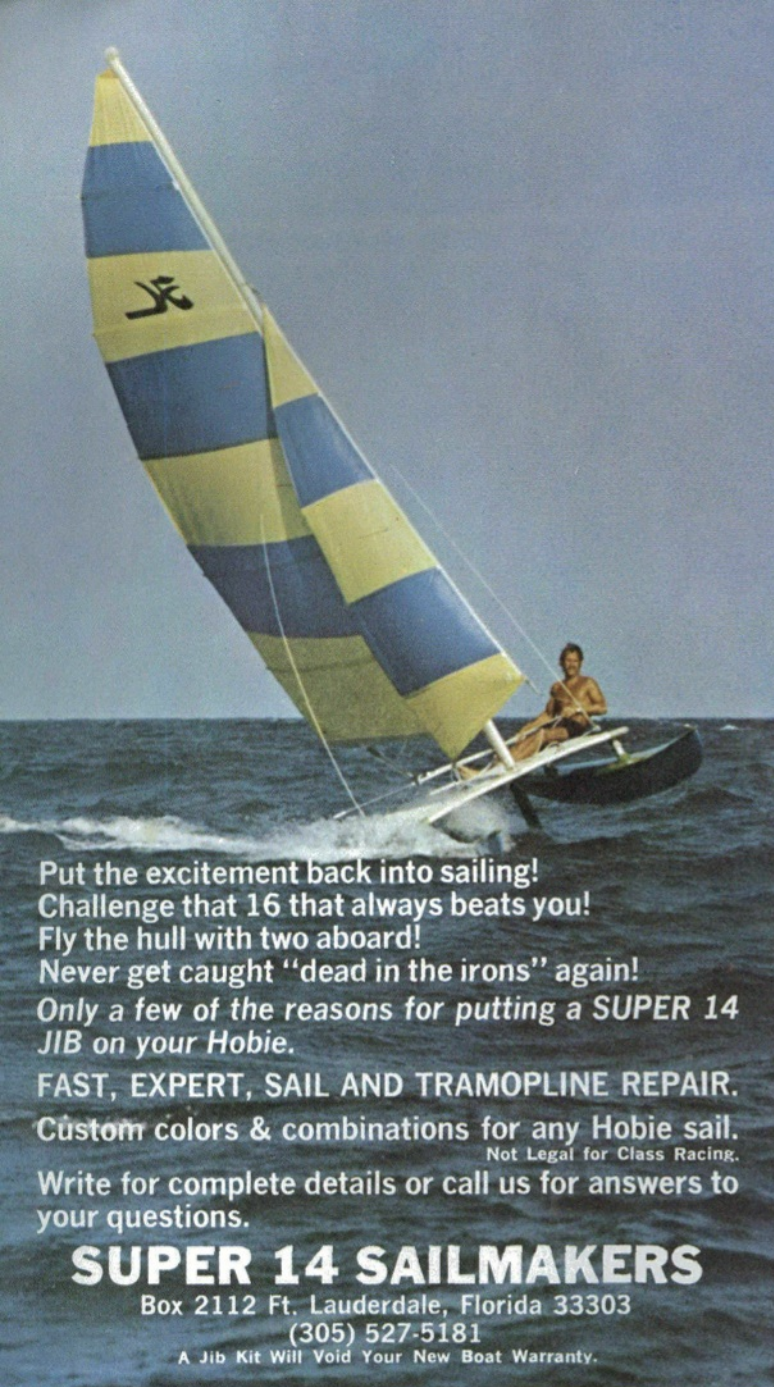


HOBIE Hot Line

75c

MAY/JUNE 1975



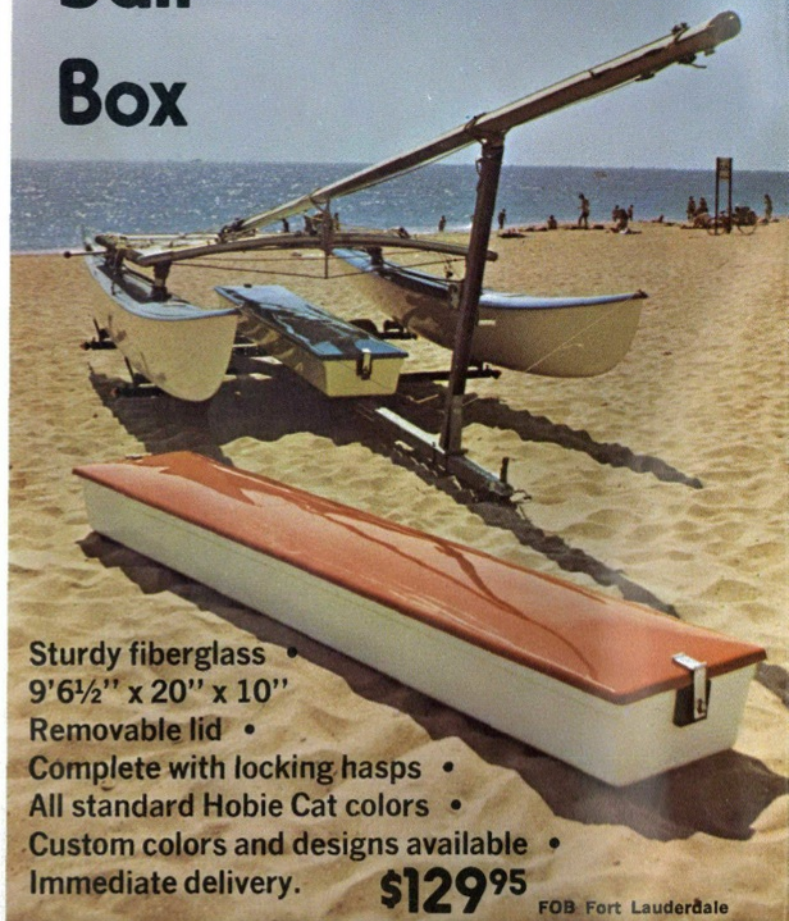


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HOBIE Hot Line

Volume 4, Number 2

Single copies 75c

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Hot Line Publications

2026 McGaw Avenue, Irvine, California 92705

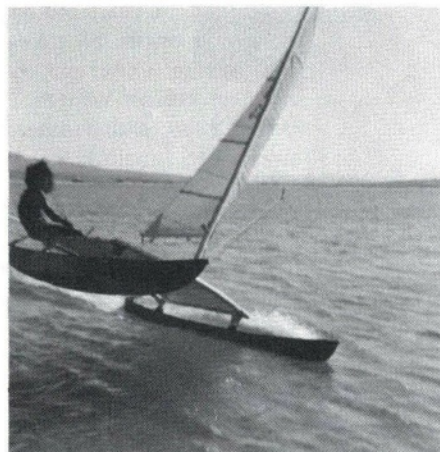


Photo by Roy Heinz

about the cover. . .

A picturesque view of the many Hobie Cats which lined the beach in Tampa during Midwinter's East.
(Sandy Banks)

The Hobie Hot Line distribution is world-wide. The magazine is published 8 times per year — November/December, January/February, March/April, May/June, July, August, September, October. Subscriptions may be obtained by sending \$5.00 to Hobie Hot Line, 2026 McGaw Ave., Irvine, California 92705. Don't forget to include your zip code! Foreign rate is \$7.00. Application to mail at second class postage is pending at Santa Ana, Ca. and additional application at Los Angeles, Ca.

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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

A word from Hobie on some interesting subjects...

Editor's note: The following letters had me stumped for an answer, so I turned them over to the head guy around here, who seems to have an answer for everything!

TAKE THE MONEY . . . AND RUN!

Dear Hot Line:

My name is David Holt. I am 14 years old and I have a Hobie 14. I am also the proud owner of a Vector sail. I went to the Midwinter's East and found out that a lot of people wanted that sail. One person wanted to give me \$300 for that sail; another, \$350; and another, his brand new sail along with a Harken 4 to 1 mainsheet.

So, I asked Hobie Alter and Craig Yandow. They said I was crazy, but I still was wondering because there was a party that night and they were flying high. So I decided to ask the Hot Line. What should I do?

David Holt
Panama City, Fla.

Dear David:

I'm in California now — and not "flying quite so high" — so let's see if my answer this time sounds similar to the one I gave you at the party.

When we first started making the Hobie 14, we had trouble getting enough sails. So, we had several different sail manufacturers making them — all off of the SAME pattern, however. Of course, due to their different techniques, there certainly were some slight variations in the sails.

Up until 1973, the skippers who'd won all of our Nationals had their boats equipped with McKibbin sails. In the 1973 14' Nationals at Lake Havasu, however, a very fine sailor from Florida, Dennis Wilcox, took 1st place with a Vector sail. As is typical when someone wins a major event, everyone is sure it must have been because of their equipment — it couldn't possibly have been the skipper! Well, I have to disagree . . .

At the 1974 14' Nationals in Key Biscayne, Wayne Schafer, with sail #315 — a McKibbin — took 1st place. I took 2nd with a boat that I had rented; it was equipped with a brand new McKibbin sail, right out of the box. All I changed in the sail was one top batten because I thought it was a little too stiff. In 3rd place was Randy Hatfield, whose boat had an older McKibbin sail. So at that particular regatta it was the McKibbin sails that did well, or at least that's how it would appear to most people. I, on the other hand, believe skippers win not because their boats are equipped with a certain make of sail, but because they sailed better than their competitors. A good example lies in the fact that Jeff Canepa, when he won our World Championship in Tahiti, could sail nine different boats — with nine "different" sails — and make them all look extremely good; whereas some of the other skippers, when it was their turn to race those same boats, couldn't make them look half as good as Jeff did.

In conclusion, my advice to you is to take all the money and goodies you can get for your Vector sail . . . AND RUN WITH IT! Or, go ahead and continue to sail with your Vector . . . I think you'll find that you're just as competitive — but no more or no less — than the next guy!

Hobie Alter

HELIUM HOBIES?!

Dear Hot Line:

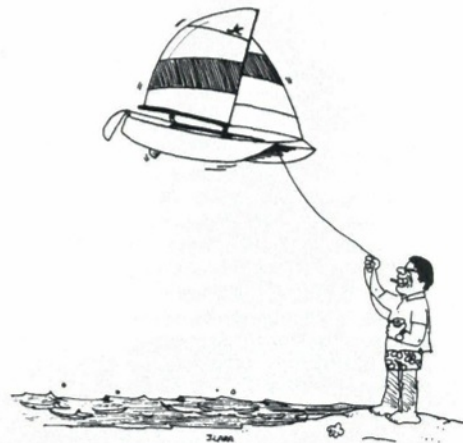
I recently found out that they are filling bikes with helium. By this I mean that the tubes are filled and sealed and the tires use helium instead of air. This is supposed to lighten it, thus reducing the friction. So, I was wondering what would happen if the hulls of a Hobie were filled with helium. Would this raise the boat out of the water more than what it already is? Or what?

Wally Glaza
Grand Rapids, Mich.

Dear Wally:

Yes, your boat would definitely be lighter. Air, at 68 degrees, weighs .07528 lbs per cubic foot, while helium at 68 degrees weighs .01039 lbs per cubic foot. A Hobie 14, for instance, having a total of approximately 12 cubic feet in the two hulls, would weigh about 3/4 of a pound less if it were filled with helium. The only problem is that helium is pretty "skinny" and it would probably leak out. Also, it would be illegal by class rules. I therefore think that it would be better to simply pay more attention to sail trim or something that might REALLY make the boat go faster!

Hobie Alter



(Continued on page 22)

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OOPS!

I'm sure you'll all agree that setting a goal is easy. . . actually attaining that goal, however, can be a little more difficult. Although our main efforts in putting together the "Hot Line" are directed towards articles and news items that will interest ALL Hobie people, it has been brought to our attention that we have "dropped the ball" in a number of cases. For a little while, we were accused of devoting too much attention to Southern California activities and neglecting "the rest of the world". We were guilty and, consequently, "put the press" on fleets, regatta sponsors, our readers, etc. to submit more write-ups and photos of their events for publication. As a result, we are now getting a good flow of "Hot Line" material from all over the country (the world, as a matter of fact!), thereby helping us to correct the situation.

Recently, I have received a few other complaints that are certainly worthy of mention. The major "goof" regards our coverage of the 1974 Hobie 16 Nationals in San Diego. A very noteworthy item overlooked was that Reg Jaworski, an avid Hobie sailor and long-time friend of the Hobie Class Association, and his family traveled all the way to San Diego, Calif. from Ontario, Canada, to compete. Reg and his son Jim took 3rd place against some of the top skippers in the nation, easily beating 4th place Hobie Alter by a margin of 12-½ points and defeating many other sailing greats as well — Richard Loufek (1973 World Champion), Wayne Schafer (1974 14' Nat'l Champion) and Andy Lopez (1973 16' Nat'l Champion) — to name a few. Not only is Reg a top Hobie 16 sailor, but his wife Murrean is always ready, willing and able to help out with race committee duties, which she has done many times in the past. And so, although we're a little late in saying it, our hats are off to the Jaworskis. . . a true Hobie family!

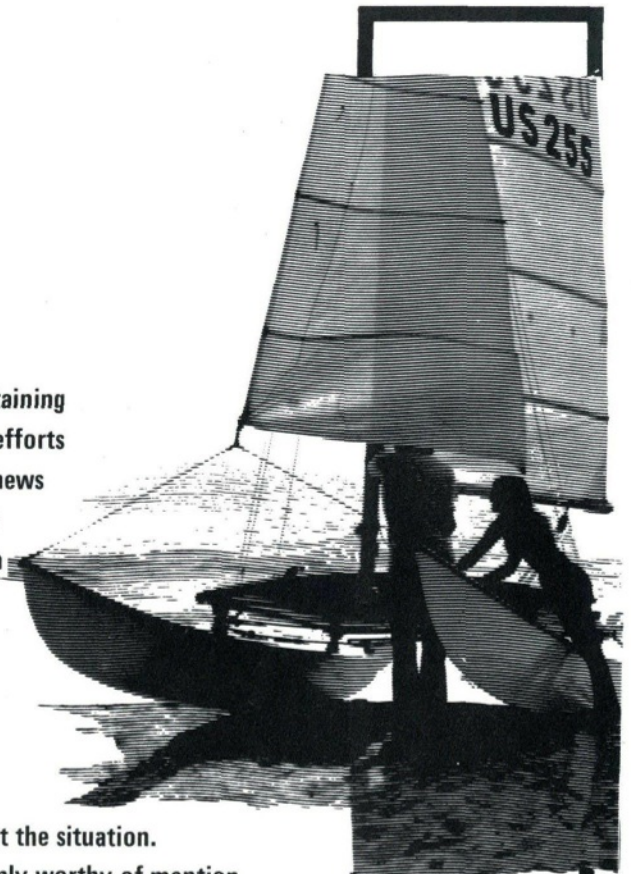
Another area where we've "missed the boat" (literally!) is that our pictorials are almost exclusively of Hobie 16's, with little exposure given to the 14's who travel just as far and sail in just as many regattas. Looking back, I can see that I've gotten into somewhat of a rut by shooting the same type of photos every time. In the future, therefore, I will devote what photographic skill I have to ALL the Hobie classes participating in those regattas I attend, and encourage others to do the same.

We apologize for our mistakes and oversites and will continually strive to improve your "Hot Line". Do let us know if you have any suggestions or comments regarding the content of the "Hot Line".

Sincerely,



Sandy Banks
Director — Hobie Class Association



hobietorial

HOTLINE/MAY-JUNE





The Midwinter's East regatta was held on March 8 and 9 in Tampa Bay, Florida. I was lucky enough to be there (particularly since it was raining in "sunny" Southern California!) along with 440 other Hobie Catters. Skippers from 29 states with 267 Hobie Cats in tow converged on Tampa for this event, making it the largest Hobie regatta ever held. And, seeing as how I was there and our Hot Line editor was stuck in her office back home, it was decided that I should write the story . . .

The Bay Harbor Inn, headquarters for the Midwinter's, is probably one of the finest places I've seen for holding a regatta. It was our first time there, and it's a place that I'd certainly like to return to. Probably the only "bad" thing I could say about it is that we were a little short of beach space, as they had not moved in some sand for "extra beach" like they had planned to do. Of course, had it been a "normal" size regatta everything would have been fine. With 267 Hobie Cats, however, you did have to look around a little bit to find a place to stick your boat . . . 267 Hobie Cats sitting side-by-side take up over half a mile of beach space!

The weather was beautiful and the wind conditions were perfect for sailing. I particularly enjoyed sailing in the bay, as there was enough wind to move along good, and at times, even enough to tip over . . . which I did . . . twice. Naturally, it wasn't *my* fault . . . I blamed it on a squirrely sheet line. I did feel sorry for Jan Baumann from Fleet #5, though, who'd volunteered to crew with me. I presume she thought I knew what I was doing, and didn't really plan on going swimming as often as she did that weekend!

The race committee did a good job of laying out a triangular course, but I don't believe they were used to having so many catamarans on one start — 80 boats starting in the 16A fleet really caused a jam-up. The

Fifth Annual Hobie Cat Midwinter's East

By Hobie Alter
Photos by Sandy Banks

starting line was a little too starboard-favored and there was quite a pile-up with people trying to sink the committee boat — and whoever else was close by!

In the first race, after I got "unscrambled" and going, I found myself in about 15th place at the weather mark. Then, I discovered that the reaching mark was not where everybody expected it to be. (Actually, it was exactly where the chart showed it to be . . . but just wasn't where everyone was used to finding it!) That cost many skippers some "getting lost" time, which, I must admit, helped me out because I was able to pull back in a little bit . . . and eventually gain enough ground to win the race. Following me in the 16A's was Jerry Stegenga and behind him, Jim McCann. John Knight took first in the 14A's, followed by Jim Matheny and Bill Schroeder.

The second race of the day started off similar to the first, with a lot of collisions





That evening we had a big B.B.Q. party planned, but because the weather had turned quite cool, people were just grabbing their food and running back to their rooms to get warm. (I guess it was cool for Florida ... I didn't think it was too bad.)

The predicted weather report on Sunday called for wind, cool air and some rain. As it was, it was a little cool in the morning, but it warmed up and turned out to be a beautiful day without any rain. I felt the courses on Sunday had perfect lines and were perfectly laid out. It was Chris Christensen's day for problems; in the fourth race he had a jib luff wire let go and got a DNF. Without that, and if he'd had a good finish, he might have won the whole regatta. DNF's don't win regattas, though, and in the 4th race in the 16A's Jim McCann took a first, J. Allyn Stevens a second, and Russ Tardif a third.

In the final race of the regatta, Jack Woehrle challenged the leaders to take first in the 16A's. He was followed by Rittner Will and Ray Markham. In the 14A fleet, Craig Yandow got his fourth first place, with Rhodes Blair in second and Bill Schroeder in third.

It was an excellent regatta with what I considered perfect wind conditions. The

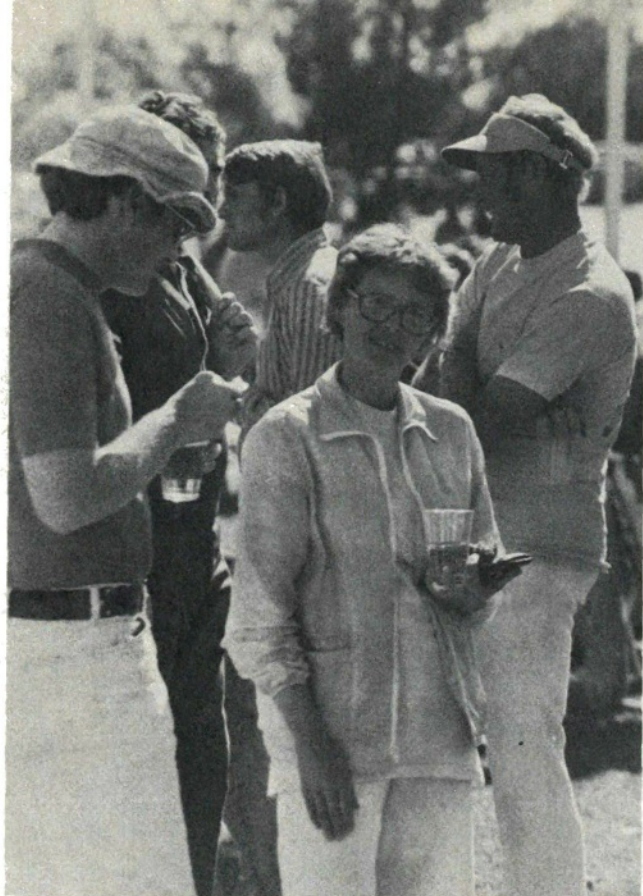
and banging. The wind, though, picked up to where it was double-trapeze weather. Shortly after the start, I blew it – went upside-down and, after righting the boat, figured it would be easier to just go in and get warm and be ready for the third race. Chris Christensen, who always likes the heavy airs, came through with a first place in the 16A fleet, with Jim McCann taking second and Jerry Stegenga third. Craig Yandow took first among the 14A's – which, I might add, he proceeded to do throughout the rest of the regatta! Second in the 14A fleet was Bill Schroeder and third was John Knight.

Later in the day, with the wind blowing heavily, the committee switched the line around and gave us a more port-favored start. They also stretched it out farther, so this time everybody was able to get a fair start. Jerry Stegena went on to finish first in the 16A's, followed by Eric Arens, with Chris Christensen pulling in third. Craig Yandow got another one of his firsts in the 14A fleet, followed by Tom Whitehurst and John Knight. Somewhere along the line, I'd tipped over again and once more decided that, rather than finish, I'd go back to the beach, get warm, prepare for the evening's festivities ... and locate a "more friendly" sheet line and ratchet block for the next day!

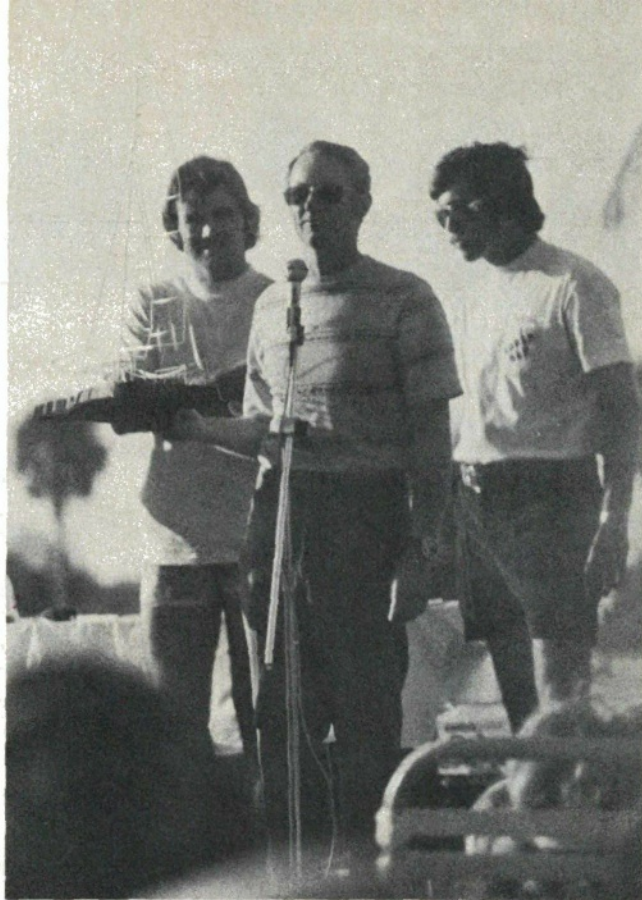
I also had to fly my glider. And because everyone wanted a chance to see what the Hobie Hawk looked like in flight, I flew it off the top of the hotel – right over the water and all the sailors – which, as one reporter said, "sure worried a lot of seagulls"!

Photos courtesy of John Weber,
"SAILOR'S GAZETTE"





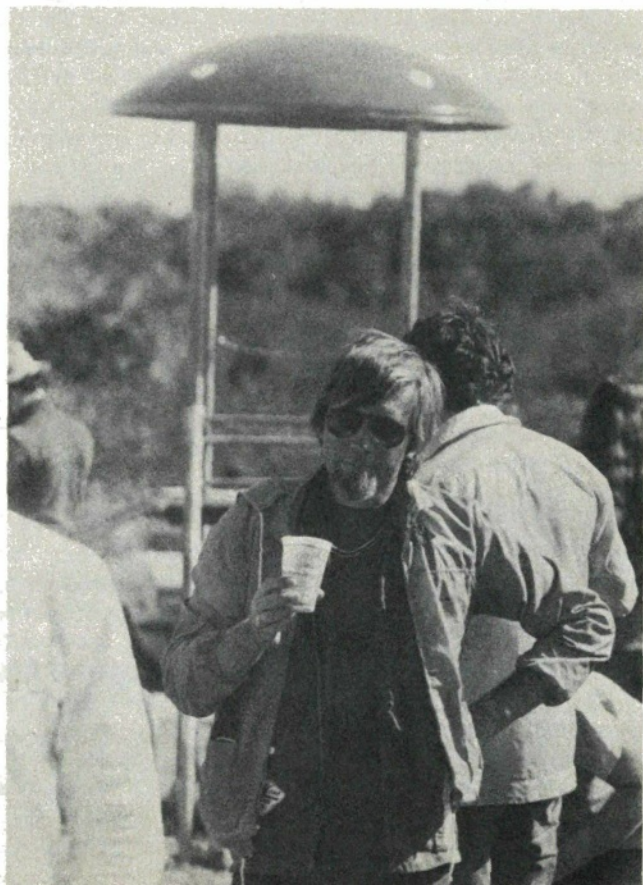
Hobie dealer Judy Whitehurst... mother of champions!



Jim McCann, winner of the 16 A's, proudly displays his trophy. Also featured are regatta co-sponsor Phil Thompson of Tampa Sailcraft (left) and Coast Cat rep "Golden Throat" Summerell.

Leo Flannigan, a familiar face at the Eastern Hobie regattas.

Ken Keene, sponsor of the upcoming "Florida Fence World Open".





winds were constantly oscillating five to ten degrees, giving us a good chance to pick up on some favored tacks from time to time and gain ground — or loose ground — depending on how good a decision you'd made.

Midwinter's co-sponsor Phil Thompson, of Tampa Sailcraft, and I were honored to present trophies to the winning skippers, whose skills and endurance were tested to the fullest during the two-day competition. In the final standings, the Florida skippers emerged victorious, claiming nearly each and every one of the top positions!

Jim McCann of Orlando was first overall in the 16A's. (Jim has been the perennial winner of practically all the Midwinter regattas held in Florida!) Second was Jerry Stegenga of Coral Gables, followed by John Steverding of Miami. First place in the 16B fleet went to Jim Davis of North Palm Beach, with Bill Coleman of Fort Myers and Bryan Santarcangelo of Miami claiming second and third respectively. Top three in the 16C's were Fred Feirn of Boca Raton, John Schandelmayer of Lauderhill and Charles Pankow of Fort Myers.

Craig Yandow, the defending Midwinter's East Champion from Tampa, dominated the 14A's with his four firsts and a fifth. Second place went to Jim Matheny of Clearwater and third to Bill Schroeder of Fort Myers.

Unfortunately, in the mad rush to total the scores of all 267 entrants, a mistake in addition was made effecting second thru

fifth place positions in the 14B fleet. These skippers have since been notified, resulting in a "trophy shuffle" to correct the error. We apologize to those skippers involved and hope that mistakes such as this can be avoided in the future. After the re-total, the first five places in the 14B's respectively went to Cal Narrines of Panama City, Ross Hagen of Fort Myers, Ted Reece of East Point, Ga., T.C. Lucas of Sullivans Island, S.C., and William Ridolf of Hollywood, Fla.

Top finishers in the Hobie 12 division were Bill Whitehurst of Pensacola, Guy Cathe of Miami and Carol Downing of Winter Park.

As for myself . . . well, I started out with a bang, but it was "downhill" from there on! I ended with a bang too, which I forgot to mention earlier. I think it was in the third race on Saturday, while pulling a windy jibe trying to jockey for position at the start, that I looked up and all of a sudden realized that I was going to run straight into a Hobie 12 — skippered by a lovely young lady, nonetheless — and she had all the rights in the world over me. I proceeded to smash right into her boat, and, to make matters worse, managed to rip up a hunk of her deck too. I apologized to the lady and begged forgiveness. She was very nice about it . . . I guess if you're going to get hit by somebody, it might as well be me. (I've got some "connections" at Coast Cat, you see.)

Speaking of Hobie 12's, I'd like to congratulate all fourteen of the 12' skippers.

Many of them were still out racing in winds that could — and did — turn 16's over!

The feeling that I got from most of the people I talked to was that this was one of the best and perhaps the most fun regatta they'd ever been to. And I have to agree with them. I'd like to say "thanks" to all of those who worked so hard to make it the successful regatta that it was, especially Phil Thompson of Tampa Sailcraft. We really did have a terrific time — and *somehow* throughout the course of events we managed to drain 34 kegs of beer!

14 A Champion Craig Yandow

(Photo courtesy of
Bob Payne - Tampa Times)





Bill Sykes and Paul Wolveridge coming in to win the 16' National Championship.

By Dave Garbett, Victorian Hobie Cat Association
Photos by John Woodhart

1975 Australian National Championships



We held the Nationals this year, March 25 thru 27, at Carrum, Victoria, by courtesy of the Hobie Cat Association of Victoria in conjunction with the Carrum Sailing Club. Forty-four 14's and twenty-three 16's turned up at the most colorful and exciting regatta I have ever been to.

Saturday we all mustered on the beach about 8 a.m. full of enthusiasm as to what the weather would bring. It was blowing a light 5 mph southerly, so we were expecting the wind to strengthen slightly. Little did we know what was in store for us. The first heat started at 11 a.m. and halfway 'round the course the wind strengthened to 35 mph ... man, was it hairy!

First home were Bill Sykes in his Hobie 16, "Mustang Sally", and Graham Wood in "Honey", his hobie 14 (both from N.S.W.).

We had an occasional gust of 45 mph winds, which brought problems to many Hobies. The 16's seemed to handle the conditions valiantly but I noticed a hell of a lot of 14's with their bottoms sunnyside up! Our very own Barry Bladen was one of the unlucky ones in a 14. Barry was about 2 miles offshore when he "bottled" and was in the water at least ½ an hour before the "crash boat" arrived. He just couldn't bring her up on his own, so our man from Coast Cat Australia, Malcolm McCartney, dove off the crash boat and gave Barry a hand to bring her up. Barry spotted a shark while he was in the water — he swears it was a 65-footer. (That wasn't in length either ... that was between the eyes!)

Saturday afternoon's event was cancelled due to the conditions, which had deteriorated even more with winds steady on at 45 mph and gusting to 50 mph. So, what better way to spend Saturday than bending our elbows in the Clubhouse, swapping yarns with the interstate blokes ...!

Saturday night, the Hobie Cat Assoc. arranged for Colonel Sanders to send down a feed of Kentucky Fried Chicken. They brought us down 500 pieces with necessary salads, etc. The Association supplied this free-of-charge to all entrants and their friends. Everyone ate their fill and there was still a hundred pieces left over ... we have been eating cold chicken ever since.

Sunday's events were cancelled also, due to the squally conditions. So, more beer and more yarns.

Monday morning the wind eased to 25 mph for the duration of the day. We got under way bright and early for the second heat, in which "Mustang Sally" and "Honey" managed to do it again.

In the third heat on Monday, "Audrey", a 14-footer skippered by Frank Milner of N.S.W., won the heat. "Mustang Sally" won again in the 16's.

Graham Wood, the Hobie 14 Champ, skippering "Honey."



"THE CHAMPS" From left: Graham Wood (14 class) and his better half; Bill Sykes and Paul Wolveridge (16 class) with their trophies.

Fourth and last heat. (By this time we were all just about "R.S.", but the show must go on!) Graham Wood on "Honey" excelled himself again, and Geoff Horsley, sailing his 16-footer "Catalina", won his class.

The weekend, however, did not go by without incident. Graham Young and his wife-crew from W.A., sailing "Harmony", forgot their right-of-way rules and ploughed into Les Nyerges, from Queensland, sailing his 16' "Hanky Panky". Graham did the right thing and offered Les his boat for the remainder of the series but Les declined since he had managed to patch his hull temporarily. Jon Altson, skippering "Buddah", also had a hole punched through his hull, however it was small and able to be rectified quickly.

I think everyone who entered the series learned a lot from different skippers. Everyone communicated with skippers from the other states, which I am convinced is a great way of making us all better sailors.

The entry fee entitled skippers to a crack at the trophies and a night out with Colonel Sanders. Cadbury-Schweppes, makers of Solo lemon drink, sponsored two large trophies, a scoreboard and several dozen cans of soft drink.

This year's winning skippers retained their titles from the previous Championships held at Brisbane. They were each awarded a winning trophy, a perpetual trophy, and other useful items such as radios, clocks and barometers.

Booby prizes went to Barry "Sharkbait" Bladen for the boat taking up the most time of the crash boat; Bruce "Cartwheel" Altson for bottling the most times in one hour; and Leigh "Solo" Wilson for the only bloke game enough to venture out into the big 'uns on Sunday.

The N.S.W. guys are to be congratulated for their outstanding performances during the series. I only hope that next year we will be able to attend a series as good, if not better, than the smashingly successful Nationals we've had thus far!

(For results, see page 38.)



"Nero" checking out the action.

EDITOR'S NOTE: The day before going to press, we received a letter from the author, Dave Garbett, informing us of the tragic death of photographer John Woodhart, who was killed in a car accident a week earlier.

John Woodhart of Victoria was admired both as a friend and a photographer, one with unquestionable skill in the handling of a camera. The members of the Victorian Hobie Cat Association express their deepest sympathy to John's family.

Race Committee

Chaos



...and how to avoid it!

Race committee work and scoring can be easy . . . IF a few basic rules are followed. Problems and "trouble spots" do exist, but they CAN be avoided if they're properly handled. First, these problems must be recognized. Then they must be corrected. When this is accomplished, race committee work can be fun and exciting . . . AND A LOT EASIER!

Usually, the first problem encountered by the race committee arises when the names, fleets and sail numbers of the regatta entrants are to be transferred from their registration cards to the score sheets. Nine times out of ten, the registration cards will be lacking pertinent information (what fleet is this skipper in . . .?), or will be somewhat illegible (can anybody read this sail number . . .?). All it takes to solve this problem is a little pre-organization at registration time . . .

Have the person in charge of scoring, or someone who will be involved with the scoring, handle the registra-

tion. This person should read over EACH card to make sure it has been filled out COMPLETELY and CLEARLY. As each card is received, it should be stacked according to class and fleet, i.e., put all 16 A's in one stack, 16 B's in another, etc. Then, during the slack time, put each stack in numerical order by sail number.

At the close of registration, take the cards and transpose the information to the master sheets. If you are fortunate enough to have scorers on the beach as well as out on the boat, have the scorers on the beach do this. If these additional scorers are unavailable, you'll have to squeeze this job in between the beginning and finish of the first race. With two people doing it, though, in a good working area on the committee boat, this can usually be accomplished. (It's good practice for the race committee to be on station at least half an hour before the race to work out any problems with the starting line and location of the

By Rich Jeffries
Nat'l Race Coordinator

marks; this period should give the scorers enough time to get a good start.)

Another problem often arises when there are too many people on a race committee, or when each individual's duty is not clearly defined. This results in a situation where there are "too many chiefs and not enough Indians." Maximum efficiency on a race committee is often acquired with a minimum of personnel. The 1974 Hobie 14 Nationals were run successfully with only four people on the committee boat, some of whom had little or no experience. It's a MUST for all race committee personnel to meet prior to race day and outline each person's duties. For instance: for the starting line procedure, each member of a four-person committee will have been designated as one of the following: flag-raiser; course number-changer; line-watcher (armed with binoculars); and chairman (who will handle the watch and horn). At the start of the race, the line-watcher will immediately call the boats over or notify the chairman of an all clear or general recall situation. The chairman should then relay to the skippers, via a loud hailer, one of these conditions. The line-watcher should make a note of any over-early boats and keep an eye on them to see if they clear themselves.

After all the fleets in a race have started, the committee must set a finish line. Setting and re-setting of start or finish lines could be a problem ... but not if the race committee moves quickly and efficiently! If racing is in an area with a steady wind direction, the starting line can be shortened to a finish line (or vice versa) with a minimum amount of effort: Remove the ball at your end of the starting line from its anchor and tie a floating cushion in its place to mark the spot. Then, pull up the anchor on the committee boat and select your desired finish line length. Drop your boat anchor and scope back until you've come to the imaginary line between the cushion and the other end of the line. Your committee boat will then serve as a marker for one end of the finish line — which is still at the same angle to the wind as the starting line was. To reset the starting line for the next race, simply reverse the procedure, re-setting the ball in lieu of the cushion. If you have a boat assisting you at the other end of the line, he could do this procedure from his end, thus eliminating the need to pull up

anchor on the committee boat. Either way, your job of setting and re-setting a line will be both easier and faster.

Now, with the boats approaching the finish line, the race committee must really be on their toes — alert and ready to record the class, fleet and sail numbers of the boats as they cross the line. At this stage of the game, it's easy for "mass confusion" to break loose; the only way to avoid it is to have each committee member "programmed" for a specific duty.

Two of the race committee will now record the scores as another reads off the order-of-finish through a loud hailer. The remaining member will watch for protest flags and assist the finish-caller, seeing that no mistakes are made. Occasionally, a boat will be blocked from view where the finish-caller cannot see his sail number. If this happens, the finish-caller should tell the scorers to "leave a space", then tell his assistant to watch the line and get that number. This assisting person (who should have binoculars, a pencil and a piece of paper) will watch the boat in question until he can read their number and write it down. Then, at the first opportunity, it should be given to the scorers. (One way to write down numbers faster is to write a 6 for 16's and a 4 for 14's. For instance, a 16-A would be 6A. This really helps when boats are crossing fast. But remember, never sacrifice a sail number for a fleet distinction, as those can always be checked after the race. Do try to get fleet distinction all the time, but stop calling them when the boats are coming across the line too quickly. To help with scoring, have the assistant caller look for the first boat in each class, then mark them on the sheets.)

After the last boat finishes, the two scorers should check their order-of-finish sheets against each other. Now if you're fortunate enough to have helpers on the beach, have them transfer the finishes onto the master score sheets. If not, save this until after the start of the second race. While the second race is underway, one person can read off sail numbers from their sheet while two others record them on the master score sheets. The fourth person should watch the progress of the race so that the committee is not "caught off guard". If this process is done correctly, only the last race and protests will have to be scored on the beach.

The scoring process seems to give people the most problems. Actually, it

scares most people! Below is a checklist for scoring. Follow it and, hopefully, your worries will be over. But remember, there's no remedy for mistakes in addition other than simply being careful. So, take your time and doublecheck.

1. Scores are equal to finish position, except for first place who receives 3/4 pt.

2. Always score DNF's and DNS's last! If in doubt, give them a DNS (# of entrants). Only if they've notified the race committee and official word is given can you give them a DNF (# of finishers, plus 1).

3. To break ties, use the following procedure: (a) If there's a throw-out, use the lowest throw-out. (b) If no throw-out, use "who-beat-who the most". (c) If those don't work, who won the last race.

4. Always use pencils and write legibly.

5. Have a minimum of two people scoring.

6. If available, always use a calculator.

7. On the boat, after each race, check order-of-finish sheets to assure all are the same.

8. Have scorers on beach and take in results after each race when possible.

9. After last race, scorers on boat will go in and help finish while marks are being picked up.

10. After the first day, skippers who are in contention should be watched carefully.

11. After transposing each race to a master sheet, swap sheets and doublecheck each, then initial.

12. One suggestion for major regattas is to (after all races are scored and totalled) put all scores on the back of the individual's registration cards and put them in numerical order. This helps to eliminate the problem of missing someone while you're placing them into final finish order.

13. Add protests only after scoring is completed.

I realize, of course, that I have not discussed ALL the functions required of a race committee — there are also marks to be set, courses to be chosen, and many other tasks which they must perform. I do hope, however, that by going over those facets of their job which must be performed during the races, that I have succeeded in conveying one important message: ORGANIZATION and PRE-PLANNING are the keys to an efficient — and happy! — race committee.

FLEET 20 KNOWS THE WAY

Photos by
Doug Cox and George Mabie



Did you ever wonder how you could interest more people in Hobie Cat sailing in general and *your* fleet in particular? Of course, you did. But what did you or can you do about it? Usually the local races allow little time during preparations to answer the few questions of the even

fewer sightseers who just happen to be at the beach or marina. So, where can you find a way to share your sailing enthusiasm with a large number of people?

Fleet 20 in San Jose, California, knows the way!

They found that the local shopping mall is the perfect location for such an endeavor. Recently, they participated for five days in the annual sailboat show of Eastridge Mall, the largest indoor mall in the west with an average daily traffic of 35,000 visitors.

The purpose of the fleet's participation in the show was not to "wheel 'n deal" anyone into buying a boat, but merely to generate an interest in Hobie sailboats, Fleet 20's activities, and the whole Hobie way of life they represent. Fleet members were always there to answer any questions, demonstrate various sailing techniques and "stoke" everybody up; prospective buyers were referred to the local Hobie dealers whose names and addresses were posted at the display.

A total of 18 Hobies were arranged in an absolutely spectacular display around the Central Fountain — with a 14 and 12 actually floating in the pond! — and a Hobie 10 Six-Pack trailer nearby. Two 16's were propped up five feet side-by-side for a "hull flying" effect. With the exception of the six Hobie 10's, all the boats belonged to members of Fleet 20 and were "donated" for the display during the show. The three-story, balcony-type architecture of the mall permitted highly interesting and unusual eye-level observation of the fully rigged boats — from the mastheads to the rudders.

Needless to say that visitors' interest was tremendous — to the extent that some even tried a hike-out in the trapeze and others a "sail" in the fountain! Hobie brochures and local race calendars were available in quantity and the movies, borrowed from a local dealer, were a real crowd stopper.

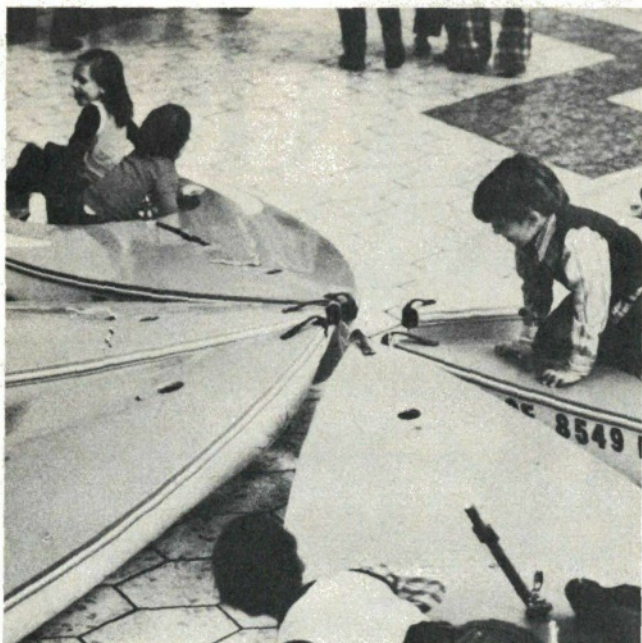
The cost? \$0 and a number of hours of most enjoyable "work" for members of Fleet 20.

The results? FANTASTIC!

For the local Hobie dealers, countless inquiries and contacts were referred to them.

Visitors' interest was tremendous. . .





Potential skippers "getting the feel" of the Hobie 10's!



Many people tried a hike-out in the trapeze.

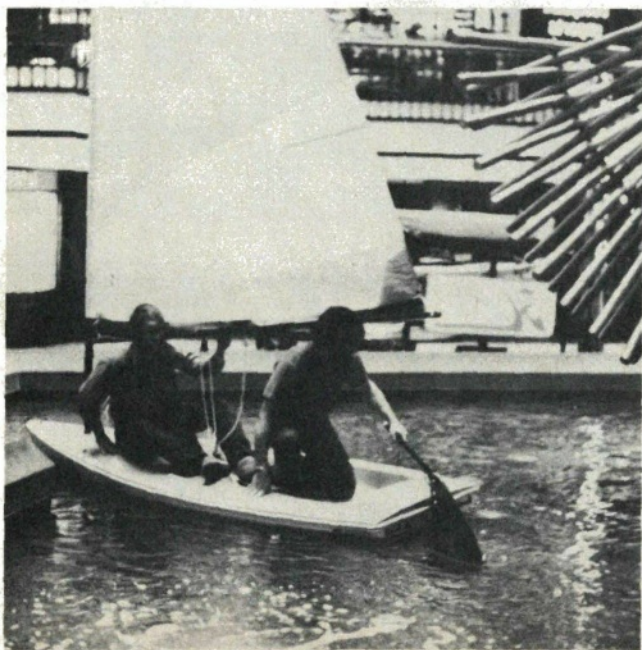
For the mall, according to their special award presented to Fleet 20, "... it was the exhibition of quality products such as yours that caused the show to have so much public interest and to be an overwhelming success."

And for Fleet 20: fun, pride, satisfaction and *eight new members* added to the already impressive roster of 121.

RIGHT ON, FLEET 20!!

(Any fleets interested in obtaining information or suggestions for conducting a similar promotion in their own area may write to Fleet 20's Commodore, Denny Neilson, at 200 Ford Rd. #218, San Jose, California, 95119.)

Test-sailing the Hobie 10 in the fountain.



Denny Neilson, Commodore of Fleet 20 (right), presenting John Milton, advertising and activities director of Eastridge, with a wire sculptured Hobie Cat in appreciation.



Metz Smeach Memorial Regatta

MAY 31 — JUNE 1

LOCATION: Mulligan's Sunset Bay, Sunset Bay, New York
SPONSOR: Mulligan's Sunset Bay and Buffalo Hobie Fleet # 119

SCHEDULE: **Saturday:** Skippers' Meeting — 9 a.m.
First Race — 10 a.m.
Three races back-to-back, plus one "Novelty Race"
Sunday: Skippers' Meeting — 10 a.m.
First Race — 11 a.m.
Three races back-to-back

ENTRY FEE: Hobie 14s & 12s — \$10.00
Hobie 16s — \$15.00
(Includes T-shirts, beer, Saturday night dinner.)

SPECIAL ACTIVITIES: Half-Ton Race, Hull Flying Contest, Mulligan's traditional Sacrifice at Divine Altar of Hobie, and Saturday night dinner party.

ACCOMMODATIONS:

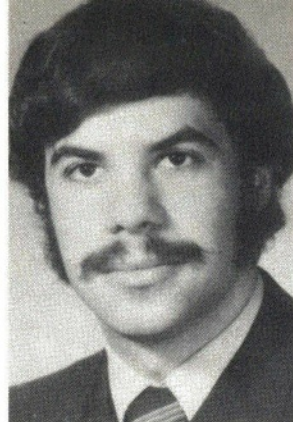
Motels: Blue Lamp Motel, Clover Bank Motel, Messina Motel
(All within 1/2 mile from Mulligan's)
Prices: \$13 — single — \$18 — double

Camping: Evangola State Park, \$3.50 — \$6.50

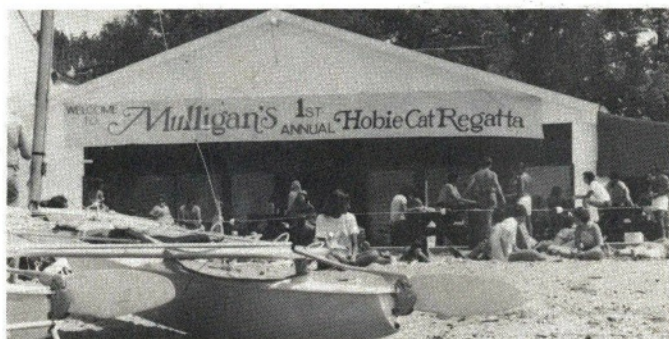
This regatta is held in memory of Metzger Smeach, a Divisional Captain and sailing buddy of Fleet # 119. A Perpetual Award will be given to skipper with the lowest point total.

FOR FURTHER INFORMATION CONTACT:

Jim Foote — 716/627-7221 or 716/852-0216
Kent Nubeck — 716/549-5330

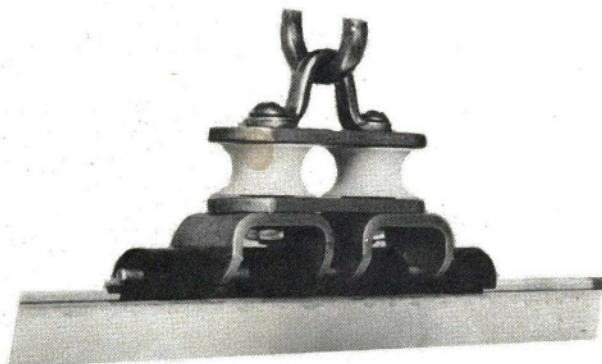


METZGER SMEACH



Mulligan's Sunset Bay, New York. The first of many regattas. Mulligan's is a nightclub/discotheque where you can sail your Hobie all day, sit down to a full-course dinner, and then party til 4 a.m.

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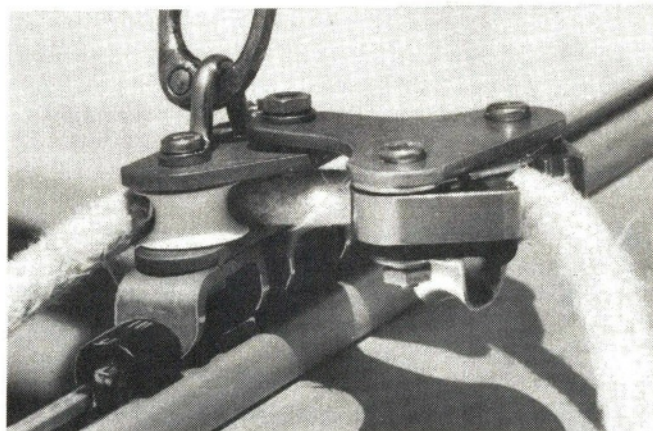
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- Nylon sheaves on stainless bushings give low-friction 2:1 purchase.
- Finest delrin slide in use.
- Low profile, rugged, all stainless steel construction.
- Accommodates to all other fixed base center-mounted cam cleat systems.

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

THE FABULOUS

SST



*The super super traveler

\$42.50
INCL. SHIPPING

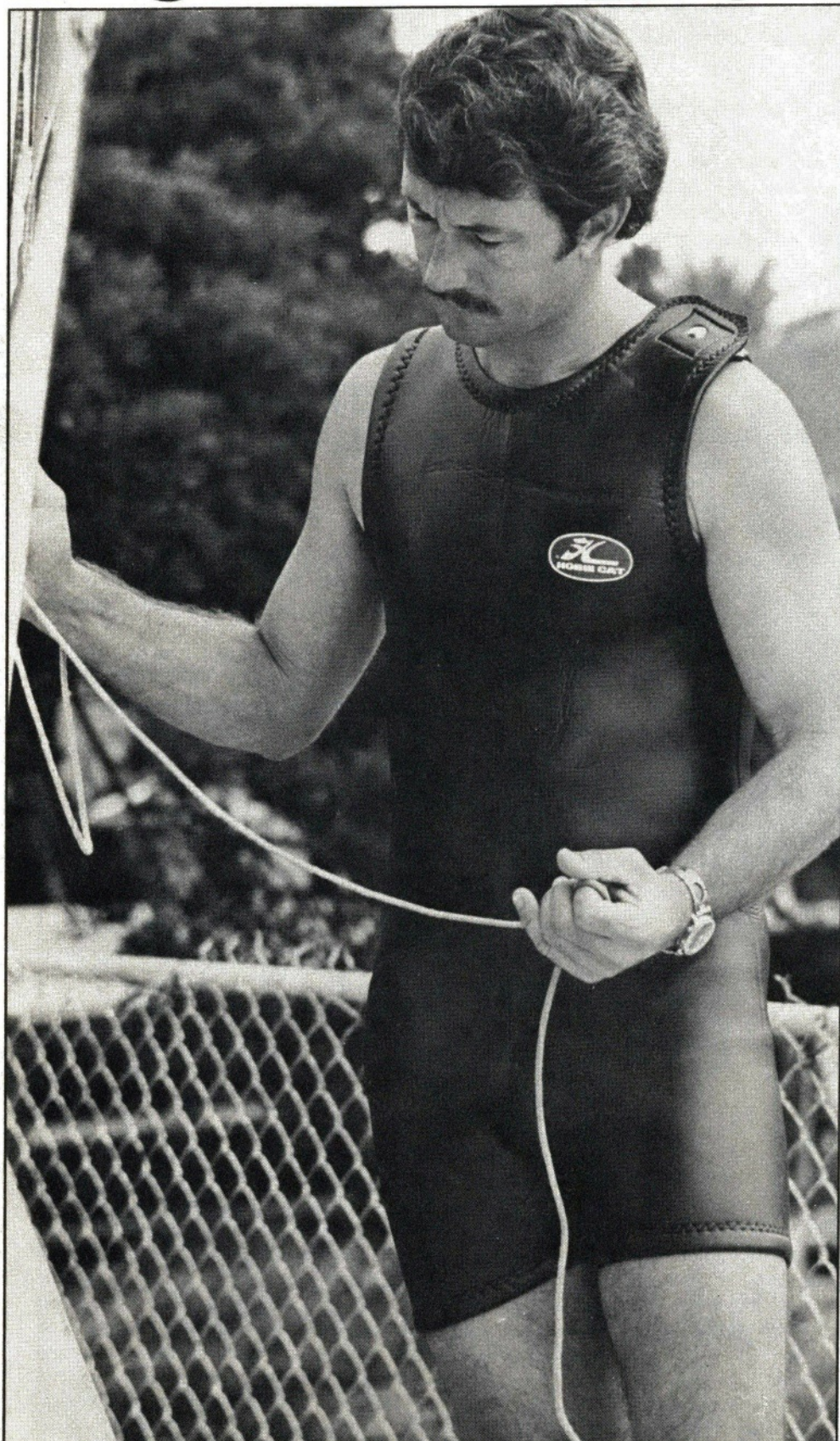
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- Hinged mount accommodates to changing angles of force. Avoids binding or jamming of slide.
- Swing-mounted locking cam cleat with fairlead always follows direction of pull.
- Single rope control. Uses end of main sheet as trim line.
- Nylon sheaves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

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

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Featured: Doug Mihoky —

Fleet 4/San Diego

A wet suit for Hobie sailors . . . the **BODY GLOVE**. It's a cold water protector that allows you to stay out longer and to take advantage of those extra hours of evening sailing. The durable **BODY GLOVE** fits like a glove, with easy step through entry, reinforced shoulder snaps, and soft rolled edges. Please write for additional information.

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Colleen Moore, Joppatowne, Md.

FOURTH PLACE: 1974 YACHTING Junior Article Contest

By Colleen Anne Moore

My thirteen-year-old sister and I were tacking back and forth with thirty-five other Hobie Cats on a beautiful summer afternoon. This was our first race and we were terribly nervous even though we had attended a sailing seminar and been checked out by our dad. Lisa was holding the stop watch in one clammy hand and managing the main sheet in the other. Frankly I was just holding my breath and managing to get more nervous by the minute.

Suddenly dead ahead I thought I saw a shark fin rising high above the water. Something was very fishy! Little did we realize that we were in fresh water. This was a perfect example of how we were exaggerating everything. Boy, were we in big trouble! There we sat on the water all in "irons" with the big boats coming right down on us and this shark ahead when who should sail right up to us but a wonderful Mono Cat sailor. Instead of racing ahead and having a very good chance of winning this race, he babysat us all around the course and talked us through and helped us get a second place while he took a third!

Later that day, Lisa and I promised ourselves that we would NEVER race again. But the next day we were drifting out with the other Hobies and this time there wasn't one trace of wind. We finally got to the starting line and everyone waited for the white cones, the blue and last the red to go up. I will never forget that wonderful race with everyone laughing and drifting around like little bathtub boats. As we came around the first buoy, there was so little wind that for a few exciting minutes all the boats were stuck together. But instead of yelling or showing tempers, we all began laughing and joking about the big pile up. The men passed around beer and as we waited just enjoying the sun and water, sure enough the wind came up and we really started moving. To the great surprise and pleasure of Lisa and myself we were having a great time! In fact we won that race all by ourselves and because we were so happy and excited, we took turns jumping off our boat and cooling down.

But do not ever take anything for granted in a sailboat

Last year, YACHTING magazine ran their 8th annual Junior Article Contest, an event open to writers under the age of 18. Thousands of kids entered their articles based on some phase of their boating experience and/or interest. The winners were just recently announced, and in fourth place was 11-year-old Colleen Moore of Hobie Fleet #54 in Joppatowne, Maryland. On behalf of the Hot Line staff and Hobie enthusiasts everywhere, we'd like to extend a big "Congratulations" to Colleen for her fine accomplishment!

race! During the next race, Lisa and I got a very good start and were well ahead of the other boats in our class. We were headed for what we thought was the right buoy. Were we wrong! We were heading toward a red mark on the shore, but until we got close enough it was impossible to tell. Then we saw we were actually sailing AWAY from the other boats. Of course we tacked as fast as we could and still we came in third. Then we found out one boat crew had not followed the rules but to keep the peace the rest of us gritted our teeth, held back our tempers and kept our mouths shut. My sister told me later that my face turned so red it looked like a bad case of sunburn or the starting flag! Anyway I have decided that in sailing, the whole puzzle is more important than one bad piece.

Getting back to that shark's fin in the very beginning; it was just a large piece of wood sticking high above the water. But because of currents and the fact we were moving, it looked like it was coming toward us. Another case of our imaginations getting away from us. When my sis discovered no shark was going to chew us up, she really chewed me out!

I admit Lisa and I are not experienced sailors. Even though our dad is our idea of a real expert, what he knows just can't rub off on us in one short summer. For my part, it is exciting to try to master something new and do most of that yourself, especially when you are a kid. There is NOTHING like flying the hull and watching power boat owners point and stare!

Even in the winter in Maryland we put on our wet suits and join a few other Hobie nuts. The people we meet are fantastic! They come in all sizes, shapes and personalities.

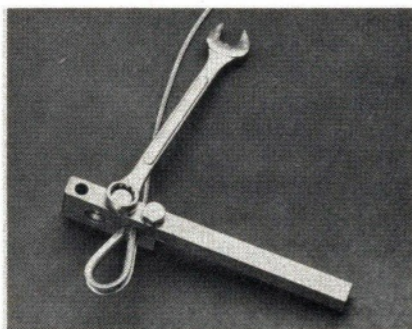
At our regattas, boat owners who don't even know each other will come running up to help carry boats to the water and they pass racing tips back and forth all day long. Afterwards, we often all come to our house for barbecues and lots of laughter and wild stories. Sometimes I say to myself, "Is *that* the same race I was in?"

Hurricane warnings don't stop this crowd. In early September, 1973, my family and I were headed toward Wildwood, New Jersey with a boat on top of our bus. Soon it was pouring rain with the wind rocking our van. Dad was afraid our boat might blow right off the next bridge and we all voted to turn around, go home and try the next morning. Sure enough, before we started out again, we heard that three boats had blown right off cars. But these boats are made for heavy ocean surf and eighty-five of them got their chance to prove it at Wildwood. The weather improved and it was a beautiful sight to see all the different color combinations against the blue sky and huge waves. This time, Lisa and I were content to cheer from shore and let the big guys show what they could do.

Maybe it is because I was born in Ogden, Utah in the middle of huge mountains and sandy desert that I am so fascinated by sailing now. Well, they have Hobie fleets in Utah now, but when I lived there, I had never seen a sailboat. Now I live in a ten-year-old town that once was a seaport in pirate days.

If I had to advise another person my age about sailing, I would tell them to be a strong swimmer, learn to follow directions the FIRST time, have a good sense of humor and know the difference between sharks and sticks!

—The End—



THE HANDLER

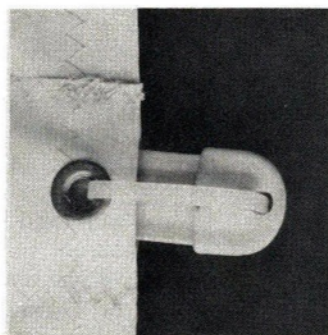
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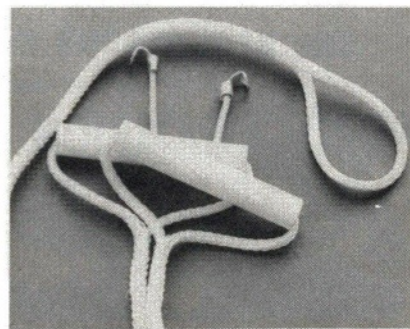
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P.P. Instructions included. (Wrench not included)

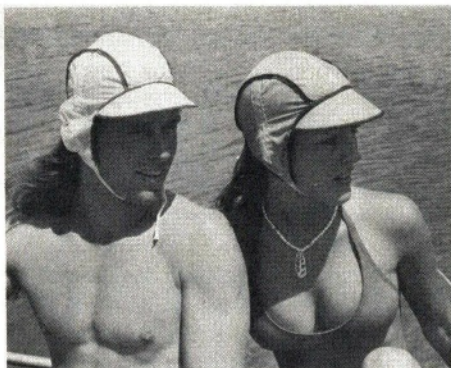
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California residents add 6%.

Custom orders considered at extra charge. Dealer inquiries invited.

Letters to the Editor. . .

(Continued from page 4)

REEFING THE HOBIE 14

Dear Ed:

I'm writing this letter concerning the lack of sail reefing ability in the Hobie 14. All of the other boats presently being marketed have the ability to reduce sail area, but the 14 can't. After last Sunday, I'm convinced that the inability to reef the 14 sail can reach disastrous proportions, whether racing or not, and that Coast Cat should take steps to remedy the situation.

March 2, Fleet #53 hosted an off-the-beach practice regatta for Hobie 12s, 14s, and 16s. The temperature was in the lower 50s, and the winds were a steady 18 knots, with gusts well over 25. The Hobie 12s ventured out with reefed main, and the 16s chanced it with full sail. The 14s? . . . well we couldn't do much but go out and try it. The result: 4 of the 7 Hobie 14s flipped, and so did many of the 16s. The waters off South Carolina are not too warm this time of year, and there were a lot of frozen bodies returning to shore. I got fed up with the blasts and shifts hitting that full mainsail, so I took a DNF and returned to shore to warm my numbed feet. Had I been able to reef, I think I would have stuck it out and finished the race. Reefing the sail in adverse conditions would reduce the chances of a capsize and put things into a better perspective.

I think that Coast Cat should experiment and come up with a reefing measurement for the 14' sail. Think about it.

Charles Hooker
Charleston, S.C.

Dear Mr. Hooker:

Since I, personally, did not have the answer as to why the Hobie 14 does not have reefing capabilities, I put the question to our Director of Research and Development. He informed me that the amount of sail area a catamaran can carry depends a great deal on its beam (width), and the Hobie 14 (7'8" beam) actually carries a relatively conservative amount of sail area (118 sq. ft.) when compared with the Hobie 16 or the Hobie 12. The Hobie 16, for example, has a beam only 3" wider than that of the 14, yet the 16 carries nearly twice the sail area (218 sq. ft.); the Hobie 12, with a beam of only 4', has 90 sq. ft. of sail — darn near as much as the 14.

When the Hobie 14 was designed and tested, it was concluded that reef points in the sail were unnecessary. That was eight years ago, and decision has yet to present a problem of any kind . . . let alone "reach disastrous proportions". As for a solution to your problem of not being able to sail your 14 in heavy winds, he suggested "reducing" the sail area by exposing less sail to the wind, i.e., don't sheet in as tightly and/or set your traveler out farther. He guarantees better results than you would get from a reefed sail!

READ THE BOOK!

Dear Hobie:

I'm a "you gotta show me, I'm from Missouri" type. For a year, I had heard the Hobie Hawk sailplane praised, damned, criticized, called "squirrely" and a lot of other names. In fact, the experience of some of our local guys led

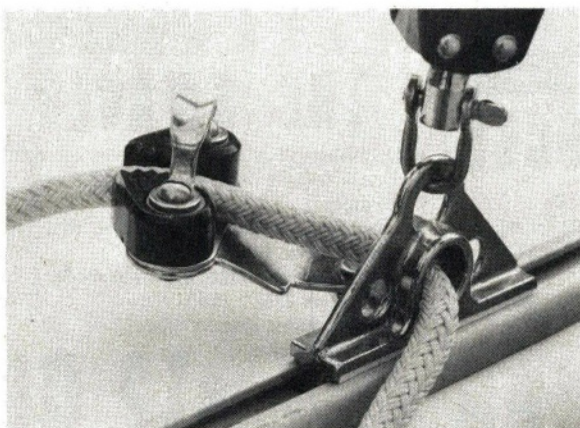
THE NEW SEASON IS HERE

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Chosen again for the Hobie Worlds Championships!

\$37.75



... or annually overhaul the one you have, with teflon bearing replacements only \$2.00

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me to believe that you had to be a super pilot or a super nut to even get near a Hobie Hawk. Finally, I couldn't stand all the Heifer Dust, so I decided to build one and find out for myself. You know what? My Hobie Hawk flies great! It's not squirrely, treacherous or even difficult to fly — but then I committed the cardinal sin — I read the instruction book! It said to balance it a certain way, so I did. (Never balanced a plan that way before, but it worked!) Even on sanding and covering I followed the rules — figured you guys had built a few more of 'em than I had. When I covered it, I went exactly like your book instructed, even to the weights. You know what? Washout fell into place exactly on each wing. Didn't have to add it or subtract it — it was just there — like the book says.

What about flying it? With some caution, I hand chucked your bird into the wind. Guess what? Yeah, it flew, just like the book said! I next put it on the hi-start into a 15 knot wind. Straight as a die, up she went. On the second flight I hooked a thermal and had a fine time.

I've built and flown about one of everything in the way of gliders in the past two years, after temporarily giving up flying of the real ones, and by golly Hobie — you've got yourself a real bird there! Thanks from me and from my ol' flying buddies, who have also followed the book and have had no problems. To the others who can't, or don't, read — go fly a kite, or a brick!

Keep 'em flying!

Jim Gray, Secretary

Harris Hill Lift-Over-Drag R/C Sailplane Club

Elmira, New York

IN THE PRESENCE OF TEMPTATION... REMEMBER THIS QUOTATION!

Sirs of the Hobie Hawk Co.:

I am a great admirer of your sailplane and have been looking for a good one for a long time. I've also been saving for your sailplane for a long time because as you probably know, the cost isn't cheap for some job-looking 15 yr. olds. To help me keep on the track of saving for your plane instead of blowing it on other things, I made up a poem as a reminder. I just wanted to send it to you in case maybe you wanted to use it to advertise to some of your other determined savers. It goes like this...

In the presence of temptation,
Remember this quotation...

"In times of seemingly dire need
To halt your savings and splurge in greed,
Use your willpower and develop it stronger...
It has to last just a little bit longer.
For your goal is near after a long, hard walk
Soon you may own your first HOBIE HAWK!"

Thank you for your time. I just wanted you to know I'm in love with your plane and you'll be hearing from me again when I raise the money.

Sincerely,
Bill Boyle

Indianapolis, Ind.

Dear Bill:

Your poem is really GREAT and I'm sure it will indeed help other determined savers to reach their goals. Keep up the good work and best of luck with your money-saving endeavor!

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For Protection, Comfort
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HOBIE CATTERS SHOPPING LIST

(Continued from pg. 19 of Mar./Apr. '75 Hotline)

R. Unbreakable Rudders from Florida — See Color Ad pg. 2 **\$80.00/pr.**

S. Jib Trim Kit — New from Murray's!! — Now you can adjust the jib sheet cleat position from anywhere on your boat, under any wind conditions, precisely and without risk of changing cleat position when sheeting in the jib itself. Kit includes: 2 cam cleats w/fairleads on black anodized aluminum base plates; 2 cheek blocks (w/beckets for later conversion to 3:1 ratio action if desired); 2 color coded trim lines; shock cord for self-return to center position; 2 eye straps for directing line to desired working positions; all mounting hardware.

Complete Kit \$38.95

T. Trapeze Adjustment Kit — Many skippers have found that their trapeze wires were too long and/or too short depending on conditions of wind, crew weight etc. By adding 2 double rings (dogbones) to the stock trapeze wires one gets a choice of two hiking-out positions. By adding 2 small blocks w/shackles; washers (nylon & stainless); rope; and some knots a skipper or crew has an infinite choice of trapeze positions. The crew can even get behind the skipper on those screaming reaches, thus counterbalancing the pressure on the leeward hull. (Note: trapeze wires should be shortened to within 6 in. of the plastic handle for best results).

Complete kit for one trapeze set: \$15.75

E-1 Double Ring (dogbone) only \$4.25 ea.

Double Trapeze Assembly Kit #2074-1 still: \$22.75

"Swage-It" Tool #2 for Nicropress sleeves: Do your own rigging, make emergency repairs, and make custom modifications. For example, shorten the trapeze wires as described above. "Swage-It" tools are precision made of steel to produce full rated strength of nicropress oval sleeves. Instruction sheet with each tool.

For cable sizes: 1/16", 3/32", & 1/8" \$15.95

Nicropress sleeves: For 3/32" cable, 8 for \$1.00

For 1/8" cable, 5 for \$1.00

Tie-Down Straps: Sturdy, quick & economical, these straps will assure your Hobie a safe ride to and from the water.

TD 500: Hull Tie-Downs — 1 inch wide buckstitch poly web adjusts from 10"-57" with a sturdy metal latch that self-adjusts the tension. 2 J-Hooks secure each strap to the trailer or roller shaft. Use two per hull. **\$5.98 pr.**

JL 100: Across the boat strap — 1" wide x 13 ft. (1000 lb. test poly webbing) secures your Hobie to the trailer with only two straps. Secure tension with 1 in. roller buckles and double J-Hooks. **\$5.00 ea.**

JL 200: Deluxe Across the boat strap — 2" wide x 13 ft. (3000 lb. test) w/large roller buckle & double J-Hooks. **\$7.50 ea.**

DL 1000: Winch — Ideal for hauling Hobies out of the water (without getting trailer wheels wet) and/or use with Mast Pre-Step Aid. See ad pg. 28 of Nov./Dec. '74 Hotline. Load capacity: 1000 lbs; Gear ratio: 3.9:1

Winch with 30 ft. of 5/16 in. line \$17.50

Winch only \$14.95

Send for free brochure.

All prices subject to change and optional with local dealers.

ORDER NOW! COD, or we pay shipping costs with pre-payment. (California residents add 6% sales tax.)

We accept check, money order, B of A, or Mastercharge (send card number & expiration date).



MURRAY'S SPORTS CENTER

11727 GATEWAY BLVD.
LOS ANGELES, CALIF. 90064
(213) 477-3015





MILE HIGH '75

AUGUST 23 AND 24

As a Hobie sailor, would you be interested in a lake where the sailboat is king and the wind blows steady and strong all day? Would a location high in the Sierra Nevades, far above the atmospheric phenomena of smog, that we all know too well, interest you? Are you turned on by thoughts of a setting of clear water surrounded by towering pines and firs that were once witness to the travels of that great naturalist, John Muir? Assimilate these images and you will have a picture of Huntington Lake, the site of Mile High 75, a Division III points regatta. The date is August 23 & 24 and your host will be Fleet 62, based in Fresno.

Situated approximately 70 miles northeast of Fresno, California, at the 7500' elevation, Huntington is a sailor's dream. The lake is noted for its wind conditions, which range from perfect — a predictable, steady 15 knots — to nightmarish — when was the last time you saw 2 boats sailing together, in the same direction, on different tacks! Local residents claim to set their watches by the wind — it starts to blow at 10 a.m. and stops at 5 p.m. The color of the water is a deep azure with a clarity envisioned only in a rushing, freshwater stream of the kind that feeds the lake. Huntington is such a premier sailing lake that many one design classes use it as the site for their national championship. Camping in the Huntington Lake Recreation Area, under the auspices of the US Forest Service, is an enjoyable experience. This year, arrangements have been made to reserve an entire campground for the use of all Hobie people in attendance.

Last year, 86 14s and 16s were on hand for Mile High and were treated to a weekend of exceptional racing and pleasurable, mellow cruising. The competition was keen and sailing mistakes were few. Winning skippers were awarded the traditional ships' wheel trophies and their crews received bottles of California champagne (hooray for crews!). This year, the entry list is expected to top 150 boats, so early pre-registration will be appreciated. A special invitation is being extended to the owners of 10s, 12s and 3.5s to join their bigger brothers in the thick of the competition.

Après race entertainment, including a Saturday night party and bonfire and moonlight sailing, is being planned to help make your weekend, as our guests, a complete and memorable experience.

Don't forget! August 23 & 24 at Huntington Lake — Mile High 75 — *points* regatta. For more information, please contact: Rick Hoffmann (209) 229-3260 or Michael MacChesney (209) 251-9612.

Dear Hobie Sailors:

PHYSICAL CHARACTERISTICS

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



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

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

To Avoid Delay — Print Clearly

[illegible]

Hobie Photo Contest

JUNE 1, 1975 THRU MAY 31, 1976

WIN A: HOBIE 16 — Grand Prize awarded for "BEST OVERALL" photo!

HOBIE 3.5 — Awarded for "BEST BLACK & WHITE" and "BEST COLOR" photos!

HOBIE HAWK – One awarded *every* month for "PHOTO OF THE MONTH"!

HOW THE CONTEST WORKS...

Subject matter must consist of either a Hobie sailboat or a Hobie Hawk sailplane.

Photos will be judged on a monthly basis, beginning June 1975 and ending May 1976. Each month a "PHOTO OF THE MONTH" will be selected from among the month's entries and the winner awarded a Hobie Hawk radio-controlled sailplane (less R/C gear). "PHOTOS OF THE MONTH" will be judged on photo composition and photographic skill and may be either black & white or color. Entries must be postmarked DURING THE month being judged, i.e., to be eligible for the JUNE "PHOTO OF THE MONTH" award, entries must be postmarked no earlier than June 1, 1975 or later than June 30, 1975.

From the twelve (12) "PHOTO OF THE MONTH" winners, the "BEST BLACK & WHITE", "BEST COLOR" and "BEST OVERALL" photos will be selected in June 1976. Winners in the "BEST BLACK & WHITE" and "BEST COLOR" categories will each be awarded a HOBIE 3.5; the winner in the "BEST OVERALL" category will be awarded the GRAND PRIZE — a HOBIE 16! (All prizes will be awarded.)

HOBIE PHOTO CONTEST ENTRY BLANK

Send To: HOBIE PHOTO CONTEST
c/o Hobie Class Association
2026 McGaw Avenue, Irvine, Calif. 92705

Name _____

Address _____

City _____

State _____ Zip _____

Telephone Number _____

Age (if under 18) _____ Number of Entries _____

I agree that my entry shall become the property of Coast Catamaran Corp. and shall not be returned to me. I agree that Coast Catamaran Corp. may make any use of my entry which they desire, including the publication of my entry at any time, for any purpose, in any medium and any context whatsoever.

Signature of Contestant _____

Parent or Guardian _____

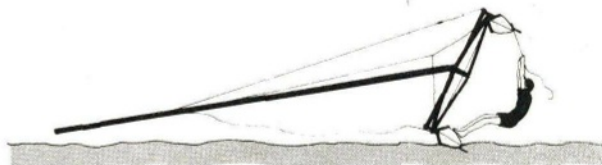
PHOTO CONTEST RULES

Subject matter must consist of either a Hobie sailboat or a Hobie Hawk sailplane.

1. The contest is open to all interested photographers. Employees of Coast Catamaran and their families are not eligible.
2. Entries in the color category may include 35mm slides, 2½x2½, 4x5 or 8x10 transparencies. Black & white prints must be on either 8x10 or 11x14 paper. All nonconforming entries will be disqualified.
3. Each entry must be labeled with the photographer's name, address, the location of shooting, film and equipment used and exposure data if available.
4. No more than two (2) photographs in each category may be submitted each month.
5. All entries become property of Coast Catamaran Corp. and may be used by them at any time for publication and within any context. Entries WILL NOT be returned.
6. All entries must be accompanied by an official entry blank.
7. Entries will be evaluated by a panel of qualified judges on the basis of originality, photographic skill and photo composition. The decisions of the judges will be final. Prizes will be awarded for the best photo each month (either in black & white or color), and from these for the best black & white photo, the best color photo and the best overall photo. The judges may select other entries in each category for Honorable Mention.
8. All entries showing any recognizable persons must be accompanied by a signed release from the person(s) in the photograph(s). The release must include the name, address and phone number of the person. Entrants under 18 must submit a signed release from parent or legal guardian.
9. The prizes include only those items specifically stated. All other expenses including any applicable taxes will be the responsibility of the winner.

NOW ONE 100 POUND PERSON CAN RIGHT A HOBIE 16 WITH

EASY RIGHTER



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

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

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



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

See Your Dealer or Write For Details

NAME _____

ADDRESS _____

CITY _____ STATE _____

SAIL # _____ ZIP _____

Hotline Subscription Blank

Please check one:

- ☐ I am the owner of NEW Hobie. Please enter my name on your mailing list (Free subscription for 1 year)
- ☐ I have just purchased a USED Hobie. Please enter my name on your mailing list. (\$2.50 for 1 year, or \$10.00 for 5 years)
Name of OLD owner is _____
- ☐ I already own a Hobie and would like to RENEW my subscription. (\$2.50 for 1 year, or \$10.00 for 5 years)
- ☐ I DO NOT own a Hobie, but would like to receive the Hot Line (\$5.00 per year)
- ☐ I have MOVED! My NEW address is shown below. (Please enclose label showing OLD address also!)
- ☐ I would like to organize a Fleet.
- ☐ I would like information on the Fleet located in
(City) _____ or near
(Major City) _____

I OWN A: HC-16 _____ HC-14 _____ HC-12 _____ HC-10 _____ Hobie Hawk _____

SAIL # _____ HULL # _____

NOTE! We cannot enter your name without the above information!

Name _____

Address _____

City _____ State _____ Zip _____

I am a member of Fleet No. _____

Return this form to: **HOBIE CLASS ASSOCIATION**
2026 McGaw Avenue
Irvine, CA 92705

FLEET NEWS

HOBIE CLASS ASSOCIATION

MAY/JUNE 1975

FLEET # 28

North Atlantic Area

Commodore's Message . . .

It has been some time in coming, but it looks like we really have a going concern in Fleet 28. A lot of people have worked for several years to get things running. Some real thanks has to go to Joe and Kay Goodhue, the dealers who do a lot more than just sell Hobie Cats! (Very few people know how sea sick Joe got when he used to spend all weekend in a committee boat running a regatta.) Last year was the first time we had a Fleet organization. Bob Brayton, our first commodore and this year's Membership Chairman, spent countless hours organizing regattas and doing the work that goes into them. My thanks to all for their efforts and for making my job easier.

I am looking forward to seeing many of you as new fleet members and out racing this summer. We also know that many people don't like to race. We are going to publish a directory in the near future so Hobie Catters can find others near-by who may know of great places to sail. Non-racing events are in the works, such as an around-the-shore regatta with some overnight camping. If you have any thoughts on sailing Hobies or any useful information about the boats or regatta locations, please let us know. We also plan to print useful articles on how to tune and rig your boat in upcoming issues of our newsletter, "Go Bananas". Hobie sailing is a great sport and we hope membership in Fleet 28 will make it even better.

John Nimphius
Commodore

FLEET # 33

Surfside, Texas

The 2ND ANNUAL APRIL FOOLS REGATTA, sponsored by Fleet #33 and Champion Beers, was held March 22 & 23 in Surfside. This was a light-air regatta

requiring ultimate concentration. The second race ended in a dense fog — and a headcount on the beach! Sunday began with high winds and fog, clearing for a light-air race in tall seas.

Coming out on top in the 16 fleet was Fernandez with a consistent 4-3-3, and Ryan a close second with a 3-1-9 score. Tucker swept the 14 fleet with a 1-1-2. Special thanks go to Rick Kelly and Champion Beers for plenty of free Miller Beer and financial assistance. Thanks also to Shirley Martin, our Houston Hobie dealer, for all her help! (For results, see page 38.)

Winners of Fleet # 33's 2nd Annual April Fools Regatta.

FLEET # 45

Cocoa Beach, Florida

The people who brought you the First Annual JPOR, the 1974 Hobie Division #8 Championships and beer at the finish line have done it again!

Hobie Cat Fleet #45 and the S.E. Regional Tornados proudly present:

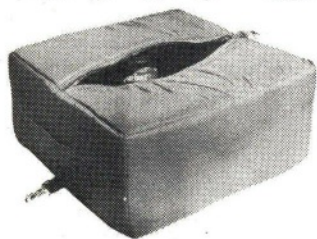
SECOND ANNUAL JETTY PARK OCEAN REGATTA

for Hobie 14's, Hobie 16's and Tornados

Three days (seven races) of some of the finest off the beach ocean sailing on the east coast. Easy access to the beach, convenient camping and motels, cocktail party,



"Cool Cat"



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

12" x 12" x 6" Deep

\$19⁹⁵
EACH

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

With U.S. Coast Guard approved throwable device. 15" x 15" x 3" deep insulated cooler compartment keeps beer cold, or clothes dry. Two snaps hold *Cool Cat II* on trampoline.

\$39⁹⁵
EACH



"Cool Cat II"

- Detachable zipper pocket holds tools, parts, money, etc.
- See through pocket for racing chart
- Carrying handle
- Clip life jackets, etc., to "D" rings on side
- Pull out Coast Guard approved throwable device included. (required on Hobie 16)



Send check or money order to: (N.Y. Residents Add 7% Sales Tax)
Elwood Safety • 2180 Elmwood Avenue • Buffalo, New York 14216

superb dining, good competition for all types of skippers, trophies, beer and soda.

WHEN: May 24, 25, 26 (Memorial Day Weekend)

WHERE: Jetty Park, Cape Canaveral, Florida

150 yard wide hard sand beach recently graded to eliminate breakers.

FOR FURTHER INFORMATION CONTACT:

Bill Schweizer 305-783-8036
Bill Burns 305-452-1013
Wind & Surf Sailboats 305-784-2628

FLEET # 53

Isle of Palms, South Carolina

Fleet #53 hosted their first tune up race on Sunday, March 2. Temperatures in the low 40's and winds above 20, with gusts much higher, greeted the fleet for their first race of 1975. Nineteen Hobies and their brave crews ventured forth to do battle with each other and the elements. The high winds and brutal cold had their effect as capsizes and DNF's became the order of the day. Nine 16's, seven 14's and three 12's enjoyed some of the finest and most exciting flat water/heavy air conditions you could ask for. Only one race was run due to the cold, but the course was a long one and everyone got all the racing they wanted. Final standings were as follows:

16's	14's	12's	
Doug Seuss 1st	Lukie Lucas 1st	Robert Brodeur 1st	DNF
Sparky Witte 2nd	Tom Hutson 2nd	Ron Johnston 2nd	DNF
Olin Pate 3rd	Jerry Dupre 3rd	Mike Trotter 3rd	DNF
Louis Drake 4th	Gottfried Popp 4th		
Rusty Harley 5th	Chuck Hooker 5th		DNF
Bob Pearson DNF	Nate Newton DNF		DNF
John Reinecke DNF	Walter Pringle DNF		DNF
Tim Salmon DNF			
George Walker DNF			

FLEET # 58

Clark Lake, Michigan

Our Fleet's first series runs Sunday, May 4th, through Sunday, June 22nd. On June 29th we have our annual mid-season pig roast, when we will present the trophies for the first series. It's always a good day for lots of softball, volleyball, food, fun and beer. The second series begins July 6th and runs every other Sunday through September 7th.

May 18th is the date of our Clark Lake Ice Breaker regatta, which is a great way to kick off the 1975 sailing season. We are looking forward to keen competition and good partying again this year.

This year we are conducting a series of seminars on basic rules for the benefit of new skippers and crews, as well as the seasoned skipper and crew.

We welcome any Hobie sailors in the area to join our fleet, and hope lots of Midwest sailors will enter our regatta on May 18th.

Lynn Vermeulen
Commodore
Fleet 58

FLEET # 95

Bellevue, Washington

YAH-HOO!! Wind at Lake Tapps (and buckets of rain) for Joe Turner's Nut Freezer II — and then wind, yes wind, at Vasa Park for Eldred Smith's Nut Freezer III on February 8. Things are looking up at last. A big "thanks" to all those 20 skippers and their crew members who turned up in freezing weather at Vasa. We all had great fun except, perhaps, Chris Burnett who fell off her dad's 16 into the icy water — without a wet suit on!

NUT FREEZER SERIES

TOTAL POINTS — STANDINGS — TO DATE

16A	1. Merv Eaton — 62	16B	1. Gil Caughlin — 17
	2. Dave Harris — 59		2. Boe Fletcher — 10
	3. Brian Gupta — 43		3. Ross McConnell — 10
	4. Willi Schmidt — 41		4. Bruce Zornow — 8
	5. Jack Carlson — 37		5. Matt Breaker — 8
	6. Joe Turner — 29		6. Bud Tamm — 7

14A	1. Paul Ulibarri — 50
	2. Don McClain — 45
	3. Dennis O'Neill — 40

FLEET # 97

Raleigh, North Carolina

Fleet #97 held their 2nd Annual Shiver-and-Shakedown Regatta at Kerr Lake, N.C., March 22. The early-season event drew participants from several fleets in four states — North and South Carolina, Virginia and Pennsylvania. Of the 19 Hobie Cats present, 16 were active in racing. Four excellent races were run in brisk winds and weather appropriate to this wet suit-and-life jackets event.

As a consequence of recent heavy rains, the lake was some ten feet above its normal high and still rising toward an alltime record high . . . boats were launched among the treetops of a very unfamiliar shoreline! (For results, see page 38.)

FLEET # 109

Manhasset Bay, New York

The fleet officers, Warren Darress, John Thomson and Al Campbell, have started to thaw out and have given some thought to the fast approaching summer season. Racing will start each Saturday and Sunday in Manhasset Bay, Port Washington, N.Y. on May 17 and will continue all summer thru October 4. Several series will be planned to take advantage of the many personal interests and problems. Last year, the Manhasset Bay Cats completed over 38 races at home and included the Sea Cliff Regatta, Sayville, and the East Coast Championship in their season scores. Similar plans will be made this year, but will emphasize several trips to the south shore during the light wind period on the north shore during July and August. A fleet challenge will also be planned with Larry Deering's South Shore Fleet #124.

Fleet #109 is actively working on, and will again cosponsor, the Sea Cliff Regatta which will kick off the Long Island scene on May 31 — June 1. This has been an activity many have looked forward to over the past 16 years. Our experience over the past 8 years has shown this to be one of the best of the season. You will find that our sailors are still full of vigor and friendly spirits at the beginning of the season. Watch out for them after they have a few firsts on their string later on!!

FLEET # 115

Big Whitefish Lake, Michigan

Fleet #115 wishes to welcome any and all Hobie skippers to its fleet, whether they be novice, intermediate or expert. Our races are held on a large and beautiful lake with the opportunity for picnics and good fellowship. Last year, we had visitors from several midwestern states and we would like to have more of this, as well as additional area members joining our fleet. Fleet races are held every Sunday during the summer at 2:30 p.m. with ribbons for all places and high point trophies for all high places for the season.

FLEET # 134

Memphis, Tennessee

Fleet #134, in Memphis, Tennessee would like to extend a hearty welcome to all Hobie skippers who would be

give your hobie a lift

HOISTER up on a framework of no rust aluminum castings and galvanized steel, that can be easily assembled in one hour using only one wrench and a screwdriver!

Other features include adjustable mud feet, vinyl-coated operation wheel, and a four to one ratio winch with friction clutch.

Available as a complete unit or in kit form. For more information write or phone:

EKLOF DOCKS 612-448-5582
88 COLUMBIA COURT
CHASKA, MINNESOTA 55318

Name _____
Address _____
State _____ Zip _____ Phone _____

Further inquiries invited

Colorful, Long Lasting **FLOW-THRU TRAMPOLINES** for your Hobie

Now you can get a tough, durable trampoline that won't let water puddle — available in colors to compliment your hulls and sails. Made of vinyl coated nylon . . . non-skid and non-abrasive.
Colors: blue, beige, aqua, black, red, mahogany and oyster.

Net Leader of Class Racing

 **14" SIZE** **16" SIZE**
\$91⁵⁰ **\$97⁵⁰**
(includes tax and shipping — NO C.O.D.'s)

ZALEboats

"The MULTI-Service Center"

P.O. Box 331 — East Greenwich, R.I. 02818
dealer inquiries invited

FLEET NEWS (Cont.)

interested in taking part in our activities. We will be racing Saturday & Sunday afternoons, and will set aside one weekend each month for a sailing/camping trip to lakes in the area. Monthly meetings will include sailing movies, Hobie racing instruction and plenty of hospitality! A schedule of activities and any other information is available by contacting Chris Rooke, 3000 Vantage, Memphis, Tenn. 38131 or call 901-398-3140. Ya'll come see us ya' hear!!



Fleet 87 kicked off its 1975 Winter Series with a drifter at Oakland's Estuary Park on February 22. Driftiest skippers for the day were Ray Adams (H-16) and Jack Baker (H-14).

Photo by Margaret Adams.

Hobie Nationals Are Coming Up!

HOBIE 14 Nationals:

September 17 thru 21 at Traverse City, Michigan

HOBIE 16 Nationals:

November 5 thru 8 at Hilton Head, South Carolina

**WATCH THE NEXT HOT LINE FOR FURTHER
INFORMATION**

Hobie 16 Skippers — Now have complete control of your mast while stepping and unstepping with the NEW

MAS TAMER

Hinged braces, temporarily attached at one end to the jib-sheet tracks and with the other end riding in the mast groove, provide complete lateral control. Effective. Simple. Safe.

An extendable push tube provides for raising the mast the first 65° from which it can easily be pulled erect by a line on the forestay.

MasTamer provides for SOLO mast handling

PRICE: **\$69.95**

domestic postage prepaid.
Penna. shipments add
6% sales tax.



WRITE FOR MORE DETAILS

MasTamer, 60 Paoli Pike, Paoli PA. 19301

Announcing the Third Hobie 14 World Championships!

DECEMBER 7 THRU 14, 1975
Palmas Del Mar, Puerto Rico

Plan now to work your vacation around these dates and get set for the most exciting Hobie sailing event of the year!

Palmas del Mar is one of the Western Hemisphere's newest and most fascinating resorts, located on 2700 acres stretching along six miles of Caribbean coast. Blessed with fair weather and consistent trade winds, Palmas del Mar offers exceptional sailing conditions, along with tennis, hiking, golf, riding, swimming and numerous other activities!

The three plans below have something for everyone. . .and they have been specially put together for Hobie Catters. We are presently working on obtaining group air fare rates from 6 or 8 major cities in the U.S. and will let you know as soon as arrangements have been finalized. (Package rates shown do not include air fare.)

PACKAGE # 1

7 nights of accommodations at Palmas del Mar
6 full American breakfasts
2 buffet dinners
2 cocktail parties
Transfers to/from San Juan
Maid service - 4 days
Porterage and bellman
Awards banquet

COST: \$165 per person

PACKAGE # 2 SAME AS PACKAGE # 1 PLUS:

Transfers to/from hotel in St. Thomas, Virgin Islands
3 nights accommodations at St. Thomas
3 full American Breakfasts
1 dinner
1 cocktail party

COST: \$250 per person

PACKAGE # 3 SAME AS PACKAGE # 1 PLUS:

Transfers to/from hotel in St. Thomas, V.I.
6 nights accommodations at St. Thomas
6 full American breakfasts
2 cocktail parties
1 cook-out
1 dinner

COST: \$340 per person

The top 10 skippers in the 14 Nationals will qualify for the worlds. . .and the 1st place skipper will win a FREE TRIP! Approximately 40 U.S. skippers will be able to enter the qualifying races in Puerto Rico.

We've made a commitment to Palmas del Mar and must have a quick response from you to hold the space and to arrange group air fares, so send your deposits in now (\$100 per person). If you are among the FIRST 40 to send in your deposit, we will reserve a boat for you for the qualifying races. (Please specify whether or not you intend to compete in the qualifying races.) DEPOSITS REFUNDABLE UP TO NOV. 1, 1975

Send this form, along with your deposit to:

PATRICK HOGAN
STUDIO CITY TRAVEL
12192-1/2 Ventura Blvd., Studio City, Calif. 91604

Sign us up for Hobie World's Package # _____ for _____ persons. Enclosed please find \$ _____ or minimum deposit of \$100 per person for the following persons:

NAME(S): _____

ADDRESS _____ CITY _____

STATE: _____ ZIP: _____ PHONE # _____

PLEASE RESERVE A BOAT FOR MY USE IN THE QUALIFYING RACE _____

(YES)

(NO)

WATCH THE NEXT HOT LINE FOR FURTHER INFORMATION ON THE HOBIE WORLDS!

CULEBRA '75



FIFTH ANNUAL RACE

By Ann Bennett (Photos by Sandy Banks)

The 5th Annual Culebra Race got off to a roaring start on Friday, March 14. Yeah, we did it again — 55 miles of mind-blowing, record-breaking, Hobie speed!

While the Race Committee loaded its gear on the Police Launch, 19 assorted catamarans, including for the first time 6 Hobie 14s, flew out to the starting line. One squall after another followed them as they waited for that final blast on the horn which would send them on their way to Culebra, and hopefully the winner's circle.

This was the first year that conditions merited every ounce of concentration and muscle power. Winds were a steady 15-20 m.p.h. with gusts up to 25 and 30. The ocean was choppy, with swells of from 4 to 6 feet. The red flag was up and off they all went — or almost all. Fernando Valdes and his Hobie 16 "Culebra", simultaneously with the starting horn, lost his mast and was out of the race — try again next year Fernando!

Jaime Font's Hobie 16 "Mental Case", thinking he had

equipment failure, turned back to Fajardo shortly after the start — only to find out that his rudder pin was a little loose — but decided to withdraw from the race anyway. As the fleet passed the western end of Palominos Island, roughly 2 miles from the starting line and used as a control point, the race was taking shape. Chris Christensen, from Fort Lauderdale, Fla. (2-time winner), took a small lead over Sam Robbins (sailing his 5th Culebra Race), with Jaime Monllor a close third.

With an elapsed time of 3 hours 11 minutes and 11 seconds, Chris and Pauline Christensen crossed the finish line, ending their first leg to Culebra Island with a record-breaking time. Sam Robbins capsized about one mile from the finish and after sorting out his anchor from his righting line, came in 4th. Jaime Monllor also capsized in about the same spot, and with his hulls filled with water had to request assistance and be towed into Culebra for a DSO. Second boat to Culebra was a Sol Cat skippered by Manny Dos Santos, third came Angel Espada and Eugene Balzac on Hobie 16 "Blue Wing Teal". Roberto Bouret Sr. and Jr., sailing their P-Cat on its 5th Culebra race, came in 5th. Fifty-eight minutes after the first Hobie 16 had finished, Jose Rodriguez Reyes, skippering his Hobie 14 "Little Teal", crossed the line as first Hobie 14 to Culebra — a gruelling race for a one man crew. A little over 5½ minutes behind Jose, came 14-year-old Evan Borges, also in a Hobie 14, to prove he was still in the competition.

With all the boats safely in by 6:00 p.m., everyone could unwind and enjoy the beauty of Culebra. Druso Daubon, our host at Seafarers Inn, presented to Chris and Pauline a driftwood trophy with a silver Hobie 16 riding a wave, for being 1st boat to Culebra.

Saturday was a rest day — some rested, some sailed and some walked — like Jose who covered at least two thirds of the island on FOOT — and then wondered why every bone in his body ached! Sandy Banks and Roberto Bouret found out over the pool table that local rules abide (made up as the game went along — by the Culebrenses of course)!

Sunday dawned sunny and warm — the wind had died to a steady 10-12 m.p.h. with occasional gusts up to 15. At the red flag for the start of the second leg, the wind shifted around and those who were on starboard found they had to make a quick tack on to port to be able to make the line. Ahead lay a 16-mile broad reach to Caballo Blanco Reef, off Vieques, and a 20-mile beam reach to Fajardo, rounding the Las Croabas light and on to the finish which was between the Committee boat and the jetty at Puerto Chico Marina.

The Committee boat barely made it to Fajardo on time — flags and papers were changed over to a large sailboat which was to anchor and take the finishes. Just as we dropped anchor, the first boat came across the line. Ronnie and Robbie Ramos from Ponce, Puerto Rico, in their Hobie 16 with a record breaking 2nd leg time of 2 hours 32 minutes and 33 seconds (over a distance of 36 miles!). Second came Sam Robbins and third was Chris Christensen. In the Hobie 14s, Evan Borges crossed the line first with a time of 3:09:16, however it was not good enough to shake off Jose Rodriguez, who came in behind him in 3:14:30, giving Jose a 24-second lead overall in Elapsed Time — a real fight to the finish. A little over 45 minutes after the first boat finished, all remaining boats had crossed the line.

Monday night there was a Wine Tasting Trophy Presentation at the Club Nautico de Puerto Rico, hosted by Puerto Rico Distillers. Movies of the First and Second Worlds were shown and Trophies were presented by Sandy



Jose Rodriguez Reyes (foreground) skippering his Hobie 14 "Little Teal".

Banks, on behalf of the Hobie Class Association, and Jose Rodriguez Reyes on behalf of P.R. Sailboats, Inc. — the two sponsors of the Race. Chris and Pauline Christensen walked away with most of the gold, taking also the Perpetual Trophy, having won the race three times!

Everyone agreed it was the best Culebra Race yet, and we are all looking forward to the 6th in 1976. Our special thanks go to the Maritime Division of the Police, who gave their services for the whole weekend as Committee Boat. Also the Coast Guard Auxiliary for their excellent Chase Boat work. To Frank Amaru, our Race Chairman, who was presented with a special Culebra Race commemorative plaque for his efforts as Race Committee Chairman, and to Sandy Banks and the Class Association for helping us out and sponsoring the event. Many thanks to you and everyone who helped make it an enjoyable Hobie weekend.

(For results, see page 38.)

Chris and Pauline Christensen, three-time winners!



Recently, we have had requests from our readers to reprint some of the technical articles which appeared in previous issues of the Hot Line concerning sail shape, mast rake, batten shaping and other helpful tips which will improve racing skills. We agreed that articles such as these are most beneficial to skippers who are just starting out, and have found that even seasoned sailors often refer back to them from time to time. So, by popular demand, here is the first of our reprints. . .

MAST BEND AND SAIL CONTROL

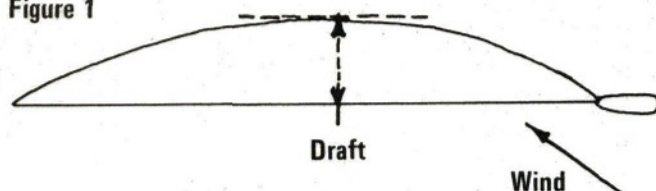
Aside from steering a Hobie around a course, the skipper should have some basic sail construction and shape theory if he is looking for speed. First, the ability to tell when a sail shape is bad, and secondly, what to do about it when it is.

Let's talk about mainsails, how to trim them, stretch them and make them.

First, a mainsail is made by sewing panels of cloth varying from 18 inches to 36 inches together and cutting the leech, luff and foot in a right triangle, sewing in the battens, hoisting it and pushing off from the dock. Well, not quite. If you made a sail this way, by laying sheets of dacron together on the floor and sewing them together as they lay, and then cutting a straight line down where the mast would attach, you would end up with a very very flat sail, with the only draft being out just where you didn't want it, when the wind pushed against its flat belly. So how does a sail get its shape, how is the shape positioned, and how can it be moved, both in positive (faster) and negative (slower) directions?

First, let's talk about what draft is and in so doing about what makes a sail drive a boat. Figure 1 shows a cross section of a sail about halfway up the sail, parallel to the boom. Draft is the maximum width or camber, which is measured by drawing a straight line from luff to leech, and measuring the distance away that the bulge, or camber, is located. Draft measurements have two critical figures. One

Figure 1



is the actual percentage of depth, and the other is the position aft of the luff that that draft exists.

Now let's look at a sail to see where the maximum draft should be located. Figure 2 shows a typical cross section of the sail. This sail drives a boat through the water because of a difference in the pressures on either side of the sail. The wind flowing over the leeward side of the sail creates a low pressure compared to the wind flowing over the weather side of the same sail, and as we novice weather men and physicists know, a low pressure tends to be equalized by a high pressure. This movement of the high pressure toward

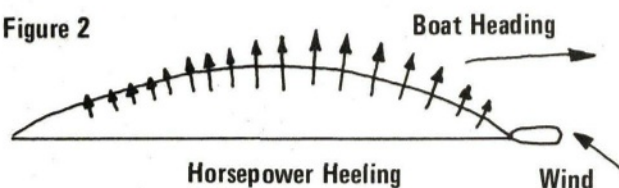
the low, forces the sail and the boat in the direction of the low. Complicated? A little.

Look at it this way. Every little arrow in Figure 2 shows a flow of the sail in the direction of the low pressure. For all practical purposes, the flow acts perpendicularly to the sail, with stronger forces up front along the luff, where the pressure difference is greater than near the leech where the flows are merging. The maximum draft, in the case of a boat going closehaunched to weather, can be seen as the point at which the forces created by the pressure (arrows) begin to act in a negative direction as far as forward motion of the boat is concerned, so that everything aft of the maximum draft in this picture is retarding the boat speed.

The amount of draft in a sail can be likened to the gearing of a car. When there are hills to go over (bumpy water, light air) the sailor must use low gear, or keep a full sail with a lot of camber or draft. As the going gets easier, and the boat reaches higher speed, the sail should be flattened out, and the higher gear used. But how can a sail made for one gearing be used for another gearing? Let's take a look at how a sail is made.

The two simple, basic methods all sailmakers use to put

Figure 2



draft in a sail when they are making it is through broad-seaming, and the cut of a luff curve.

The first, broad-seaming, is a simple method of placing draft in the sail by sewing a little more cloth into the place where most draft is wanted. They do this by taking more into the seams toward the outer ends (luff and leech), and less into the precise spots where the draft is wanted. Figure 3 shows this method of creating the draft.

The second method is by cutting something called luff curve into the sail. If the sail were laying perfectly flat on the floor, it would look like the sail drawn in Figure 4. The leech area, where the battens will be placed, is a relatively stable section when it is hoisted. The luff, when placed on a straight mast with the curve shown, will have draft induced into it simply by placing more available cloth in the rounder areas.

Figure 3

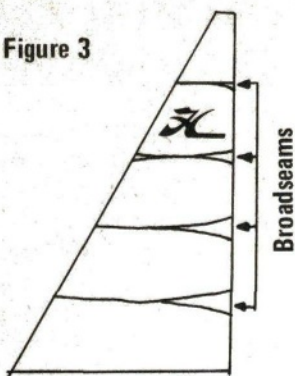
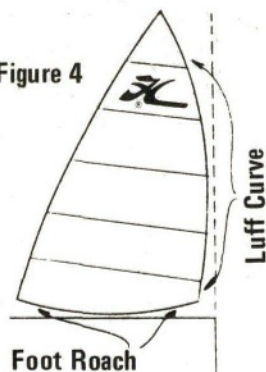


Figure 4



Both of these methods are used in the construction of all sails, and then a final ingredient that is the sailmaker's art form — selection of cloth that will stretch the right amount for the right job. Draft is controllable to a great extent by the angle at which the panels are sewn.

Take an ordinary piece of cloth, or grab a tee-shirt nearby and stretch it, once in line with the fibers, noticing the stretch characteristic, and then stretch it on a diagonal, or along the bias. The stretch in the bias direction is much more pronounced. This is the job of the sailmaker, to test the cloth for certain characteristics he wants, and place the panels so that the stretch in the desired directions is accomplished when the sail is hoisted on a mast.

The two ways a sail is to be stretched while on a mast are along the luff and along the foot. Stretching a main-sail along the foot will eliminate the shelf that is built into all good mainsails, and flattening the maximum amount of camber or draft. Stretching the main (or jib for that matter) along with the luff will tend to pull the draft toward the stretched area, or forward in the sail. Basically then, tightening up the downhaul and slacking the outhaul on the main will make it fuller and move the draft forward. Slacking the downhaul and tightening the outhaul will move the draft aft and make the sail flatter.

How can the draft be moved by means of altering the luff curve? Simply by bending the mast. The mainsails on most large boats with fixed masts are not built with a lot of luff curve because their mast cannot be bent up to the point of aligning with the amount of luff curve and flatten the sail, or if bent beyond the amount of the luff curve, the sail turns inside out, or the amount of bend is stretching the cloth in ways it was not intended to be stretched. The telltale sign of this is violent wrinkles extending from the clew to the middle of the luff which cannot be taken out.

The Hobie 14' and 16' mast step was so designed to allow the mast to rotate. The degree of rotation is controlled by the dogs or pauls on the lower mast casting, coming in contact with the raised position of the mast step casting. Rotation can be controlled by hacksawing or filing away the desired amount of metal equally on each side of the raised portion of the mast step casting.

The Hobie 14' and 16' mast will not bend straight fore and aft due to the streamlined effect of the cross section of the extrusion. However by allowing the mast more rotation this gives the flatter side of the extrusion a better fore and aft position and allows the mast to flex with increased tension on the main sheet, and in turn forming the mast to the luff curve of the sail, allowing the sail to become flatter. Figure 5.

This action is independent of batten shaping in its effect on sail shape and will change the draft that is shaped by the



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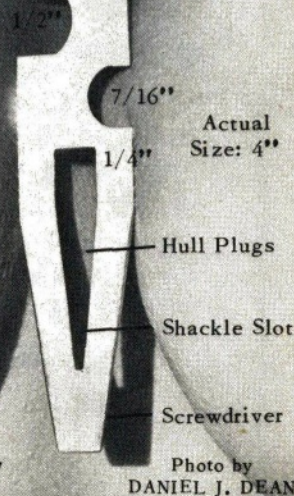
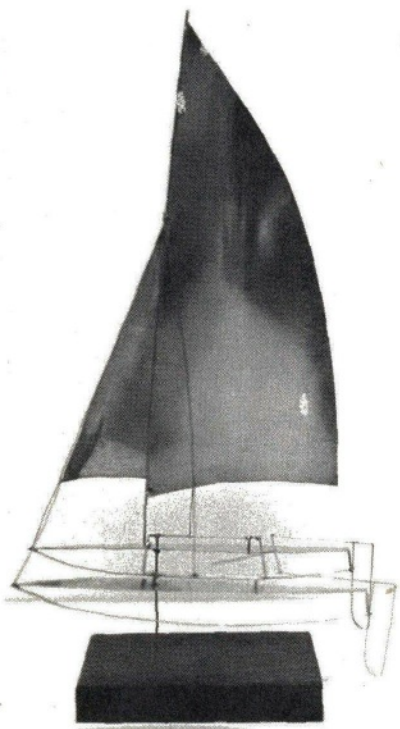


Photo by
DANIEL J. DEAN



LITTLE HOBIE

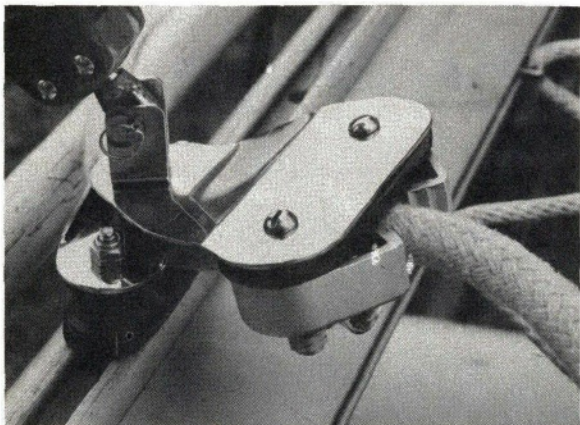
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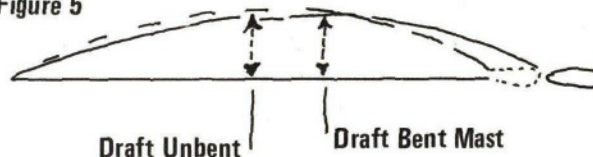
battens to a greater or lesser degree as determined by main sheet tension.

Usually if a wrinkle appears in the sail which is not wanted, the cloth must be stretched in a direction perpendicular to the line of those wrinkles. If there are wrinkles extending horizontally out from the mast near the luff, it is usually the sign of not enough down haul. If there are wrinkles extending vertically from the boom, not enough overhaul; wrinkles perpendicular to the batten pockets, tighten the batten ties.

Where should the fullness be located? Somewhere between 30 and 50 percent is common, shifting the draft aft and flattening out the sail when the wind picks up and less horsepower is needed. The more horsepower, the more tendency to heel. The break even point is when the boat can be held close enough to its lines to maintain trim, but with enough horsepower to generate adequate forward motion. Hiking harder with more weight will allow a tighter mainsheet and more horsepower, but only if the heeling moment caused by the additional horsepower is kept in check. Too much draft will cause excessive heeling. Too little draft and the horsepower is just not there. Discovering the maximum point at which performance peaks out, that is heeling moment and horsepower are geared for maximum speed and pointing, is the job of all sailors and the ace-in-the-hole for the winners.

Hobie skippers should practice to know how much mast bend sail needs for desired shape or to flatten out the sail as less horsepower and less heel is required. See Figure 5. Maximize the effectiveness of the main by knowing exactly when to bend the mast. Never overbend.

Figure 5



Again we'll leave you serious racers with the primary tenet of winners: You can't try these things while racing and hope to win. Get a friendly opponent and go out and check your speed in different settings of draft position and amount of draft. Exchange boats. Exchange sails. This takes the human error out of sail testing. Keep a notebook, and mark everything you might change, so that when you're racing you don't have to constantly fumble with the adjustments. There are too many things to tactically worry about, rather than trying to work on boatspeed. You should have your maximum boatspeed before you get onto the course.

Credit should be given to Yachting News for the nucleus of a good article. Of course it was necessary to modify Basic Monohul concepts to apply to Hobie Cat sail shaping.

ATTENTION ALL HOBIE HAWK FLYERS!

The Hobie Hawk MID SUMMER NATIONALS are tentatively planned for August 9 and 10, 1975 on the Boardwalk in Atlantic City, New Jersey.

From all indications, the competition is going to be excellent! For details concerning entry fees, contest rules, etc. contact:
Kelly Pike
Box 400, Clinton, Conn. 06413

mid-america's long distance race

When a big Hobie event takes place chances are that it is either on the west or east coast and that it will be in the surf. But there are a growing number of Hobie owners which live on neither coast and who do the majority of their sailing on inland lakes. I am such a Hobie owner. I live in Dallas, where last year we had 75 boats in our "non-coastal", "non-surf-sailing" fleet (#23).

Now, I'm not knocking the coast nor the excitement of surf sailing but when Coast Cat, Fleet #23, and Inland Sailboats started talking about a national event in our area . . . well now we're going to break from tradition! For all of you between the coasts we have the MID-AMERICA'S LONG DISTANCE RACE. It will be in central U.S. and on a lake!

In addition to two long distance races and one unusual round-the-buoys race, there will be basic sailing/racing seminar for new boat owners, non-racers, or anyone who wishes to tune up. The seminar will run for two days concurrent with the races and features blackboard discussion followed by "on-the-water" tutoring. This seminar was offered last year by Larry Moore, Commodore of Fleet #23, and was highly received by novice and accomplished sailor alike.



LOCATION: The beautiful sandy beaches of Lake Texhoma, Denison, Texas

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HOTLINE/MAY-JUNE

REGATTA RESULTS

MIDWINTER'S EAST

Tampa Florida - March 8-9, 1975

LAGUNA SEA FESTIVAL

Laguna Beach, Calif. - March 1, 1975

NATIONAL HOBBIE CAT CHAMPIONSHIP

Victoria, Australia -

1974/75 Season Results

Pts. Regatta

HOBBIE 16 - A FLEET

POS.	NAME	SAIL #	TOTAL
1.	J. McCann	2222	24%
2.	J. Stephens	10138	26%
3.	J. Steverding	7017	47
4.	R. Markham	4406	53
5.	R. Tardif	2081	55
6.	J. Latta	1805	57
7.	S. Edmonds	11272	58
8.	S. Shaler	3892	60
9.	C. Christensen	37	62%
10.	J. Stevens	3803	67
11.	J. Dwyer	5780	71
12.	B. Woods	2320	72
13.	E. Acres	8780	73
14.	B. Sanchez	10633	79
15.	J. McClintch	220	90
16.	J. Oliver	11637	96
17.	H. Alter	9107	106%
18.	D. Mullins	9686	110
19.	B. Raney	6865	124
20.	R. Wall	2783	124
21.	S. Woodruff	14155	127
22.	J. Rafter	8136	130
23.	G. Karding	7926	140
24.	J. Weather	1933	145%
25.	B. Ball	2872	148
26.	M. Garner	9884	151
27.	B. Olson	4959	154
28.	P. Ellis	8823	156
29.	G. Trauter	6965	156
30.	C. Smith	7080	158
31.	T. Kestor	8205	158
32.	D. Hudson	9820	167
33.	B. Stewart	3164	167
34.	C. Cas	12078	167
35.	C. Shiner	4383	167
36.	N. Pomeroy	53	174
37.	T. Forrester	7125	175
38.	P. Becker	7134	175
39.	S. Sanderland	3808	177
40.	R. Kimbrough	9196	183
41.	R. Mallory	8769	185
42.	J. Clardy	9962	189
43.	D. Peck	9588	193
44.	J. Sammons	4368	193
45.	P. Thais	6023	194
46.	E. Horton	8389	198
47.	G. May	6769	205
48.	L. Linde	199	210
49.	J. Strahr	10233	210
50.	C. Tilly	10633	216
51.	K. Oulfield	4774	216
52.	D. Brown	224	218
53.	B. Gray	3932	224
54.	J. Peelle	1114	226
55.	E. Reuter	6599	229
56.	L. Flanagan	12798	227
57.	T. Garvey	9814	227
58.	B. Milikan	6887	227
59.	D. Dwyer	9676	229
60.	C. Niles	1383	231
61.	R. Coats	2052	232
62.	B. Reed	2083	234
63.	B. Erve	6638	234
64.	D. Piermarini	12336	235
65.	J. Henry	5473	236
66.	G. Weaver	9960	237
67.	W. Gies	8753	238
68.	G. Ellis	4703	238
69.	J. Gordon	240	240
70.	M. Hytle	2883	244
71.	M. Fredrickson	6817	247
72.	O. Whitmore	12321	249
73.	R. Simpson	3846	251
74.	R. Wilcox	10729	251
75.	J. Hoff	138	256
76.	D. Ho	1636	256
77.	G. Allen	5560	256
78.	L. Viter	9016	256
79.	J. Hambyer	11126	256
80.	S. Saylor	1129	256

HOBBIE 16 - B FLEET

POS.	NAME	SAIL #	TOTAL
1.	J. Davis	6931	20%
2.	B. Coleman	2061	32
3.	B. Santacangelo	9057	35
4.	D. Harthrop	10261	37
5.	F. Barone	12318	48
6.	G. Gassie	3551	48
7.	B. Barker	6612	49
8.	T. Speer	6000	55%
9.	T. Anderson	10226	56
10.	L. Kalina	3627	59
11.	T. Chesnut	8832	64
12.	O. Wronski	9001	70
13.	L. Hoeyang	12361	73
14.	H. Sullivan	635	76%
15.	K. Kupernik	8100	80
16.	H. Woodbury	6638	83
17.	L. McNamee	12730	93
18.	A. Alexander	6434	95
19.	M. Walsh	2784	97
20.	P. Hight	11830	102
21.	G. Price	8066	103%
22.	J. Anderson	10066	103%
23.	R. Roosa	9668	104
24.	M. Makklem	9808	104
25.	R. Johnson	1027	106
26.	A. Freye	13958	107
27.	R. Radtich	3413	115
28.	B. Bell	9691	115
29.	B. Rouse	3220	121
30.	J. Powell	1246	122
31.	S. Galloup	8518	123
32.	B. Scheil	6238	126
33.	D. Noel	13758	126
34.	J. Ruppel	11477	131
35.	C. Clark	9633	133
36.	W. Henley	37	137
37.	D. Voss	2174	137
38.	F. Agnato	5183	137
39.	B. Gregg	7136	137
40.	R. Vick	8144	137
41.	K. Parvin	9639	137
42.	J. Pfister	10140	137

HOBBIE 16 - C FLEET

POS.	NAME	SAIL #	TOTAL
1.	F. Fein	5559	12%
2.	J. Schandlmayer	9249	21%
3.	C. Pankon	9557	22
4.	B. Stolberg	9354	28%
5.	K. Dickson	8576	33
6.	J. James	11387	43
7.	M. Carroll	12082	50
8.	R. Tivnan	5930	60
9.	J. Llewellyn	9677	60
10.	C. Rozear	11382	62
11.	L. Weller	12358	66
12.	B. Jureit	2115	69
13.	J. Paut	8316	72
14.	B. Bell	9694	80
15.	C. Chappell	8853	80
16.	J. Fields	11266	81
17.	P. Conrad	1297	82
18.	N. Robinson	9912	82
19.	J. Acosta	7641	83
20.	D. Carr	12590	83
21.	R. Carter	13498	84
22.	B. Walker	4993	85

Pts. Regatta

HOBBIE 16 - C FLEET

POS.	NAME	SAIL #	TOTAL
1.	J. Lissu	5510	86
2.	M. Goldsmith	8701	87
3.	D. Albert	12245	90
4.	C. Shepherd	12682	93
5.	B. Dancher	8375	93
6.	S. Mankowich	204	99
7.	E. Swank	10529	104
8.	T. Conover	10218	107
9.	B. Hines	14545	109
10.	W. Jawney	21236	110
11.	M. Woodburn	10127	110
12.	S. Twitty	12725	111
13.	J. State	12027	112
14.	T. Mims	7461	114
15.	L. Kroll	1818	115
16.	S. Marand	2084	115
17.	A. Virelli	3843	115
18.	R. Dickins	4994	115
19.	C. Lavel	5552	115
20.	D. Shambdin	5816	115
21.	F. Logicki	6576	115
22.	J. Scott	6671	115
23.	R. Stevenson	8028	115
24.	D. Carman	10368	115
25.	J. Anderson	10593	115
26.	S. Badenski	12056	115
27.	K. Coffee	12208	115
28.	R. Burdett	12500	115
29.	D. Sichert	13292	115

HOBBIE 14 - A FLEET

POS.	NAME	SAIL #	TOTAL
1.	C. Vandow	3836	8
2.	T. Matheny	12885	21
3.	B. Schroeder	5399	22
4.	J. Knight	15928	27%
5.	T. Whitworth	16642	29
6.	J. Hamilton	3850	37
7.	R. Blair	3944	37
8.	D. Balthaser	15336	50
9.	M. Miller	15512	55
10.	G. Reed	3848	56
11.	G. Jenkins	17882	57
12.	M. Penley	12022	65
13.	B. Bradley	3237	68
14.	F. Duhon	4188	74
15.	D. Crowe	4188	74
16.	J. Solak	5848	90
17.	P. Regan	14840	90
18.	K. Keene	15573	83
19.	J. Schroeder	5399	86
20.	R. Radtich	2935	86
21.	G. Ewell	4774	88
22.	J. Edli	17629	89
23.	J. Solak	5848	90
24.	M. Crowell	3600	98
25.	J. Hudson	5629	104
26.	H. Haney	17689	104
27.	S. Collins	15558	106
28.	D. Heyse	586	110
29.	T. Teedt	1078	110
30.	H. Hawkins	8364	110
31.	G. Murphy	15652	110
32.	S. Gaffney	14929	114

HOBBIE 14 - B FLEET

POS.	NAME	SAIL #	TOTAL
1.	C. Narines	10346	13%
2.	R. Hagen	11964	24
3.	T. Reese	12582	33
4.	T. Lucas	17817	33.45
5.	W. Rudolf	12517	35
6.	J. Davis	7919	40
7.	G. Balloni	12760	40
8.	J. Furman	15547	44%
9.	S. Jones	16302	50
10.	C. Campbell	5980	50
11.	C. McLaughlin	15424	67
12.	M. Maddey	12688	67%
13.	C. Elvay	9603	70
14.	S. Hagen	1146	74
15.	B. Lyman	8037	74
16.	M. Bransell	14863	77
17.	K. Gray	11955	89
18.	J. Wallis	7924	93
19.	H. DeBatty	17076	94
20.	D. Kelley	7674	101
21.	A. Camanero	16683	104
22.	B. Browning	981	106
23.	B. Blau	17841	109
24.	B. Miller	3755	110
25.	L. Little	9951	113
26.	F. Harriman	8326	113
27.	J. Hussey	3590	115
28.	C. Scherz	17632	117
29.	J. Miles	8347	120
30.	B. Briggs	5948	120
31.	H. Hoit	1342	120
32.	C. Juncal	10345	122
33.	J. Levine	2293	128
34.	R. Rione	14624	128
35.	J. Cummins	14968	132
36.	L. Little	9293	132
37.	C. Palm	10216	132
38.	H. Bruggemann	340	135
39.	P. Hawkins	8354	135
40.	K. Craig	3606	135
41.	T. Meekins	8917	135
42.	T. Cooldridge	17668	135

HOBBIE 12

POS.	NAME	SAIL #	TOTAL
1.	B. Whitehurst	196	4%
2.	G. Kache	3684	6
3.	H. Downing	1220	8%
4.	L. Bole	1521	11
5.	L. Papp	0	13
6.	G. Garner	666	15
7.	B. Penridge	1595	17
8.	R. Daniel	180	17
9.	A. Ansemmer	665	18
10.	J. Hussey	37	19
11.	P. Merkle	1050	20
12.	C. Rinne	1599	21
13.	R. Vick	3017	21
14.	E. Snyder	1262	21

HOBBIE 12 MICHELIN REGATTA

POS.	NAME	SAIL #	TOTAL
1.	A. Delgado	521	4
2.	D. Delgado	2167	6
3.	F. Zelaya	6081	5
4.	D. Nottenbom	8681	6
5.	R. Gierke	1249	7
6.	R. Suarez	9848	10
7.	T. Ingalls	7210	12
8.	M. Murillo	4771	12
9.	R. VonDerGutz	1639	14
10.	H. Osoy	13974	17

Pts. Regatta

HOBBIE 16 - A FLEET

POS.	NAME	SAIL #	TOTAL
1.	J. McGraw	2755	4%
2.	D. Wickstrom	107	5%
3.	N. Steele	1884	6
4.	J. Hauer	7896	9
5.	R. Hernandez	1832	9
6.	B. Seaman	11	10
7.	S. Leo	211	12
8.	N. Warrum	1981	17
9.	J. Gifford	8524	17
10.	S. Grimshaw	125	19

HOBBIE 16 - B FLEET

POS.	NAME	SAIL #	TOTAL
1.	J. Brooks	3919	1%
2.	R. Off	2127	5
3.	J. Matthews	4504	10
4.	D. Hoville	7362	10
5.	B. Harner	3852	11
6.	B. Myrner	10153	11
7.	P. Hutton	789	12
8.	J. Henderson	7369	13
9.	S. Nichols	366	16
10.	M. Banuelos	500	20

HOBBIE 16 - C FLEET

POS.	NAME	SAIL #	TOTAL
1.	M. Kendall	8206	3%
2.	F. Winder	8957	8%
3.	D. Tessera	6164	9
4.	R. Stevens	12160	13
5.	D. Kisting	7951	15
6.	L. Ball	11101	17
7.	R. Pringle	3767	18
8.	L. Kelsey	12312	18
9.	E. Schaff	13131	22

HOBBIE 16 - A FLEET

Lake Roosevelt, Arizona		Pts
HOBBIE 16 — A FLEET		
1. B. Beauchamp	1400	7
2. N. Warrum	1981	11%
3. W. Schell	315	12%
3. S. Grimsshaw	125	17
5. T. Abate	10984	18
6. L. Aquar	10625	19
7. J. King	2414	20
8. M. Kindred	11520	20%
9. D. Barker	2228	25
10. S. Leo	111	26
11. H. DeCrista	7033	27
12. R. DeCrista	6524	33
13. D. Karpinski	1634	35

HOBIE CAT FLEET #97

Second Annual Shiver and Shakedown Regatta
March 22, 1975
Satterwhite Point, Kerr Lake, N.C.

POSITION NAME SAIL # TOTAL POINTS

HOBIE 16

1.	D. Skidmore/R. Anderson	3242	3%
2.	M. Edwards/M. Hilton	11225	3%
3.	D. Williams/C. Williams	8429	12
4.	J. Peterson/M. Peterson	9106	13
5.	J. Donaghy/J. Isomaki	9477	15
6.	E. Reid/P. Kopina	6071	16
7.	F. Babierz/V. Babierz	6002	17
8.	T. Whitted/C. Atkinson/ Palmour	9735	17
9.	F. Cauthen/P. Patterson	4893	20
10.	L. Dudka/D. Foulds	689	24

HOBIE 14

1.	J. Swan	5680	2%
2.	H. Palmour IV	8750	6
3.	R. Edwards	14419	8
4.	G. Molnar	7118	12
5.	S. Cockrell	14612	16
6.	K. Craig	3606	16

HOTEL ROYAL TAHITIAN REGATTA

Tahiti - February 16, 1975

HOBIE 16

1.	Sachet	1%
2.	Lucas	4
3.	Knight	6
4.	Huck	15
5.	Rouleau	15
6.	Pugin	16
7.	Faugerat	17
8.	Livy	22
9.	Lemaître	22
10.	Cowan	22

HOBIE 14

5.	J. Burgaud	11
6.	Harin	12
7.	Paofai	15
8.	Oliver	19
9.	D. Drollet	21
10.	A. Burgaud	22%
11.	B. Drollet	24
12.	Dubois	24
13.	Juvenin	25
14.	Guillo	27
15.	Tuheva	30
16.	Wells	35
17.	Doucet	35
18.	Lilin	39
19.	Adam	43
20.	Maurin	43
21.	Martinez	43

HOBIE 14

1.	Tamata	5
2.	Levoguer	6%
3.	Salmon	7
4.	B. Burgaud	8

SWEETHEART RACE

Tampa, Florida - Feb. 16, 1975

HOBIE 16

1.	M. Ellis	4073
2.	K. Warricki	9001
3.	K. Dixon	8578
4.	M. Chestnutt	8832

HOBIE 14

1.	F. Harriman	8326
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COMPLETE MAINSHEET SYSTEMS

Both these systems include 7/16" Samson spun braid mainsheet line spliced to becket, boom hanger, shackles and blocks.

5 to 1 Mainsheet System

One HARKEN No. 078 hexacat/with double block, one No. 001 block, one No. 002 block with becket, 37 Ft. mainsheet line, one boom hanger, shackles
Price **\$86.00** plus \$2.90 postage

6 to 1 Mainsheet System

One HARKEN No. 079 hexacat/with double block and becket, three No. 001 blocks, 47 Ft. mainsheet line, one boom hanger, shackles.

Price **\$95.00** plus \$2.95 postage

PLEASE ENCLOSE CERTIFIED CASHIERS CHECK, OR MONEY ORDER. ALLOW TIME FOR CLEARANCE ON PERSONAL CHECKS. NO C.O.D.'S. TENN. RESIDENTS ADD 5% SALES TAX.

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the best is now better THE HOBIE SUPER TRAVELER

• Now with sheaves for the trim line further reducing drag. BUT you can still trim hiked-out, or gibing, or doing anything else. What other system can make that claim!

- Guaranteed 1 year
- 2 to 1 mechanical advantage
- Will not bind under any loading conditions because of hinged action

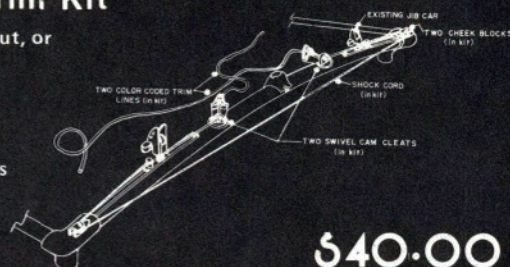
- 4-1/2" DELRIN slide
- Color coded trim line

**STILL
\$40.00
TRAVELER
ASSEMBLY
ONLY \$20.00**



Hobie 16 Jib Trim Kit

- Adjust jib sheet cleats, hiked out, or lee side, or anyplace else
- Color-coded trim lines
- Guaranteed 1 year
- Self-returns
- Kit includes:
2 swivel cam cleats and mounts
2 cheek blocks
2 color-coded trim lines
Shock cord self return
All mounting hardware



\$40.00

MASTHEAD FLY

- Lightweight adapter permanently attaches to masthead pulley cover
- 1/2 turn of screw allows removal of fly for trailing
- Position forward, up, or aft of masthead

\$6.00

BRIDLE FLY

- Attaches to Forestay Adjuster

(Specify Hobie 14 or 16)



BEER OR POP CAN HOLDER

- Low profile to keep clear of lines
- Turn turtle, but you won't lose that beer!
- No moving parts
- Mount on corner posts, cross members or side members
- Black sun resistant plastic
- 2 styles of cans require different holders. Specify if can bottom diameter is greater or less than body diameter.



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OTHER ACCESSORIES

Halyard Grip.....	\$1.75
Holds Halyards clear of Hobie 16 Jib Battens	
Mast Step Insert.....	\$3.00
Repairs worn or over-filled mast step stops	
Mast Rotation Calibration Kit.....	\$25.00
Mast Bearing - Molded Delrin.....	\$2.50
Accessory Mounting Plate.....	\$2.00
Miratone Hobie Trophies.....	\$14.00
Stained mirror glass - walnut frame - can be personalized with your colors and sail number	

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or write:

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HOTLINE/MAY-JUNE

REGATTA SCHEDULE

Schedule below reflects information received prior to April 10, 1975, and is subject to change. Points regattas are noted in color.

DIVISION I

May 17	Maritime Day Race/Fleet # 6	Honolulu, Hawaii	Andy Lopez/808-262-6617
May 24, 25, 26	5th Annual Don Ho Regatta/Don Ho	Kailua Bay, Hawaii	Andy Lopez/808-262-6617

DIVISION II

May 10, 11	London Bridge Regatta/Hobie Class Assn.	Lake Havasu, Arizona	Rich Jeffries/714-979-2880*
May 14	May Series/Fleet # 3	Long Beach Marina, Calif.	John Hauser/714-536-1901
May 18	Series Race/Fleet # 7	Lake Perris, Calif.	Richard St.Charles/213-796-7107
May 21	May Series/Fleet # 3	Long Beach Marina, Calif.	John Hauser/714-536-1901
May 24	Spring Series/Fleet # 4	San Diego, Calif.	Ray LaFleur/714-222-9151
May 24, 25	Channel Island Regatta/Fleet # 15	Oxnard, Calif.	Russ Pearce/805-495-0306
May 24, 25	Roosevelt Regatta/Fleets 66 and 90	Lake Roosevelt, Arizona	Erich Kessler/602-884-2172
May 26	Memorial Day Regatta/M.Y.C. CANCELLED	Malibu, Calif.	C. William Carson/
May 28	May Series/Fleet # 3	Long Beach Marina, Calif.	John Hauser/714-536-1901
June 5	June Series/Fleet # 3	Long Beach Marina, Calif.	John Hauser/714-536-1901
June 7, 8	Wind & Sea Regatta/Wind & Sea Restaurant	Dana Point, Calif.	Rich Jeffries/714-979-2880
June 12	June Series/Fleet # 3	Long Beach Marina, Calif.	John Hauser/714-536-1901
June 14, 15	Cabrillo Beach Regatta/Hobie Class Assn.	Cabrillo Beach, Calif.	Rich Jeffries/714-979-2880
June 14	Fleet Race/Fleet # 7	Big Bear Lake, Calif.	Richard St.Charles/213-796-7107
June 19	June Series/Fleet # 3	Long Beach Marina, Calif.	John Hauser/714-536-1901
June 21, 22	San Diego Classic/H.S.C.P.B.	San Diego, Calif.	Bob McFarland/714-488-0689
June 21, 22	Catalina Cruise & Overnight/Fleet # 7		Richard St.Charles/213-796-7107
June 26	June Series/Fleet # 3	Long Beach Marina, Calif.	John Hauser/714-536-1901
June 28, 29	1975 Hobie Invitational/M.Y.C. CANCELLED	Malibu, Calif.	C. William Carson/
July 4-6	Open Regatta/Fleet # 7	Salton Sea, Calif.	Richard St.Charles/213-796-7107
July 6	Quarter 3 Seires/Fleet # 15	Oxnard, Calif.	Russ Pearce/805-495-0306
July 10	July Series/Fleet # 3	Long Beach Marina, Calif.	John Hauser/714-536-1901
July 19, 20	Del Rey Regatta/Fleet # 57	Marina del Rey, Calif.	Mac Wright/213-375-2002
July 24	July Series/Fleet # 3	Long Beach Marina, Calif.	John Hauser/714-536-1901
July 27	Fleet Race/Fleet # 7	Long Beach, Calif.	Richard St.Charles/213-796-7107
July 31	July Series/Fleet # 3	Long Beach Marina, Calif.	John Hauser/715-536-1901
Aug. 2, 3	Todos Santos Regatta/Fleet # 4	Todos Santos, Mexico	Doug Mihoky/714-223-8445
Aug. 3	Quarter 3 Series/Fleet # 15	Oxnard, Calif.	Russ Pearce/805-495-0306
Aug. 7	August Series/Fleet # 3	Long Beach Marina, Calif.	John Hauser/714-536-1901
Aug. 9, 10	Division # 2 Championships/Hobie Class Assn.	Long Beach, Calif.	Rich Jeffries/714-979-2880
Aug. 9, 10	Open Regatta/Fleet # 7	San Diego, Calif.	Richard St.Charles/213-796-7107
Aug. 14	August Series/Fleet # 3	Long Beach Marina, Calif.	John Hauser/714-536-1901
Aug. 16	Fleet Race/Fleet # 7	Lake Puddingstone, Calif.	Richard St.Charles/213-796-7107
Aug. 21	August Series/Fleet # 3	Long Beach Marina, Calif.	John Hauser/714-536-1901
Aug. 28	August Series/Fleet # 3	Long Beach Marina, Calif.	John Hauser/714-536-1901
Aug. 30, 31	Open Regatta/Fleet # 7	Lake Havasu, Calif.	Richard St.Charles/213-796-7107

DIVISION III

May 10, 11	Wet & Wild Regatta/Fleet # 21	Woodward Lake, Calif.	Doug Mueller/209-523-0514
May 15	Thirsty Thursday/Fleet # 20	Lexington, Calif.	Denny Neilson/408-227-0614
May 17, 18	Fleet Race/Fleet # 20	Half Moon Bay, Calif.	Denny Neilson/408-227-0614
May 18	Fleet Race/Fleet # 21	Woodward Lake, Calif.	Doug Mueller/209-523-0514
May 24-26	Interfleet Kickoff/Fleet # 20	Lake Tahoe, Calif.	Denny Neilson/408-227-0614
May 24-26	Whiskeytown Regatta/B.C.M.	Whiskeytown Lake, Calif.	W.L.S.C./
May 31	Obstacle Course Race/Fleet # 21	Woodward Lake, Calif.	Doug Mueller/209-523-0514
May 31, June 1	Summer Series/Fleet # 87	Rio Vista, Calif.	Bob Guletz/415-524-4994
June 1	Race Day/Fleet # 21	Woodward Lake, Calif.	Doug Mueller/209-523-0514
June 7, 8	Half Moon Bay Fleet Challenge/ 20 & 87	Half Moon Bay, Calif.	Danny Neilson/408-227-0614
June 8	Series Race/Fleet # 62	Millerton Lake, Calif.	Rob Nelson/209-439-2804
June 14, 15	Miss Calif. Regatta/S.C.Y.C.	Santa Cruz, Calif.	S.C.Y.C./
June 21, 22	Huntington Race/Fleet # 62	Huntington Lake, Calif.	Rob Nelson/209-439-2804

DIVISION III (Cont.)

June 21, 22	49'er Invitational/Fleet # 21	Don Pedro Lake, Calif.	Larry Croisant/209-522-0667
June 29	Race Day/Fleet # 21	Woodward Lake, Calif.	Doug Mueller/209-523-0514
July 4-6	Lake Tahoe Regatta/Fleet # 20	Lake Tahoe, Calif.	Doug Cox/408-289-9878
July 12, 13	San Luis Wind Bash/Fleet # 20	San Luis Obispo, Calif.	Doug Cox/408-289-9878
July 13	Series Race/Fleet # 62	Millerton Lake, Calif.	Rob Nelson/209-439-2804
July 19	Moonlight Sail/Fleet # 21	Woodward Lake, Calif.	Doug Mueller/209-523-0514
July 19, 20	Woodward Lake Regatta/Fleet # 21	Woodward Lake, Calif.	Doug Mueller/209-523-0514
July 26	Ladies Day Race/Fleet # 62	Millerton Lake, Calif.	Rob Nelson/209-439-2804
July 26, 27	Division # 3 Championships/Valley Sailboats	Don Pedro Lake, Calif.	Doug Cox/408-289-9878
Aug. 3	Race Day/Fleet # 21	Woodward Lake, Calif.	Doug Mueller/209-523-0514
Aug. 9, 10	Alameda Regatta/Fleet # 87	Alameda, Calif.	Bob Guletz/415-524-4994
Aug. 10	Series Race/Fleet # 62	Millerton Lake, Calif.	Rob Nelson/209-439-2804
Aug. 23, 24	Mile High Regatta/Fleet # 62	Huntington Lake, Calif.	Rob Nelson/209-439-2804
Aug. 31	Race Day/Fleet # 21	Woodward Lake, Calif.	Doug Mueller/209-523-0514
Aug. 31	Tamalal Bay Regatta/Fleet # 87	Tamalal Bay, Calif.	Bob Guletz/415-524-4994

DIVISION IV

May 10, 11	Sand Point Regatta/Hobie Cats N.W.	Seattle, Wash.	Paul Ulibarri/206-782-8080
May 17, 18	Fleet Series/Fleet # 105	Lake Lowell, Idaho	Pat McMurray/208-342-6340
May 24	Mercer Island Challenge Race/Fleet # 14	Lake Washington, Wash.	Paul Ulibarri/206-782-8080
May 24, 25	Cannon Beach Surf Cruise/Fleet # 72	Cannon Beach, Oregon	Jim Severs/503-285-4583
May 31, June 1	Vantage Regatta/Fleet # 95	Vantage, Wash.	Brian Guptil/206-432-9912
June 21, 22	Lake Wenatchee Regatta/Fleet # 14	Lake Wenatchee, Wash.	Jim Schofield/206-524-923
June 7, 8	Fleet Series/Fleet # 105	C.J. Strike, Idaho	Pat McMurray/208-342-6340
July 4-6	Fleet Series/Fleet # 105	Cascade Lake, Idaho	Pat McMurray/208-342-6340
July 5, 6	Sudden Valley Regatta/Fleet # 37	Lake Whatcom, Wash.	Craig Bergsma/206-366-2195
July 12, 13	Payette Regatta/Fleet # 105	Payette Lake, Idaho	Pat McMurray/208-342-6340
July 26, 27	Seafair Regatta/Sailboats N.W.	Seattle, Wash.	Dick York/206-285-1100
Aug. 9, 10	Division # 4 Championships/Fleet # 72	Boardman, Oregon	Jim Severs/503-285-4583
Aug. 16, 17	Fleet Race/Fleet # 105	Redfish Lake, Idaho	Pat McMurray/208-342-6340
Aug. 23, 24	Search for D.B. Cooper/Fleet # 72	Yale Reservoir, Wash.	John Ruter/503-228-9847
Aug. 30, 31	Inter Fleet Challenge/N.W.H.C.A.	Seattle, Wash.	Dan Carpenter/206-827-1129

DIVISION V

May 10, 11	Spring Series/Fleet # 48	Elephant Butte Lake, N.M.	Bob Kelley/505-268-1751
May 11	Hobie Sunday/Fleet # 61	Cherry Creek, Colorado	Spud Renzelman/303-755-2131
May 17, 18	Spring Series/Fleet # 67	Yuba State Park, Utah	Brenda Cole/801-268-6056
May 24-26	Memorial Day Regatta/Fleet # 48	Conchas Lake, N.M.	Bob Kelley/505-268-1751
May 24-26	Memorial Day Classic/Fleet # 61	Boyd Lake, Colorado	Spud Renzelman/303-755-2131
May 31, June 1	Hornblower/R.M.S.A.	Cherry Creek, Colorado	Spud Renzelman/303-755-2131
June 7, 8	Spring Regatta/Fleet # 48	Conchas Lake, N.M.	Bob Kelley/505-268-1751
June 8	Hobie Sunday/Fleet # 67	Willard Bay, Utah	Brenda Cole/801-268-6056
June 14, 15	Sweetwater-Schlitz Invt./Fleet # 67	Bear Lake, Utah	Brenda Cole/801-268-6056
June 21, 22	Summer Series/Fleet # 67	Deer Creek, Utah	Brenda Cole/801-268-6056
June 22	Hobie Sunday/Fleet # 61	Cherry Creek, Colorado	Spud Renzelman/303-755-2131
June 28, 29	DSC Open/Denver Sailing Club	Carter Lake, Colorado	Spud Renzelman/303-755-2131
July 3-5	Ogallala Special/Fleet # 61	Lake McConaughy, Neb.	Spud Renzelman/303-755-2131
July 3-5	Fourth of July Regatta/Fleet # 48	Valecito Lake, Colorado	Bob Kelley/505-268-1751
July 4-6	Summer Series/Fleet # 67	Bear Lake, Utah	Brenda Cole/801-268-6056
July 19, 20	Rocky Mountain Hobie/Rocky Mountain Marine	Dillon, Colorado	Spud Renzelman/303-755-2131
July 26, 27	Summer Series/Fleet # 67	Bear Lake, Utah	Brenda Cole/801-268-6056
Aug. 2, 3	Dillon Open/D.Y.C.	Dillon, Colorado	Spud Renzelman/303-755-2131
Aug. 9, 10	Summer Regatta/Fleet # 48	Heron Lake, N.M.	Bob Kelley/505-268-1751
Aug. 16, 17	Division # 5 Championships/Fleet # 61	Shadow Mtn. Reservoir, Co.	Spud Renzelman/303-755-2131
Aug. 16, 17	Summer Series/Fleet # 67	Deer Creek, Utah	Brenda Cole/801-268-6056
Aug. 30-Sept. 1	Summer Series/Fleet # 67	Bear Lake, Utah	Brenda Cole/801-268-6056
Aug. 30-Sept. 1	Governor's Cup/O.Y.C.	Lake McConaughy, Neb.	Spud Renzelman/303-755-2131
Aug. 30-Sept. 1	Fall Series/Fleet # 48	Cochiti Lake, N.M.	Bob Kelley/505-268-1751

REGATTA SCHEDULE

DIVISION VI

May 10, 11	Hobie Wallbanger Regatta/Galliano Wines	Pirates Beach, Texas	Joe Fernandez/713-498-1528
May 17, 18	Lake Thunderbird Regatta/Fleet # 63	Lake Thunderbird, Ok.	Warren Pierce/405-364-1823
May 18	Kennedy Cswy. Traditional/Fleet # 99	Intercoastal Waterway, Texas	J. Lewis/512-884-8750
May 18	Spring Series/Fleet # 33	Surfside, Texas	Tom Jakubik/713-268-6859
May 18	Series Race/Fleet # 74	Baton Rouge, Louisiana	Troy Taylor/504-926-5099
May 24, 25	Turnback Canyon Regatta/Fleet # 64	Lake Travis, Texas	William Crum/512-441-5694
May 24	Cruise to N. Island/Fleet # 147	Burns Run, Lake Texhoma, Tx.	Lon Schellhorn/786-2267
May 31	Sail Tune Up/Fleet # 147	Lake Texhoma, Texas	Lon Schellhorn/786-2267
May 31, June 1	Spring Series/Fleet # 23	Lake Dallas, Texas	Larry Moore/817-267-1436
May 31, June 1	Alice B. Cummings Memorial/M.S.A.	Surfside Beach, Texas	Joe Fernandez/713-498-1528
June 7, 8	Mid-America Long Distance Race/Fleet # 23	Lake Texhoma, Ok.	Larry Moore/817-267-1436
June 8	Summer Series/Fleet # 8	Kemah, Texas	Joe Fernandez/713-498-1528
June 14, 15	Port Arthur Cat. Champs./P.A.Y.C.	Port Arthur, Texas	Joe Fernandez/713-498-1528
June 14, 15	Hobie Mud Bug & Alligator Stomp/Fleet # 74	Baton Rouge, Louisiana	Troy Taylor/504-926-5099
June 15	Spring Series/Fleet # 131	Lake Hefner, Ok.	Eric Poole/405-721-8336
June 15	3rd Series Sail/Fleet # 41	New Orleans, Louisiana	Walter Baudier/504-947-2983
June 21, 22	Summer Series/Fleet # 147	Lake Texhoma, Texas	Len Schellhorn/786-2267
June 22	Fleet Series/Fleet # 99	Sunfish Island, Texas	John Lewis/512-884-8750
June 22	Spring Series/Fleet # 131	Lake Hefner, Ok.	Eric Poole/405-721-8336
June 28, 29	Governor's Cup Multihull Regatta/MSA	Lake Travis, Texas	Joe Fernandez/713-298-1528
June 28, 29	Lake Hefner Invitational/Fleet # 131	Lake Hefner, Ok.	Eric Poole/405-721-8336
June 28, 29	Summer Frolic/Fleet # 41	New Orleans, Louisiana	Walter Baudier/504-947-2983
July 12, 13	Summer Series/Fleet # 131	Lake Hefner, Ok.	Eric Poole/405-721-8336
July 13	Summer Series/Fleet # 8	Kemah, Texas	Joe Fernandez/713-498-1528
July 19, 20	Hobie Ruff Rider/Fleet # 99	Port Isabel, Texas	John Lewis/512-884-8750
July 26, 27	6th Annual Fleet # 23 Regatta/ Fleet # 23	Lake Dallas, Texas	Larry Moore/817-267-1436
Aug. 3	Summer Series/Fleet # 8	Kemah Beach, Texas	Joe Fernandez/713-498-1528
Aug. 4	4th Series Sail/Fleet # 41	New Orleans, Louisiana	Walter Baudier/504-947-2983
Aug. 9, 10	Mud Bug Two/Fleet # 74	Baton Rouge, Louisiana	Troy Taylor/504-926-5099
Aug. 16, 17	Division # 6 Championships/Fleet # 33	Surfside Beach, Texas	Tom Jakubik/713-268-6859
Aug. 17	Windjammer Regatta/Fleet # 99	Corpus Christi, Texas	John Lewis/512-884-8750
Aug. 23, 24	Summer Series/Fleet # 131	Lake Hefner, Oklahoma	Eric Poole/405-721-8336
Aug. 30, 31	Labor Day Surf Regatta/MSA	Surfside Beach, Texas	Joe Fernandez/713-498-1528
Aug. 30, 31	L.A. Multihull Challenge Regatta/Fleet # 41	New Orleans, Louisiana	Walter Baudier/504-947-2983

DIVISION VII

May 25	Memorial Day Regatta/Fleet # 27	Cheney, Kansas	Gerald Pauls/316-683-4986
June 7, 8	Fleet Race/Fleet # 103	South Dakota	Mac Hasvold/605-339-3844
June 7, 8	N.Y.C. CORN Regatta/Fleet # 27	Cheney, Kansas	Gerald Pauls/316-683-4986
June 14	Summer Series/Fleet # 84	Big Creek, Iowa	John Horton/515-278-2216
June 14, 15	Not to Win or Loose/Fleet # 10	Clear Lake, Iowa	Mick Minette/515-357-4603
June 21	Summer Series/Fleet # 84	Big Creek, Iowa	John Horton/515-278-2216
June 21, 22	Tubbys Truck Regatta/Fleet # 10	Clear Lake, Iowa	Mick Minette/515-357-4603
June 21, 22	Fleet Open/Fleet # 103	South Dakota	Mac Hasvold/605-339-3844
June 28	Summer Series/Fleet # 84	Big Creek, Iowa	John Horton/515-278-2216
June 28, 29	Welcome Englehardts/Fleet # 10	Clear Lake, Iowa	Mick Minette/515-357-4603
July 4	One of a Kind Regatta/C.L.Y.C.	Clear Lake, Iowa	Mick Minette/515-357-4603
July 4	Independence Day Regatta/Fleet # 27	Cheney, Kansas	Gerald Pauls/316-683-4986
July 5, 6	4th of July Regatta/C.L.Y.C.	Clear Lake, Iowa	Mick Minette/515-357-4603
July 6	Summer Series/Fleet # 84	Big Creek, Iowa	John Horton/515-278-2216
July 12, 13	Flying W Forever/Fleet # 10	Clear Lake, Iowa	Mick Minette/515-357-4603
July 12, 13	Summer Regatta/Fleet # 84	Big Creek, Iowa	John Horton/515-278-2216
July 12, 13	Fleet Race/Fleet # 103	South Dakota	Mac Hasvole/605-339-3844
July 19, 20	C.S.S.A. Mid-Summer Regatta/Fleet # 27	Cheney, Kansas	Gerald Pauls/316-683-4986
July 26, 27	Governor's Day Regatta/C.L.Y.C.	Clear Lake, Iowa	Mick Minette/515-357-4603
Aug. 8-10	Division # 7 Championships/Fleet # 103	Poinsett Lake, S.D.	Mac Hasvold/605-339-3844
Aug. 16, 17	Old Crow Regatta/Gil Bovard	Clear Lake, Iowa	Mick Minette/515-357-4603
Aug. 23, 24	Paul D. Hanson Regatta/Fleet # 10	Clear Lake, Iowa	Mick Minette/515-357-4603

DIVISION VII (Cont.)

Aug. 23, 24	Ames Big Creek Open Regatta/Fleet # 84	Ames, Iowa	John Horton/515-278-2216
Aug. 23, 24	Fleet Race/Fleet # 103	South Dakota	Mac Hasvold/605-339-3844
Aug. 30, 31	Labor Day Regatta/C.L.Y.C.	Clear Lake, Iowa	Mick Minette/515-357-4603

DIVISION VIII

May 10	Sailing School/Fleet # 36	Rickenbacker Cwsy., Fla.	John Stahr/271-0370
May 10	Wharton-Williams Travel Race/Fleet # 111	Jacksonville, Florida	Bob Alexander/904-264-2011
May 10	Series Race/Fleet # 43	Shell Point, Florida	Robert Cocanougher/904-576-9816
May 11	Rubber Duckie Fun Race/Fleet # 43	Shell Point, Florida	Robert Cocanougher/904-576-9816
May 11	Red Series/Fleet # 116	Lake Ariana, Florida	John Tivnan/
May 17, 18	Brevard Sailing Challenge/I.R.Y.C.	Cocoa, Florida	I.R.Y.C./305-636-1411
May 17	White Series/Fleet # 116	Lake Ariana, Florida	John Tivnan/
May 18	Weekend Race/Fleet # 36	Rickenbacker Cswy., Fla.	John Stahr/271-0370
May 18	Sunshine Skyway/B.A.C.H.	Tampa Bay, Florida	George Ellis/813-526-4183
May 18	Ann. Spring Regatta/Fleet # 80	Ponce Inlet, Florida	Dan Heyse/904-253-5269
May 25	Bug Light Mmorial Day Regatta/Bob Sidall	Paradise Beach, Florida	Bob Woods/305-920-4254
May 24, 25	Annual Memorial Day Regatta/G.Y.C.	Tampa Bay, Florida	G.Y.C./
May 25	Red Series/Fleet # 116	Lake Ariana, Florida	John Tivnan/
May 24, 25, 26	Jetty Park Regatta/Fleet # 45	Jetty Park, Florida	Bill Schweizer/305-783-8036
May 31-June 1	The Mug Race/Fleet # 111	Jacksonville, Florida	Bob Alexander/904-264-2011
May 31	White Series/Fleet # 116	Lake Ariana, Florida	John Tivnan/
June 1	Series Race/Fleet # 34	Lake Mangonia, W. Palm Beach, Florida	Ben Miller/305-585-3089
June 1	Series Race/Fleet # 43	Shell Point, Florida	Robert Cocanougher/904-576-9816
June 1	Sailing School/Fleet # 36	Rickenbacker Cswy., Fla.	John Stahr/271-0370
June 7, 8	Stephen C. Smith Memorial/Fleet # 43	Shell Point, Florida	Robert Cocanougher/904-576-9816
June 8	Series Race/Fleet # 34	Lake Mangonia, W. Palm Beach, Florida	Ben Miller/305-585-3089
June 8	Weekend Race/Fleet # 36	Rickenbacker Cswy., Fla.	John Stahr/271-0370
June 15	Soldier Key Cruise/Fleet # 36	Rickenbacker Cswy., Fla.	John Stahr/271-0370
June 21, 22	Series Race/Fleet # 43	Shell Point, Florida	Robert Cocanougher/904-576-9816
June 22	Series Race/Fleet # 34	Lake Mangonia, W. Palm Beach, Florida	Ben Miller/305-585-3089
June 22	Weekend Race/Fleet # 36	Paradise Beach, Florida	John Stahr/271-0370
June 28	Century City Race/Fleet # 111	Jacksonville, Florida	Bob Alexander/904-264-2011
June 28, 29	Florida Fence World Open/Florida Fence	Clearwater, Florida	Ken Keene/531-0385
July 4	Eau Gallie Y.C. Ann. Regatta/E.G.Y.C.	Eau Gallie, Florida	E.G.Y.C./
July 12	Barton Brands Race/Fleet # 111	Jacksonville, Florida	Bob Alexander/904-264-2011
July 12, 13	Series Race/Fleet # 43	Shell Point, Florida	Robert Cocanougher/904-576-9816
July 5, 6	July Regatta/Fleet # 34	West Palm Beach, Fla.	S. Edmonds/305-842-5171
Aug. 23, 24	Division 8 Championship/Crittenden Sailcraft	Ft. Pearce, Florida	Earl Crittenden/305-465-8990
July 20	Sandcastle Motel Regatta/B.A.C.H.	Tampa Bay, Florida	Jerry Jillick/813-958-6354
July 26	Zip Instant Print Race/Fleet # 111	Jacksonville, Florida	Bob Alexander/904-264-2011
Aug. 9	Clemenzi Construction Regatta/Fleet # 111	Jacksonville, Florida	Bob Alexander/904-264-2011
Aug. 23	Verwey Boats Race/Fleet # 111	Jacksonville, Florida	Bob Alexander/904-264-2011
Aug. 30, 31	Sarasota Bay Regatta/B.A.C.H.	Sarasota Bay, Florida	Jerry Jillick/813-958-6354
Aug. 30, 31	Labor Day Regatta/Fleet # 111	Jacksonville, Florida	Bob Alexander/904-264-2011

DIVISION IX

May 10	So Long John/Fleet # 92	Charlotte, N. Carolina	Larry Efird/704-337-9402
May 10, 11	Fleet # 12 Open/Fleet # 12	Lake Lanier, Georgia	Stan Sunderland/404-945-6266
May 11	Spring Open/Fleet # 141	Lake Murray, S. Carolina	Valk S.C./803-798-0550
May 17	Y U A Cup/Fleet # 92	Charlotte, N. Carolina	Larry Efird/704-337-9402
May 17, 18	Salter Path H.C. Regatta/Fleet # 97	Salter Path, N. Carolina	Hayne Palmour/919-832-0782
May 18	Spring Championships/Fleet # 53	Sullivan's Isle, S.C.	Kit Regnery/803-884-3224
May 24	Waxhaw to Derita Cup/Fleet # 92	Charlotte, N. Carolina	Larry Efird/704-337-9402
May 25	Memorial Day Race/M.C.Y.C.	Morehead City, N.C.	Mickey Marsh/919-832-0782
May 24, 25	Pensacola Hobie Open/Fleet # 35	Pensacola, Florida	Lee Hargrove/904-932-4296
May 24, 25	Series Race/Fleet # 97	Kerr Lake, N. Carolina	Hayne Palmour/919-832-0782
May 31	Berni Dolan Cup/Fleet # 92	Charlotte, N. Carolina	Larry Efird/704-337-9402

REGATTA SCHEDULE

DIVISION IX (Cont.)

May 31	Series Race/Fleet # 101	Wrightsville Bch. N.C.	Steve Lee/919-256-3433
May 31-June 1	Lake Enid Regatta/Fleet # 134	Lake Enid, Mississippi	Steve Akre/901-725-0702
June 7	Orville Holman Cup/Fleet # 92	Charlotte, N. Carolina	Larry Efird/704-337-9402
June 7, 8	June Invitational/Fleet # 100	Morehead City, N.C.	Mickey Marsh/919-832-0782
June 14	Morris Cup/Fleet # 92	Charlotte, N. Carolina	Larry Efird/704-337-9402
June 14	Summer Series/Fleet # 12	Lake Lanier, Georgia	Stan Sunderland/404-945-6266
June 14	Series Race/Fleet # 101	Wrightsville Bch., N.C.	Steve Lee/919-256-3433
June 21	Derita to Waxhaw/Fleet # 92	Charlotte, N. Carolina	Larry Efird/704-337-9402
June 22	June Regatta/M.C.Y.C.	Morehead City, N. Carolina	Mickey Marsh/919-832-0782
June 28	BLTN Regatta/Fleet # 92	Charlotte, N. Carolina	Larry Efird/704-337-9402
June 28, 29	Fleet Series/Fleet # 97	Kerr Lake, N. Carolina	Hayne Palmour/919-832-0782
June 29	Summer Series/Fleet # 12	Lake Lanier, Georgia	Stan Sunderland/404-945-6266
July 4	4th of July Race/M.C.Y.C.	Morehead City, N. Carolina	Mickey Marsh/919-832-0782
July 12	Summer Series/Fleet # 12	Lake Lanier, Georgia	Stan Sunderland/404-945-6266
July 12	Series Race/Fleet # 101	Wrightsville Bch., N.C.	Steve Lee/919-256-3433
July 12, 13	Division # 9 Championships/Fleet # 92	Charlotte, N. Carolina	Lee Holman/704-332-4151
July 12, 13	Hobcaw Regatta/H.Y.C.	Mt. Pleasant, S. Carolina	Kit Regnery/803-884-3224
July 19, 20	Charleston Y.C. Regatta/C.Y.C.	Charleston, S. Carolina	Kit Regnery/803-884-3224
July 19	Turkey Cup/Fleet # 92	Charlotte, N. Carolina	Larry Efird/704-337-9402
July 26	WGAS Open/Fleet # 92	Charlotte, N. Carolina	Larry Efird/704-337-9402
July 26	Summer Series/Fleet # 12	Lake Lanier, Georgia	Stan Sunderland/404-945-6266
July 26, 27	Carolina Y.C. Regatta/C.Y.C.	Charleston, S. Carolina	Kit Regnery/803-884-3224
July 26, 27	Fleet Series/Fleet # 97	Kerr Lake, N. Carolina	Hayne Palmour/919-832-0782
Aug. 2	Newt Pfinster Cup/Fleet # 92	Charlotte, N. Carolina	Larry Efird/704-337-9402
Aug. 9	Dead Air Regatta/Fleet # 92	Charlotte, N. Carolina	Larry Efird/704-337-9402
Aug. 9	Summer Series/Fleet # 12	Lake Lanier, Georgia	Stan Sunderland/404-945-6266
Aug. 9, 10	Fleet # 101 Open/Fleet # 101	Wilmington, N. Carolina	Steve Lee/919-256-3433
Aug. 10	August Regatta/M.C.Y.C.	Morehead City, N. Carolina	Mickey Marsh/919-832-0782
Aug. 16	2nd Turkey Cup/Fleet # 92	Charlotte, N. Carolina	Larry Efird/704-337-9402
Aug. 16, 17	Lake Murray Open/Fleet # 141	Lake Murray, S. Carolina	Valk S.C./803-789-0550
Aug. 17	Summer Series/Fleet # 12	Lake Lanier, Georgia	Stan Sunderland/404-945-6266
Aug. 23	Ghosting Regatta/Fleet # 92	Charlotte, N. Carolina	Larry Efird/704-337-9402
Aug. 23, 24	Fleet Series/Fleet # 97	Kerr Lake, N. Carolina	Hayne Palmour/919-832-0782
Aug. 23, 24	Drunken Dick Regatta/Fleet # 53	Sullivan's Isle, S.C.	Kit Regnery/803-884-3224
Aug. 30	Shearwater Regatta/H.C. of Ocean Springs		Robert Rashka/601-875-8361
Aug. 31	Labor Day Race/M.C.Y.C.	Morehead City, N. Carolina	Mickey Marsh/919-832-0782
Aug. 31	James Island Regatta/Fleet # 53	James Island, S. Carolina	Kit Regnery/803-884-3224

DIVISION X

May 10	Spring Series/Fleet # 85	Mansfield, Ohio	Charles Ames/
May 10, 11	Spring Thaw/D.R.Y.A.	Lake St. Clair, Michigan	D.R.Y.A./313-822-2665
May 18	Clark Lake Ice Breaker/Fleet # 58	Clark Lake, Michigan	Lynn Vermeulen/517-529-9736
May 18	Sylvan Lake Regatta/Fleet # 96	Sylvan Lake, Michigan	Jim Dingwall/517-723-4465
May 24	Spring Series/Fleet # 83	Mansfield, Ohio	Charles Ames/
May 24	Hobie Regatta/Fleet # 118	Tippecanoe Lake, Indiana	Dave Rieder/219-453-3946
May 24, 25	Spring Fling/Fleet # 85	Hoover Dam, Ohio	Joe McHenry/614-888-3234
May 25	Series Race/Fleet # 113	Milwaukee, Wisc.	Peter Richter/414-461-7654
May 25	Cat Pack Shash/Fleet # 125	Evanston, Illinois	Ken Lowe/312-677-6893
May 31	Shakedown/Fleet # 126	Michigan City, Michigan	Dan Hosna/219-462-2249
June 1	Kensington Regatta/Fleet # 96	Kent Lake, Michigan	Jim Dingwall/517-723-4465
June 1	Spring Series/Fleet # 58	Clark Lake, Michigan	Lynn Vermeulen/517-529-9736
June 1	Series Race/Fleet # 151	La Cross, Wisc.	Case Wewerka/608-794-8455
June 7	Summer Series/Fleet # 83	Mansfield, Ohio	Charles Ames/
June 7	Summer Series/Fleet # 126	Michigan City, Michigan	Dan Hosna/219-462-2249

DIVISION X (Cont.)

June 7, 8	Mayor's Cup Regatta/Fleet # 26	Eagle Creek Lake, Indiana	Harold Haney/317-636-3311
June 8	Series Race/Fleet # 113	Milwaukee, Wisc.	Peter Richter/414-461-7654
June 8	Fleet Race/Fleet # 115	Big Whitefish Lake, Mich.	Robert Brace/616-636-4869
June 8	Ford Lake Regatta/Fortune Marine	Ypsilanti, Michigan	Allan Dyke/313-973-0696
June 14	Hobie Regatta/Fleet # 118	Lake Tippecanoe, Indiana	Dave Rieder/219-453-3946
June 14, 15	Coldwater Lake Regatta/C.R.A.M. — W.	Coldwater Lake, Michigan	Stan Woodruff/313-725-8722
June 15	Lexington Regatta/Fleet # 96	Lexington, Michigan	Jim Dingwall/517-723-4465
June 21	Summer Series/Fleet # 83	Mansfield, Ohio	Charles Ames/
June 21	Hull Flying Contest/Fleet # 126	Michigan City, Indiana	Dan Hosna/219-462-2249
June 22	East Gary Regatta/Fleet # 125	E. Gary Beach, Indiana	Ken Lowe/312-677-6893
June 22	Balloon Race/Fleet # 113	Marinette, Wisc.	Peter Richter/414-461-7654
June 22	Spring Series/Fleet # 58	Clark Lake, Michigan	Lynn Vermeulen/517-529-9736
June 22	Open Regatta/Fleet # 151	La Crosse, Wisc.	Case Wewerka/608-784-8455
June 28	Summer Series/Fleet # 126	Michigan City, Indiana	Dan Hosna/219-462-2249
June 28, 29	Governor's Cup Regatta/Fleet # 26	Lake Monrie, Indiana	Harold Haney/317-636-3311
June 28, 29	Boyne City Regatta/Fleet # 96, C.R.A.M.	Boyne City, Michigan	Jim Dingwall/517-723-4465
June 29	Fleet Race/Fleet # 115	Big Whitefish Lake, Mich.	Robert Brace/616-636-4869
July 4-6	Fun Racing/Fleet # 85	Hoover Dam, Ohio	Joe McHenry/614-888-3234
July 5	Gun Lake Open/Fleet # 117	Gun Lake, Michigan	Barry Heydenberk/616-457-3395
July 5	Summer Series/Fleet # 83	Mansfield, Ohio	Charles Ames/
July 5, 6	Thunder Bay Hobie Cat Regatta/Fleet # 60	Thunder Bay, Michigan	Steve Buse/517-354-5364
July 5, 6	ECSC Open Regatta/Fleet # 26	Eagle Creek, Indiana	H. Haney/317-636-3311
July 6	Summer Series/Fleet # 58	Clark Lake, Michigan	Lynn Vermeulen/517-529-9736
July 6	Series Race/Fleet # 151	La Crosse, Wisc.	Case Wewerka/608-784-8455
July 12, 13	Division # 10 Championships/Sail Place	Muskegon, Michigan	Tim Fullbright/616-866-0658
July 12	Hobie Regatta/Fleet # 118	Lake Tippecanoe, Indiana	Dave Rieder/219-453-3946
July 13	Series Race/Fleet # 113	Milwaukee, Wisc.	Peter Richter/414-461-7654
July 13	July Regatta/Fleet # 125	E. Gary Beach, Indiana	Ken Lowe/312-677-6693
July 13	Metro Beach Regatta/Fleet # 96, CRAM	Metro Beach, Michigan	Jim Dingwall/517-723-4465
July 19	Gun Lake Open/Fleet # 117	Gun Lake, Michigan	Barry Heydenberk/616-457-3395
July 19	Summer Series/Fleet # 83	Mansfield, Ohio	Charles Ames/
July 19, 20	Indiana Hobie Championships/Fleet # 26	Eagle Creek Lake, Indiana	Harold Haney/317-636-3311
July 20	Fleet Race/Fleet # 115	Big Whitefish Lake, Mich.	Robert Brace/616-636-4869
July 20	Summer Series/Fleet # 58	Clark Lake, Michigan	Lynn Vermeulen/517-529-9736
July 26, 27	Michigan State Cat. Champs./CRAM	Muskegon, Michigan	Jim Dingwall/517-723-4465
July 27	Series Race/Fleet # 113	Milwaukee, Wisc.	Peter Richter/414-461-7654
Aug. 2	Summer Series/Fleet # 83	Mansfield, Ohio	Charles Ames/
Aug. 2	Summer Series/Fleet # 126	Michigan City, Michigan	Dan Hosna/219-462-2249
Aug. 2, 3	Invitational Regatta/Fleet # 144	Higgins Lake, Michigan	Fred Krauss/313-663-1011
Aug. 3	Summer Series/Fleet # 58	Clark Lake, Michigan	Lynn Vermeulen/517-529-9736
Aug. 3	Open Regatta/Fleet # 151	La Crosse, Wisc.	Case Wewerka/608-784-8455
Aug. 9	Hobie Regatta/Fleet # 118	Lake Tippecanoe, Indiana	Dave Rieder/219-453-3946
Aug. 9, 10	Lake Huron Regatta/Fleet # 96, CRAM	Lakeport, Michigan	Jim Dingwall/517-723-4465
Aug. 9, 10	Fleet # 113 Invitational/Fleet # 113	Marinette, Wisc.	Peter Richter/414-461-7654
Aug. 9	Navy Cutlass Race/Fleet # 125	Lake Michigan, Illinois	Matt Ryan/312-688-4761
Aug. 10	Admiral's Cup/Naval Sailing Assn.	Lake Michigan, Illinois	Matt Ryan/312-688-4761
Aug. 10	Fleet Race/Fleet # 115	Big Whitefish Lake, Mich.	Robert Brace/616-636-4869
Aug. 16	Gun Lake Open/Fleet #117	Gun Lake, Michigan	Barry Heydenberk/616-457-3395
Aug. 16	Summer Series/Fleet # 83	Mansfield, Ohio	Charles Ames/
Aug. 16, 17	Diamond Lake Open/Fleet # 89	Diamond Lake, Michigan	T. Wurster/616-445-3227
Aug. 16, 17	Winnebago Hobie Invitational/Fleet # 121	Oshkosh, Wisc.	Jim Young/414-235-2720
Aug. 17	Summer Series/Fleet # 58	Clark Lake, Michigan	Lynn Vermeulen/517-529-9736
Aug. 24	Series Regatta/Fleet # 96	Lexington, Michigan	Jim Dingwall/517-723-4465
Aug. 30	Summer Series/Fleet # 83	Mansfield, Ohio	Charles Ames/
Aug. 30	Gun Lake Open/Fleet # 117	Gun Lake, Michigan	Barry Heydenberk/616-457-3395
Aug. 31	Fleet Race/Fleet # 115	Big Whitefish Lake, Mich.	Robert Brace/616-636-4869
Aug. 31	Gun Lake "Le Manz" Fun Race/Fleet # 117	Gun Lake, Michigan	Barry Heydenberk/616-457-3395
Aug. 31-Sept. 1	ECSC Open Regatta/Fleet # 26	Eagle Creek Lake, Indiana	Harold Haney/317-636-3311
Aug. 30, 31 Sept. 1	Grand Traverse Bay Regatta/Fleet # 96, CRAM	Traverse City, Michigan	Jim Dingwall/317-636-3311

REGATTA SCHEDULE

DIVISION XI

May 10, 11	Worrell Brothers Invitational/Worrells	Virginia Beach, Virginia	Worrells/804-425-9705
May 17, 18	Lake Hopatcong Spring Regatta/Fleet # 137	Lake Hopatcong, New Jersey	Ralph Baker/201-398-5121
May 17, 18	Spring Regatta/Fleet # 54	Baltimore, Maryland	J. Patrick Moore/301-679-8704
May 18	Spring Series/B.B.Y.C.	Barnegat Bay, New Jersey	Surf Sailing/201-892-8303
May 18	Series Race/Fleet # 65	Shore Acres, New Jersey	Nick Imperato/201-895-2616
May 17, 18	Penn Manor S.C. Spring Regatta/ Fleet # 140	Penn Manor Lake, Penn.	Pat Corelli/330 Holly Dr.
May 25	Spring Series/B.B.Y.C.	Barnegat Bay, New Jersey	SurfSailing/201-892-8303
May 25	Series Race/Fleet # 65	Shore Acres, New Jersey	Nick Imperato/201-895-2616
May 31	Summer Series/Fleet # 54	Annapolis, Maryland	Ed Plitt/255-5827
May 31-June 1	Northeast Area Championships/Fleet # 54	Shore Acres, New Jersey	Nick Imperato/201-895-2616
June 7, 8	Wildwood Surf Banger/Fleet # 54	Wildwood, New Jersey	R. Sterling/609-522-7133
June 7, 8	Old Point Regatta/Fleet # 32	Hampton, New Jersey	Pete Price/804-851-1950
June 7, 8	Erie Y.C. Open/Erie Yacht Club	Erie, Penn.	Mark Santia/814-864-5900
June 14, 15	New Jersey State Champs./Surf Sailing	Pt. Pleasant, New Jersey	Surf Sailing/201-892-8303
June 21, 22	St. Mary's Y.C. Regatta/S.M.Y.C.	St. Mary's City, New Jersey	John Flanigan/821-5217
June 21, 22	Annual Regatta/Fleet # 32	Norfolk, Virginia	Pete Price/804-851-1950
June 28, 29	Hampton Regatta/Fleet # 32	Hampton, Virginia	Pete Price/804-851-1950
July 12	Summer Series/Fleet # 54	Edgewood, Maryland	J. Patrick Moore/301-679-8704
July 12, 13	P.R.Y.C./Fleet # 32	Elizabeth, N.C.	Pete Price/804-851-1950
July 12, 13	Lewes Yacht Club Regatta/Fleet # 54	Lewes, Delaware	John Flanigan/821-5217
July 26, 27	Atlantic City Hobie Classic/Fleet # 19	Atlantic City, New Jersey	Harry Sweeney/609-344-5278
Aug. 2	Summer Series/Fleet # 54	Gibson Island, Maryland	Leo Flanigan/435-6161
Aug. 10	Summer Regatta/Fleet # 137	Lake Hopatcong, New Jersey	Ralph Baker/201-398-5121
Aug. 16, 17	Division # 11 Championships/Fleet # 54	Ocean City, Maryland	J. Patrick Moore/301-679-7224
Aug. 16, 17	Fishing Bay Regatta/Fleet # 32	Deltaville, Virginia	Pete Price/804-851-1950
Aug. 30	Fun Race — Fleet # 54 only/Fleet # 54	Gibson Island, Maryland	Leo Flanigan/435-6161
Aug. 30, 31	Country Club Regatta/Fleet # 32	Norfolk, Virginia	Pete Price/804-851-1950

DIVISION XII

May 18	Fleet # 143 Regatta/Fleet # 143	S. Oyster Bay, New York	J. Seluga/516-791-8608
May 18	Series Race/Fleet # 136	Madison, Conn.	Pedal & Sail/203-245-9605
May 18	Tune-Up/Fleet # 124	Bellport, New York	Larry Deering/516-286-1754
May 24	7th Ann. Sail Locker Regatta/Sail Locker	Whitney Pt. Res., N.Y.	Chuck/723-4122
May 25	Sunday Tune-Up/Fleet # 124	Bellport, New York	Larry Deering/516-286-1754
May 31, June 1	16th Annual Seacliff/L.I.M.A., Fleet # 109	Sea Cliff, New York	Warren Darress/516-944-9424
May 31, June 1	Race Clinic/Fleet # 28	Hyannis, Mass.	John Nimphius/603-673-6052
May 31, June 1	Metz Smeach Memorial/Mulligans	Buffalo, New York	Jim Foote/716-627-9221
June 1	Series Race/Fleet # 136	Madison, Conn.	Pedal & Sail/203-245-9605
June 7, 8	Annual Cape Ann H.C. Champs./Fleet # 28	Rockport, Mass.	Bruce Reed/617-546-7297
June 7, 8	Tune-Up Regatta/Fleet # 124	Bellport, New York	Larry Deering/516-286-1754
June 8	Faulkner's Run/Fleet # 136	Madison, Conn.	Pedal & Sail/203-245-9605
June 8	Distance Race/Fleet # 150	Lake Couchiching, Canada	Gerry Pringle
June 14, 15	Nantucket Sleigh Ride/Fleet # 28	Cape Cod, Mass.	John Nimphius/603-673-6052
June 14, 15	G.S.B. Hobie Tune-Up/Fleet # 124	Bellport, New York	Larry Deering/516-286-1754
June 14, 15	Niagara Invitational/Bufalo Canoe Club	Bay Beach, Ontario	Jim Foote/716-627-9221
June 15	Series Race/Fleet # 136	Madison, Conn.	Pedal & Sail/203-245-9605
June 21, 22	Great Sacandaga Regatta/E.C.M.	Lake Sacandaga, New York	Fred Sterner/518-925-3622
June 21, 22	Wet Pants Invitational/Fleet # 124	Bellport, New York	Larry Deering/516-286-1754
June 22	Course Race/Fleet # 150	Lake Couchiching, Canada	Gerry Pringle
June 22	Fleet # 143 Race/Fleet # 143	S. Oyster Bay, New York	J. Seluga/516-791-8608
June 22	Newport to Bermuda/N.E.M.A.	Newport, Rhode Island	N.E.M.A./

DIVISION XII (Cont.)

June 28, 29	G.S.B. Hobie Invitational/Fleet # 124	Bellport, New York	Larry Deering/516-286-1754
July 4-6	Fourth of July at Babylon/Fleet # 124	Babylon, New York	Larry Deering/516-286-1754
July 6	Series Race/Fleet # 136	Madison, Conn.	Pedal & Sail/203-245-9605
July 12, 13	Midsummer Night's Dream/Fleet # 136	Madison, Conn.	Pedal & Sail/203-245-9605
July 12, 13	G.S.B. Hobie Fleet Invit./Fleet # 124	Bellport, New York	Larry Deering/516-286-1754
July 12, 13	Mulligan's Challenge Cup/Fleet # 119	Buffalo, New York	Jim Foote/716-627-9221
July 13	Fleet # 143 Race/Fleet # 143	S. Oyster Bay, New York	J. Seluga/516-791-8608
July 13	Righting & Hull Flying/Fleet # 150	Lake Couchiching, Canada	Gerry Pringle/
July 19, 20	G.S.B. Hobie Fleet Series/Fleet # 124	Bellport, New York	Larry Deering/516-286-1754
July 19, 20	Sundance Regatta/Fleet # 87	Lake Chautauqua, N.Y.	Dan Pilhblad/716-258-3645
July 19, 20	Westport Hobie Regatta/W.Y.C.	Westport, Mass.	John Nimphius/603-673-6052
July 20	Series Race/Fleet # 136	Madison, Conn.	Pedal & Sail/203-245-9605
July 20	Course Race/Fleet # 150	Lake Couchiching, Canada	Gerry Pringle/
July 26, 27	Race Week/Fleet # 124	Bellport, New York	Larry Deering/516-286-1754
July 24-27	N. Atlantic Hobie Cat Championships/Fleet #28	Marblehead, Mass.	Phil Lynn/617-599-2686
July 26, 27	New York State Champs./Don Lakey	Lake Ontario, New York	Don Lakey/607-687-2121
Aug. 1-3	Race Week/Fleet # 124	Bellport, New York	Larry Deering/516-286-1754
Aug. 2, 3	Mulligan's Hawaiian Lei/Fleet # 119	Buffalo, New York	Jim Foote/716-627-9221
Aug. 3	Distance Race/Fleet # 150	Lake Couchiching, Canada	Gerry Pringle/
Aug. 3	Series Race/Fleet # 136	Madison, Conn.	Pedal & Sail/203-245-9605
Aug. 7-12	Quincy Bay Race Week/Fleet # 28	Quincy Bay	Art Milmore/
Aug. 9, 10	Masters S.Y.C./Fleet # 124	Bellport, New York	Larry Deering/516-286-1754
Aug. 9, 10	Seneca Lake Regatta/Boats-A-Sail	Dundee, New York	Jim Peele/607-243-8444
Aug. 10	The 222 Regatta/Fleet # 136	Madison, Conn.	Pedal & Sail/203-245-9605
Aug. 16, 17	Chautauqua IV/Fleet # 78	Lake Chautauqua, N.Y.	Dan Pihlblad/716-358-3645
Aug. 16, 17	Commodore's Cup/Fleet # 28	Hyannis, Mass.	John Nimphius/603-673-6052
Aug. 16, 17	Couchi Cat Open Regatta/Fleet # 150	Lake Couchiching, Canada	Gerry Pringle/
Aug. 17	Fleet # 143 Race/Fleet # 143	S. Oyster Bay, N.Y.	J. Seluga/516-791-8608
Aug. 17	Series Race/Fleet # 136	Madison, Conn.	Pedal & Sail/203-245-9605
Aug. 23, 24	Division # 12 Championships/Mulligans	Buffalo, New York	Jim Foote/716-627-9221
Aug. 23, 24	W.H.Y.C. 2nd Ann. Hobie Classic/W.Y.C.	Westport, Mass.	Bob Brayton/617-227-1622
Aug. 23, 24	Queen of the Bay/Fleet # 124	Bellport, New York	Larry Deering/516-286-1754
Aug. 30, 31	La Reserve Invitational/Hobie Cat Montreal	St. Laurent, Quebec	Ron Lemish/
Aug. 31	La Mons Race/Fleet # 150	Lake Couchiching, Canada	Gerry Pringle/
Aug. 30, 31 - Sept. 1	Labor Day Regatta/Fleet # 124	Sayville, New York	Larry Deering/516-286-1754

DIVISION XIII

May 11	Series Race/	Matavai, Tahiti	Tahiti Cat/
May 17, 18, 19	Bali Hai Regatta/	Moorea, Tahiti	Tahiti Cat/
May 18	Monthly Race & Clinic/Fleet # 113	Isla Verde, Puerto Rico	E. Balzac/809-765-6150
May 25	Series Race/	Matavai, Tahiti	Tahiti Cat/
June 7, 8	Summer Series/Fleet # 148	Thailand	Albert T. Chandler/
June 8	Series Race/	Matavai, Tahiti	Tahiti Cat/
June 15	Tahiti Surf Club Regatta/T.S.C.	Antimaono, Tahiti	Tahiti Cat/
June 22	Series Race/	Matavai, Tahiti	Tahiti Cat/
June 29	San Juan Cup/P.R.M.A.	Isla Verde, Puerto Rico	E. Balzac/809-765-6150
July 5, 6	Beer Series/Fleet # 148	Ko Phai Island, Thailand	Albert T. Chandler/
July 12, 13	Ponce Anniversary Regatta/	Ponce, Puerto Rico	E.R. Martin/809-842-3130
July 16	Office du Tourisme Regatta/O.D.T.	Port Papeete, Tahiti	Tahiti Cat/
July 25, 26, 27	Constitution Day Regatta/P.R.M.A.	San Juan Bay, Puerto Rico	E. Balzac/809-765-6150
Aug. 9, 10	Puerto Rico Championships/P.R.M.A.	Isla Verde, Puerto Rico	P.R. Sailboats/791-2415
Aug. 15	Chevron Brasserie de Tahiti Regatta/	Matavai, Tahiti	Tahiti Cat/
Aug. 23, 24	Caribbean Championships/P.R.M.A.	Isla Verde, Puerto Rico	E. Balzac/809-765-6150
Aug. 31	Series Race/	Matavai, Tahiti	Tahiti Cat/

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