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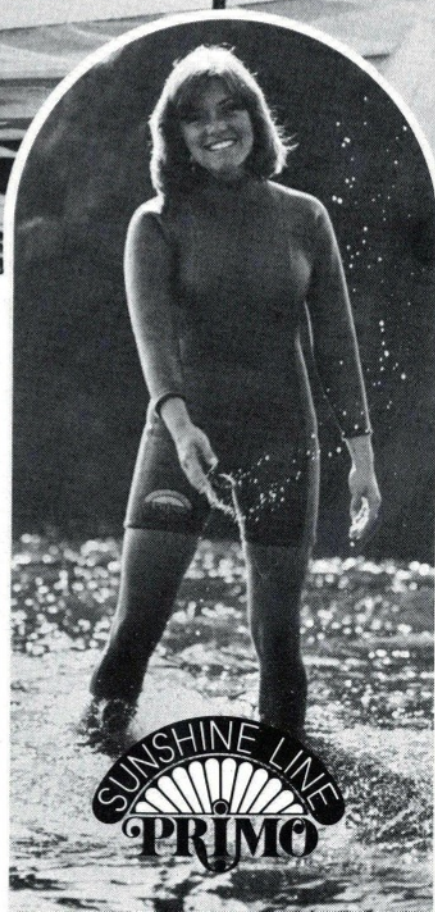
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**SUNSHINE LINE
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HOBIE Hot Line

Volume 3, Number 8

Single copies 75c

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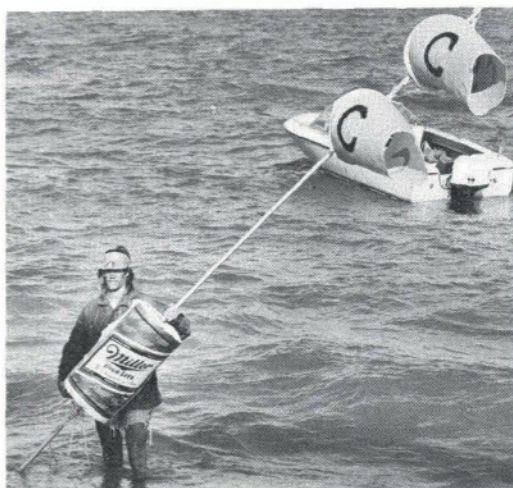


photo by Art Seitz

about the cover...

Cover Photo: by Tom Shephard
... Sunset over the Salton Sea ...

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DANGER!

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

LETTERS TO The Editor

Dear Ed:

Let's have some truth in reporting! The appeal to safety in your editorial "Electricity Arcs! Many Have Died!" in the September issue is commendable and timely, but some of your facts are incorrect. Four thousand volts of electricity will not jump four - six feet. The misconception often arises when a witness observes the arc that is drawn through the atmosphere after the contact is made and the metallic object moves away from the electric conductor.

I hope you will pass this on to your readers.

W.R. Ellis
Titusville, Fla.

Dear Mr. Ellis and Our Readers:

O.K., we're passing it on...for what it's worth. HOWEVER, I and 20 other persons (including Hobie) personally witnessed an incident where electricity DID ARC — and there was NO DIRECT CONTACT with the metallic object! It was at the first 16' Nationals in San Diego; there were high voltage wires over the area where the boats were beached and we were all aware of the fact and were taking extreme caution to avoid any contact with them. On that day, however, we saw FOUR persons get shocked (at different times) while dragging their boats under the wires — and their masts were at least 3 FEET away from any direct contact. One of these victims, Ted Hendrickson, was knocked unconscious — and nearly killed. And I know for a FACT that his mast DID NOT come within 3 FEET of that wire! Perhaps it was something that may happen only one time out of a 100,000...but that's one too many. In any event, we're taking a firm stand on the matter and will continue to emphasize the fact that an aluminum mast even NEAR a high tension wire could be fatal. Seeing is believing.

Ed.

Dear Editor:

With reference to your October art article "The Art of Stepping Your Mast". I have found that when the mast is about 45° it is most difficult to control its direction of travel. So, you might try this method — which I find works great when raising the mast while the boat is on the trailer and, better yet, when the boat is beached.

With two people: Get a 40' rope and a metal hook, fasten it to the forestay eye, and lift the mast from the front of the car while one person on the rear crossbar starts the lift and then continues to guide the mast upward. (The key is the angle of leverage from the front.) Now, "walk the rope" to the boat.

With one person: Hook through the eye as above. Place the rope through the front trailer mast "V" support opening (or similar) then back to the trampoline. After the mast is raised "walk the rope".

To lower the mast with one person: Beach the boat and do it in the water. If the mast "gets away" no harm will be done, as the end will simply fall into the water. VOILA! You're ready to go!

Mr. & Mrs. D.P. Williams
Greenville, S.C.

Dear Editor:

Your September editorial should save a life, or at least a boat. I'd like to concur that electric power transmission line accidents can happen to anyone, not just novice skippers. I was there when a future Tornado World Champion sailed his boat into power lines. Result: a dislocated shoulder and charred boat. The scorched wet-suit outlines on the deck were impressive. A good friend, a Shark catamaran National Champion, was seriously injured while helping to rig a boat which rolled into wires. The boat owner was killed. Another sailing buddy with 30 years racing experience drove his rigged Tornado on its trailer under a high-voltage line. I can never forget the sand turned to glass where the arc grounded. I've seen other spectacular fireworks, too, so should remember. However, in a racing environment, one's mind is pre-occupied. I was helping a future Hobie 14 National Champion carry his boat to the beach when we encountered streetlight wiring. With undeserved luck, the mast also touched a ground line, and the hot wire burned through immediately. We dropped the boat, more chagrined than shocked. Never say, "It can't happen to me."

Good sailing,
David E. Rodgers

P.S. To make the above incidents more class oriented, two of the three skippers mentioned also sail Hobie 14s, and Hobie Alter was sailing my 16 when Bruce Stewart did his thing.

Dear Sir:

This letter isn't exactly for you, but it was the only way I could think of to compliment one of your best dealers.

I just bought one of your Hobie 12's from J. Patrick Moore, the Hobie dealer in Joppa, Maryland. When he could have been rushing about and pushing to close the deal, he instead gave me coffee and we simply sat and talked for about an hour or so — about Hobies — the racing fleets — everything. He's a great guy and it was really a most enjoyable experience.

Our family took our Hobie 12 out for the first time on a small lake, and it was the best sail on a small boat that I've ever had!

Thanks very much,
Stephen R. Oh
Columbia, Maryland

LOST AND FOUND NOTICE

STOLEN — Hobie Cat 16, white hulls and decks, white trampoline, serial No. CCMD 94970274. Taken from the beach on Cape Cod, August 18th. In order for anyone to make use of the boat, they would have to purchase a set of sails, as these were not taken. If you have any information contact R.A. Williamson at 201/343-4300.

"HOBIEMANIA"

Well, Gang, once again we've made it around the course and are heading toward the finish line of another exciting year! 1974 was a hullova good one, wasn't it? . . . some points earned here, a few protests heard there . . . and A LOT of really great times! In fact, I shall record it (in the annals of history) as the best yet.

It's hard to believe that we'll soon be entering into our EIGHTH year of "Hobiemanian" (well . . . what would YOU call it?!). We've come a long way since Hobie first sketched that funny lookin' boat in the sand at Poche Beach. Can you remember (those of you who've been around since "time" . . .) when the Hobie Class Association consisted of merely three boats? Well, time marches (sails?) on . . . vague ideas have become realities, new faces have become old friends, and that three-boat fleet is now a world-wide organization of over 25,000!

Being a sentimental sort I could sit here and reminisce all day — but I'm not going to — so don't turn the page on me yet. Instead, I thought I'd give you a glimpse of what's in store for '75, or, a look at Hobie's latest creations — hot off the Poche sand!

New products underway for next season include an 11-foot version of the popular Hobie Cat 14. In both looks and construction this cat will be a mirror image of the 14', only scaled-down to 11'6", and will be called the Hobie 3.5 Meter. Hobie designed the 3.5 strictly for the younger sailors who who want a boat that not only LOOKS but SAILS just like the "big guys' ". He feels this mini-Hobie Cat will have much the same impact in the boating industry as the mini-bikes did in the motorcycle industry. The first prototype has been completed and sailed — and with great success. Yours Truly here got to take it out for a quick spin and (although I can't exactly pass as a "younger sailor") I had a ball! I went out and in through the surf, sailed back and forth on a few "screaming reaches", indulged in a little hull-flying — the works. Want my opinion?? The Hobie 3.5 is like a small, economical Volkswagen . . . one equipped with a Corvette engine! FANTASTIC!

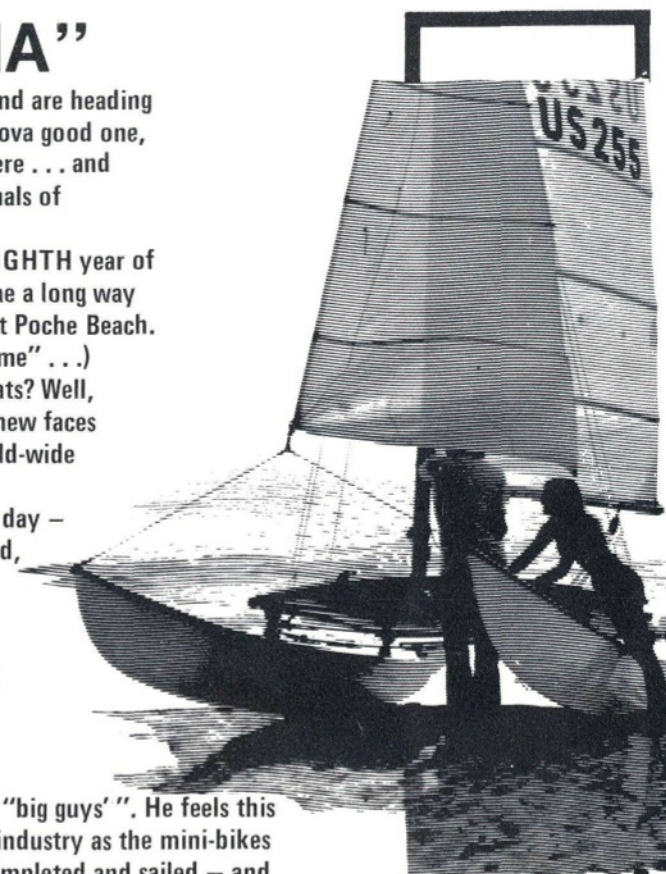
Also in the development stage is the long-awaited 18-foot catamaran, the Hobie 5.5 Meter. (YAHOO!!) As I'm sure some of you know, Hobie has been toying with the concept of an exotic cat for many years — a super sleek, high-speed, high-performance specialty boat — and now his "dream machine" is a reality. The first prototype is in the water now; a single-handed catamaran, 18 feet long, 10 feet wide, uni-rigged (no jib), 200 sq. ft. of sail, and extremely lightweight, knife-like hulls. As you know, a prototype is simply Step One in the long process of developing a product but, in all honesty, the 5.5 Meter has already exceeded our greatest expectations. Hobie often takes it out for little test cruises up and down the coast which, lately, have turned into dawn 'til dusk outings — you just can't keep him off of it! Those of you who've talked with Hobie know that he's pretty modest about his creations, i.e., "Yeh . . . they're 'nice' little boats . . .", right? Well, after sailing this one he was jumping up and down yelling, "Golly! This thing is really neat!" . . . which we can interpret as meaning: GREAT — SUPER — IT'S GONNA BE A WORLD-KILLER! And I'm sure it will be. The wide beam of the 5.5 gives it a great deal of stability, the knifey hulls cut through the water with ease, the simplicity of the design allows one man to sail it proficiently, and the entire boat (being so light-weight and having a lot of sail area) is REALLY fast. For all you sailors who want to step up to something hotter and faster, the 5.5 Meter is going to be an exciting boat, without a doubt. Hobie's going to perfect it down to the smallest detail and equip it with the finest hardware — it will be his masterpiece! When will it be available? Well, it's hard to pinpoint an exact date right now, but the second prototype is almost ready, so we'll soon have something to test against the first one and, hopefully, have a finished product by next summer.

Yes, we've got a lot to look forward to next year . . . new products, new ideas, new programs . . . all kinds of goodies!

Before signing off I'd like to wish each and every one of you a VERY MERRY CHRISTMAS and a HAPPY NEW YEAR from all of us here on the home front. Hope Santa's good to you!

Talk to ya later . . .

Mary Edwards, Associate Editor



hobietorial



Boats that don't Float



After holding 30 or more jobs over the last 12 years, Norman Robinson finally found one he loves: building boats that don't float. To clarify, Robinson, 42, of Lynwood, Calif., is a sculptor — something he discovered only two and one-half years ago.

Norman is now what you might call the "official" trophy sculptor for the Hobie Class Association. For almost two years the former Coast Guard Damage Controlman has hand crafted original sculptures of Hobie Cats as trophies for many of the Hobie sponsored regattas across the country and, for the second year, he created the trophies for the Miller High Life/Hobie Cat Nationals. The first place trophy was really a beauty — a vertical wallhanging of a close reaching, hull-flying Hobie Cat, 33" tall, 10" wide. It was so detailed that even the yarn telltale (actually thin copper wire) was included. The multi-medium sculptures are comprised of 400-year-old ironwood (the heaviest wood in the world...it sinks), bronze and copper.

Our Hobie people "discovered" Norman through a \$3.00 wire sculpture of a surfer that the parents of a Hobie executive bought as a gift. Everyone at Coast Cat was enthralled with the action captured in such a miniscule piece. We traced Robinson, finally locating him displaying his miniatures at one of many Southern California shopping mall art shows, where today the bachelor artist still earns the bulk of his living. After an interview about as long as a gust of wind, Hobie commissioned Robinson to create the trophies. He made 140 of them in 1973.

Norman, a veteran sailor, loves the sea and knows a lot about the ships that ply her. However, during his two year association with Hobie, he has yet to experience his first ride on one of the wave-leaping cats which he depicts so correctly in metal. We know artists tend to be temperamental, but this is ridiculous. He's a tough guy, so we may need some help...but the first chance we get, ol' Norman's going HOBIE-CATTING!!

AL

HOTLINE/NOV.—DEC.

photos by Van Bagley

Hobie Cats line the beach in Toulon, France at the "3^e Rendez-vous Europeen"



3^e Rendez-vous Europeen

84 Hobie Cat skippers came from Germany, Holland, Italy, Switzerland, Belgium, Tahiti and France to participate in the "3^e Rende-vous Europeen" at Toulon, France the 11th through 14th of September. It was Europe's largest regatta ever; the Hobie Cat 14's were naturally in the majority (64) but a good showing of 20 Hobie Cat 16's were in attendance this year also.

This Rendez-vous was marked well by its internationality, but even more by the ideal weather conditions. There was constant warm sun and winds each day of differing force and direction, permitting each skipper to sail in his favorite conditions.


The starts of the Hobie 16's were 20 minutes after those of the Hobie 14's. This assembly of catamarans departing in a group with sails of various colors was a beautiful spectacle to behold! The committee boat was a cruising catamaran (Solaris) which added to the beauty of the sight.

In all, seven races were held, with one throw-out allowed. The German, H.G. Muller, demonstrated his skill on the Hobie 14 by winning 4 out of the first 6 races, and thus the top honors in his class.

Jean Dorgambide of Port Grimaud, France (European Champion on the Hobie Cat 14 in 1973) showed once more his unequalled sailing ability — but this time on the larger Hobie 16. Jean won 4 out of 7 races which gave him the first place title in the 16 class.

The race of the last day was the longest because the wind died to force one. The first two competitors in the Hobie 14 class were neck and neck, a distance of one boat length from the finish line. C. Backhausen, of Germany, tacked, caught the wind and crossed the finish line first, beating M. Ludwig, also of Germany. The finishes were often grouped, which always provoked lots of excitement among the spectators.

Friday's racing, which was physically the most difficult, was followed by a well prepared banquet at the "Residence de Cap Brun".

The perfect weather conditions and the joy of a Hobie Cat get-together made this Rendez-vous Europeen a memorable experience for all. 



the miller high life hobie cat 16' Nationals

All photos by Van Bagley

all in the family!

(left to right) Dr. Bob Beauchamp, DeeDee Beauchamp, Dorothy Beauchamp (committee boat skippers), Jenalyn Beauchamp, Bob Beauchamp (2nd place winners), Carol Beauchamp, Dick Beauchamp (1st place winners) . . . and an "outsider", Hobie Alter.



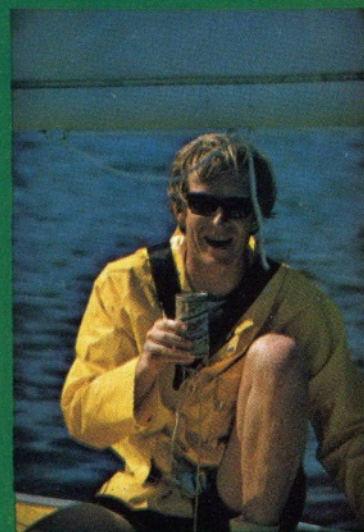
They came from the North, they came from the South, they journeyed from the coasts of the East and the West. Some took the plane, a few hopped a train, many came by car . . . and one guy hitchhiked. Their destination was Vacation Village in San Diego, California -- site of the Miller High Life / Hobie Cat 16 Nationals. In all, there were over 400 Hobie enthusiasts who showed up to watch or participate in the 5-day Championship event.

Those who arrived on Tuesday were met by a drizzly rain and cloudy grey skies. But, as is typical of Southern California's fall weather, the front



passed through by Wednesday morning leaving a hazy sky, light winds, and a choppy ocean swell. And those were the conditions, more or less, during all four days of competition. This was contrary to the past two 16' Nationals -- which some have referred to as "survival contests" -- when, in 1972 at Surfside, Texas, the winds blew at 30 mph and in 1973, at Key Biscayne, Fla., the races took place during Hurricane Gilda!

A combination of light winds and choppy seas makes sailing tough -- real tough -- and if you're trying to get somewhere fast it can be a frustrating task. Thus, 100 Hobie 16 skippers were faced with a frustrating task! To win the 1974 16' Nationals a skipper had to constantly make strategic decisions, have a lot of tactical skill, a great deal of patience and always be trying to "outbluff" the next guy. And Dick Beauchamp did just that! Sailing with his wife, Carol, they outtacked, out-sailed and generally outwitted every other boat in the fleet. They fell down only once during the entire regatta when, in the fourth race, they bumped into 'A' mark and were forced to make a 360, which left them far behind all the other boats. The course was only an A-C, making it nearly impossible to catch the rest of the





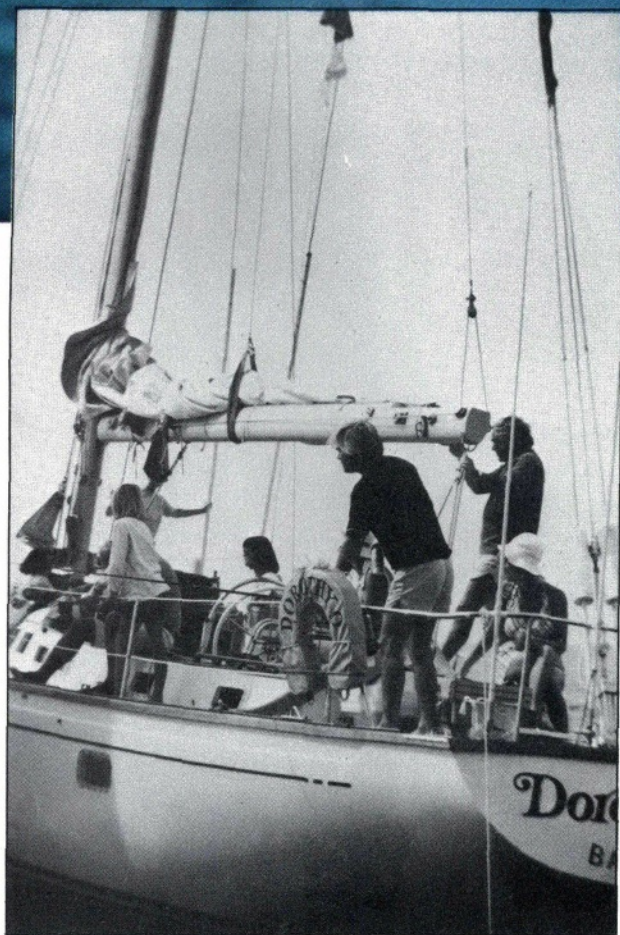
fleet - - but, much to everyone's amazement, they "plowed through" and ended up with an 8th place finish! Dick and Carol went on to win the next three races in a row - - and the 1974 16' National Championship!

Dick remains undefeated in competition . . . a rather impressive record. Some of his rivals consider him purely a tactical wizard, while others claim he's in a conspiracy with the wind. Whatever it is, the gods of the sea and wind this annum are favoring Dick Beauchamp!

Whoever said 'The family that plays together, stays together' must have known the Beauchamps, for finishing

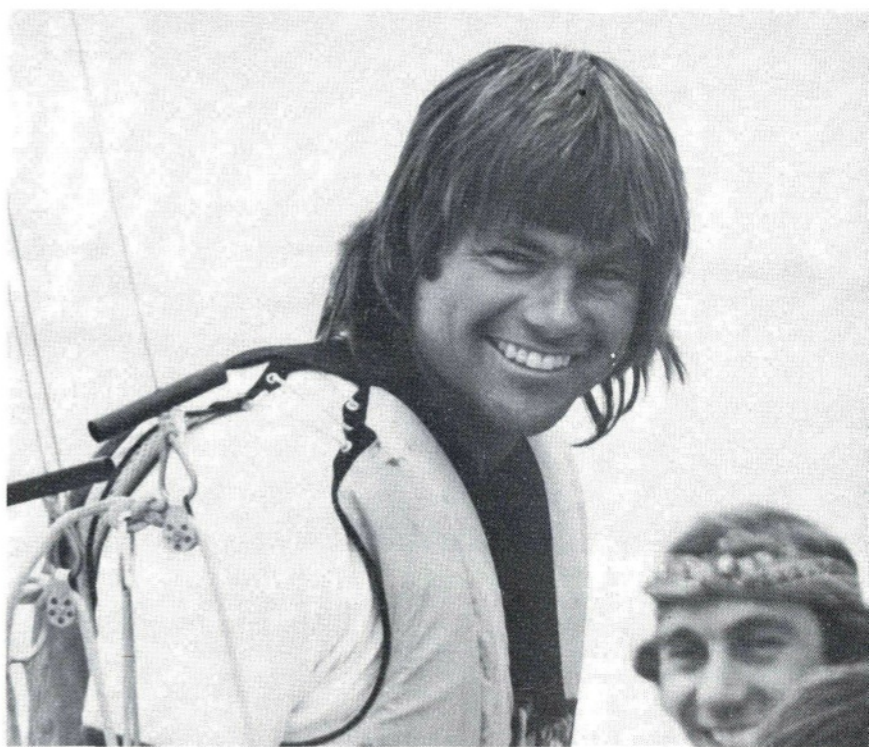
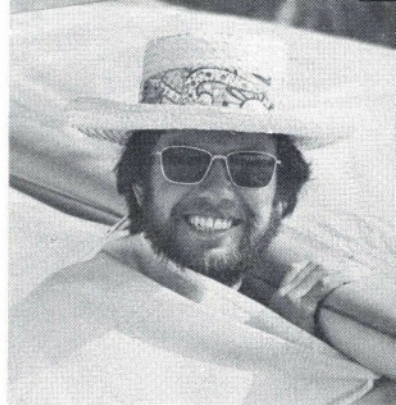
right on Dick's tail was his brother Bob! Bob Beauchamp and his wife, Jenalyn, sailed their Hobie 16' to a 2nd overall - - narrowly escaping Reg Jaworski and his son, Jim, of Ontario, Canada who came in a close 3rd.

Yup. It was an interesting regatta. With the exception of Harold Hutchings, who placed 10th, all the entries from Hawaii (including last year's National Champion Andy Lopez) were evidently unaccustomed to the light-air sailing and placed in the lower portion of the fleet. Those on the committee boat witnessed MANY close decisions at the finish line costing Hobie, Bob Beauchamp, Richard Loufek, Jim Black (skippers in the top ten) a couple finish positions. One such instance occurred when Jim Black (a devoted Coast Cat employee) found himself in a "touchy" situation . . . Jim, coming across on starboard, encountered The Boss (ol' Hobie) trying to sneak up in front of him on port - - and everyone was yelling at Jim that it would cost him his job if he made Hobie tack over! Well, Jim didn't have any choice when his crew took the initiative and began shouting "STARBOARD!" to Hobie at the top of his lungs, forcing Hobie to tack over and losing him a couple points. Oh well . . . all's fair in love and war!



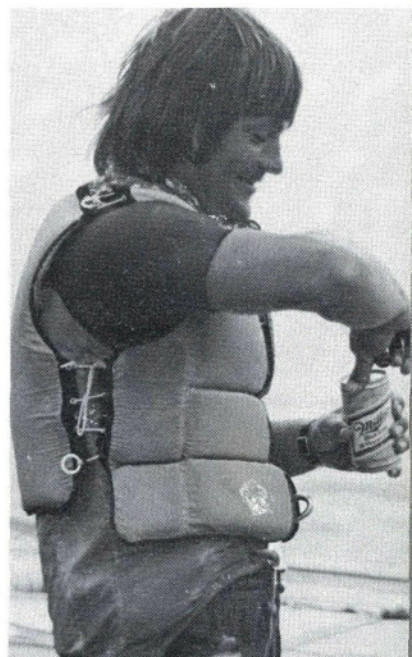


Since it was a 45-minute sail from Vacation Village out through Mission Bay to the starting line, the racers couldn't go hit the famous Miller/Hobie Dog Stand for lunch. So, much to the delight of hungry skippers and crews, Mike McDowell, of Stottlemeyer's Deli in Laguna Beach,



filled an Avon - - every day - - with 350 super-sandwiches and cold Miller beer, anchored it by the finish line, and threw beer and lunch to the boats as they came by. On behalf of all the racers, we'd like to thank Mike - - from the bottom of our stomachs - - for his delicious sandwiches and his superb service!

Meanwhile, back at Vacation Village, preparations were always being made for that evening's festivities. Every night there were parties, drinks, live bands and mounds of good food! Hobie and some of the people from Millers missed a Thursday night party, but they had a good excuse - - they were passengers aboard a "semi-sunk" press boat. They were en





route to the dinner party on an old 36' power boat when the stuffing box fell out and it began filling up with water! So instead of indulging in hot food and drinks, they spent the night bailing the boat out until the Harbor Department





could come with some pumps.
Whoopie! Sounds like fun!

Among the multitudes of press reporters and photographers was Lee Wolf of the "American Sportsman", T.V. series. Lee and his camera crew are doing a special one-half hour movie on Hobie Catting and wound up their final shooting at the Nationals. The film should be finished early next year.



HOTLINE/NOV.-DEC.



And so, once again, the curtain closes on another Hobie Happening. Special thanks go to the members of the Mission Bay Aquatic Center for helping us run the races, to Dr. and Mrs. Beauchamp for providing us with their beautiful yacht, the "Dorothy O", as the committee boat (complete with Mrs. Beauchamp's home-made lunches), and to the Vacation Village Hotel for their hospitality . . . and for putting up with us all week!



MILLER HIGH LIFE/HOBIE CAT 16 NATIONAL RESULTS

A FLEET

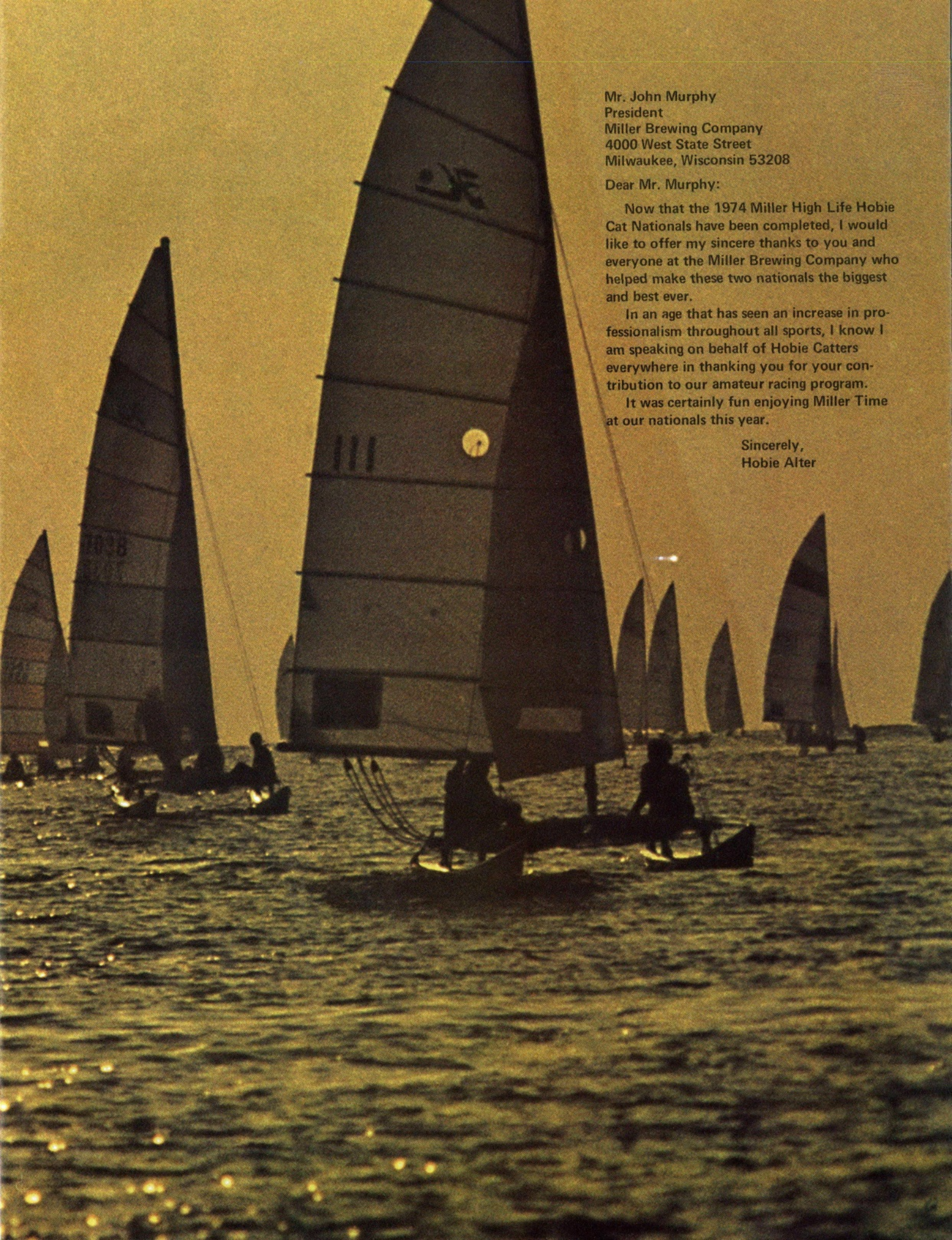
POSITION	SKIPPER	CREW	SAIL #	SKIPPER'S HOME TOWN	1	2	3	4	5	6	7	8	TOTAL POINTS
1.	D. Beauchamp	C. Beauchamp	2	Corona del Mar, Ca.	2	%	%	8	%	%	%	DNS	13%
2.	B. Beauchamp	J. Beauchamp	1400	Corona del Mar, Ca.	10	%	2	%	10	3	3	13	34%
3.	R. Jaworski	J. Jaworski	7250	Orillia, Ont. Canada	25	15	%	%	12	2	10	%	40%
4.	H. Alter	R. Manderla	36	Capo, Beach, Ca.	19	2	3	10	3	7	9	27	53
5.	R. Loufek	R. Ross-Duggan	11882	Costa Mesa, Ca.	20	6	3	4	2	26	8	16	59
6.	J. Black	M. Byrne	10649	Balboa Island, Ca.	6	5	24	4	12	21	5	7	60
7.	M. Milburn	N. Milburn	5900	Seattle, Wash.	9	30	9	2	4	23	12	2	61
8.	W. Schafer	J. Golden	315	Capo, Beach, Ca.	7	2	21	3	17	8	24	3	61
9.	R. Eddington	H. Downard	3824	Newport Beach, Ca.	8	10	8	7	3	13	13	18	62
10.	H. Hutchings	J. Grimshaw	2350	Honolulu, Hawaii	5	6	12	15	9	10	17	38	74
11.	J. Stevens	A. Rice	3808	Orlando, Florida	1	15	12	13	5	15	16	21	76%
12.	J. Neale	V. Neale	101	San Diego, Ca.	%	8	11	11	11	18	19	DNE	78%
13.	J. McCann	P. Theiss	2222	Orlando, Florida	7	17	5	18	8	24	2	32	81
14.	R. Hatfield	G. Sceltz	11733	Long Beach, Ca.	2	7	7	24	19	17	20	10	82
15.	N. Warrum	D. Beauchamp	1981	Huntington Beach, Ca.	11	4	18	13	4	34	28	4	82
16.	C. Christensen	P. Christensen	37	Ft. Lauderdale, Fl.	8	3	28	5	28	4	7	31	83
17.	J. King	B. Barto	2414	Newport Beach, Ca.	31	11	4	DSQ	6	9	15	19	87
18.	T. Leach	L. Leach	5231	Colesville, Maryland	3	18	37	20	%	19	4	23	87%
19.	N. Steele	M. Hammond	1844	Balboa Island, Ca.	4	DNS	10	1	15	31	11	17	88%
20.	B. Seaman	J. Seaman	13	Los Angeles, Ca.	11	13	4	34	32	12	13	20	98
21.	R. Naish	J. Faulkner	97	Kailua, Hawaii	6	19	2	42	29	33	6	98	
22.	D. Wickstrom	T. Wickstrom	107	Corona del Mar, Ca.	26	8	7	16	2	27	34	15	101
23.	K. Karnes	L. Detloff	4756	San Diego, Ca.	22	9	25	16	16	5	31	9	102
24.	D. Mihoky	J. Mihoky	2453	San Diego, Ca.	22	5	15	8	15	16	27	27	108
25.	N. Carter	D. MacDonald	1583	La Jolla, Ca.	13	12	27	7	14	28	40	11	112
26.	J. Wetzel	P. Cabot	8	Newport Beach, Ca.	16	14	5	12	24	25	18	30	114
27.	G. Folgner	J. Folgner	8156	Solana Beach, Ca.	28	4	29	19	23	14	22	5	115
28.	J. Ryan	S. Martin	11193	Dallas, Texas	14	3	6	17	22	30	37	25	117
29.	H. Andresen	K. Goo	13083	Kanedhe, Hawaii	4	20	20	32	24	22	26	8	124
30.	K. Baxter	S. Seblor	13315	Kailua, Hawaii	17	10	15	11	14	19	DNS	DNF	128
31.	A. Lopez	A. Dowsett	1787	Kailua, Hawaii	3	7	13	28	16	33	30	37	130
32.	P. Van Haren	J. Van Haren	8039	Grand Rapids, Mi.	27	24	10	23	10	38	36	12	142
33.	G. Petaja	A. Little	13151	Indianapolis, Ind.	41	31	39	2	6	11	14	40	143
34.	D. Rodgers	D. Moline	35	Cocoa Beach, Fl.	21	21	18	12	18	20	43	33	143
35.	S. Leo	S. Garrison	111	Balboa Island, Ca.	24	29	9	5	21	41	29	29	146
36.	D. Krebs	R. Brownwood	6701	San Diego, Ca.	15	22	23	36	13	32	28	14	147
37.	R. Eddington	T. Cavor	12346	Newport Beach, Ca.	19	14	25	22	21	44	21	28	150
38.	J. Piety	D. Piety	1238	Long Beach, Ca.	5	24	37	17	17	42	32	22	154
39.	B. Watson	B. Watson	540	Capo, Beach, Ca.	23	16	19	9	22	36	41	34	159
40.	S. Woodruff	L. LeBeau	6965	New Baltimore, Mi.	18	39	6	9	5	42	DSO	39	167
41.	D. Churchill	S. Churchill	5081	Saugus, Ca.	15	13	36	37	7	39	35	26	169
42.	M. Look	S. Look	11025	Kailua, Hawaii	21	21	14	42	19	35	25	41	176
43.	W. Baird	P. Baird	7038	La Mesa, Ca.	10	26	11	35	20	40	39	35	176
44.	D. Cotter	J. Cotter	1436	Wheatridge, Colo.	39	23	35	6	11	37	42	36	187

B FLEET

1.	J. Hauser	B. Hauser	9561	Huntington Bch, Ca.	9	28	28	26	25	%	6	13	107%
2.	R. Atwood	M. Whalen	271	Long Beach, Ca.	36	26	8	23	27	27	%	%	112%
3.	D. Oltmans	D. Fluitt	11217	Marina del Rey, Ca.	12	29	16	22	37	3	26	7	115
4.	T. Neale	D. Inman	10671	Coronado, Ca.	29	27	19	29	34	7	2	4	117
5.	M. Staudt	D. Soden	6	Fontana, Ca.	25	20	14	21	31	16	4	18	118
6.	P. Partch	S. Palmutuz	10509	Corona del Mar, Ca.	43	11	31	31	7	6	16	16	118
7.	W. Parton	L. Bohren	5007	Boulder, Colo.	34	25	33	26	20	4	28	2	118
8.	T. Haake	K. McCanbee	1914	Tustin, Ca.	35	22	20	31	13	10	21	23	120
9.	R. Off	M. Banuelos	2127	Santa Ana, Ca.	23	18	24	24	25	31	9	3	126
10.	S. Bergsma	S. Yilman	13079	Bellingham, Wisc.	36	30	29	DSQ	8	9	24	5	133
11.	T. Eckles	C. Hied	1650	San Diego, Calif	35	9	35	14	26	11	34	11	140
12.	C. Webster	J. Burke	4567	Big Bear Lake, Ca.	17	17	23	34	39	2	12	19	141
13.	D. Woodside	L. Woodside	787	Long Beach, Ca.	32	39	32	20	33	8	9	8	142
14.	R. Sterling	B. Foster	5836	Wildwood Crest, N.J.	28	17	42	28	14	13	20	22	142
15.	R. Kun	D. Harland	1469	Big Bear Lake, Ca.	20	38	17	30	30	28	3	15	143
16.	R. Keller	S. Keller	367	Palo Alto, Ca.	31	34	30	19	34	19	13	8	154
17.	P. Lovejoy	D. Ronek	4779	Huntington Bch, Ca.	37	16	40	36	43	5	10	10	157
18.	S. Tuinor	K. Foulkes	3444	Big Bear Lake, Ca.	38	27	33	27	44	20	7	29	161
19.	D. Cassens	D. Carrington	9352	Bloomington, Ill.	30	22	27	28	33	32	5	21	165
20.	T. Gayle	H. Gayle	3992	Lake Charles, La.	40	44	34	14	18	17	30	12	165
21.	W. Atwood	L. Atwood	11681	Long Beach, Ca.	33	32	40	35	36	18	22	20	166
22.	M. Weisel	P. Weisel	13283	Quechee, Vt.	28	25	26	29	38	12	29	19	168
23.	G. Russell	C. Russell	5114	San Jose, Ca.	27	33	34	33	41	15	19	DNS	172
24.	G. Warner	K. Brazill	4504	San Diego, Ca.	32	37	26	44	29	21	15	14	174
25.	L. Cooke	R. Short	45	Big Bear Lake, Ca.	16	31	22	37	38	24	27	27	184
26.	S. Nichols	P. Shields	366	Capo, Beach, Ca.	30	37	30	32	29	36	14	DNS	208
27.	E. Baggs	J. Rottman	1685	Dana Point, Ca.	44	42	42	40	40	33	33	24	224
28.	D. Cox	D. Cox	6501	San Jose, Ca.	29	34	43	30	23	29	DNS	DNS	232
29.	R. Gross	B. Fields	9198	Los Altos, Ca.	34	33	22	18	DSQ	DNS	DNS	DNS	237
30.	P. Hershman	P. Mayeski	12169	Aspen, Colo.	45	41	38	43	39	23	25	26	237
31.	J. Matthews	D. Plumer	4504	Spring Valley, Ca.	18	35	21	41	35	DNS	DNS	DNS	238
32.	E. Plumer	G. Pazornik	53	Henderson, Tex.	42	36	38	38	27	34	DNS	DNS	238
33.	M. Guthrie	P. Guthrie	11216	Denver, Colo.	38	40	42	21	9	DNS	DNS	DNS	238
34.	R. Howland	S. Pool	7577	Santa Ana, Ca.	13	35	16	39	32	DNS	DNS	DNS	249
35.	D. Foote	M. Overton	4802	Pensacola Bch., Fl.	24	DNF	DNF	38	31	25	DNS	DNS	250
36.	J. Shaddock	B. Shaddock	514	Houston, Tex.	37	12	31	25	26	22	32	28	254
37.	R. Duerr	D. Crona	13218	Kenmore, N.Y.	42	38	39	41	40	30	31	DNS	261
38.	H. Thaete	S. McGowan	11074	Coronado, Ca.	DNS	DNS	DNS	DNS	DNS	26	18	DNS	264
39.	P. McGennis	H. Froeb	12693	Buffalo, N.Y.	26	41	41	40	35	DNS	DNS	DNS	271
40.	S. Grimshaw	R. Richards	125	Corona del Mar, Ca.	40	40	36	DNF	DNS	DNS	DNS	DNS	281
41.	K. Lindsay	D. Lampila	8182	San Diego, Ca.	39	36	41	45	DNF	DNS	DNS	DNS	289
42.	W. Robert	C. Collins	4918	San Diego, Ca.	41	43	DNF	38	DNF	DNS	DNS	DNS	295

C FLEET

1.	J. Foster	L. Foster	9330	Newport Bch., Ca.	3	3	3	4	2	3	1	DNS	18%
2.	S. Gilbert	M. McCormick	7119	Las Vegas, Nev.	2	9	2	3	9	1	5	1	22%
3.	D. Crocker	T. Head	9573	Los Angeles, Ca.	8	1	1	2	7	7	3	DNS	28%
4.	T. Lauderdale	T. Falbu	6900	Tustin, Ca.	10	16	6	1	1	9	6	8	34%
5.	A. Delgado	L. Arndt	521	Guatemala	4	8	11	10	5	4	2	3	36
6.	J. Klotz	L. Muchel	13475	Fontana, Wisc.	9	14	19	8	8	2	4	2	47
7.	J. Tedford	D. Ogilvie	6771	Park City, Utah	6	11	15	14	4	6	10	7	48
8.	S. Robbins	S. Berg	13288	Santurce, P.R.	7	4	4	12	11	10	8	5	49
9.	J. Hillebrecht	C. Hillebrecht	3744	Laguna Bch., Ca.	5	6	5	5	6	13	9	6	50
10.	J. Katz	G. Pazornik	1985	Monterey Park, Ca.	5	13	10	7	3	8	12	DNS	58
11.	K. Dawson	M. Dawson	5734	Big Bear Lake, Ca.	18	7	14	6	15	11	7	4	64
12.	B. Cockrell	S. Witt	2118	Mission Bch., Ca.	12	5	DNF	15	14	17	13	10	86
13.	C. Trafford	K. Layton	8546	Tucson, Ariz.	14	5	13	16	16	18	14	9	87
14.	F. Seidelmann	D. Seidelmann	12849	Richmond, Ohio	DNF	18	8	18	10	5	11	DNS	93
15.	R. Schwitter		8227	Long Bch., Ca.	1	9	18	19	DNF	DNS	DNS	DNS	113%
16.	B. Bell	G. Ziulce	13510	Aurora, Colo.	17	17	7	11	12	DNS	DNS	DNS	114
17.	M. Wright	R. Wright	7117	Torrance, Ca.	13	21	9	13	DNF	DNS	DNS	DNS	123
18.	W. Carey	K. Latham	637	San Bernardino, Ca.	20	20	12	DNF	13	12	DNS	DNS	125
19.	M. Malek	M. Richardson	12359	Haleiwa, Hawaii	22	22	16	15	DNS	16	DNS	DNS	139
20.	G. Ward	R. Ward	13899	Park City, Utah	19	10	17	DNF	DNS	DNS	DNS	DNS	142
21.	S. McCroskey	H. Sasan	4610	Huntington Bch, Ca.	11	12	DNF	DNF	DNS	DNS	DNS	DNS	142
22.	R. Lafleur	B. Lafleur	4303	San Diego, Ca.	16	DNF	DNF	DNF	DNS	DNS	DNS	DNS	157
23.	N. Heimburse	S. Heimburse	11051	San Diego, Ca.	21	26	DNF	DNF	DNS	DNS	DNS	DNS	166



Mr. John Murphy
President
Miller Brewing Company
4000 West State Street
Milwaukee, Wisconsin 53208

Dear Mr. Murphy:

Now that the 1974 Miller High Life Hobie Cat Nationals have been completed, I would like to offer my sincere thanks to you and everyone at the Miller Brewing Company who helped make these two nationals the biggest and best ever.

In an age that has seen an increase in professionalism throughout all sports, I know I am speaking on behalf of Hobie Catters everywhere in thanking you for your contribution to our amateur racing program.

It was certainly fun enjoying Miller Time at our nationals this year.

Sincerely,
Hobie Alter

WAYNE SCHAFER
1974 Hobie Cat 14'
National Champion

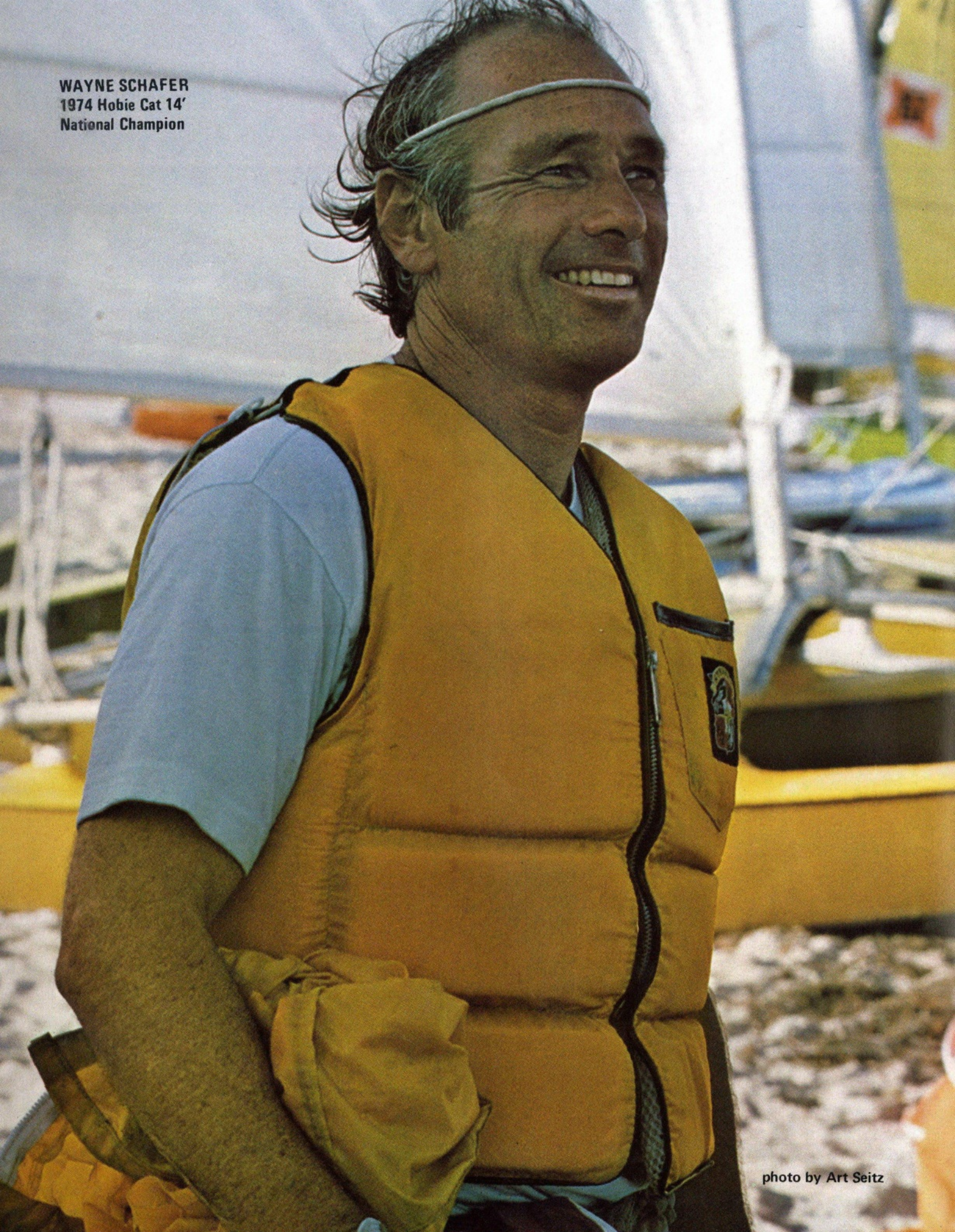


photo by Art Seitz

the miller high life hobie cat 14' Nationals

It was an intense fight — right down to the last round. Spectators were perched on the edge of their beach chairs awaiting word of a victor. The competition was heavy. For three long days the battle of champions raged on. And no one would give up — for this was a fight for the Crown!

Was Mohammed Ali at it again??? No! You got a lot more for your money watching this fight! With the rough, choppy waters off Key Biscayne as their arena, 100 of the country's top skippers competed in winds howling at nearly 25 mph for the title of National Hobie Cat 14 Champion. And among the top finishers there was not one who came close to "walking away" with the prize -- it was a fight to the finish line all the way. And here is how it went . . .

Wednesday, October 23rd: Over 100 Hobie skippers checked into the beautiful Key Biscayne Hotel and Raquet Club, luxurious headquarters for the Miller High Life/Hobie Cat 14 Nationals. Hobie Cats of all colors lined the beach in front of the Hotel awaiting their respective skippers. Kegs of Miller beer were tapped as people flocked around the pool meeting new faces and reminiscing good times with the old. Everyone had a beer in their hand and a smile on their face. Thus began five days of Miller/Hobie "High Life". Friends and families relaxed and sunbathed in the warm sand and around the pool, while the competing skippers checked out the prevailing weather conditions: winds blowing a steady 15 — 20 knots with gusts of over 25; seas raging with chops and swells -- some as high as nine feet. They didn't know it yet, but it was to remain that way during all three days of competition!

Thursday, October 24th: All entries were broken down into four groups. Each group would alternately race against another in a two-day round-robin series. After two days of racing in groups, scores would be added up and the skippers divided accordingly into 'A' or 'B' fleet for final competition.



photo by Art Seitz



photo by Sandy Banks



Photo by Art Seitz

While skippers were rigging their boats the race committee was planning the course. The local Hobie Fleet # 36 (proud owners of an 18' outboard given to them by Performance Marine) offered to set the marks. It was a nice gesture, but one which turned out to be a most unfortunate disaster. (I shall pause for a moment now so that those members of Fleet # 36 who are reading this can dry their tears and blow their noses . .)

O.K., here we go. . .Braving the giant ocean swells, Tony Fleming and Paul Jones (both members of Fleet No. 36) journeyed out in their boat to set the marks for the course. All went well until they stopped to set the weather mark. The mark was no sooner thrown over the side than a "freak" wave popped up directly in front of them and broke right over the boat! Tony and Paul had barely enough time to radio for help before their Fleet's pride and joy had disappeared into the depths, straight to the bottom! It was, without a doubt, the most disastrous thing ever to happen at a Hobie regatta. And it all happened so suddenly that, upon hearing the call for help come over the radio, nearly everyone thought the two men were just kidding. Luckily Rich Jeffries, who was out on the committee

Photo by Sandy Banks

boat at the time, decided to look into the matter and sent a chase boat out to check. And so, after bobbing around the ocean for some 20 minutes, Tony and Paul were picked-up and returned safely to the beach. The episode definitely put a "damper" on the day, but everyone managed to keep a stiff upper lip and carry-on. If nothing else, they were sure of one thing: the weather mark (which had remained tied to the "deceased" vessel) was sufficiently anchored!

We'd like to thank all the members of Fleet # 36 for their assistance throughout the regatta - - they're a great bunch of skippers and REALLY helped us out.

The races began according to schedule, with two races held on Thursday. Hobie Alter got off to a good start with two 1st's. (He was far from being optimistic about it though, recalling his similar experience at the recent "Worlds" regatta where he emerged victorious the first day - - only to end up with a 27th overall!) Randy Hatfield, the Southern California Champion, was next in line with a 1st and a 2nd, followed by Robby Barrel of Hawaii who got two 2nd's, Wayne Schafer with a 3rd and a 2nd, and defending National Champion Dennis Wilcox with a 4th and a 3rd.

Friday, October 25th: After a night of poolside partying, dining, drinking and dancing to live Calypso music, you'd hardly expect to see a lively group of skippers emerge the next morning ready to race. But there they were, up with the sun (or shortly thereafter!) rigging their boats for another day of competition. The conditions were much the same as the previous day: winds ranging from 12-20 knots and choppy seas. (It was a very short, steep chop though - - excellent for downwind surfing.) Most of the courses were set up A-B-C: a weather leg with a reach, a downwind leg (which turned into another reach by reaching and then bearing off on the swells until you got to the point where you could run dead downwind to the leeward mark) and a weather leg back to the finish.

Each skipper raced three times on Friday. At the end of the first race Randy Hatfield had a 1st, Wayne Schafer and Robby Barrel (racing in opposite groups) each had a 3rd and Hobie Alter (after hitting the starting mark and re-rounding it) ended up with a 5th. In the second race Schafer, starting on the port end of the line, pulled off an easy 1st, with Hobie taking 2nd. In the alternate group Ron Tucker easily claimed the 1st place position, followed by Hatfield and Wilcox.

In the last race of the day Schafer came through with another 1st, Hobie a 3rd and Hatfield also a 1st - - leaving the standings at the end of the round-robin series with Randy Hatfield in 1st place (6-3/4pts.), Wayne



Schafer in 2nd (9-½pts.) and Hobie Alter in 3rd (11-½pts.). From the looks of things, it had boiled down to a 3-man race! That night the scores were tallied and, on the basis of total points earned thus far, the top 39 skippers were placed into 'A' fleet for the finals on Saturday. (Those in the 'B' and 'C' fleets would continue racing, but were eliminated from the Championship Title competition.)

Saturday, October 26th: "The Day of Reckoning"! The results in the first of the three races held Saturday were (for all intents and purposes) not realized by the contestants until the end of the regatta. (Confused? Well, bear with me and I'll try to explain it . . .!) From the SKIPPERS' point of view the results of the first race were as follows: Schafer 1st (and looking unbeatable with three 1st's in a row!), Chris Christensen 2nd, Hatfield 3rd and Hobie (after tipping over just past the weather mark) 14th. In REALITY, however, Schafer was in 40TH place! (He had gone over the starting line but, being too far away from the committee



Kevin "Golden Throat" Summerell.

Photo by Art Seitz



Photo by Sandy Banks

boat, did not hear the callback.) So ACTUALLY Chris Christensen was 1st and Robby Barrel 2nd . . . something that was not to be found out until the regatta was over!

Schafer went into the 2nd race of the day (still thinking that he'd gotten a 1st in the last race) and took another 1st. Hobie pulled a slippery tack-off when he crossed behind four boats, hitting the favorite end of the line, and was able to turn what might have been a 6th place into a 2nd. Barrel finished 3rd and Hatfield (running into some problems along the way) came in 6th. With their worst scores thrown out, the standings going into the "home stretch" were: Wayne Schafer — 10-¾ (with his "unknown 40th" as a throw-out), Randy Hatfield — 9-¼, Hobie Alter — 13-½, and Robby Barrel — 16 — leaving only 4-½ points between the top four places! So, considering the calibre of competition, it was still anybody's race!

In the final and most intense race of the series, Hobie rounded the weather mark first and was leading at the leeward mark. Wayne was running fifth at the leeward in a tight pack but, sailing higher than the rest, he soon pulled up into second place. Randy Hatfield was right behind Wayne and (not knowing that one of Wayne's 1st's was actually a 40th) thought that he had to beat Wayne boat-for-boat in order to win. So Randy, taking a chance, tacked off on a long starboard tack to the

(Continued on page 22)



13-year-old Joe Davis, the youngest contestant.

Photo by Art Seitz



Wayne Schafer being congratulated by the runner-up.

Photo by Art Seitz

Photo by Art Seitz



Photo by Sandy Banks



Photo by Art Seitz

Photo by Sandy Banks



Well, we've just wrapped up the 1974 racing season. We've put the World's, and the 16' and 14' Nationals behind us and can now plan for the 1975 sailing season.

We can safely say that we've learned a lot. Mistakes were made, but we've also established some new trends that, hopefully will be around for years to come.

We've greatly enjoyed our association with the Miller Brewing Company which was a great asset to our 1974 Regatta Program. Not only did their backing help alleviate some of the burden normally borne by the regatta sponsors, but they were extremely instrumental in the success of probably the greatest Nationals the Class has experienced.

On behalf of the Miller Brewing Company and Coast Catamaran, the Hobie Class Association would like to extend our thanks to all who participated in this past sailing season.

We're sure you'll agree that, whether you took part in fun outings, fleet series races or the 14' World Championships in Tahiti, the Hobie Way of Life is still proving to be a "family affair".

Sandy Banks
Rich Jeffries
Pat Larabee
Marianne Higgins
Van Bagley
Mary Edwards

Photo by Sandy Banks





photo by Sandy Banks

(Continued from page 19)

weather mark - - leaving Hobie and Wayne alone to run it on out to sea until they could lay the mark on starboard. It was a calculated gamble, but as it was, the conditions were not favorable and Randy dropped back to 6th. Hobie was able to take the 1st place position from Wayne in this race, but Wayne's 2nd was enough to give him a total score of only 12-¼ points - and thus his first National Championship! Hobie followed in 2nd with 14-¼ points and Randy was close behind him with 15-¼ points. Race-for-race it was one of the closest regattas in the history of the Nationals!

Wayne Schafer has truly been the "Avis" of the Nationals; he entered his first 14 Nationals six years ago and placed 5th, moved up to 3rd the next year, and took three 2nd's in a row the following years. And now he's finally claimed that long awaited title of Number One! I think Hobie was right when he said, "I'm sure glad Wayne won this one . . . if anyone had beaten him they would have been a real villain!" When we asked Wayne if he was ready to retire now that he'd reached the top, he remarked, "As long as there's hair on my head, I'm hangin' in there!" Judging from the wide-spread success of hair transplants nowadays, Wayne's going to be around a l-o-n-g time!

Something that you might find interesting - especially those of you who feel that the only way to win a race is to have a boat that's equipped with costly "go-fast" devices - is the fact that all three of the top finishers (Wayne Schafer, Hobie Alter and Randy Hatfield) used stock boats! Randy and Wayne did bring their own sails (and Hobie admitted that he changed the top batten in his sail), but aside from that all three

used boats that came right out of the box - INCLUDING rudder blades!

Despite the tough seas and heavy winds, we also had a fleet of Hobie 12's racing each day. At times the elements did become too much for the small 12's to handle - - but did they give up? - - Heck, no! You couldn't find a more determined bunch! They kept right on sailing through even the worst conditions. The weather leg proved the hardest to conquer, with the short cross-chop causing quite a few capsizes. They made up for it in the downwind leg though, taking advantage of the fast-moving wind swells. The 12's started right behind the 14' 'C's and stayed hot on their tails. They sailed so well, in fact, that occasionally a Hobie 12 could be seen finishing with the 14's! Congratulations go to John Schandelmayer who captured the Championship with his excellent score of 3-1-1-1-2, followed by Bill Whitehurst and Harold Downing.

Whether they raced or watched, everyone who came to Key Biscayne for the Miller High Life/Hobie Cat Nationals had one heck of a good time! To those on the beach, the complimentary Miller/Hobie Dog Stand was the center of attraction; they poured Miller beer from morning 'til long after dark - - and cooked more hot dogs than the local "Der Wiener-schnitzel"!!

Around the beach scene Saturday afternoon Kevin Summerell, Coast Cat's wandering salesman, provided the entertainment with on-the-spot coverage of the last races. Kevin hooked up a microphone and loud-speakers, glued his eyeballs to a pair of binoculars, and relayed up-to-the-second racing action - - straight from the "horse's" mouth! Judging from his first command performance, Kevin could sure give Howard Cosell a run for his money!

Saturday night everyone gathered in the banquet room of the Hotel for a sumptuous feast of barbecued chicken and potato salad. After all were sufficiently stuffed, Kevin "Golden Throat" Summerell (by popular demand - again -) grabbed the microphone and emceed the awards ceremony with Hobie Alter presenting the trophies. Then the boogie-ing started. With Judy Whitehurst and Jose Rodriguez setting the pace, the Hobie clan danced and frolicked to the funky sounds of a "right-on" country western band. Movies of last year's "Worlds" in Hawaii and this year's "Worlds" in Tahiti were shown, after which everyone retired to their rooms, tired and happy and filled with memories of another super Hobie Nationals!

photo by Sandy Banks



MILLER HIGH LIFE/HOBIE CAT

14 NATIONAL RESULTS

A FLEET

POSITION	NAME	HOME TOWN	1	2	3	4	5	6	7	8	TOTAL POINTS
1.	W. Schafer	Capistrano Beach, Ca.	3	2	3	1	1	<u>40</u>	1	2	12½
2.	H. Alter	Capistrano Beach, Ca.	1	1	5	2	3	<u>14</u>	2	1	14½
3.	R. Hatfield	Long Beach, Ca.	2	1	1	2	1	<u>3</u>	<u>6</u>	6	15½
4.	R. Barrel	Kailua, Hawaii	2	2	3	<u>10</u>	4	2	3	7	23
5.	R. Tucker	Tampa, Fla.	4	3	2	1	5	8	9	<u>12</u>	31½
6.	C.K. Yandow	Tampa, Fla.	4	6	<u>17</u>	4	5	7	10	4	40
7.	J.A. Stevens	Orlando, Fla.	5	4	<u>6</u>	8	2	<u>16</u>	8	8	41
8.	D. Wilcox	Lakeland, Fla.	7	3	12½	3	3	9	5	<u>40</u>	42½
9.	D.L. Anderson	Honolulu, Hawaii	1	8	4	12	4	4	<u>16</u>	11	43½
10.	R. Wagniere	Pacific Palisades, Ca.	8	9	7	4	2	<u>18</u>	4	10	44
11.	J. McCann	Orlando, Fla.	22	5	2	3	6	6	<u>25</u>	3	47
12.	C. Christensen	Ft. Lauderdale, Fla.	5	18	19	5	7	1	12	<u>23</u>	67
13.	T. Whitehurst	Pensacola, Fla.	8	5	<u>26</u>	5	21	12	14	5	70
14.	R. Wetmore	Key Biscayne, Fla.	17	13	5	<u>19</u>	15	11	7	15	83
15.	J. Sammons	Lake Park, Fla.	<u>38</u>	4	14	9	10	5	20	25	87
16.	J.R. Reyes	Isla Verde, P.R.	15	<u>26</u>	4	17	6	15	11	21	89
17.	G. Hagen	Malibu, Ca.	15	15	13	6	14	<u>22</u>	18	9	90
18.	G. Jenkins	Rapid City, Mich.	18	12	7	10	9	17	<u>37</u>	18	91
19.	Bob Shoemaker	College Park, Md.	11	10	12	13	12	<u>34</u>	21	13	92
20.	S. Shafer	Tangerine, Fla.	6	17	15	15	8	10	22	<u>40</u>	93
21.	R. Cocanougher	Tallahassee, Fla.	9	8	8	7	18	29	17	<u>31</u>	96
22.	B. Olton	Merritt Island, Fla.	9	6	9	11	14	<u>33</u>	29	19	97
23.	A. Heath	Lake Charles, La.	14	10	6	17	11	19	<u>35</u>	22	99
24.	L. Walcker	Riverside, Ca.	7	12	8	14	16	<u>30</u>	24	20	101
25.	D. Crowe	Miami, Fla.	17	15	16	8	13	<u>25</u>	19	16	104
26.	J. Duke III	Orlando, Fla.	6	9	11	18	9	26	26	<u>27</u>	105
27.	D. Atkinson	Clear Lake, Iowa	23	14	9	19	17	<u>32</u>	13	14	109
28.	J. Knight	Coral Gables, Fla.	11	18	19	16	11	20	15	<u>28</u>	110
29.	R. Blair	Tampa, Fla.	10	11	14	14	12	27	23	<u>33</u>	111
30.	R. Cale	Linwood, N.J.	18	7	16	15	7	<u>36</u>	27	26	116
31.	J. Hamilton	St. Pete Beach, Fla.	20	21	23	7	16	13	<u>36</u>	24	124
32.	R.C. Lopez	Miramar, P.B.	19	22	12	23	10	24	<u>32</u>	17	127
33.	M. Dumas	Palatka, Fla.	26	20	10	9	13	21	<u>31</u>	30	129
34.	J. Edd	St. Louis, Mo.	19	7	25	13	18	<u>35</u>	30	29	133
35.	T. Haake	Tustin, Ca.	3	17	26	12	19	23	34	<u>40</u>	134
36.	B. Millsagle	Santa Cruz, Ca.	13	16	18	11	17	28	40	<u>40</u>	142
37.	L. Salmon	Rumson, N.J.	12	27	11	20	8	<u>37</u>	28	34	152
38.	J.P. Morris	St. Louis, Mo.	25	11	13	18	24	31	<u>33</u>	32	154
39.	D. Balthaser	Jacksonville, Fla.	14	13	22	16	23	<u>40</u>	40	40	167

B FLEET

1.	J. Knauer	Indianapolis, Ind.	10	16	20	<u>25</u>	20	1	1	4	71½
2.	M. Crowell	Jupiter, Fla.	13	19	21	<u>20</u>	15	2	3	2	74
3.	I.K. Haywood	Kailua, Hawaii	12	14	<u>22</u>	<u>27</u>	20	3	4	8	83
4.	K. Hall	Hayward, Ca.	21	25	17	<u>21</u>	<u>34</u>	9	10	3	106
5.	B. Carpenter	Sayville, N.Y.	<u>28</u>	21	15	23	24	11	12	5	111
6.	J. Young	Oshkosh, Wisc.	21	22	10	<u>26</u>	19	22	2	18	114
7.	A. Dewees	Englewood, Colo.	18	24	30	<u>32</u>	28	5	9	6	118
8.	L. Lucas	Mt. Pleasant, S.C.	27	25	24	<u>28</u>	21	6	8	12	123
9.	K. Gore	Neptune, N.J.	20	29	21	24	<u>30</u>	4	13	14	125
10.	G. Reed	Daytona Beach, Fla.	22	19	20	22	25	8	14	<u>39</u>	130
11.	J.L. Johnston Jr.	Bemus Pt., N.Y.	24	<u>28</u>	23	25	26	14	7	11	130
12.	K. Keene	St. Petersburg, Fla.	25	<u>28</u>	18	30	<u>36</u>	13	16	1	130½
13.	J. Stegenga Jr.	Coral Gables, Fla.	16	23	<u>33</u>	30	<u>30</u>	23	18	5	134
14.	R. Besley	Miami Lakes, Fla.	23	24	<u>34</u>	21	29	12	17	13	139
15.	D. Heyse	Daytona Beach, Fla.	32	<u>36</u>	24	26	25	15	15	10	147
16.	C. Lyons	Madison, Conn.	41	<u>36</u>	32	34	22	17	11	7	154
17.	W. Ridolf	Hollywood, Fla.	29	34	<u>37</u>	33	27	10	19	9	162
18.	D. Pihlblad	Randolph, N.Y.	28	<u>29</u>	<u>27</u>	29	26	19	18	16	163
19.	O. Polk III	Branford, Conn.	30	<u>32</u>	<u>33</u>	28	31	16	6	26	169
20.	C. Kirk	Indianapolis, Ind.	<u>34</u>	31	28	24	28	30	20	17	178
21.	H. Haney	Indianapolis, Ind.	<u>36</u>	23	31	29	35	20	25	22	185
22.	R. Campbell	Ft. Lauderdale, Fla.	<u>33</u>	27	29	22	32	31	27	20	188
23.	R. Raditch	Palm Harbor, Fla.	38	20	29	6	33	24	<u>39</u>	39	189
24.	P. Flick	Jacksonville, Fla.	24	32	<u>40</u>	40	38	21	22	15	192
25.	M. Seamon	Port Wahington, N.Y.	34	35	31	31	30	7	24	<u>39</u>	192
26.	L. Dewees	Englewood, Colo.	31	30	27	35	31	<u>39</u>	23	21	198
27.	J. Furman	Jacksonville, Fla.	31	30	32	38	<u>39</u>	23	21	23	198
28.	D. Kopp	York, Pa.	26	31	28	31	29	25	<u>39</u>	39	209
29.	F. Kremer	Jacksonville, Fla.	30	34	36	<u>38</u>	38	26	26	24	214
30.	C. Claussen III	Mt. Pleasant, S.C.	29	37	25	27	38	27	<u>39</u>	39	222
31.	W. Pollock	Greencastle, Pa.	35	35	<u>40</u>	36	32	28	39	25	230
32.	M. Emery	Palm Beach Gardens, Fla.	38	33	30	38	22	<u>39</u>	39	39	239
33.	B. Miller	Lantana, Fla.	33	38	34	32	27	<u>39</u>	39	39	242
34.	J. Dingwall	Owosso, Mich.	27	36	35	33	38	<u>39</u>	39	39	247
35.	J.R. Glaze	Hialeah, Fla.	36	<u>40</u>	38	40	38	29	39	39	259
36.	R. Hawk	Lake Park, Fla.	35	38	35	38	<u>39</u>	39	39	39	265
37.	V. J. Buchanan	Bellport, N.Y.									
37.	S. Tucker	Miami, Fla.									

C FLEET

1.	P. Dyke	Lahaina, Hawaii	6%
2.	J. Hussey	Fort Meyers, Fla.	18%
3.	J. Davis	No. Palm Beach, Fla.	21%

12' FLEET

1.	J. Schandelmayer	Fort Lauderdale, Fla.	5
2.	B. Whitehurst	Pensacola, Fla.	13½
3.	H. Downing	Winter Park, Fla.	16

1974 WORLD MULTI HULL

All photos by Van Bagley



Lee Griswold's 'Taku II'.

Over 100 entrants made this one of the best events in the eight year history of the regatta. The affair was hosted by the Cabrillo Beach Yacht Club and sponsored by the Pacific Multi-Hull Association.

There were speed trials on Friday, August 9th and five races in L.A.'s Hurricane Gulch Saturday and Sunday, August 11th and 12th. The speed trials were held over an 815 meter course with winds ranging from 10-20 knots. Efficiency results are developed using boat speed, handicap and wind strength.

Hobie Cat 16, skippered by Richard Loufek and crew Rich Jeffries, wins Division II speed trials!



SPEED TRIALS

Fastest Time: Beowulf V (35.59 mph) Steve Dashew

Corrected Time:

DIVISION I (20' and over)

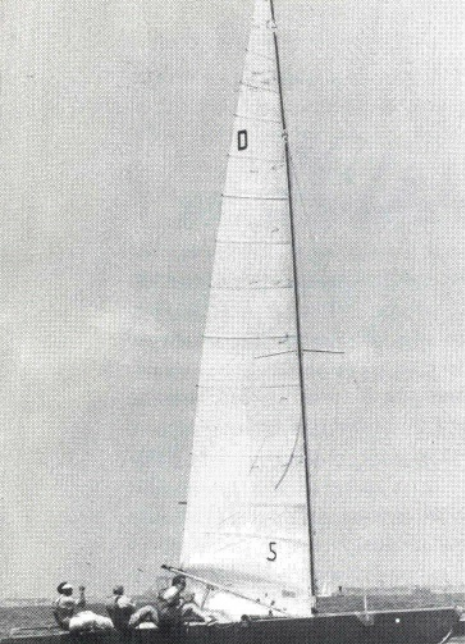
- | | | |
|----|------------------|--------------|
| 1. | Beowulf V | Steve Dashew |
| 2. | Patient Lady III | Tony DiMauro |
| 3. | Malia | Mickey Munoz |

DIVISION II (under 20')

- | | | |
|----|--------------|----------------|
| 1. | Hobie Cat 16 | Richard Loufek |
| 2. | Sol Cat | Gene Vernon |
| 3. | Hobie Cat 16 | Robert Seaman |

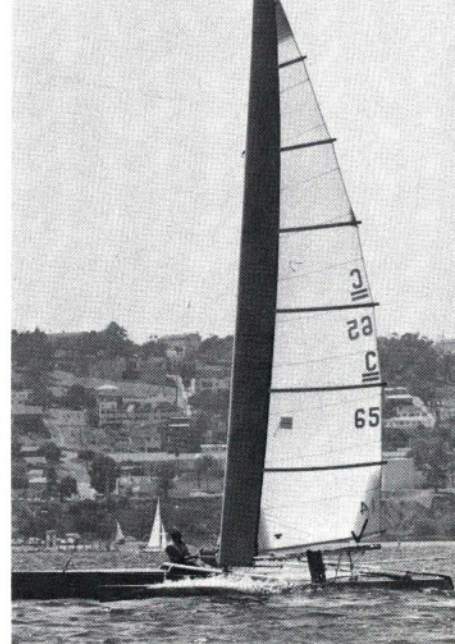
DIVISION II REGATTA

POS- TION	TYPE BOAT	NAME	SAIL #	RACES						TOTAL POINTS
				1	2	3	4	5		
1.	HOBIE 14'	W. Schafer	315	2	3/4	3/4	3/4	3/4	5	
2.	HOBIE 16'	B. Beauchamp	1400	3	4	2	2	3	14	
3.	HOBIE 14'	J. Ross-Duggan	4520	4	2	3	8	2	19	
4.	HOBIE 14'	R. Hatfield	378	5	3	5	4	5	22	
5.	Alpha 18'	S. Eliot	27	6	5	9	3	4	27	
6.	HOBIE 16'	R. Seaman	13	12	7	4	5	7	35	
7.	Sol Cat	W. Boyd	248	9	8	7	7	6	38	
8.	Unicorn	T. O'Keefe	316	3/4	6	6	DNF	DNS	47 1/2	
9.	HOBIE 16'	D. Oltmans	11217	11	8	8	6	DNS	49	
10.	Sol Cat	G. Vernon	273	7	13	13	9	11	53	
11.	HOBIE 16'	R. Loufek	10649	13	10	DNF	11	8	57	
12.	HOBIE 16'	D. Crocker	9573	14	19	13	12	10	58	
13.	Prindle 16'	P. Broberg	148	16	11	10	13	9	59	
14.	HOBIE 16'	T. Haake	13X	10	13	11	14	DNF	63	
15.	Seaspray	D. Van Heel	715	8	DNF	DNF	10	12	65	
16.	Prindle 16'	J. Porhammer	17	17	16	12	15	15	75	
17.	HOBIE 16'	B. Myrtor	2129	21	14	DNF	17	13	80	
18.	Seaspray	H. Pons	US777	20	13	14	18	16	81	
19.	Prindle 16'	A. Weir	277	19	DNF	DNF	16	14	84	
20.	Prindle 16'	J. Gregson	194	18	15	DNF	DNS	DNS	84	



'Beowulf V' skippered by Steve Dashew with crew Norm Riise and Hobie Alter (Yes . . . our one and only!)
'Beowulf's' 35 mph average run set a new world record!

Bob Seaman and his wife on their Hobie Cat 16 placed 3rd in the speed trials.

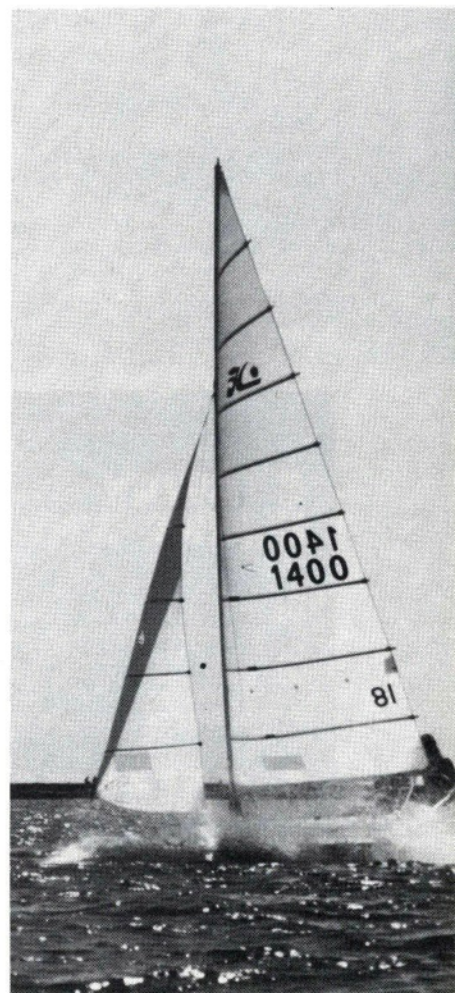


Peter O'Driscoll's wing-masted C-Class cat.

Solid Foil rig, 'Patient Lady III' came all the way from Connecticut to compete.

'Malia', Mickey Munoz's new "cruising cat". Skippered by Mickey, with Phil Edwards and Bud Platten shouting directions, she captured 3rd place in Division I speed trials.

Bob Beauchamp and crew Hiram Downard flew their Hobie Cat 16 to 2nd Place in Division II of the regatta.



THE LONGEST DAY...

...an excerpt from SEA magazine
by Chris Caswell

Managing Editor, SEA

THE LONGEST DAY: Several things are highly improbable about the first Annual Hobie Cat Inland TransPac Race. The title is mildly improbable, but not compared to the race itself: a 60-mile haul from Treasure Island in the middle of San Francisco Bay all the way up the Sacramento River to Rio Vista. And that 60 miles quickly became closer to 90 when you figure in the tacking and feints necessary for maximum catamaran speed.

Spending more than seven hours in a trapeze harness is not only improbable—it's uncomfortable. Also improbable



'The Hobie Cat Train' en route to the starting line in San Francisco Bay.
photo by Mrs. Sandy Bagley

is a seven-page course chart so the racers don't end up scattered over thousands of square miles of Delta. And most improbable was the fact that 70 Hobie Cats appeared at the starting line ready to do battle.

Since the event defies any real blow-by-blow description, let me just offer some glimpses of what was a *long* race. Compliments of John Beery Yacht Sales (co-sponsors of the event), Van Bagley of the Hobie Cat operation and I shared a brand-new 16-footer that was graced by a pair of paint rags for sails. Not that they hadn't once been highly efficient, but they'd seen a lot of service since that time.

We still were full of optimism after the long tow from Mariner's Square in Alameda to the starting area, but a quick look at the white caps beyond Treasure Island sent us scurrying into wet suits and sweatshirts.

Alas, we managed to capsize about 15 minutes after the start while running in about fifth place, which wasn't bad for a pair of hackers. We righted the boat and soon caught much of the fleet sitting in a large calm spot near the Richmond Bridge. At that point, we also found that our seven-page course chart had become one page of sodden material. And that our lunch was a softball shaped lump of wet dough, cheese, and ham.

Assuming that nothing else could befall us, Van managed to peel the course chart apart—an essential act since neither of us had any experience in sailing the twisting Delta. Wrong again—one crucial page promptly blew overboard.

Suddenly finding ourselves missing both food and direction, we again set out in pursuit and enjoyed some pleasant sailing up into Suisun Bay, which everyone had predicted would have eight-foot waves and 30-knot winds. It didn't.

Fortunately, Miller Beer was co-sponsoring the race, so we did have two six-packs of warm beer to keep us calm. As the sun passed overhead and started downhill, we kept thinking that Rio Vista was just around the next bend. It wasn't.

Sailing for that length of time is amusing, because you begin to discern the personalities of people around you:




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those who wave cheerily when they pass in front of you only to stare cold-eyed when you pass in front of them, those who are intent; those who are nearly asleep.

The high point of the trip, at least for our boat, was a screaming reach down the last portion of the river into Rio Vista—rudders howling at middle-C, spray flying, hot puffs of wind, and both of us hunched near the stern to keep from going end-over-end. Unfortunately, we managed to finish 24th, which is still in the top half of the fleet as we told ourselves. And it sure was nice to step onto a sand beach after sailing that far.

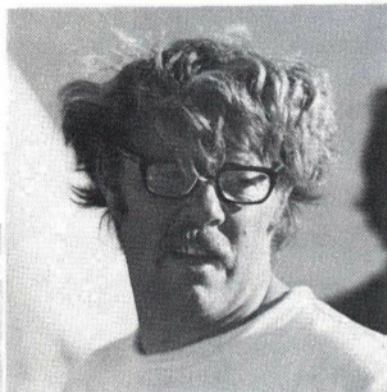
RESULTS

Hobie-16: 1. Tom Walsh/Susan Snyder, Los Gatos; 2. Bob Jester/L. Mengel, Loomis; 3. Val Price/ Geo. Machado, Los Altos; 4. Jim Tedford/Geo. Ward, Park City, Utah; 5. Ron Gross/Debbie Parker, Los Altos.

Hobie-14: 1. Don Radcliffe, Santa Cruz (19th overall!!!); 2. Don Snyder, Santa Cruz; 3. Ken Hall, Santa Cruz.



Ace navigator Van Bagley examines a section of the water-logged course chart. Direct quotation: "Awwww, Sheeiiiit!"
photo by Chris Caswell'




Mike Douglas of John Beery Yachts . . . 'Come on, Mike, you can smile better than that!'
photo by Van Bagley


Chris Caswell (left) and Van Bagley — "... we did have two six-packs of warm beer to keep us calm."
photo by Mrs. Sandy Bagley



Beth, the 1974 Rio Vista Bass Queen.
photo by Chris Caswell







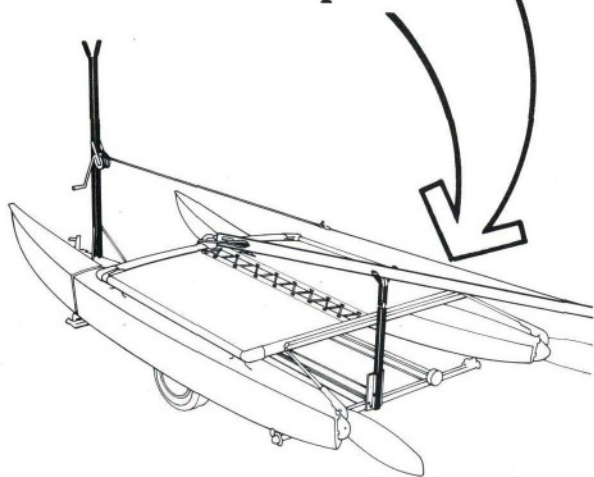
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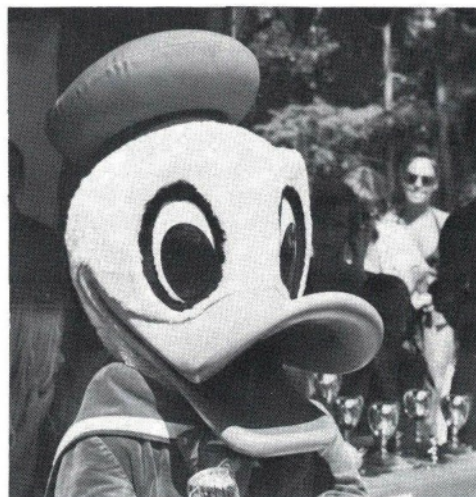
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All photos by John Weber

COOLING IT ON D. DUCK'S POND

Compliments of "Sailors' Gazette"

Splitting tacks with a paddlewheel steamer is not necessarily an everyday happening for the one-design sailor. Nor is sailing within the sight of Cinderella's castle or R.L. Stevenson's Treasure Island. But the atypical is what you expect when sailing on Bay Lake near Orlando, Florida, a beach-fringed, fresh water lake that nudges Walt Disney World.

In fact, meeting head-on with the unusual is one of the reasons the annual Hobie Cat regatta at Disney World has become so popular with Florida sailors. Over 150 families attended the mid-September regatta this year, representing six classes of Hobies throughout the state.

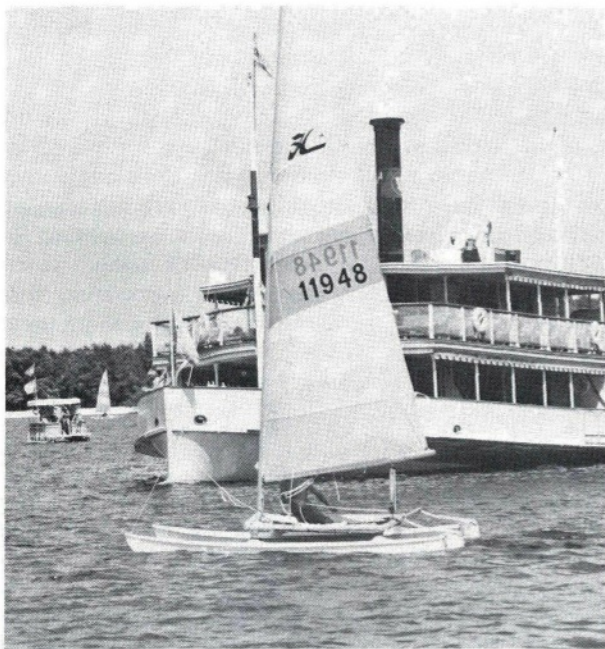
Emphasis is traditionally on racing for fun. And that suits the participants fine, as the regatta draws sailors who do not normally travel on the race circuit.

The light winds of Florida's inland lakes prevailed again this year over Bay Lake for the two-day regatta. It was also stifling hot, which caused a run on the free soft drinks and beer furnished by Coast Catamaran.

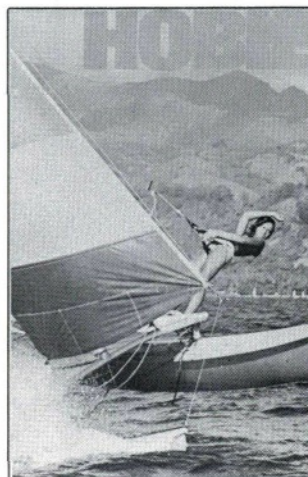
The first heat on Saturday afternoon was sailed in less than five knots of wind. Squall winds from a fringe storm had Hobie 16 crews on the wire for the start of the second heat, yet light airs returned for the third race of the day. Sunday's two heats were sessions in light-air-pile-ups at turning marks, with completion in time for a late-afternoon appearance at the trophy table by Donald Duck, who sped to the site (no, he doesn't walk on water) in a Disney speedboat. Hobie 14s and 16s sailed twice around the triangular course; Hobie 10s and 12s just once around.

This was one of the first regattas to feature a class for the new Hobie 10s, and also marked the first anniversary of Hobie 12 racing in Florida.

Coast Catamaran shared the sponsorship of the event with Disney World and Hobie dealer Jim McCann; the race committee of Orlando Y.C. members was chaired by Dick Tillman. *XL*



Are your walls NAKED?



Hobie 16 . . . P160

Shame on you...

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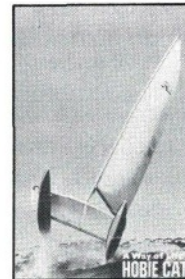
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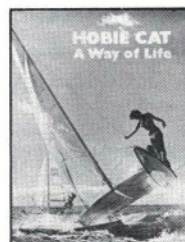
Hobie 12 . . . P120



Hobie 10 . . . P100



Hobie 14 . . . P140



Hobie Way of Life . . P180

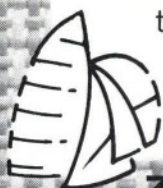


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Sea Bright Regatta

New Jersey's fourth off-the-beach regatta this year wound up starting WAY off-the-beach. High winds and seas necessitated the move of Surf Sailing's Sea Bright regatta to the protected waters of the Shrewsbury River for the first day of racing, Saturday, Sept. 7.

After rendezvousing on the beach at Sea Bright Saturday morning, the skippers and crews trailered the 57 boat fleet to a collection of yacht clubs on the river for launching. At the end of the day's three races, the process was reversed and back the boats went to Sea Bright in preparation for the next day of racing.

Sunday's conditions were more aggravating than hazardous with light onshore winds and a shore break complicating beach launching operations. The lack of air brought about a delayed start and a cut in the day's schedule to two races.

The five race regatta saw close competition in all four fleets, with the variety of conditions providing a real test for all the skippers. Jim Glanden, who traveled from Delaware for the regatta, came up on top in 16A followed closely by Lou Linde, winner of the regatta last year. Lou Salmon easily encored his 1973 Sea Bright win in 14A leaving second place to his son Robbie. Both Glanden and the senior Salmon were awarded the Sea Bright mayor and council's perpetual trophies.

In the B fleets, 16 honors were won by Kurt Sturn and 14 by Tommy Bird. Surf Sailing's regatta wound up the Hobie off-the-beach schedule for 1974.

Surf Sailing Sea Bright Off-the-Beach Regatta

16A (21 Entries)

1. Glanden
2. Linde
3. Norris
4. Farrington
5. Lister

16B (16 Entries)

1. Sturn
2. Barrett
3. Bergstedt
4. Landolt
5. Evans

14A (8 Entries)

1. L. Salmon
2. R. Salmon
3. Gore
4. Francis
5. Cottrell

14B (12 Entries)

1. Bird
2. Geiger
3. Nolan
4. Segall
5. Southard

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(Major City) _____

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I am a member of Fleet No. _____

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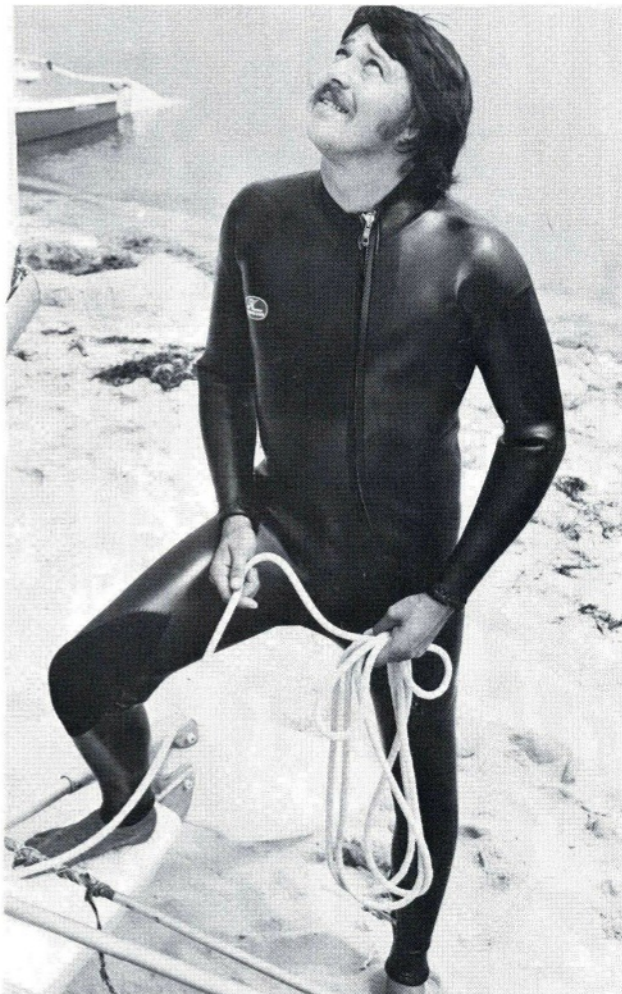


Somewhere in there is George Francis, Jr., son of sponsoring Surf Sailing's owner. (photo by Mike Redpath)



A shore break combined with light on-shore winds to make beach launching exciting. (photo by Mike Redpath)

INQUIRIES INVITED



Featured: Larry Timmons, Hobie Sports Center

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HOTLINE/NOV.-DEC.

How To Have Fun With Your Hobie Hawk

by Patrick H. Potega
Editor,
"American Aircraft Modeler"

Even though the Hobie Hawk sailplane has been on the market only a short time, its rapid success has already spawned world-wide legends, and even a few tall tales. Thus, before I get into the main topic of this presentation, i.e., how to have fun with your Hobie Hawk, I thought that it would benefit the reader to hear some of its international achievements. In my position as Editor of the world's largest model magazine, I get mail from all parts of the globe. Let me share with you some of the almost astonishing experiences that fliers have had with their Hawks.

One first report of the Hobie Hawk's capabilities comes from a young Bavarian lad, Herr Fritz Flieger. Fritz works in a Bavarian pretzel factory, taking defective pretzels and reforming them into pretzel sticks. While not very successful at his job because of a myopic condition, he writes, Herr Flieger finds plenty of time to soar his Hobie Hawk in the nearby Alps (he says that he can identify with the winding roads there).

Unfortunately, it seems that this young pretzel producer, because of his factory training, was unable to cope with the curved wings of his first Hobie Hawk, and he immediately set out to straighten the panels. Anyone who owns a Hawk knows the impossibility of such a task, but Flieger (according to his lengthy letter) was somewhat successful. His wing straightening technique is to roll the wing panels gingerly on a flat table under the palms of the hand. Any persistent spots can be rolled between the palms. Then, according to him, the panels are salted lightly and baked in a 350° oven for 8-10 minutes. This process apparently creates a brown discoloration to the panels, but should not effect flight performance. Flieger, who refers to this technique as a new twist in sailplaning, reports that further flight testing should prove his modification successful.

Fritz's first flight ended in a minor tragedy, when the salty-winged Hawk crashed. "It was bent like a pretzel," writes Flieger. With typical bravado, he adds: "I'll get it straight yet."

I frankly was skeptical of Fritz's experiments but, after voluminous hours of research in an aviation library, I could find no information verifying that a light coat of salt on baked wings would impair flight efficiency. Therefore, I must candidly predict that Herr Flieger is well on his way to becoming a legend in the annals of Hawkdom.

Another legend-maker is Antonio Vuelo of Colombia, who shares with Flieger a gastronomic slant toward sailplanes. Antonio, who is a parttime coffee picker with Juan Valdez (he claims to actually be a spy for Mrs. Olson), flies his Hawk from a hi-start right on the coffee plantation. Antonio saved enough pesos to buy a Hobie

Hawk, and proceeded to achieve acclaim by setting new Colombian sailplane records in all categories (we later discovered that his Hobie Hawk is the only sailplane to have ever been flown in Colombia, thus the records).

Antonio became a national hero in no time. The government presented him with a gold coffee can, which Antonio now uses to store his hi-start in, and the national press pestered him to reveal his aeronautical secrets. Here is a reprint from the *Bogota Times*, which ran this expose of Antonio's techniques.

"... Senor Vuelo claims that his aviation success is attributed to a pocket full of Brazil nuts, which he takes with him every time he flies. The nuts create favorable conditions for lifting air and the model glider will not fly without them."

At first I read this news clipping with utter disbelief, regarding it as peasant superstition. However, diligent research of the toms in the aeronautical library revealed that there is no empirical evidence denying the possible relationship between Brazil nuts and sailplane records.

Only last week I received a short note from Senor Vuelo, who wrote from a tramp steamer in Bolivia. It appears that Antonio was exiled recently for setting fire to 5,000 acres of coffee plants. "I only wanted big thermal," he writes plaintively, "beside, coffee now roasted too."

Later in his letter, Antonio gave some hint to his report in the *Times*: "You no have to have Brazil nuts to fly Hobie Hawk. You just have to BE nuts."

There are reports from other lands which prove the remarkable versatility of the Hawk, and which will undoubtedly become part of the Hobie legends. There's the Russian who feathered his Hawk and used it as a U-2 to film espionage material (he claims to use a Brownie Hawkeye camera). Then there's the daredevil pilot who flew his Hawk across the Snake River. It made it all the way to the other side, even though heavily loaded with an enormous steam turbine engine and several parachute packs.

And how can we even talk about legends without mentioning the report of the traveling salesman who stopped at a farmer's

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house. The farmer invited the salesman to help teach his daughter how to fly her Hobie Hawk. The ending of this episode is even more revealing than Flieger's story, but space limitations prevent us from going into it. These same space restrictions also keep me from telling some of the tall tales that have grown with the Hobie Hawk legends, but the above factual reports can give you some idea of their scope.

You may never gain the acclaim of a Fritz Flieger or Antonio Vuelo, but you can be a legend in your own time with your Hobie Hawk. Basically, there are two techniques for launching and flying a sailplane, either via hi-start or slope soaring. Your Hawk Assembly Manual describes both very thoroughly, so we'll proceed to tell you what to do once you've mastered the basics of flight, i.e., getting it back down intact.

For those who seek self-satisfaction and who appreciate the relaxing calm that comes from the individualism of flying in solitude, there are plenty of challenges for you. The most common form of personal achievement comes from catching a good thermal and riding it for as long as possible. Hooking into a good column of lifting air and staying in it is like mastering a wave with a board—it takes a "feel" for the situation and the ability to analyze what's happening to your environment instantaneously. When your Hawk hits that "bump" or rocks its wings, you've found lift. The idea is to get into this rising column of air and stay with it. Watch a soaring bird sometime. He samples the thermal, flying through it to get some idea of its size, then he zeroes into the heart of the area and circles. You should do the same and, just like the bird, you must be prepared to drift with the thermal as it moves with the surface winds.

So the first challenge is the longest flight. Make a habit of glancing at your watch (or do it right and get a stop watch) and time your flights. Model sailplanes, just like the man-carrying variety, gauge performance as a function of time aloft. The world record for duration is over thirteen hours, but a flight of 10 minutes is good, and a half hour shows real proficiency (and good eyes).

For those who enjoy the challenge of self-satisfaction, there is a soaring accomplishments program which is recognized around the world. Known as the League of Silent Flight, the program is of five levels, and can really help develop your

skills with the Hobie Hawk, since each stage is progressive. Most novice fliers can do the tasks for Level I and, even though this program has been around for almost five years, no one has yet reached Level V. For info, write: League of Silent Flight, P.O. Box 39068, Chicago, Illinois 60639.

Hobie Hawks, like the Cats, are designed for group enjoyment. Two of the first students I taught to fly a sailplane were a young couple who were sharing the experience. The ladies love it (and they fly very well). Hawk picnics are becoming as common as regattas. A basket of sustenance and a keg or cooler, plus a few Hawks make for a day of fun.

Take along several hi-starts, because simultaneous launches are a riot. Once airborne, see who can hang the longest. Watch the nice lady launching next to you, because her reflexes are probably quicker and her eye sharper than yours. She may just ride the air longer than you.

Racing is a natural if at least five persons are available (do this on the beach and you'll have more help than you need). For a two plane race, you need one person about 50 yards ahead of the spot where your hi-start is anchored. Before you send them off to the wilderness, give them two differently colored flags and a six-pack (since they're going in the right direction, you might as well let them run out the hi-starts). This person is the pylon, and one flag is for each glider (make sure everyone knows which flag is for which hi-start). As the sailplane flies over the pylon, the appropriate flag is waved to signal a turn. The other pylon is right over your head and you fly back and forth as many times as possible (count laps if only one hi-start is available—the most laps win).

You'll also need a caller for each of the pilots. When the two sailplanes are preparing to launch, the caller should get the pylon's attention. Then off the racers go with a simultaneous launch (the pilots should be a minimum of 40 feet from each other). And they're off! Fly straight ahead until your caller (if she has a nice voice it seems to help) sees your color flag waved. The caller yells turn and you come around and head back toward yourself. When overhead, the caller yells turn again and you head back out to the pylon. Usually 3-5 laps is a realistic race. Part of the secret is making a fast, clean turn without losing altitude. Also, if you dive too steeply to gain speed, you might not finish the course. The excitement is fun to do and fun to watch.

Other group activities are to see who can come closest to landing on a designated spot. Put a \$10 bill under a handkerchief. The one who's sailplane stops on the handkerchief wins the cash. In almost every instance, you'll be able to pick up the untouched handkerchief and put the money back in your pocket.

Aerobatics are the most fun, but they are limited when you're launching to only 300-400' on a hi-start. This is one adventure that is better explored on a slope, while ridge soaring.

On a ridge or hill that faces the prevailing wind (velocity 10-15 mph is ideal), chuck off your Hobie Hawk and, once you've got everything adjusted and are comfortably cruising back and forth parallel to the hill (see your Assembly Manual), get ready for some maneuvers.

Pointing into the wind, put the Hawk into a gradual dive. Within 30-50' of distance, you should have enough speed to pull back firmly on the elevator and do a loop. Make sure the wings are level and, once you've started the loop, don't let go of the control stick until the sailplane is back in its original position. The sight of a sailplane doing maneuvers gives one the feeling of being Jonathan Livingston Seagull himself.

A roll is easily accomplished by again diving to pick up speed, then pulling up SLIGHTLY and immediately applying hard rudder. With a little practice, you'll learn to hold a touch of down elevator as the model comes through the inverted part of the roll.

The diagrams show the proper transmitter stick movements to obtain the maneuver. Always practice these with plenty of altitude, and stay well clear of the ridge. You won't even budge that mountain of dirt when you hit it, and the Hobie Hawk, while very strong, just might come out second best.

The Hobie Hawk is probably the most maneuverable and aerobatic model flying. It will do just about everything, even inverted flight, so what could be more natural than a group aerobatic afternoon. Recommended cuisine for slope soaring is cheese, apples, fresh bread and some red wine (Cabernet Sauvignon is fine, but Sangria is acceptable).

With several gliders in the air at once, the thrills come fast and furious. Loop contests (with practice, you can do them while gaining altitude with each one) are a riot, and seeing who can fly inverted the longest makes a great "chicken" event. Or, just cruise around, letting the ladies take a turn at the controls while you bask in the sun and sip wine. That's the short of tough life that Hobie Hawk owners quickly get used to.

Remember, fun and relaxation is the name of the game and your Hawk is the ideal vehicle to provide it. Use your own ingenuity to discover new activities in which your Hobie Hawk will feature. As I do, keep your sailplane in the trunk, or ready to throw on an airline when traveling. Since it can be flown anywhere, impromptu contests pop up at anytime. I've already stumbled onto several Hawk groups on the beach, and a friend and I had a blast with four other people whom we discovered slope soaring Hawks at a ski resort. You may never make the Hawk legend list, but the best stories will undoubtedly be those you tell about your last flight!

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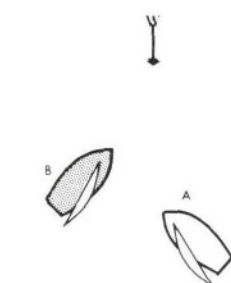
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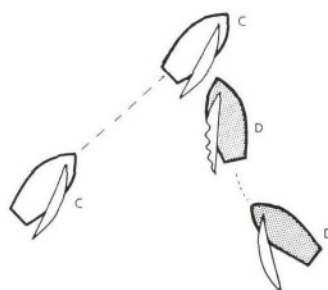
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Despite Right-of-Way, You Must Not..

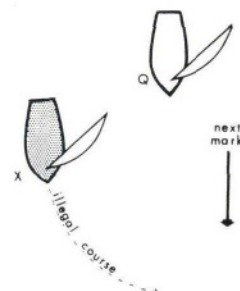
- Get into damaging collisions
- Interfere with boats trying to keep clear
- Bear off on leeward boats—except on a beat



Love taps are OK, but now Starboard A needs to turn to avoid collision. B is out.



C would have passed clear ahead if D had held her course. D is out.



X wants to stop Q from overtaking to leeward. OK only while Q is more than three lengths away. X is out.

Right-of-Way Notwithstanding, You Must NOT

- Get into damaging collisions
- Interfere with boat trying to keep clear
- Bear off on boats passing to leeward

Right-of-way is not a license to kill (except for luffing rights), but rather a privilege to sail the course unhindered.

As we already saw (lesson 5), too-close maneuvers that create new rights-of-way are prohibited. Now we find three more restrictions on right-of-way boats.

First, always avoid serious damage. No matter what rule the other skipper breaks, you are exposed to disqualification right along with him if you make no attempt to avoid a collision which results in "serious damage."

No damage and the rule doesn't apply — but you can't tell about the damage until after the collision, can you?

ref: rule 32

Next, (always excepting luffing) you must not stretch your right-of-way by maneuvering to interfere with a boat that's trying to keep clear.

A fairly common foul occurs when, as illustrated, a starboard tack boat gets too eager to prevent a port tack boat from passing ahead. Starboard can nail the port-tacker by luffing up just a little above his normal course, but that's not allowed.

Another similar temptation is to alter course just a little to prove, with a love tap, that a boat tacking or jibing nearby has maneuvered too close. No fair; hold your course except to keep clear!

ref: rule 34

Finally, on "free legs" of the course (that is, not a beat) you may not fall off (i.e., turn away from the wind) when within three lengths of an overtaking or leeward boat; you must sail a "proper course."

ref: definition Proper course

Fine print point: There have been many squabbles over what's a proper course. Generally, it's wherever you were headed before the other guy got close. You are not prohibited from going wind hunting, or maneuvering to get your boat planing, or allowing for the set of tides.

Note that the foregoing rule doesn't apply on beating legs of the course. On these, you certainly may fall off a bit to pull ahead of a leeward boat — at your own risk, of course, remembering his leeward-boat right-of-way.

Hailing can keep you out of tons of trouble. It's awfully smart to let other boats know about it before you pull snappy maneuvers near them. When you have the right-of-way, it's good practice to tell the other guy that you have it, and what you'd like to do.

ref: rule 35.

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FLEET NEWS

HOBBIE CLASS ASSOCIATION

NOVEMBER/DECEMBER 1974



FLEET 89 — CASSOPOLIS, MICHIGAN

Results of Diamond Lake Yacht Club Regatta:

POSITION	NAME	SAIL#	1	2	3	TOTAL POINTS
1.	M. Nichols	2424	3/4	3/4	3	4 1/2
2.	B. Heathcote	2970	3	3	2	8
3.	T. Wurster	10455	4	4	3/4	8 3/4
4.	R. Francis	10438	8	2	4	14
5.	B. Borough	5061	2	6	8	16
6.	D. Cassens	9352	5	7	5	17
7.	B. Beutter	3295	7	9	6	22
8.	J.F. Peelle	6896	9	5	10	24
9.	Dr. J. Hernly	5473	11	8	9	28
10.	D. Klingler	4889	13	10	7	30
11.	S. McIntyre	10558	6	12	16	34
12.	D. Daugherty	6680	10	13	13	36
13.	J. Pairitz	4002	12	11	14	37
14.	J. Roelke	3687	15	14	11	40
15.	C. Rupley	803	14	15	12	41
16.	B. Lytle	9957	16	16	18	50
17.	Dr. D. Miller	9998	17	DNF	17	53
18.	G. Curtis	10692	DNS	DNS	15	55
19.	S. Salzenstein	?	18	DNF	DNS	57

Regatta Finalists: (left to right) Mel Nichols, Tim Nichols, Bob Heathcote, Linda McMillen, Kurt Wurster, Tom Wurster, Reid Francis, Sherri Fancis, Ron Francis, Helen Borough, Bill Borough and Alice Borough.

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FLEET 20 — LAKE TAHOE, CALIFORNIA

The sun was hot, the beer was cold, and the wind was light. Yes, it definitely was a lake race! Despite the light winds, everyone had a great time at Club Innisfree on Kings Beach. The club was headquarters for the Labor Day weekend race — and man was it equipped — saunas, jacuzzi, showers, bar, plus a live band and dancing. This is next year's site for the race also, so if you missed this one, come to the next one!

In the end, results were as follows: Bob Gester took over in light winds to take first place in the 16's. Ilene and Jack Buck got the 'Best Effort Award' in the 16's. The Bucks are new to Fleet No. 20; welcome to the gang and congratulations!

In the 14's we had the Neilson brothers covering both ends. Denny Neilson received the first place award and Ron Neilson, also a new Fleet member and new 14 skipper, got the 'Best Effort Award'.

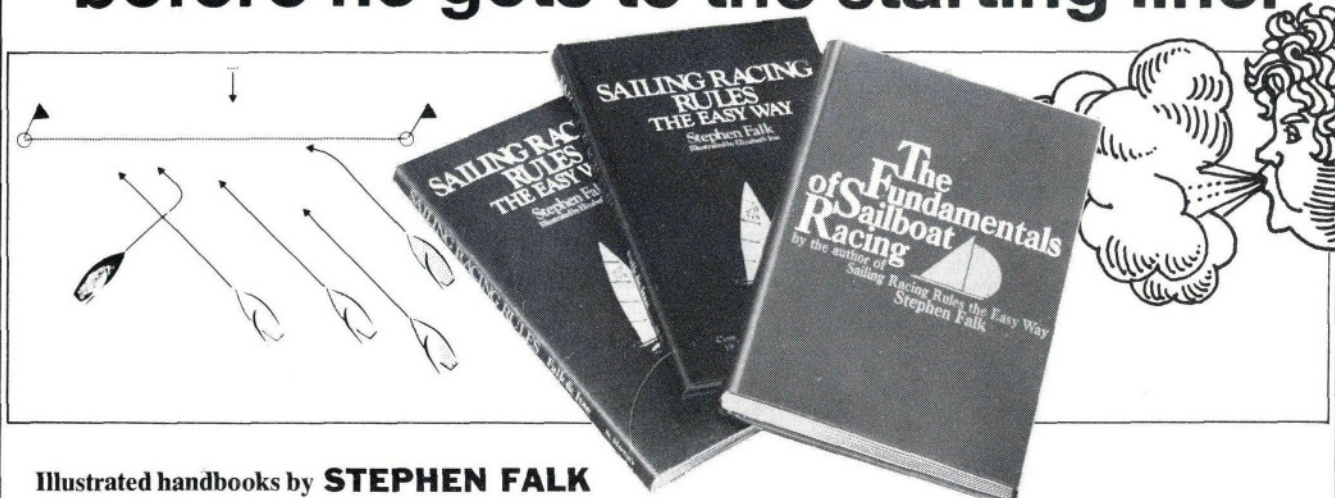
Denny Neilson received the perpetual trophy, which was donated by Kings Castle, for his low score of 2-1-1-2-1. There were no throw-outs.

HOBIE CAT 16					
POS.	NAME	TOTAL POINTS			
1.	B. Gester	13%	15.	G. Mabie	81
2.	R. Keller	23%	16.	S. Arnold	81
3.	G. Russell	32	17.	L. Collins	86
4.	E. Mabie	35%	18.	R. Cotts	88
5.	F. Lamonica	40	19.	K. Dawson	88
6.	K. Fisher	45	20.	J. Arnold	89
7.	D. Cox	46%	21.	K. Lindsay	93
8.	B. Wagner	51	22.	M. Stolz	98
9.	J. Tedford	52	23.	L. White	98
10.	D. Colton	54	24.	B. Agler	101
11.	D. Larson	55	25.	9480???	101
12.	L. Cook	59	26.	R. Lowe	110
13.	M. Phillips	67	27.	G. McClellan	111
14.	P. Sheperd	78	28.	G. Jackson	113
			29.	M. Deter	112
			30.	J. Buck	119



San Luis Wind Bash Perpetual Trophy winner, Tom Dost, happily receives his trophy. . . along with a few "fringe benefits"!

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FLEET 20 – LAKE TAHOE

HOBIE CAT 14			
POSITION	NAME	TOTAL POINTS	
1.	D. Neilson	6½	6. P. Tobie 38
2.	L. Peterson	7½	7. R. Neilson 39
3.	D. Wilkes	21	8. S. Arnold 40
4.	L. Allison	28	9. T. Denure 40
5.	J. McFarlane	36	10. R. Parker 43
			11. K. Yee 44
			12. 11510??? 46

FLEET 117 – GUN LAKE, MICHIGAN

Twenty-eight cats showed up for the last Gun Lake Open Catamaran Regatta of the season, cosponsored by the Sailboat Center.

It was a great sailing day, although a bit chilly. Winds were westerly at 12-15 mph, with occasional gusts to 25 mph. Four 16's and two 14's caught the gusts the wrong way. . .and it was "bottoms up" for them!

Three back-to-back races were held – with an Illinois Hobie 16 taking first place in all three!

HOBIE CAT 16			HOBIE CAT 14		
POSITION	NAME	TOTAL POINTS	POSITION	NAME	TOTAL POINTS
1.	D. Cassens	2¼	1.	K. These	6¾
2.	B. Andrews	9	2.	K. Brown	7½
3.	D. Strayer	10	3.	W. Rettman	9
4.	L. Hooyenga	11	4.	B. Harberts	10
5.	B. Ringlever	18	5.	K. Snell	12
6.	R. Houtman	19	6.	R. Miner	17
7.	M. Smith	23			
8.	A. Vandermeer	23			
9.	A. Littlefield	25			
10.	J. Grant	30			
11.	S. Woolam	32			
12.	D. Heydenberk	35			
13.	F. Burns	36			

FLEET 123 – BELLEVILLE, ILLINOIS

Light winds plagued the first day of Fleet 123's "Whale of a Sail" regatta sponsored by the Carlyle Sailing Association at Carlyle Lake, Sept. 14th and 15th. The first race Saturday began as a 2-lap course but with winds of only 0-3 knots was later shortened to 1-lap. The second race of the day didn't go quite as we'd planned either. . .After PADDLING to the starting line, the fleet drifted around for almost an hour and, after an outbreak of whistles, fog horns, booing and hissing arose from the boats, the race committee decided to abandon the race. Sunday, however, our spirits were lifted ('if at first you don't succeed. . .!') as the winds picked up to 10-12 knots and held steady. The race went well and was finished in an average time of 45 minutes.

Despite the uneventful racing on Saturday, everyone had a good time. . .coffee and donuts were served both mornings, box lunches were passed out in the afternoon, a buffet dinner was held by the C.S.A. Saturday night and a fried chicken lunch was devoured Sunday! Winners received beautiful platters made of Armetale metal cast in sand moldings.

POSITION	NAME	SAIL #	TOTAL POINTS
1.	Gorla	1109	2¾
2.	Shannon	10911	4¾
3.	Holtgrave	6788	10
4.	Noyes	6331	10
5.	Malley	1247	10
6.	Forbis	6502	11
7.	Applegate	2273	12
8.	Mills	7183	14
9.	Alderman	8050	16
10.	Niedt	1393	19

THE FABULOUS

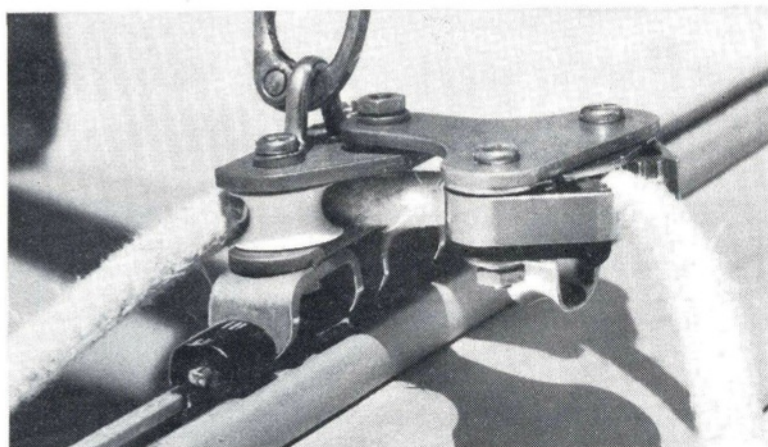
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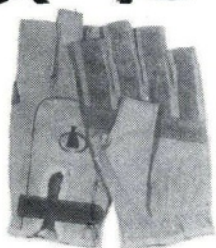
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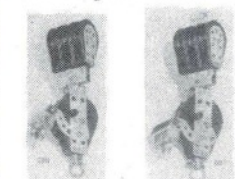
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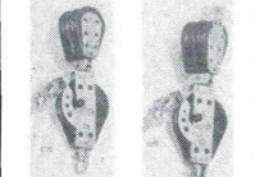
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List Price \$75.40 **SALE \$61.95**
Order No. HH-101 Shipping \$ 2.10



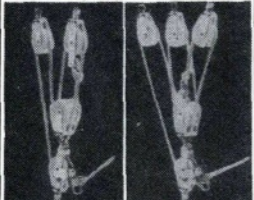
HARKEN 6 to 1 MAINSHEET SYSTEM: For that extra strength and ease of control. All blocks are Harken rollerbearing. 6 to 1 system consists of No. 079 Hexa-Cat camcleat lower double block with becket with 3 No. 001 upper boom blocks. Complete system without line.
List Price \$85.35 **SALE \$69.99**
Order No. HH-102 Shipping \$ 2.10

HARKEN 7 to 1 MAINSHEET SYSTEM: Extra, extra ease of control and smooth system. All blocks are Harken rollerbearing. 7 to 1 system consists of No. 080 Hexa-Cat camcleat lower triple block with 2 No. 001 and 1 No. 002 upper boom blocks. Complete system without line.
List Price \$98.35 **SALE \$79.99**
Order No. HH-103 Shipping \$ 2.20

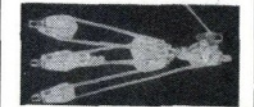


HARKEN 8 to 1 MAINSHEET SYSTEM: The King of the Line! All blocks are Harken rollerbearing. 8 to 1 system consists of No. 081 Hexa-Cat camcleat lower triple block with becket with 4 No. 001 upper boom blocks. Complete system without line.
List Price \$110.30 **SALE \$89.99**
Order No. HH-103A Shipping \$ 2.75

SEAWAY 5 to 1 MAINSHEET SYSTEM MODEL 070: All Seaway Rollerbearing blocks. Lower block is Hexa-cat with camcleat. Upper boom blocks are two rollerbearing single blocks. Complete system less line.
List Price \$76.90 **SALE \$62.99**
Order No. HH-104 Shipping \$ 2.20



SEAWAY 6 to 1 MAINSHEET SYSTEM MODEL 107: All Seaway Rollerbearing blocks. Lower block is Hexa-cat with camcleat. Upper boom blocks are three roller bearing single blocks. Complete system less line.
List Price \$86.15 **SALE \$69.99**
Order No. HH-105 Shipping \$ 2.25



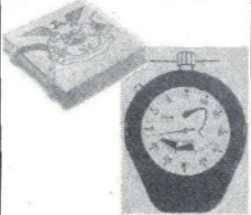
SEAWAY 7 to 1 MAINSHEET SYSTEM MODEL 108: All Seaway Rollerbearing blocks. Lower block is Hexa-cat with camcleat. Upper boom blocks are three roller bearing single blocks. Complete system less line.
List Price \$94.40 **SALE \$77.95**
Order No. HH-106 Shipping \$ 2.35

SEAWAY HIKING STIK: The Stik that keeps you in control. Seaway's model S-502 telescopes from 41 to 74 inches so you are in control all over the boat. Comfortable grip provided with special 2" specie cork ball. Easy locking feature requires only 10 degree turn for positive lock. Stik is anodized to prevent deterioration.
List Price \$19.75 **SALE \$16.69**
Order No. HH-107 Shipping \$ 2.40



HOBIE BOAT MAINTENANCE KIT: The perfect present for your Hobie. Kit consists of one pint of the best metal polish on the market, one pint of hull cleaner which will clean your hulls including oxidation and make them look like new, one 14 oz. can of boat wax to make your Hobie stay like new, and also one 8 oz. spray can of Marine Silicone for spraying your metal parts to make them work effortlessly. Complete kit.
List Price \$12.50 **SALE \$9.48**
Order No. HH-108 Shipping \$ 45

USCG APPROVED CUSHIONS: United States Coast Guard Approved white boat cushions. Excellent heavy vinyl construction that will last for years.
List Price \$8.50 **SALE \$6.95**
Order No. HH-109 Shipping \$.40



DORO YACHT RACING STOP WATCH: Still the number one seller in the world for boat racing. A real value. 15 minute register time in red, lightweight, water resistant case, nylon lanyard included. Guaranteed one year. An incredible value.
List Price \$34.50 **SALE \$28.99**
Order No. HH-005 Shipping \$ 1.75

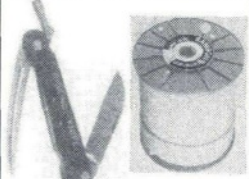
MEMOSAIL WATCH: The most famous starting watch and regular time keeper for the yachtsmen. 17 jewell movement, waterproof, shockproof. Full colored 10 minute countdown. Countdown accurate to 1/100 of a second over the 10 minute period. Chrome case, blue band.
List Price \$80.00 **SALE \$67.95**
Order No. HH-006 Shipping \$ 1.75



STEARNS WINDJAMMER FLOAT COATS: Stay warm and dry and have a life jacket on all the time. Now fully United States Coast Guard approved. A life jacket that is a highly styled and a warm coat in one. Windproof, waterproof, and features a urethane-coated outer shell. Smartly styled. This is the best float coat on the market.*
List Price \$66.00 **SALE \$47.95**
Order No. HH-013 Shipping \$ 2.35
*Sizes available. Men's S, M, L, XL. Women's P, S, M, L. Color choice of medium blue or International orange.

SAMSON DOCK LINES: Made of the famous Samson Gold-N-Braid line. One end looped and the other end heat sealed. Ready to use. 3/8" diameter by 10 feet long.
List Price \$8.00 **SALE \$6.77**
Order No. HH-110 Shipping \$.70

SAILORS RIGGING KNIVES: All stainless steel construction with black lexan coverings on the handle. 3" marlin spike for removing those stubborn shackles on one side and 3" blade on the other. Marlin spike has a special lock to prevent closing while in use.
List Price \$5.75 **SALE \$4.25**
Order No. HH-029 Shipping \$.30



SAMSON YACHT BRAID: Famous Samson Yacht Braid for your main and jib sheets. Replace now at these sale prices and make your rig like new. Jib sheets on 16s are generally 5/16". Mainsheets use 7/16".
MODEL 5/16: Priced per foot. 5/16" diameter.
List Price \$.28 **SALE \$.23**
Order No. HH-030 Shipping \$.40 any length

MODEL 7/16: Priced per foot. 7/16" diameter.
List Price \$.49 **SALE \$.41**
Order No. HH-031 Shipping \$.50 any length



BARBORTON UTILITY BOAT FENDERS: One piece, highest grade all-white vinyl. Won't mar or mark your boat. Easy to clean, air sealed in permanently. 4" in diameter by 16" long.
List Price \$4.35 **SALE \$3.69**
Order No. HH-017 Shipping \$.25



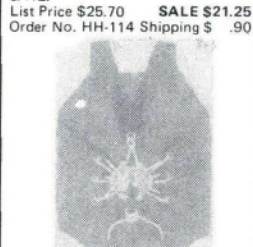
STEARNS LIFE VESTS: They need no introduction. Thin, light, smartly styled and all United States Coast Guard approved. The finest vest on the market.

MODEL CHILDRENS: Children's vest come in three sizes groups by ages as follows: 2-5, 5-7 & 7-9. Please specify age.
List Price \$15.00 **SALE \$12.30**
Order No. 111 Shipping \$.50

MODEL JUNIORS: Vests designed to fit children over nine years old. Sizes Med. and Larne.
List Price \$19.25 **SALE \$15.95**
Order No. HH-112 Shipping \$.70

MODEL LADIES: Designed for the ladies. Available in Petite, small, and medium.
List Price \$25.70 **SALE \$21.25**
Order No. HH-113 Shipping \$.90

MODEL MEN: Available in S, M, L, & XL.
List Price \$25.70 **SALE \$21.25**
Order No. HH-114 Shipping \$.90



TRAPEZE HARNESSES: Best trapeze harness on the market. Heavy gauge dacron with nylon shoulder straps and brass gromets. Hook and plate are heavy stainless steel. Color is light blue with dark blue trim. Makes hiking in a trapeze all day really exciting instead of backbreaking. For Hobie "H" insignia sewn on the back, add \$5.00 to sale price.

Order No. Size **SALE**
HH-115 Small **\$27.99**
HH-116 Medium **28.99**
HH-117 Large **30.50**
HH-118 X-Large **32.50**
Add \$1.00 for shipping for all harnesses.

Mail to: **MAIL ORDER MARINE, P.O. Box 2250**
Newport Beach, CA 92663 - Ph. (714) 557-9906

WAREHOUSE LOCATION: 3048 Pullman Ave., Costa Mesa, Ca. 92627

Note: NO COD's. Your personal check or money order must accompany order, or your request to charge to B of A or Master Charge.

NAME _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____

QUANTITY	ORDER NO.	SIZE	COLOR	TOTAL PRICE	POSTAGE

ADD Postage as listed below price of every item.

NEED MORE ROOM?
Any paper will do. Just list the information as requested.

B of A and Master Charge accepted. Send Card number and expiration date.

Total for Goods
Sales Tax
(5% for Cal. Res.)
Total for Postage
TOTAL AMOUNT
ENCLOSED

ENCLOSED
FIND \$1.00
FOR MOM'S
BIG ALL
NEW 1975
CATALOG ☐

regatta schedule

DECEMBER

	DATE	EVENT	LOCATION	SPONSOR/CONTACT
DIVISION II	1	Fleet #15 Winter Series	Oxnard, Ca.	Dave Churchill — 805/259-0000
	7	2nd Annual Hobie 12 Christmas Charity Regatta	Rusty Pelican Restaurant Newport Bch., Ca.	Coast Cat/Rich Jeffries— 714/979-2880
	14	Fleet #4 Frosty Winter Series	San Diego, Ca.	Doug Mihoky — 714/223-8445
	14 - 15	Fleet #66 Winter Series	Lake Pleasant, Ariz.	Ray Decosta — 602/948-9355
DIVISION III	7	Fleet #20 Winter Series	Moss Landing, Ca.	Denny Neilson — 227-0614
	15	Fleet #20 Winter Series	Oyster Point, Ca.	Denny Neilson — 227-0614
	21	Fleet #20 Winter Series	Undecided	Denny Neilson — 227-0614
	28	Fleet #20 Winter Series	Del Valle, Ca.	Denny Neilson — 227-0614
	29	Fleet #20 Winter Series	Lexington, Ca.	Denny Neilson — 227-0614
DIVISION IV	14	Northwest Hobie Association & Fleet #95 Christmas Party	Villa Marina Apt.	Brian Guptil — 206/885-7641
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	?	Snowflake Race	Gulfport Yacht Club, Fla.	Fleet #132/George Ellis — 813/526-4183
	1 - 15	Fleet #116 Regatta	Lake Parker—Lakeland, Fla.	Joseph Price — 813/294-6061
	7 - 8	Gator Bowl Regatta	Jacksonville, Fla.	Fleet #111/Phil Childress Res. — 904/387-2225 Bus. — 904/725-7730
	28-29	Keys Cat Challenge	Smathers Bay, Fla.	Fleet #71/Russ Gregory — 305/294-2696
	30 - Jan. 1	Key West Regatta	Key West, Fla.	Fleet #71/Tropical Sailboats Jack Woehrle — 305/745-3804
DIVISION IX	Nothing scheduled at time of printing.			
DIVISION X	Nothing scheduled at time of printing.			
DIVISION XI	Nov. 30 - Dec. 1	Ware River Yacht Club Race	Ware River Yacht Club, Virginia	Trail & Sail/Peninsula Sailing Center Trafton Marine — 703/464-3660
DIVISION XII	Nothing scheduled at time of printing.			

JANUARY

DIVISION II	11	Frosty Winter Series	Santa Clara Point San Diego, Ca.	Fleet #4/Doug Mihoky — 714/223-8445
DIVISION IV	1	Fleet #72 Frostbite Regatta	Columbia River, Ore.	Jim Severs — 503/285-4583

* (As of November 8th, no other regatta information had been received.)

regatta results

Disney World Regatta

ORLANDA, FLORIDA

HOBIE 16'

A FLEET

POSITION	NAME	SAIL #	1	2	3	4	5	TOTAL POINTS
1.	J. A. Stevens	3803	2	1	2	3	2	9%
2.	J. McCann	2222	5	3	1	2	1	11%
3.	T. Blake	641	7	4	6	9	3	29
4.	R. Tardif	2081	4	10	5	7	7	33
5.	B. Millikan	6887	8	7	13	4	15	47
6.	J. Duke	5780	3	6	DNF	14	5	50
7.	Dr. C. Smith	7080	18	18	4	1	12	52%
8.	P. Theiss	6023	9	17	12	8	8	54
9.	E. Horton	8389	11	12	15	16	4	58
10.	R. Palmer	1398	10	8	DNF	6	18	64
11.	D. Moline	3272	12	9	10	19	14	64
12.	T. Wickenhouser	9098	14	20	3	11	16	64
13.	R. Fontaine	6807	17	14	8	15	11	65
14.	J. Visconti, Jr.	9585	6	16	16	17	10	65
15.	D. Hudson	9552	16	11	7	20	20	74
16.	H. Tripp	855	19	13	19	5	22	78
17.	J. Lista	1805	DNF	2	18	12	19	79
18.	T. Forrester	11397	15	DNF	14	DSQ	6	84
19.	B. Yates	12258	22	15	9	10	DSQ	85
20.	J. Neff	138	13	22	17	21	13	86
21.	S. Snafer	3892	DSQ	5	20	DNS	DNS	95
22.	K. Schonhoff	10006	20	24	DNF	22	24	112
23.	F. Goetz	4905	24	19	DNF	18	DNS	113
24.	B. McAllister	8002	21	27	21	24	21	114
25.	D. Shipley	9180	25	23	DNF	DNS	17	117
26.	K. Parvin	9639	DNF	25	20	DNS	23	126
27.	C. Shinn	4383	DSQ	21	DNF	DNS	DNS	133
28.	I. Selig	12125	27	26	DNF	23	DNS	138
29.	J. Foster	6875	28	DNF	DNF	DNS	DNS	138
30.	Q. Whitmire	12312	26	DSQ	DNF	DNS	DNS	148

B FLEET

1.	R. Cotts	2052	2	2	4	1	8	16%
2.	D. Dwyer	9576	3	18	14	4	1	39%
3.	G. Weaver	9959	1	11	7	18	3	39%
4.	B. Raney	6865	27	1	2	2	17	48%
5.	T. A. Kester	8205	9	6	3	21	19	58
6.	R. Mitchell	3248	7	5	8	15	23	58
7.	J. Davis	6931	8	13	17	7	13	58
8.	J. Pospisil	5333	15	23	1	6	14	58%
9.	K. Wornicki	9001	36	8	6	5	5	60
10.	B. Coleman	2061	34	7	10	11	7	69
11.	B. Gassie	3551	10	14	11	3	31	69
12.	B. Gray	3932	11	15	16	28	2	75
13.	R. Mallory	8769	21	4	DNF	12	10	79
14.	S. Smythe	10678	19	22	13	14	12	80
15.	M. Mikkelsen	9809	35	10	DSQ	10	9	86
16.	T. Tankersley	8670	25	21	DNF	8	11	97
17.	B. Pfaff	12058	4	24	21	26	22	97
18.	R. Harshaw	7157	14	19	26	35	6	100
19.	T. Chesnutt	8832	26	DSQ	5	9	21	105
20.	D. Macke	6285	23	17	20	27	20	107
21.	B. Nixon	7105	32	9	24	34	18	117
22.	J. Wisner	11260	41	35	13	25	4	118
23.	R. Goodridge	8191	6	12	27	23	DNS	124
24.	J. Gowdy	9952	DNF	DSQ	9	19	16	125
25.	B. Sell	9594	20	28	23	29	29	129
26.	N. Robinson	9912	22	25	DNF	22	30	131
27.	E. Reuter	6599	33	32	22	DSQ	15	131
28.	W. King	8947	13	20	25	24	DNS	138
29.	D. Fowler	5094	31	41	30	32	27	161
30.	R. Richards	4603	DNF	37	DNF	13	DSQ	161
31.	R. Wunder	9103	48	37	DNF	17	32	166
32.	S. James	10739	18	39	DNF	DNS	25	170
33.	P. Pancoast	3861	29	33	DNF	20	DNS	170
34.	G. Nilsen	1383	28	3	29	DNS	DNS	172
35.	M. Halberry	4572	12	DNF	DNF	31	DNS	174
36.	B. Simpson	12207	30	34	19	37	DNS	176
37.	B. Wallis	10313	5	29	31	DNS	DNS	177
38.	B. Ligocki	6576	45	DSQ	DNF	30	26	178
39.	T. Mumford	9882	40	DSQ	DNF	38	28	179
40.	B. Stalls	2174	24	DNF	DNF	36	DNS	191
41.	D. Brown	224	17	25	DNF	DNS	DNS	192
42.	F. Agliano	3231	16	DNF	DNF	DNS	DNS	204
43.	A. Wells	10403	43	DSQ	DNF	33	DNF	208
44.	D. Lissau	5510	39	DNF	DNF	39	DNS	209
45.	J. Roper	11784	42	42	16	DNS	DNS	212
46.	B. Powell	3246	37	36	DNF	DNS	DNS	217
47.	S. Hicks	11535	44	30	DNF	DNS	DNS	218
48.	D. Yost	3231	46	38	28	DNS	DNS	224
49.	H. DeBaey	5985	38	DNF	DNF	DNS	DNS	225
50.	D. Bleakney	5918	47	DNF	DNF	DNS	DNS	234
51.	D. Shamblin	188	DNF	DNF	DNF	DNS	DNS	236
51.	P. Schmeding	4651	DNF	DNF	DNF	DNS	DNS	236
51.	R. C. Ruffner	6515	DNF	DNF	DNF	DNS	DNS	236
51.	G. Darby	9273	DNF	DNF	DNF	DNS	DNS	236
51.	R. Powers	9398	DNF	DNF	DNF	DNS	DNS	236
56.	L. Kroll	1818	DNF	DSQ	DNF	DNS	DNS	237

PHASE III industries

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SACTO. CA. 95815

(916) 922-8532

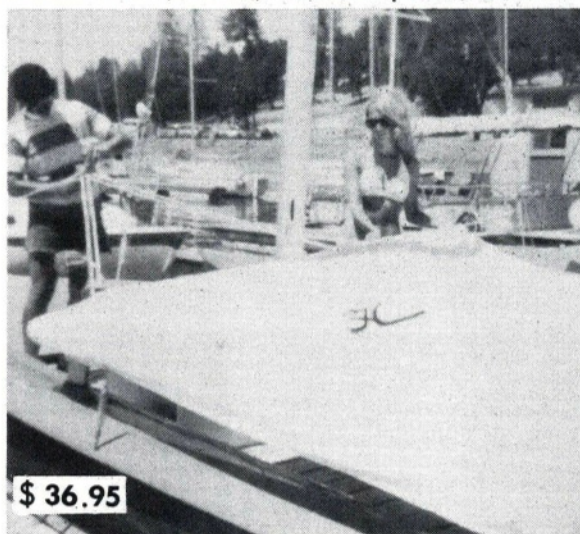


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It has come to our attention that most Hobie owners must leave their boats outside. It's a known fact that anything left out in the elements will reduce the life expectancy of a product. Our trampoline covers are made exclusively for Hobie Cats. They can more than double the life of your trampoline.

PHYSICAL CHARACTERISTICS



- *Made of Duracote Nylon ply double coated vinyl 12 OZ./SQ. YD.
- *Resistant to most oils, chemicals and greases
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- *Resistance to rot, mildew, water absorption: excellent



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

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Dealer Inquiries Invited

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State		Zip			
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Check One: <input type="checkbox"/> BankAmericard <input type="checkbox"/> Master Charge					Calif. Residents Add 6% TAX
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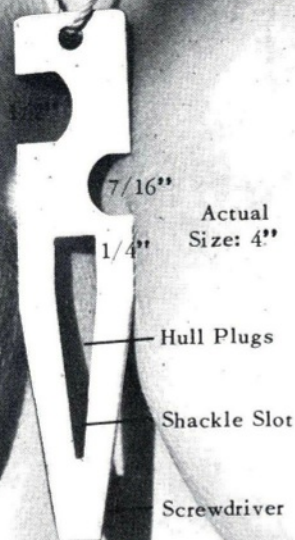


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DEALERS INQUIRIES INVITED

regatta results

Disney World Regatta

HOBIE 14'

A FLEET

POS- ITION	NAME	SAIL #	1	2	3	4	5	TOTAL POINTS
1.	D. Wilcox	3615	1	3	4	1	2	10½
2.	C. Yandow	3836	3	4	1	7	1	15½
3.	G. Murphy	15652	7	2	5	2	4	20
4.	B. Schroeder	2880	5	9	2	5	3	24
5.	B. Olton	15435	2	1	11	6	7	26½
6.	G. Reed	3848	6	7	3	3	8	27
7.	J. Knight	11887	4	6	7	4	9	30
8.	S. Horton	5990	13	8	8	11	6	46
9.	R. Rhiditch	14	10	11	6	10	DNF	48
10.	K. Keene	15573	9	13	DNF	8	5	49
11.	J. Hamilton	3850	8	12	9	9	DNF	49
12.	B. Bradley	3237	11	5	12	12	10	50
13.	M. Penley	12022	12	14	10	DNF	DNF	60
14.	N. Miller	6018	14	10	DNF	DNF	DNF	62
15.	K. Highsmith	5402	15	15	13	DNF	DNF	67
16.	M. Patrich	15542	16	DNF	DNF	DNF	DNF	71
17.	Dr. P. McGarry	9993	DSQ	16	DNF	DNF	DNF	72

B FLEET

1.	D. Hussey	5887	1	3	5	1	5	14½
2.	J. McCranels	11366	3	2	2	2	6	15
3.	M. Dumas	4947	12	4	3	7	3	29
4.	J. Schroeder	5399	6	DSQ	1	8	1	30½
5.	B. Miller	3755	8	10	4	3	9	34
6.	R. Huber	5395	7	6	7	10	11	41
7.	D. Rutt	3226	4	14	8	4	13	43
8.	J. Davis	7919	10	5	12	5	12	44
9.	J. Raynor	14857	16	12	9	6	8	51
10.	B. Ridolf	12517	18	8	DSQ	9	2	58
11.	J. Rinne	12879	13	15	6	14	10	58
12.	A. Hastings	989	11	11	DNF	13	4	61
13.	B. Blake	12661	DNF	1	10	11	DNF	67½
14.	J. Bloor	12479	15	7	11	12	7	72
15.	R. Neller	215	21	13	14	18	15	81
16.	R. Sibley	11948	2	DSQ	DSQ	DSQ	DNF	85
17.	D. Long	8596	5	DSQ	DSQ	DSQ	DNF	87
18.	D. MacNary	4342	14	18	DNF	19	16	88
19.	J. Solak	5848	20	16	13	DNF	19	88
20.	M. Ewart	8332	22	17	15	DNF	DNF	94
21.	J. Hussey	5930	23	DSQ	DSQ	15	DNF	95
22.	R. Peterson	118	DNF	9	DNF	DNF	DNF	95
23.	D. Heyse	12601	9	DNF	DNF	DNF	DNF	95
24.	P. Perry	1537	17	DNF	DNF	17	17	97
25.	N. Flynn	8084	DNF	DSQ	DSQ	16	14	101
26.	E. Hogan	8741	DNF	DNF	16	DNF	18	103
27.	R. Hawk	935	19	DNF	DNF	DNF	DNF	105
28.	R. Whitener	*2406	DNF	DNF	DNF	DNF	DNF	112

HOBIE 12'

1.	G. Kathe	3684	1	2	3	2	1	8½
2.	H. Downing	1220	4	1	2	1	3	10½
3.	J. Schandelmayer	1227	11	3	1	11	2	28
4.	K. Gray	555	2	4	DSQ	8	7	31
5.	L. Bailey	1521	5	5	6	7	4	32
6.	G. Sprinkel	1203	8	10	7	4	6	36
7.	C. Rinne	1599	9	12	8	5	8	36
8.	S. Sprinkel	1176	3	7	10	12	9	45
9.	L. Schandelmayer	3017	7	7	10	12	9	45
10.	B. Partridge	1595	6	8	11	10	10	45
11.	M. Timmerman	1580	10	11	9	6	11	47
12.	K. Logan	1576	12	6	12	9	12	51

HOBIE 10'

1.	J. Lewis	413	1	1	1	1	2	5
2.	D. Barton	753	2	3	2	2	1	9½
3.	B. Lewis	459	3	2	3	3	3	14
4.	N. Keene	417	6	4	5	6	5	26
5.	S. Pierce	236	7	5	4	7	4	27
6.	P. McCann	22	5	6	6	4	7	27
7.	T. Akin	240	4	DNF	7	8	7	33
8.	S. McCranels	77	DNF	DNF	DNF	5	DNF	36

Ancient Mariner Regatta

NEWPORT BEACH, CALIFORNIA

HOBIE 16'

A FLEET

POSITION	NAME	SAIL #	1	2	3	TOTAL POINTS
1.	D. Beuchamp	2	4	3	3	7%
2.	W. Schafer	315	3	3	13	14%
3.	R. Loufek	4161	7	6	5	18
4.	J. Black	10649	2	14	4	20
5.	B. Seaman	13	16	2	3	21
6.	B. Beauchamp	1400	8	8	9	25
7.	J. Ross-Duggan	98	11	10	8	29
8.	R. Hatfield	11681	6	4	23	33
9.	R. Eddington	3834	13	15	7	35
10.	R. Eddington	12346	3	13	24	40
11.	J. Wetzler	8	21	7	14	42
12.	D. Tingle	29	24	16	2	42
13.	N. Steele	1844	26	9	11	46
14.	H. Alter	36	27	12	6	47
15.	P. Lovejoy	4779	17	18	12	47
16.	D. Mihoky	2453	10	23	15	48
17.	N. Warrum	1981	5	19	26	50
18.	J. Piety	1238	9	25	16	50
19.	G. Folgner	8156	15	24	17	56
20.	J. King	3414	20	5	30	60
21.	R. Atwood	271	12	DNF	10	61
22.	D. Brown	4510	14	27	31	72
23.	B. Watson	4238	33	22	18	73
24.	S. Leo	111	34	21	22	77
25.	D. Oltmans	11217	38	20	20	78
26.	J. Hauser	9561	23	DNF	19	81
27.	F. Olsen	6292	28	11	DNS	81
28.	J. Gifford	8524	39	17	25	81
29.	H. Downard	3824	19	36	27	82
30.	J. Daigh	11882	20	31	34	85
31.	A. Walte	120	27	30	29	86
32.	D. Hatfield	66	35	32	21	88
33.	A. Johnston	4380	30	28	36	94
34.	M. Staudt	5	31	33	32	96
35.	T. Haake	5898	22	37	DNF	97
36.	J. McGraw	2755	18	DNS	DNS	98
37.	D. Wickstrom	9	36	29	22	98
38.	P. Hernandez	1832	32	DNF	28	99
39.	S. Grimshaw	125	41	26	35	102
40.	S. Murrin	2068	39	34	37	108
41.	G. Foster	7799	40	35	DNF	113
42.	J. Tedford	6771	12	38	DNS	122

B FLEET

1.	S. Finley	4634	3	2	7	12
2.	J. Foster	9330	5	DSQ	2	15%
3.	W. Mayberry	1723	2	14	3	16%
4.	R. Howland	7577	6	5	6	17
5.	P. Hart	1650	14	3	3	20
6.	J. Anderson	9714	10	4	8	22
7.	R. Off	2127	13	6	5	24
8.	D. Woodside	787	3	16	10	26%
9.	J. Olson	7878	4	8	15	27
10.	J. Brooks	3919	11	12	4	27
11.	J. Hillebrecht	3744	7	10	16	33
12.	S. Palmieri	10509	12	11	11	34
13.	D. Hershfield	1862	8	18	14	40
14.	B. Schwitzer	8227	19	13	9	41
15.	B. Petit	1400X	9	22	13	44
16.	R. Scott	256	17	7	23	47
17.	M. Stang	3161	18	9	22	50
18.	P. Hutton	789	20	21	12	53
19.	G. Samp	3255	15	17	23	55
20.	S. Nichols	8034	16	19	23	58
21.	P. Clemmer	1914	21	15	23	59
22.	B. Cummins	2100	22	20	23	65
23.	S. Humphreys	1991	DNS	DNS	23	69

C FLEET (First 15 Finishers Only)

1.	M. Gifford	13155	8	2	3	10%
2.	D. Jacobs	4633	3	10	3	13%
3.	H. Hamon	9900	9	4	5	18
4.	T. Hitch	3556	5	7	6	18
5.	T. Smith	5049	13	3	4	20
6.	D. Tekserie	6164	4	18	10	32
7.	E.J. Johnson	3507	17	3	16	33%
8.	A. Clark	8006	22	5	8	35
9.	V. Horbsmith	1544	2	16	17	35
10.	J. Garver	4797	3	9	2	44
11.	S. Chehites	4107	14	17	14	45
12.	D. Brady	5141	15	6	22	47
13.	R. Price	3767	37	11	7	55
14.	T. Long	10	20	24	18	62
15.	D. Johnson	9039	24	22	20	66

HOBIE 14'

A FLEET

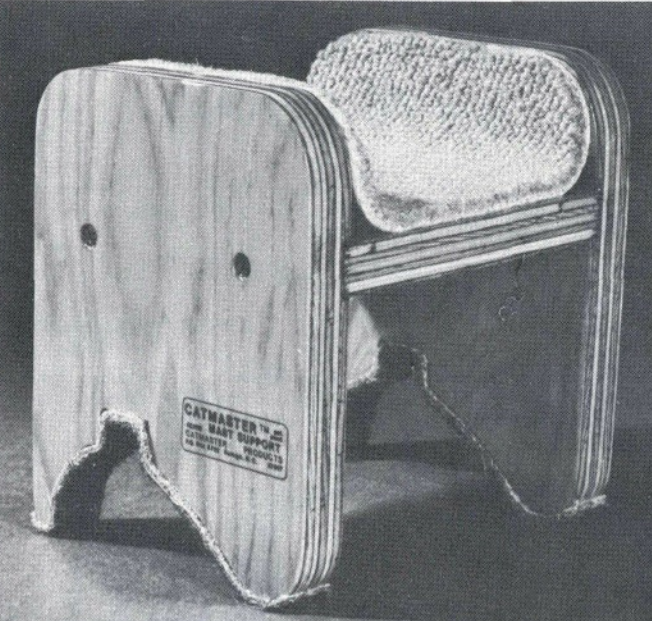
1.	L. Walker	3573	3	3	3	2%
2.	C. Barto	2424	4	2	2	8
3.	E. Barto	7642	2	3	4	9
4.	P. Benedict	1539	3	4	5	12
5.	J. Jones	3102	5	5	6	16
6.	B. Fields	360	6	6	DNF	19

B FLEET

1.	K. Hutton	12609	DNF	3	3	1
2.	R. Anderson	772	3	2	2	4%
3.	P. Bettencourt	7359	DNF	3	3	9

C FLEET

1.	M. Nabbro	16241	2	3	3	3%
2.	M. Evans	8381	3	3	2	8
3.	B. McNatt	766	3	4	7	11%
4.	C. Fields	528	9	2	3	13
5.	M. Knight	185	5	5	6	16
6.	B. Wilson	7	7	4	18	
7.	L. Pancoll	15674	8	8	5	21
8.	P. Conners	11771	6	6	DNS	22
9.	G. Loan	249	4	DNS	DNS	24
10.	R. Heints	9860	10	DNS	DNS	30



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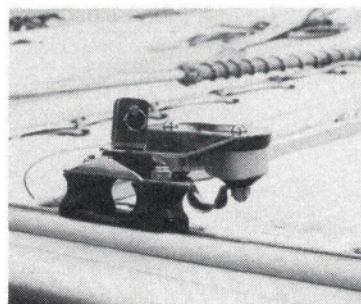
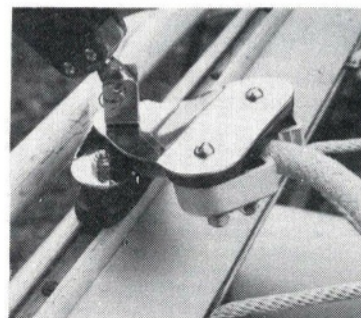
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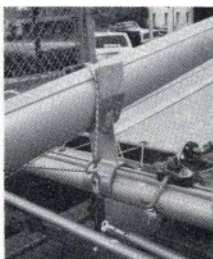
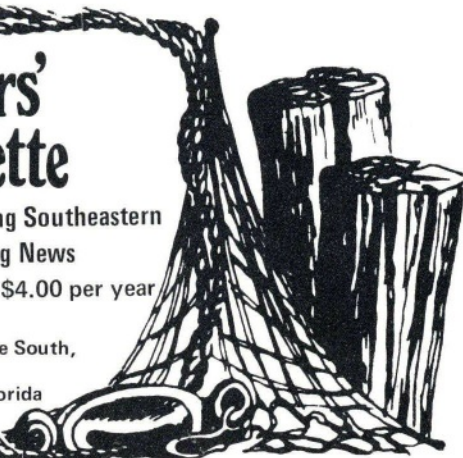
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Selig's Marine

regatta results

2nd Annual Fleet #93 Open Regatta VERMILLION BAY, LOUISIANA

HOBIE 16'

POS- TION	NAME	SAIL #	1	2	3	4	5	TOTAL POINTS
1.	G. Broussard	1201	2	2	3	4	6	14%
2.	C. Birch	7106	4	3	4	3	7	16%
3.	R. Spell	12425	3	3	4	6	4	17%
4.	C.J. Riche	5373	3	4	6	2	3	18
5.	M. Thomas	1275	5	7	5	3	2	19
6.	J. Conn	3700	6	8	8	5	3	27%
7.	G. Church	11880	8	6	3	7	9	33
7.	V. Draper	4761	7	5	7	DNF	5	33
8.	T. Dugan	11561	9	9	9	7	8	42

HOBIE 14'

1.	B. Groves	8339	2	2	2	3	3	7 1/2
2.	M. Milam	5844	3	3	3	2	6	10 1/2
3.	T. Taylor	12590	4	3	4	3	4	18
4.	P. Leblanc	5155	3	4	6	3	2	21
4.	W. Jablonowski	8428	5	6	3	4	3	21
5.	Dennis Flash	12448	6	5	5	5	5	26

Eastern Indiana Hobie Hassle MUNCIE, INDIANA

HOBIE 16'

1.	R. Marshal	10452	4	2	2	5	3	16
2.	G. Petada	3265	3	3	6	3	5	17 1/2
3.	D. Cassens	9352	12	6	3	4	3	23 1/2
4.	B. Thompson	8324	3	3	9	9	4	23 1/2
5.	E. Ballard	3882	2	5	10	2	6	25
6.	J. Hernly	5473	7	4	8	6	2	27
7.	J. Peelle	6896	5	8	12	8	10	43
8.	D. Bikoff	10651	8	11	7	10	8	44
9.	J. Flemming	7528	9	12	13	3	7	44
10.	T. West	7197	14	15	4	7	9	49
11.	V. Lopp	3891	13	7	5	13	12	50
12.	R. George	5113	6	9	15	14	13	57
13.	W. Stolz	6652	10	14	18	11	11	64
14.	J. Herrjeff	11587	18	13	3	DNF	DNF	72
15.	L. Weber	5251	18	10	11	15	DNF	73
16.	R. Peterson	5767	11	17	14	DNF	DNF	80
17.	D. Jones	11522	18	18	18	12	DNF	85
18.	P. Selleck	1285	18	16	16	DNF	DNF	88

HOBIE 14'

1.	J. Edd	5251	3	3	3	3	3	6
2.	C. Kirk	2032	3	2	2	3	2	9 1/2
3.	J. Paynter	8833	5	3	4	4	4	20
4.	G. Hagan	6489	2	5	5	9	6	27
5.	H. Haney	1686	7	8	3	5	8	31
6.	D. Merrick	14753	9	4	6	2	DNF	31
7.	D. Anderson	7235	4	6	8	8	7	33
8.	B. McLean	12216	8	7	9	6	5	35
9.	A. Peelle	12603	10	11	7	7	3	38
10.	P. Lummien	8790	11	9	13	10	9	52
11.	H. Fenner	15496	6	12	11	DNF	DNF	57
12.	A. Swardson	8389	12	10	12	11	DNF	59
13.	B. Ayers	8781	DNF	13	10	DNF	DNF	64

HOBIE 12'

1.	S. Johnson	834	3	3	3	3	2	5
2.	M. Auble	951	3	2	2	2	3	8 1/2

1st Annual Hobie Open PANAMA CITY, FLORIDA

HOBIE 16'

1.	B. Beudon	4271	3	3	2	3	3	7 1/2
2.	L. Mc Nerney	11521	4	3	3	4	4	15 1/2
3.	D. Foote	10503	2	5	6	3	3	16 1/2
4.	G. Kaeding	7928	6	2	3	5	7	23
5.	L. Kalata	9690	3	4	4	6	6	23
6.	S. Cornklin	4760	5	9	8	2	2	26
7.	R. Armstrong	12345	7	6	5	8	5	31
8.	J. Soares	12730	8	11	9	7	8	43
9.	E. Bussey	10724	12	7	7	12	9	47
10.	G. Doolittle	9441	9	11	11	9	10	50
11.	L. Seay	2212	12	11	10	10	10	53

HOBIE 14'

1.	R. Miller	4087	3	2	6 1/2	2	3	12
2.	R. Cocanoughel	3415	2	3	6 1/2	3	2	15 1/2
3.	N. Luttbeg	2817	4	4	2	5	4	17
4.	W. Carraway	14513	8	3	7	5	3	26
5.	R. Herbert	14764	6	5	5	7	5	28
6.	J. Brock	9977	7	6	4	6	8	31
7.	R. Green	12205	3	8	6	9	6	32
8.	M. Martin	12536	5	10	9	8	8	40
9.	A. Bass	12126	12	9	8	4	10	43
10.	B. Miller	11	12	7	11	10	9	49
11.	D. Olvany	2379	9	11	10	10	10	50

HOBIE 12'

1.	J. Brown	0	2	3	3	3	5
2.	J. Parish	1298	3	3	2	2	9 1/2

Fleet # 66 Fall Series

LAKE PLEASANT, ARIZONA

HOBIE 16'

A FLEET

POSITION	NAME	SAIL #	1	2	3	4	5	TOTAL POINTS
1.	B. Weiler	9770	3	2	3/4	3/4	3/4	7 1/4
2.	R. Karpinski	1634	2	3/4	2 1/4	2 1/4	4	11 1/4
3.	J. Dalton	8376	3/4	3	3	2	3	11 1/4
4.	M. Kindred	11520	6	4	2	3	2	17
5.	D. Hawkins	2793	4	5	DNS	DNS	DNS	21
6.	D. Corea	4387	5	6	DNS	DNS	DNS	23
7.	P. Henry	2791	7	DNF	DNS	DNS	DNS	26
8.	B. Day	9507	DNS	DNS	DNS	DNS	DNS	28

B FLEET

1.	D. Barker	2228	6	4	2	3/4	3	15 1/4
2.	D. Airey	7135	2	3/4	5	3	8	18 1/4
3.	R. DeCosta	6257	4	4	4	4	4	20
4.	M. Hammel	4823	3/4	2	3	6	9	20 1/4
5.	B. Francis	7406	DNF	5	DNS	DNS	2	28
6.	B. Kruse	7580	7	6	DNS	DNS	5	30
7.	D. Dowling	5589	4	7	DNS	DNS	7	30
8.	D. Kodimer	7524	5	8	6	5	DNS	33
9.	M. Vogel	9093	DNS	DNS	DNS	DNS	6	38
10.	J. Milne	6226	DNF	DNS	DNS	DNS	DNS	40

C FLEET

1.	T. Abair	10984	2	3/4	3	3/4	2	8 1/4
2.	B. Schultz	3074	3/4	4	2	4	4	14 1/4
3.	J. Murphy	5939	DNS	DNS	3/4	2	3/4	17 1/4
4.	A. Knoblock	1014	DNS	2	5	3	7	24
5.	T. Flynn	2325	4	5	6	DNF	5	26
6.	S. Shenkel	12455	DNS	DSQ	4	3	3	27
7.	L. Aguiar	10625	3	3	DNS	DNS	DNS	28
8.	Lindstrom	6999	DNS	DNS	DNS	DNS	6	32
9.	D. Manten	10123	DNS	DNS	DNS	DNS	8	34
10.	E. Vyrostek	983	DNS	DNS	DNS	DNS	DNF	34

HOBIE 14'

1.	M. Erickson	12778	3/4	3/4	2	3/4	2	6 1/4
2.	P. Thomas	12567	2	2	3/4	2	3/4	7 1/4
3.	H. Kai	3365	3	3	3	3	3	15
4.	D. Giannatti	14	DNS	DNS	DNS	DNS	DNS	17

Third Annual Arizona Open

LAKE HAVASU, ARIZONA

HOBIE 16'

A FLEET

POSITION	NAME	SAIL #	1	2	3	4	TOTAL POINTS
1.	Seymour	5688	7	6	3/4	2	15 1/4
2.	Niemeyer	7500	4	3/4	11	4	19 1/4
3.	Gilbert	7119	5	10	6	4	21 1/4
4.	Barker	2228	6	8	10	3	27
5.	Hammel	4823	3	3	13	10	29
6.	Klug	8623	2	7	9	11	29
7.	Fullbright	5	16	2	5	7	30
8.	Beerman	9172	10	5	4	13	32
9.	DeCosta	6257	15	9	3	6	33
10.	Trafford	10437	11	12	8	5	36
11.	Donovan	1967	8	13	2	14	37
12.	Reed	11658	14	4	12	9	39
13.	Stanton	13102	9	14	7	12	42
14.	Kindred	11520	3/4	11	16	16	43 1/4
15.	Kindblock	1014	13	15	16	8	52
16.	Skenkel	12455	12	16	15	16	59

HOBIE 14'

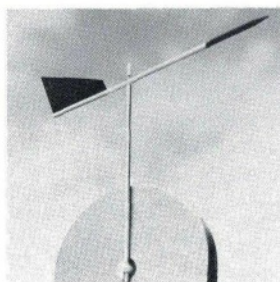
A FLEET

1.	Buckwalter	5386	3/4	3	2	3/4	6 1/4
2.	Baril	8562	2	2	3/4	3	7 1/4
3.	Kessler	1662	3	3/4	3	2	8 1/4
4.	Thomas	12567	4	4	4	4	16
5.	Kai	3365	5	5	5	5	20

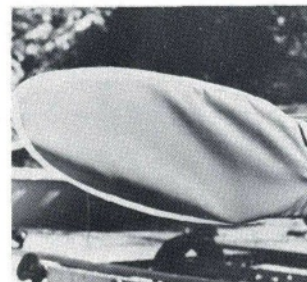
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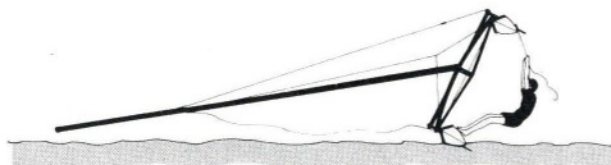
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regatta results

1974 Fleet 15 Championships

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OXNARD, CA.

1974 Connecticut State Championship

HOBIE 16'

POSITION	NAME	SAIL #	TOTAL POINTS
1.	Sturm	1972	3%
2.	Ploss	4668	10
3.	Hauser	9561	11%
4.	Mack	8124	12
5.	Biddle	330	13
6.	Elsner	4137	18
7.	Pearce	4281	18
8.	Moore	9497	23
9.	Poitras	9910	26
10.	Winson	11362	29

HOBIE 14'

POSITION	NAME	SAIL #	TOTAL POINTS
1.	Hagen	561	2%
2.	Rose	868	6
3.	Goleman	3833	11
4.	Scott	4118	11
5.	O'Brien	7252	14

Queen Isabella Regatta

SOUTH PADRE
ISLAND, TEXAS

HOBIE 16'

POSITION	NAME	SAIL #	TOTAL POINTS
1.	G. Martin	10917	2%
2.	C. Haley	1138	3%
3.	P. Terheggen	3914	6
4.	J. Shultz	10758	7
5.	K. Johnson	8645	12
6.	C. Kennett	12074	12
7.	H. Roberts	6044	13
8.	W. Davis	8816	15
9.	J. Mouser	10530	18

HOBIE 16'

A FLEET

POSITION	NAME	TOTAL POINTS
1.	E. Laviano	10%
2.	E. McCavley	17
3.	S. Snyder	18%
4.	L. Deering	19%
5.	W. Darress	32%
6.	G. Bodkin	34
7.	B. Fowler	37
8.	T. Cheneski	39
9.	D. Nicholson	41
10.	F. Sterner	47
11.	Al Campbell	52
12.	C. McCarty Sr.	65
13.	L. Papp	67
14.	J. Graves	67
15.	B. Reed	67
16.	G. Matthews	68
17.	J. Christopher	68
18.	J. Pettigrew	69
19.	C. Zankowski	75
20.	W. Pfeiffer	75
21.	Unknown #7545	75
22.	B. Peirce	86
23.	M. Nissley	104

B FLEET

POSITION	NAME	TOTAL POINTS
1.	M. Lavin	9%
2.	A. Durfee	16%
3.	D. Gould	18%
4.	S. Baker	23
5.	L. Houghton	26
6.	B. Capidaglis	27%
7.	D. Hergert	28
8.	A. Yates	32
9.	A. Schwartz	41
10.	D. Ballou	43
11.	C. Gaal	44
12.	E. Christopher	47
13.	R. Grauer	49
14.	T. Pritchard	69
15.	J. Finelli	75

HOBIE 14'

POSITION	NAME	TOTAL POINTS
1.	O. Polk	7%
2.	C. Lyons	7%
3.	J. Damelio	13%
4.	C. Lindfors	21
5.	M. Schaefer	24
6.	P. Beifield	28
7.	J. Saphir	37
8.	W. Shea	40
9.	P. Sammis	41
10.	A. Noyes	43
11.	J. Zilske	44
12.	T. Torok	53

Fleet # 97 Series

RALEIGH, NORTH CAROLINA

HOBIE 16'

POSITION	NAME	SAIL #	RACES ENTERED	CUMMULATIVE POINTS
1.	D. Kinney	3528	6	6.38
2.	B. Hendrickson	7526	3	5.55
3.	L. Dudka	689	5	5.15
4.	T. Whitted	9735	3	3.72
5.	F. Babiarz	6002	4	2.79
6.	J. Donaghy	9477	3	2.33
7.	B. Dunn	5385	3	2.26
8.	P. Hounshell	12411	1	2.25
9.	L. Campbell	10014	1	1.53
10.	R. Tatum	615	2	1.36
11.	F. Cauthen	4893	1	1.26
12.	C. Buschman	2713	1	1.10
13.	J.C. Bagwell	12637	1	1.08
14.	D. Tharrington	9431	1	0.56

HOBIE 14'

POSITION	NAME	SAIL #	RACES ENTERED	CUMMULATIVE POINTS
1.	H. Palmour IV	8750	4	4.42
2.	R. Edwards	14419	3	3.38
3.	K. Craig	3606	4	2.26
4.	G. Molnar	7118	2	1.48
5.	R. Molnar	7118	1	1.32
6.	P. Hounshell	9520	1	1.25
7.	J.P. Fox	14526	2	1.20
8.	B. Cone	15196	2	1.16
9.	J. Palmour	8750	1	1.00
10.	M. Hounshell	9520	1	0.75
11.	G. Hounshell	9520	1	0.56

HOBIE 12'

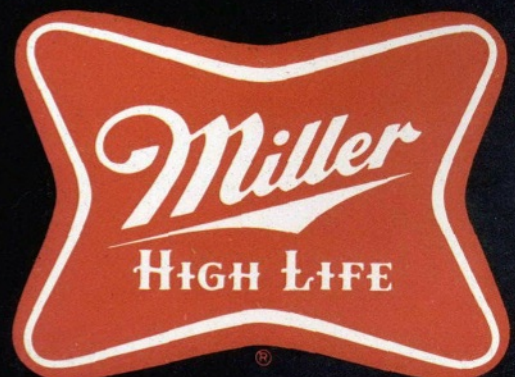
POSITION	NAME	SAIL #	RACES ENTERED	CUMMULATIVE POINTS
1.	Gail, Troy, Tracy Molnar	1524	3	1.00

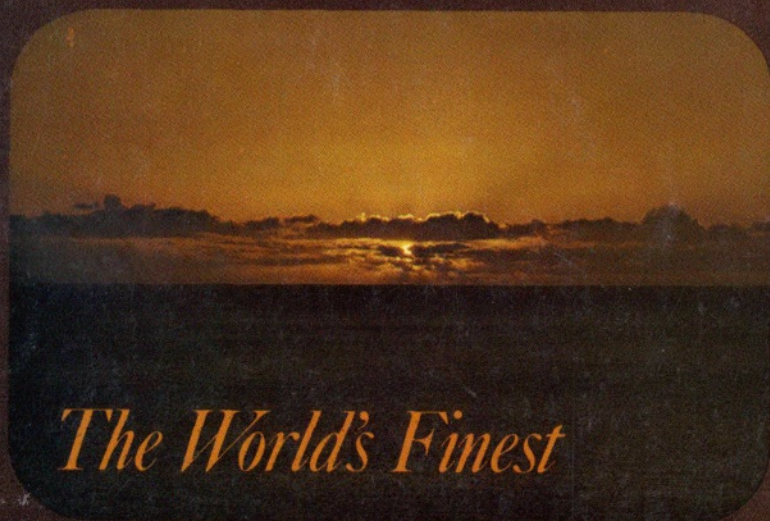


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and more new
professional
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