	11	6	10	19	DNS	66
14.	J. Swan	5680	6	12	18	DNF	9	66
15.	G. Hagen	1146	18	11	19	13	13	74
16.	M. Emery	12568	15	20	12	18	10	75
17.	B. Beckford	1167	17	16	6	DNF	16	76
18.	M. Penley	12022	20	19	14	15	14	82
19.	J. Mothany	10354	DNS	DNS	13	12	DNS	103
20.	F. Kremer	111	22	18	22	17	DNS	105
21.	D. Sinclair	9204	19	15	21	DNS	DNS	107
22.	R. Knight	4134	23	17	23	20	DNS	109
23.	A. Hastings	989	DNS	DNS	DNS	14	18	110
24.	D. Balthaser	1036	13	DNS	20	DNS	DNS	111
25.	R. McCullen	705	21	22	24	DNS	DNS	119
26.	C. Haywood	5001	DNS	DNS	DNS	DNS	DNS	130

B FLEET

1.	B. Bradley	3237	3	3	7	5	2	15%
2.	F. Bryant	5389	9	9	2	10	3	30%
3.	B. Smith	11753	5	2	4	11	10	32
4.	R. Hagen	11964	6	6	5	6	16	39
5.	R. Peterson	118	3	14	6	7	11	41
6.	D. Rutt	3226	4	5	11	3	20	43

HOBIE 14'

B FLEET

POSITION	NAME	SAIL #	1	2	3	4	5	TOTAL POINTS
7.	R. Herbert	14764	2	12	15	4	17	50
8.	R. Sibley	11946	14	8	10	16	5	53
9.	D. Heyse	12601	21	10	12	2	8	53
10.	J. Schroeder	8905	DNS	3	3	9	3	85
11.	B. Miller	3755	11	11	16	19	6	63
12.	R. Hawk	935	17	13	9	22	14	65
13.	D. Stafford	11409	7	7	13	25	18	70
14.	M. Weill	10240	20	17	8	14	15	74
15.	J. Furman	15349	15	23	22	13	4	77
16.	D. Bean	12021	8	22	24	21	7	82
17.	K. Highsmith	5402	12	20	14	24	13	83
18.	J. Raynor	14857	19	15	18	12	19	83
19.	R. Miller	11	22	18	DNS	15	9	101
20.	J. Davis	7919	13	DNS	21	23	12	106
21.	F. Martin	267	10	26	23	28	21	108
22.	A. Bass	12126	DNS	19	17	17	23	113
23.	S. Novak	667	DNF	25	25	18	22	114
24.	J. McCranel	11366	16	4	27%	DNS	DNS	121%
25.	J. Mills	12634	DNS	16	19	26	DNS	135
26.	B. O'Neil	12574	DNS	DNS	DNS	%	DNS	148%
27.	M. Martin	12536	23	21	DNS	DNS	DNS	155
28.	R. Lundgreen	14547	DNS	24	20	DNS	DNS	155
29.	G. Ewell	4774	DNS	DNS	DNS	8	DNS	156
30.	W. Mouzel	3913	18	DNS	DNS	DNS	DNS	166
31.	D. Long	8596	DNS	DNS	DNS	DNS	DNS	168
32.	P. Perry	1537	DNS	DNS	DNS	27	DNS	175
33.	F. Harriman	771	DNS	DNS	DNS	DNS	DNS	185
33.	M. Ewart	8332	DNS	DNS	DNS	DNS	DNS	185
33.	D. Feder	14613	DNS	DNS	DNS	DNS	DNS	185
33.	D. Bleakney	15362	DNS	DNS	DNS	DNS	DNS	185

HOBIE 12'

1.	B. Partridge	1595	DNS	DNS	DNS	%	2	26%
2.	T. Bailey	1576	DNS	DNS	DNS	3	%	27%
3.	J. Schradelmayer	1227	DNS	DNS	%	5	7	28%
4.	H. Downing	1220	DNS	DNS	DNS	2	4	30
5.	L. Bailey	1521	DNS	DNS	DNS	4	3	31
6.	L. Schradelmayer	3017	DNS	DNS	2	7	6	31
7.	G. Sprinkel	1203	DNS	DNS	DNS	6	5	35
8.	B. Sibley	5	DNS	DNS	DNS	DNS	DNS	40

Division 11 — Ocean City, Maryland

HOBIE 16'

A FLEET

POSITION	NAMES	SAIL #	1	2	3	4	5	TOTAL POINTS
1.	J. Flanigan	1200	%	2	3	2	%	8%
2.	Leach	5231	5	4	%	7	2	18%
3.	Glandner	335	3	3	5	3	6	20
4.	Shoemaker	5224	6	8	4	2	9	29
5.	Sterling	5836	11	6	2	13	%	32%
6.	Ruck	1996	9	5	5	5	10	34
7.	Fleming	8073	4	7	8	10	5	34
8.	McKee	9420	2	%	%	20	11	34%
9.	Skidmore	3242	7	7	10	8	7	39
10.	Ewing	1385	12	4	9	7	15	47
11.	Darress	1460	12	10	15	3	4	49
12.	Tursi	4047	15	15	12	11	6	59
13.	Morris	12586	8	19	6	12	16	61
14.	Vitez	9015	13	13	11	15	18	70
15.	L. Flanigan	3007	16	17	6	21	13	73
16.	White	8651	19	12	19	9	17	76
17.	Will	2783	9	20	23	16	8	76
18.	Fellechner	11913	14	21	16	11	14	76
19.	Pellham	9000	21	13	8	14	21	77
20.	Allen	6611	20	20	13	21	4	78
21.	Hoover	3099	18	22	9	23	12	84
22.	Smith	8516	10	18	14	25	DNS	94
23.	Matthews	10402	21	24	12	17	DNF	101
24.	Morey	7960	22	17	22	24	19	104
25.	Goldblatt	2829	16	16	27	25	20	104
26.	Mairs	145	26	24	22	14	18	105
27.	Brittingham	15977	27	27	26	27	27	134

B FLEET

1.	Fisher	2427	8	5	%	%	3	17%
2.	Evans	7248	9	2	5	7	%	23%
3.	Hummer	8117	2	11	3	3	5	24
4.	Clark	9187	5	4	7	2	7	25
5.	Banbury	4186	%	3	13	8	2	26%
6.	Hartung	8639	4	DNS	4	4	4	35
7.	Mayberry	10936	3	%	9	11	12	35%
8.	Chandler	3880	12	6	2	12	8	40
9.	Moore	5630	6	9	10	16	9	50
10.	Lovelace	336	13	10	12	5	11	51
11.	Corelli	7019	11	8	11	9	15	54
12.	Huggins	3644	10	13	8	6	DNS	56
13.	Plitt	552	14	DNS	6	13	6	58
14.	Onley	9737	15	14	16	10	10	65
15.	Wall	9265	7	7	DNF	DNS	DNS	71
16.	Onley	9736	DNF	DNF	14	14	13	76
17.	Jamar	8620	DNF	DNF	15	15	14	76
18.	Hungerford	3240	16	12	17	DNS	DNS	83
19.	Helwig	10631	DNS	DNF	DNS	DNS	DNS	94

HOBIE 14'

A FLEET

1.	Cale	2549	%	%	%	3	2	7%
2.	Shoemaker	1552	2	2	2	%	%	7%
3.	Kopp	13007	5	4	4	3	%	16%
4.	Gore	1314	3	3	3	5	6	20
5.	Pollock	651	6	5	2	4	5	22
6.	Flanigan	1704	4	6	4	5	4	23
7.	Smith	8787	DNF	DNF	5	6	DNS	32

B FLEET

1.	Paradis	10373	%	%	%	%	%	3%
2.	McManus	15192	2	2	3	3	12	12
3.	Wagner	1544	DNF	4	5	4	3	19
4.	Gunzelman	1501	DNF	3	4	2	8	20
5.	Higgins	1	DNF	5	2	DNS	DNS	26
6.	LaMacchia	1716	DNF	DNF	DNS	DNS	DNS	34
6.	Simpson	X	DNF	DNF	DNS	DNS	DNS	34



(Patent Pending)

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regatta results

Division 13 – Puerto Rico

HOBIE 16'

HOBIE 14'

POSITION	NAME	TOTAL POINTS	POSITION	NAME	TOTAL POINTS
1.	R. Ramos/B. Ramos	11½	1.	R. Bourret Jr.	5
2.	Torrueja/Villa Verde	16½	2.	J. Rodríguez Reyes	10½
3.	Alter/Kathy	18	3.	A. Espada	17
4.	McGrath/Gospel	18	4.	R. López	19
5.	F. Valdés/Burger	18.6	5.	E. Tulla	22
6.	Ovies/Quifonez	21	6.	R. Bourret	31
7.	C. Sanz/Stater	26½	7.	E. Balzac	32
8.	Ramos/Sampson	32	8.	E. Borges	34
9.	Robbins/M. Torruella	35	9.	G. DeLemos	48
10.	Heym/Palmer	42	10.	J. Aminoff	49
11.	Fraser/Sini	52	11.	C. Matos	51
12.	Ramos/Figueroa	53	12.	E. Ramos Casellas	62
13.	Ramos/Bonin	60	13.	R. Benítez	66.6
14.	Dunn/Vanier	62	14.	L. Camp	67
15.	Schulevitz/Munns	62.4	15.	P. Schmidt	68
16.	Garffer/Stater	68	16.	B. Roettger	71
17.	Lyndemann/Terry	77	17.	H. Roettger	86
18.	Orpen/Staats	95	18.	J. Phelan	88
19.	Gontis/Avramat	103	19.	L. Lühring	93
20.	Font/Yamin	106	20.	A. Quist	101
21.	J. Valdés/Burger	109	21.	Figueroa/Dalmau	105
22.	Hatton/Méndez	124	22.	G. Wheatly	111
23.	L. Smith	125 (DNS)	23.	J. Marin	116
24.	Mangual/Alvarez	125 (DNS)	24.	P. Balzac	122
25.	Pérez/Heckman	125 (DNS)	25.	R. Fels	135 (DNS)
			25.	R. Purrington	135 (DNS)

San Luis Wind Bash—Los Banos, Ca.

HOBIE 16'

A FLEET

POSITION	NAME	SAIL #	1	2	3	4	TOTAL POINTS
1.	B. Seaman	13	%	%	%	2	2½
2.	D. Cox	6501	6	3	4	%	7½
3.	R. Bettman	6491	8	2	3	5	10
4.	D. Crocker	9573	4	4	7	3	11
5.	R. Gross	9198	3	6	6	4	13
6.	J. Foster	7799	2	DSQ/8	2	7	15
7.	G. Russell	5114	5	7	8	6	18
8.	R. Lowe	4497	DNS/10	DNS/10	5	8	23
9.	L. Smith	475	9	5	DNS/10	9	23
10.	K. Ziegler	6206	7	DNS/10	9	DNS/10	26

B FLEET

1.	T. Dost	5147	3	%	%	5	4½
2.	R. Adams	8847	6	4	2	%	6½
3.	D. Noll	1542	5	2	4	4	10
4.	J. Olson	7878	2	8	5	3	10
5.	P. Garnett	8074	4	5	6	2	11
6.	G. Mabie	GM	%	6	12	DNS/18	18½
7.	P. Spohn	5812	15	3	11	9	23
8.	D. Turner	5860	10	11	8	6	24
9.	D. Mueller	6079	7	12	DNS/18	7	26
10.	K. Fisher	343	9	16	10	8	27
11.	J. Amstutz	2502	11	9	9	10	28
12.	A. Sutton	6729	8	7	14	14	29
13.	J. Hilton	7357	14	13	7	12	32
14.	S. Henderson	7369	16	14	3	DNS/18	33
15.	T. S. McGee	1925	18	10	13	15	38
16.	K. Lindsey	1921	17	15	DNS/18	11	43
17.	Moseley	2391	12	18	15	DNS/18	45
18.	R. Kennedy	9812	13	17	CNS/18	DNS/18	48
19.	J. Bregneg	2121	DNS/18	DNS/18	18	18	54

HOBIE 14'

A FLEET

1.	D. Radcliffe	2966	%	%	%	2	2½
2.	L. Hefner	915	2	2	5	%	4
3.	D. Snyder	2345	5	3	2	3	8
4.	D. Veison	11910	4	5	4	4	12
5.	L. Droissant	6038	6	4	3	DNF/7	13
6.	L. Peterson	4427	3	7	6	5	14
7.	B. Fields	900	7	6	7	6	19
8.	G. Hill	5414	8	8	8	8	24

B FLEET

1.	M. Wright	4545	%	3	4	%	4½
2.	D. Wilkes	7166	2	2	%	2	4½
3.	M. Mathiesen	1528	4	%	3	4	7½
4.	G. Mickelson	11379	5	4	2	5	11
5.	T. Umamoto	11876	3	DNS/5	DNS/5	3	11

HOBIE 12'

1.	P. Hayes	1950	%	3	%	%	2½
2.	M. Holz	1310	3	%	2	2	5½
3.	R. Parker	1259	2	2	DNS/3	DNS/3	7

Todos Santos Regatta Ensenada, Baja, Mexico

HOBIE 16'

A FLEET

POSITION	NAME	SAIL #	1	2	3	4	5	6	TOTAL POINTS
1.	J. Ross-Duggan	10649	4	%	2	%	2	10	9½
2.	B. Seaman	13	12	6	%	2	%	7	16½
3.	J. Pieti	1238	%	2	5	6	16	3	16½
4.	D. Mihoky	2453	2	3	4	3	15	5	17
5.	D. Olthmans	11217	11	11	9	5	3	4	32
6.	J. Hauser	9561	7	7	13	7	8	6	35
7.	L. Cooke	45	8	14	6	4	7	13	38

A FLEET

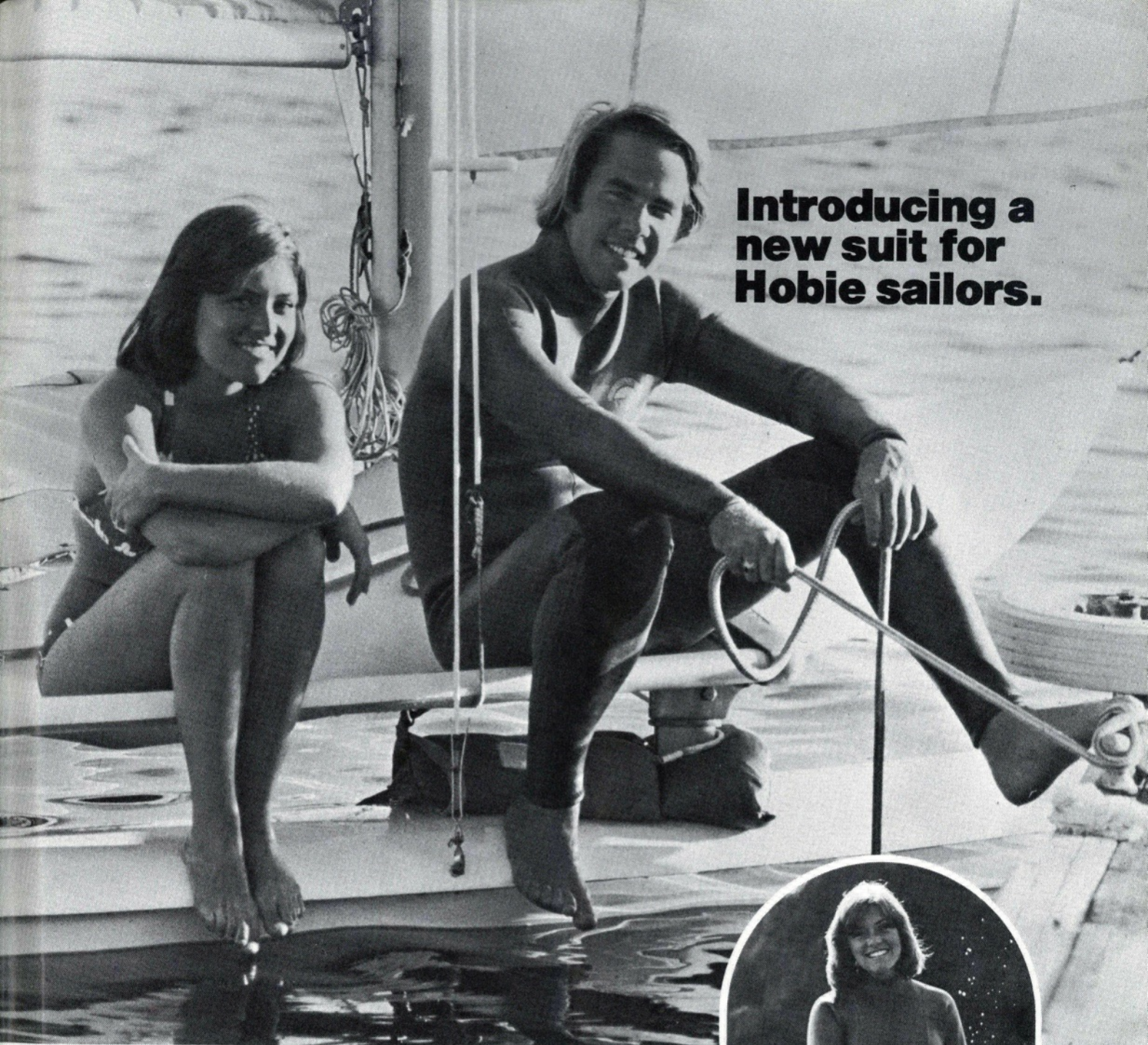
POSITION	NAME	SAIL #	1	2	3	4	5	6	TOTAL POINTS
8.	B. Watson	4238	5	12	12	11	10	%	38½
9.	S. Murray	2068	10	4	8	16	4	14	40
10.	D. Brown	4510	3	9	9	13	15	4	41
11.	D. Crocker	9573	9	8	16	8	5	12	42
12.	A. Walti	60	6	13	11	14	14	2	46
13.	S. Grimshaw	12506	14	10	3	15	9	11	47
14.	D. Hatfield	66	16	15	10	10	12	8	55
15.	A. Johnston	4380	15	5	15	13	11	16	59
16.	J. Kushner	3771	13	16	14	12	16	9	64

B FLEET

1.	R. Atwood	271	%	%	2	13	16	%	17½
2.	P. Hernandez	1832	14	2	4	5	9	2	22
3.	P. Hart	4856	4	10	5	2	14	4	25
4.	J. Hillebrecht	3744	13	6	6	3	20	9	37
5.	W. Baird	7038	3	7	9	DNF	8	10	37
6.	J. Brooks	3919	11	8	16	23	%	3	38½
7.	C. Hollweg	7572	26	17	8	10	3	13	51
8.	J. Foster	7799	6	26	17	8	4	16	51
9.	S. Finley	4634	DNF	5	13	7	6	21	52
10.	F. Murphy	3935	23	18	9%	11	10	5	53½
11.	W. Maberry	1723	12	11	23	9	2	20	54
12.	F. Robinson	990	9	9	10	12	17	25	57
13.	K. Collins	9225	16	3	12	24	24	8	63
14.	J. Matthews	4504	24	19	14	%	18	12	63½
15.	R. Bail	5077	20	13	3	21	22	7	64
16.	S. Lindsey	10	12	15	18	15	19	70	
17.	D. Woodside	787	18	23	22	6	7	18	71
18.	C. Webster	1929	25	24	11	16	5	15	72
19.	R. Off	2127	15	20	7	19	11	DNF	72
20.	B. Bream	3906	5	4	24	22	23	22	76
21.	J. Grimes	7459	8	22	18	20	13	17	76
22.	J. Olson	7878	21	16	21	17	19	6	79
23.	T. Neale	303	2	14	25	DNF	26	14	80
24.	S. Nichols	8034	7	15	26	15	21	DNF	84
25.	R. Laffleur	4303	19	21	28	DNF	12	11	91
26.	B. Murter	10153	17	25	27	13	DNF	24	106
27.	P. Hutton	789	22	27	20	23	25	23	113

C FLEET

1.	M. Samson	1808	3	3	19	5	3	7	22
2.	G. Pickren	7391	5	10	3	%	15	4	22½
3.	M. Banuelo	500	2	6	2	10	27	6	26
4.	N. Farquhar	4700	24	%	4	2	4	26	34½
5.	H. Homan	9900	33	5	9	7	10	8	39
6.	D. Messman	2949	23	16	8	9	6	43	62
7.	N. Brady	5141	12	23	21	8	%	28	64½
8.	R. Schwitter	8227	%	11	22	11	21	30	65½
9.	B. Harmer	3852	20	39	34	4	5	3	66
10.	J. Mitchell	1902	36	22	10	15	12	9	68
11.	R. Andrs	8686	16	13	%	14	26	DNF	69½
12.	K. Seitz	12854	6	7	42	42	2	14	71
13.	K. Dawson	5734	38	4	DSQ	6	22	12	73
14.	S. Payne	4183	4	8	25	13	41	25	75
15.	P. Deschamps	5141	14	21	20	53	21	31	75
16.	M. Kendall	9306	25	14	15	12	9	37	75
17.	D. Bloesch	11977	11	33	11	38	7	17	81
18.	J. Clark	8006	18	DNF	14	3	33	46	84
19.	B. Tyrell	7212	32	9	12	40	19	13	85
20.	M. Pascal	4176	29	15	6	23	14	DNF	88
21.	W. Ghio	11254	19	17	31	17	18	21	92
22.	G. Warner	7345	7	24	30	18	17	29	95
23.	D. Hamilton	1532	26	26	7	19	28	10	97
24.	C. Hilliard	8827	15	19	45	37	24	24	99
25.	D. Halliday	11075	27	12	26	21	36	39	111
26.	M. Amar	1369	57	29	27	30	24	2	112
27.	D. Kistling	7951	40	35	16	49	11	15	117
28.	J. Owen	5991	21	18	56	44	29	5	117
29.	A. Davis	9684	28	31	38	DNF	13	11	121
30.	J. Brumbaugh	4133	10	34	24	20	46	42	130
31.	D. Fuller	8826	42	21	44	22	16	35	136
32.	G. McElrath	11468	30	28	36	32	31	16	137
33.	R. Perkins	3711	49	40	18	25	25	33	141
34.	J. Katz	1985	17	20	5	DNF	DNF	DNF	146
35.	T. Martin	8164	41	37	17	26	30	49	151
36.	D. Holm	12105	44	49	35	16	45	18	158
37.	D. Anderson	1922	39	42	DSQ	19	32	27	161
38.	C. Lonning	7858	22	25	40	24	53	DNF	162
39.	M. Braman	10974	35	32	49	47	20	36	170
40.	R. Ward	4402	13	38	41	36	DNF	48	176
41.	J. LoFreen	6815	56	27	33	28	47	DNF	186
42.	D. LeVesque	11602	9	43	46	41	DNF	DNF	190
43.	J. Hernandez	11046	45	53	29	43	51	23	191
44.	K. Deutscher	11186	53	44	23	35	50	38	190
45.	P. Wallis	10037	34	36	37	DNF	39	DNF	195
46.	J. McLaughlin	3741	54	51	43	45	23	DNF	213
47.	A. Fierro	10461	43	54	52	34	44	44	217
48.	R. DeBranch	4665	58	55	32	52	49	32	220
49.	T. Peranski	69	50	52	53	31	37	DNF	221
50.	D. Guthridge	9209	DNF	DNF	DNF	DNF	35	19	221
51.	E. Corona	8810	48	41	54	50	42	40	221
52.	R. Robelen	2582	31	50	DNF	DNF	54	34	222



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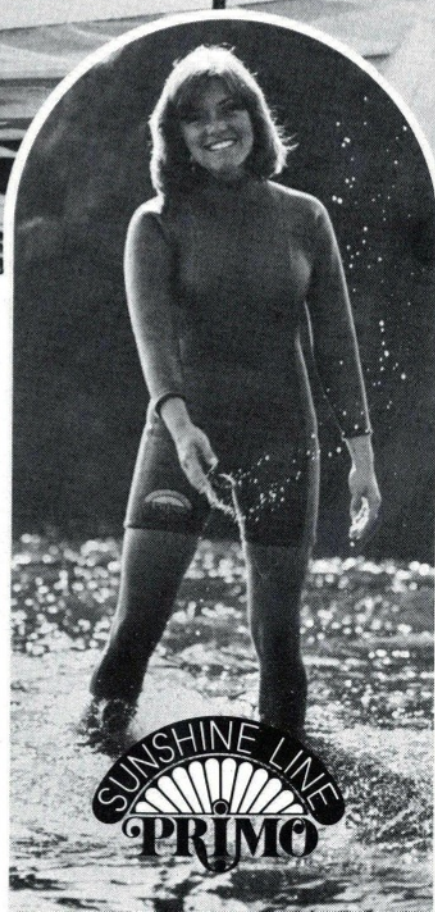
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