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2026 McGaw Avenue, Irvine, California 92714

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about the cover . . .

Our October Photo of the Month is featured. Photographer: Cindy Hancock

hobie class association staff...

Director Sandy Banks
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Associate Editor Jeannie Weller
National Race Coord. Rich Jeffries
Hobie Model Company
Typesetting and Design Phil Shook

DANGER!

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

HOT LINE/JAN. — FEB.

Letters to the Editor

STARVATION VS TECHNIQUE

Dear Ed:

How much does weight actually handicap or help in Hobie 16 racing? At 6'7" and 245 pounds I've typically raced at 100 pounds over the minimum. I've won some and lost some in light to moderate air.

Can I expect to be competitive with excess weight? Does good technique make up for weight differences, or must I continue to starve my 9-year-old son until we reach the Nationals several years from now?

Yours very truly, Jim Scull Leucadia, Calif.

Dear Jim:

While you're probably not at an **advantage** weighing 245 pounds, you certainly aren't out of the game either. Technique and sailing ability is ultimately the key to success, as many "heavyweights" have repeatedly proven.

Chris Christensen of Florida, who weighs in at somewhere around 240 or more, may have some bad days in extremely light airs, but he sure makes up for them — check the regatta results, you'll see that more often than not Chris is right at the top of the list. Another example is Hawaii's Herb Andreson, a 230-pounder who's managed to sail away with quite a few trophies over the years... racing 16's and 14's!

And then, of course, we have the other side of the story... a guy named Tom Long. Tom — all 285 pounds of him — obviously didn't believe us when we told him he'd have to improve his skippermanship if he ever wanted to win a few, and instead looked for a small crew-mate to compensate for his excess poundage. Well, Tom found his "dream crew" alright, a lovely 45-pound lady named Bonnie... but since he's still trying to make the top 60 in 'C' fleet, we have reason to believe his solution to the problem is probably not the right approach!

Ed



Tom Long and Bonnie

OOPS!

Dear Ed:

Our compliments on the nice article about the recent Hobie 14 Nationals. It was a lot of fun and well worth the long trek up to Michigan. We enjoyed working with Ralph Jeffries, Don Brown and Candy Banks, and meeting Hoagie Alter.

Incidentally, in the 'B' Fleet Champs photo, TROY (Tim?!) Taylor is second from the right.

Hobie New Year! Roy and Troy Taylor Baton Rouge, La.

Dear ROY and TROY:

Please accept my sincere apologies for this error.

Fred

HULL BOTTOM ABRASION

Dear Ed:

I use my Hobie 14 at Hilton Head Island where the beach is very wide, and at low tide it is a long drag to get the boat "beached" for the night.

I noticed when I stored the boat for this year that the pontoons are a bit flat on the bottom from this dragging. How thick is the fiberglass there, and do I need to worry about it wearing thin?

Sincerely, J. H. Vidal, Jr. Atlanta, Ga.

Dear J.H.:

One of the reasons Hobie designed and built the Hobie Cat was because he wanted a small yet durable boat which he could "drag up and down the beach". It is for this reason that the bottom of the hulls on both the 14' and 16' are reinforced with extra-heavy fiberglass of approximately 1/4" thickness — enough to withstand a considerable amount of abuse.

Due to practicality reasons, we've never established how many "drags" it would take to wear through a hull bottom. We do know, however, that sand is very abrasive, and if you drag something over it enough times, it can eventually grind through just about any amount of fiberglass. Because I don't know how many years you've been dragging, nor how critical the present condition of your boat is, I suggest that you have a Hobie dealer, or maybe a knowledgable friend, take a look at your hulls. Rebuilding worn-down bottoms is not too difficult a task and any good fiberglasser should be able to do the job.

Ed

A PHOTO OF.....???

Dear Ed:

On page 6 of the November/December Hot Line a picture at the top of the Hobie Forum shows two men with what looks like a righting system. Is it? I don't recall seeing any articles in the Hot Line about it. Please tell me.

Thank you, Daniel Zywocki Holland, Ohio

Dear Daniel:

The photo you're referring to came out of a vast file in my office labeled "MISCELANEOUS ODDS 'N ENDS", a five-year accumulation of photos, the majority of which I know nothing about or even where they came from. This is one of those photos, and while I highly doubt that it shows some ingenious new righting system (with a two-by-four?!), I really have no idea just what the gentlemen are attempting to do. Could be they've got a thing for out-of-the-norm teeter-totters....

Ed



HOBIE 16'S MAKE PRESIDENT'S CUP REGATTA!

Dear Fd

Hobie 16's have finally made one of the most prestigious regattas, the President's Cup Regatta, held the second weekend after Labor Day each year on the Potomac River in Washington, DC.

On 13 and 14 September, Hobie 16's from the Capital Area joined boats from as far away as Ohio in eleven one-design classes totalling 165 boats for two days of great sailing in trapeze winds in the 41st annual regatta. Through the efforts of the officers of the Potomac Hobie Association, a class start was scheduled, with future participation contingent on having at least 10 boats in the regatta. Nineteen Hobie 16's participated, guaranteeing a Hobie 16 start next year.

First, second, and third place trophies in each class were varying sizes of appropriately engraved pewter cups.

Next year we are setting our sights on the Norma C. Schaller trophy, emblematic of the President's Cup, awarded to the best skipper as determined by a formula based on the number of points earned by the winner in each class and the number of finishers in the class

Entry into the President's Cup Regatta is another milestone for Hobie sailors, providing greater visability to Hobie sailing on the East Coast. We would like to see more out-of-towners join us next year to make Hobie 16's the largest fleet participating.

> Warren A. Hathaway Alexandria, Virginia

HAS HOBIE CATTING GONE TO THE DOGS?!

Dear Ed:

Hobie Catting has gone to the dogs! I don't know if you are aware of it, but the August issue had a picture (page 34) of my friend and myself with Rascal (a beagle) and Poo (a mini-labrador) flying a hull on our Hobie Cat 16. The two dogs spend many hours sailing with us and we very much enjoyed seeing our picutre in the Hot Line! Many thanks to Suzanne Rashka for the beautiful poem she wrote, The Golden Hobie, which accompanied the picture.

> Sincerely. Ruth Ginsberg & Alice Murry Belmont, Calif.

Dear Ed:

As you know, you must weight about 185 pounds in order to right a capsized Hobie 16, and inasmuch as my son is only 165 pounds, he must have an assistant. Our springer spaniel rides the cat with him, and in the event that it turns over, very happily volunteers as an additional 40 pounds to bring the cat upright. I have enclosed a photograph of this maneuver, which I thought you might find both interesting and amusing!

Yours very truly. John J. Gottes South Gate, Calif.



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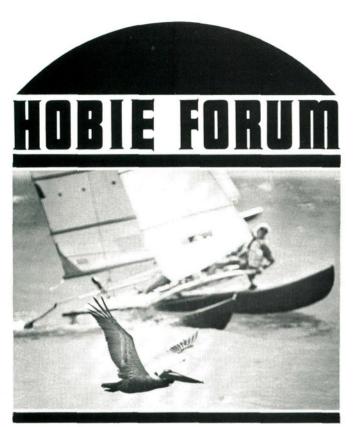


Photo by Nicholas R. VonStaden

EVERY STORY HAS TWO SIDES....

It was with some distress that I read the editorial, "A Matter of Survival", in the November/December Hot Line, not for your concern for safety in sailing, for this is a point that cannot be stressed enough, but rather for your censure of our fleet and the Cross-The-Lake Regatta. Your tone demands that I defend my self as a member and race participant.

Frankly, standing on the beach in Michigan City on September 7th, I'd have said the conditions were perfect for a long-distance race. The wind was out of exactly the right direction and strong enough (15 to 25 knots - verified by the U.S. Weather Service) to insure a fast passage. In fact, the winning boat made the 48 miles in 3 hours and 10 minutes. Also, from the beach, the lake looked like glass. The wind was off the land and the high sea state did not become obvious until we were a few miles out. Five- to seven-foot waves were a fact, but this was only 20 minutes into the race and any of the participants could have turned back if he felt the necessity. Another alternative would have been to follow the shore tine. It would have been possible to stay within 50 feet of the shore the entire race if anyone desired. The water was flat enough near the shoreline that Sunfish were sailing in Michigan City and Wilmette that day.

It was probably a mistake not to have a large boat to accompany the race, but the decision was based on previous experience and other long-distance races. We felt they would be of little or no help for several reasons. There are very few power boats, and none available to us, able to keep up with a Hobie in high winds and waves. Also, to be really effective, we would have needed a chase boat for every participant in the race since each skipper charted his own course and, as you noted, the boats spread out soon after the race began. As far as carrying a radio transmitter is concerned, you can't be serious. A transmitter wouldn't last five minutes on a Hobie in the given conditions, and the weight and cost are equally prohibitive. In the opinion of the people in charge, the most effective

means of monitoring the race was to do so from the air. There were hourly airplane flights over the general race course to check on the entrants and their progress. This cost, by the way, was not passed on to the entrants, but rather was paid almost entirely out of the pocket of one of our fleet officers.

To me, however, the most disturbing point of the editorial was the sudden change of heart in respect to our specific race. Why is a given situation O.K. in one instance and not in another? In the September 1974 Hot Line the lead story concerns the Can Am Invitational in which twelve 16's raced in winds of "50 miles per hour gusting to 60 and 70 miles per hour". In that article chase boats were mentioned as being ineffective. Also, in that race, two boats were reported as total "wrecks". That certainly sounds a lot more dangerous than our race, yet there is not a word of censure; in fact, the article enjoys a rather prominent position. Again, in the November/December 1973 issue a report on the Hobie 16 Nationals at Key Biscayne mentions, not small craft warnings, but "gale warnings". Hobie skippers and crews felt, however, that they "were there to race and a little breeze wasn't about to stop them". Why are we so much more "foolhardy"?

In my opinion, sailing instinsically contains some danger even if all safety precautions are taken. Facing and overcoming that danger is one of the rewards I receive from sailing. Also obvious is the fact that a decision to sail on a particular day, in a particular race, is an individual one based on the conditions and facilities observed before setting out. Personal judgement is the final key and at no time did I feel I was surrendering safety or risking my life or my crew's.

I would appreciate your printing my letter, or at least, one of the letters I'm sure you will receive from other concerned Fleet 125 members and race participants, if only on the basis that every story has two sides.

Respectfully, Mike Gillian Member Fleet 125 Chicago, Illinois

Because of the great interest in long-distance races, and the apparent hazards associated with them, the Hobie Class Association is putting together an article concerning this type of event for publication in a future issue. — Ed

A WORD FROM THE U.S. COAST GUARD ON WINTER BOATING

Winter in most of the country means that recreational boats are hauled out of the water and put away until Spring. But in many of the southern states, it only means that boaters bring out their jackets and foul-weather gear.

Winter does, however, pose special problems for the recreational boater. Weather is more severe and unpredictable in winter. Storms and winds come up faster and do more damage than in the summer. Colder air and water temperatures turn what in Summer would be a small emergency into a major one. Coast Guard Rescue Coordination Centers report that rescue calls are fewer in the winter months but they are invariably more serious. Nor are the lakes and rivers immune from winter dangers. One sudden storm sunk five boats and caused one fatality on Nevada's Lake Mead last Winter.

Weather and temperature play a major part in Winter boating accidents. Storms and rough seas, of course, take their toll but fog is also a common danger. Skippers who thought they knew where they were often realized their mistakes only when they crashed onto a rock or breakwater. Cold air and water temperatures often turn relatively minor incidents into fatalities. A MAN OVERBOARD IN 60-DEGREE WATER TEMPERATURE CAN EXPECT TO REMAIN CONSCIOUS FOR ONE TO TWO HOURS AND SURVIVE ONLY ONE TO SIX HOURS IN THE WATER! Rescue attempts are complicated by the sheer weight of heavy waterlogged clothing; and shock, even with minor injuries, is a much greater danger.

The recreational boater needs good judgement to safely use his boat in Winter. Possibly the hardest judgement to make is the one to stay put and not go out. There is always the temptation to overrate one's ability and think, "It's not that bad out there." That is exactly when the boater starts pressing his luck.

Weather reports to aid the boater in exercising his good judgement are readily available in all boating areas and it is a rare harbor that has no facilities for hoisting small craft advisories. These flags or lights are shown to warn the public of unsafe boating conditions and the wise boater observes them. Even if the weather seems fine in the harbor, if those flags are flying, it is dangerous to be out.

The U.S. Coast Guard Boating Safety Information Dept.

"THUMBS DOWN" ON THE HOTLINE ATTITUDE

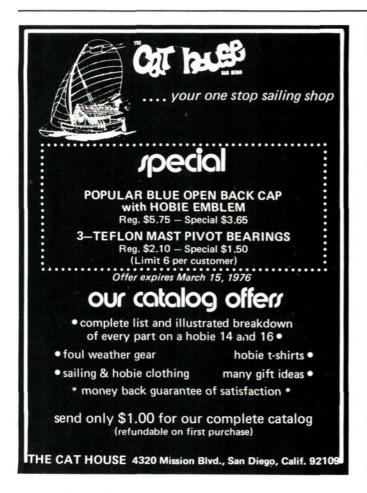
I have certain criticisms to make on the attitudes taken by the Hot Line.

American society claims to be liberally minded — why, then, cannot this be reflected in your magazine? From the European point of view the magazine appears extremely conventional, publishing only those articles which praise the stereotype Hobie Cat ideals as if some new fashion had been created. And what about liberation of the weaker sex? I've been a Hobie 14 skipper for over three years, yet in the Hot Line it appears that women are expected to be crew members, onlookers, or to sail only the smaller Hobies. Perhaps the excitement of being in command of a 14' or 16' is too much for them?!

I realize the vast majority of your readers are Americans, but perhaps an occasional effort could be made to satisfy the too-silent minority. If you do publish this I would be interested in any positive or negative feedback....or am I the only person with such ridiculous opinions?

Sharne Hampton Geneva, Switzerland

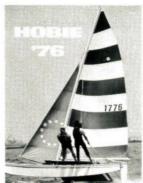
"The Hobie Forum" offers the opportunity for our readers to express and exchange their views on subjects of interest to members of the Hobie Class Association. Direct all correspondence to: HOBIE FORUM, c/o Hot Line Publications, 2026 McGaw Avenue, Irvine, California 92705. Views published are not necessarily endorsed editorially.



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Story and Photos by Jake Grubb and Beth Parker

Wild Weather and Strong-Hearted Sailing Distinguished the 3rd Hobie 14 World Championships as the Toughest Ever

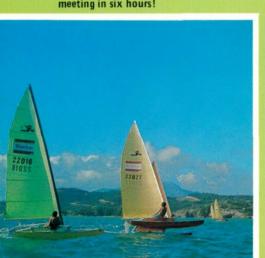
Jeff Canepa, twice World Champion.

Twisting, darkened road, howling winds and drenching rain. Tiny, gnarled man with a deranged leer hovering over the controls of the grotesque vehicle, swerving to crash over every mound and pothole in his path. Through the blinding downpour in fate's arms ... perfect weather for the dark thoughts of Edgar Allen Poe - but for Hobie Cat sailors??

"That is rain, man, that is really rain." And, "Whaddaya mean, no facilities - this is a bus, isn't it?" One soon begins to wonder how you can drive for an hour and a half on the pock-marked and treacherous roads of an island without falling off. "I can't race in this, I can't even walk in this!"

The motley caravan draws up in front of Palmas del Mar, luxurious resort on the tropical island of Puerto Rico, and dumps its travel-weary and sodden group of sailors out onto the front lawn (also sodden). A fearsome bunch, though somewhat disguised by their fatigue.

Somehow, you're in your assigned room, baggage neatly piled in the corner, travel-worn and full-up with anticipation. Sleep covers your last thought: skipper's meeting in six hours!





Wayne Schafer (left) has a pre-race discussion with South Africa's John Reid "You big guys don't scare ME!"

Monday morning, December 8th, first morning of qualifications. Only 24 spots still available, and 56 topknotch international sailors vying for them. Grogginess is gone, the locals are expecting sunshine. Ominous weather is cause for concern, but stubbornly overshadowed by a "down-to-business" attitude.

Conditions: tough. Gray and turbulent water, close-trough chop. Just getting out through the surf will be tricky. Strong, gusting winds. Squalls wavering along the horizon. Scattered showers on the beach. Endurance will be an important factor. We're really going to see some racing.

So starts the 3rd Hobie World Championships. Puerto Rico, or "Boringuen" as the natives call it, has chosen to unleash some challenging weather and conditions on her visitors. Sailors from fifteen countries on five different continents accept the challenge, their sporting senses peaked by the difficulties.

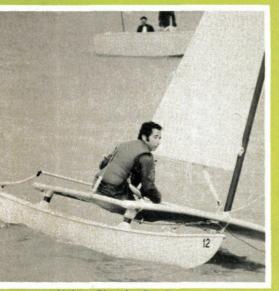
Drawn together by common interest in the international allure of Hobie Cats and bound so by their determination and skills, there is no one language shared but sailing. Even so, gestures, eyes, smiles, and laughter are enough to express all thoughts. A little time, arm waving, and exaggerated facial expressions erase all language barriers.

December 7th - 14th, 1975. A week that would prove to be a true test of every sailor present. There were 48 fortunate Hobie Catters who had already earned their entry spot in the finals by accumulating points during the year's racing season. The others had two days of gruelling competition in which to qualify for the remaining positions. Boat assignment was by the round-robin system, leaving all performance variables to the sailors' own skill. By Tuesday night, the points were totaled and the 24 final positions announced.

Qualifying in number one spot was, guess who - Hobie Alter. His endurance had mellowed with the years, but the undeniable wisdom and experience of thousands of hours of sailing lifted him to a substantial point lead in the first two days of competition. Barbara Roettger, a high school student from Puerto Rico, hung in impressively against the rugged conditions to earn a sure spot in the finals. One of only two women contestants, she sailed like a master and made the cut. Also amazingly adept at battling the forces, in spite of the disadvantage of being mute and deaf, Dave Lyons of Australia locked up one of the coveted positions still open, finishing in 12th spot with 13 points.

Qualified or not - everyone stayed. The disappointment and weariness could not overshadow the mounting excitement and promise of fun yet to be shared. Many of those who didn't qualify were soon to become integral to the proceedings by helping with repairs on the beach, manning the stake boat, and warring against the elements in an effort to keep the competition running smoothly.

Tuesday evening brought the vivid reality that the next four days would clearly determine the worth of every competitor's efforts. Commitment was in the air; everyone seemed eager to be helpful and involved. The antics of punch-drunk Hobie sailors playing like reunited old carousing buddies, lightened the evening. The "Sun Fun Hut", which leaked rain like a sieve, had become the stomping grounds for the



Nelson Piccolo - Brazil



Bruce Fields - USA



Barbara Roettger, one of two women contestants, placed 36th in final standings.

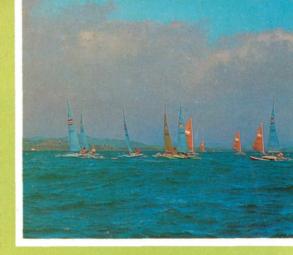
formidable crew. Large banquet dinners were ravished and the poolside bar was mobbed in a never-ending flow of camaraderie and, of course, sportsman-like conduct ... frequent pool dunkings and pies-in-the-face were no doubt the working of outside agitators.

Snatches of conversation that evening revealed both the coiled expectancy and necessary release of good humor. Peter Cairnes, or "Ted" to his countrymen and "Tate" to those who hadn't deciphered the disarming Aussie accent, performed mystical disappearing acts with huge mounds of banquet food — and between bites bemoaned that he hadn't had a chance to swim the course yet to view the rough spots and meet the local "munchies" (dorsal finned fish with appetites).

The two Japanese representatives came bearing beautiful native gifts tucked away in the sleeves of their festive kimonos. Hisao Kanai from Hiroshima, who manages a Pachinko Parlor at home (Japanese pinball), and Hiro Yoshida, a sales engineer in Kyoto, managed to straighten out the story circulating that they had tied up Japan's number one Hobie sailor to prevent his participation, convincing all that it was actually business which had kept Mr. Nakazawa tied at home — all this with much laughter and approximately seven English words.

Young Rick Eddington was still shaking his head at "his good luck in qualifying" insisting he had been "dogmeat at the Nationals". But those who watched him race the first two days knew he would be one of the powers to be reckoned with in the finals.

Wednesday dawned - only if you walked the beach at 5:30 a.m. could you catch the breath-taking stillness of the unrigged boats nestled patiently along the sand, silhouetted against the wakening sky. Soon the quiet would crack ... skippers checking weather, competitors and their families having breakfast at The Hut, race officials organizing and announcing plans at the early morning meetings, and most inspiring of all - the ever constant presence of one of the event's superheros, Lou Murillo. Patience and realms of know-how about Hobie Cat anatomy emanated from under his bushy mop. He was the man who put all thirty-six factory-supplied championship boats together before the racers ever arrived ... in spite of the odds. (Yes - all the sails were lost in shipping, along with other assorted hairy moments.) First on the beach every morning, last to





Lou Murillo - "Superhero"



Miss Puerto Rico and Hobie present Quique Figueroa (rt) with his trophy. Eleven-year-old Quique sailed with his friend Walter Burgas (left) as ballast and placed 59th in total standings.



"This Hobie Catting is a real gas, baby!" (Photo: D. Hatfield)



leave each evening, Lou was one of the irreplaceable men who kept the works running smoothly.

Competition that day was excruciating. The elements again wielded their snarling faces; horrendous wind, mean chop, and fearsome swells. As Jeff Canepa, the defending World Champion related, "You

Director, rode his trusty 18-foot Aquasport — bucking and snorting — into shore. Being stake boat while alternately bailing and sinking in the driving rain tends to take a bit of the glamor out of water sport. It's not easy to maintain communications with the committee boat on a radio bundled in plastic bags, and the huge swell has a way of

Thursday before lightening caused officials to cancel the rest. On Friday, they staged a marathon of five races. Mother Nature relented her onslaught at times but always substituted with tricky wind shifts and deceptive calmness. By day, the work was hard and challenging. Evenings brought a combination of relaxation and full-on



Jose Rodriquez and Ann Bennett -Puerto Rico Sailboats



Puerto Rican dancers provided entertainment at the Awards Banquet..."Ole!"



Frank Amaru - Regatta Cochairman

just have to go out there and billy-goat it."
There were three races on Wednesday, a fourth cancelled due to oncoming darkness.
After lengthy hours of fighting weather and sea, the sailors and officials were forced to head for shore.

Sandy Banks, Hobie Class Association

aggravatingly knocking the beer and pop cans up against your ankles. Somehow Sandy handled a job that should have taken three men — yet that familiar hint of smile never left his red furry face.

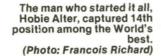
Thursday and Friday were equally taxing. They ran only two races on

boogie'ing.

Accommodations were unbelievably luxurious and included fully equipped kitchens. Wives and girlfriends shopped at quaint village stores and cooked in the rooms. Many a man returned triumphantly to his quarters, grabbed a cold "alleged"



Hank Pauloo, of Coast Cat France, demonstrates the native art(?) of coconut mutilation.







Jack Bourgard-Tahaiti



Sandy Banks... somehow he handled a job that should have taken three men.



Keith Baxter of Hawaii pulled an impressive 3rd place.

beer from the refrigerator, and gulped down the refreshing gusto — only to run gagging to the sink. "What the ...!" Alas, Corona Malta is not the same as Corona Cerveza. It would seem Malta is a health drink smacking of black-strap molasses and other questionable by-products (perhaps animal related) and not at all the three dollar bargain the little lady thought she was snapping up at the local beer stand.

Parties fluorished. It was college all over again, with . . . "there's a hot group over in #118" and, "everyone's in 230 with six gallons of Don Q." (local rum with a killer kick). You could fall asleep each night to the sound of the Australians singing their way home, seemingly always the last to bed yet always with the cheeriest smiles at breakfast, obviously harboring top-secret cures for hangovers. Always having the most fun but never offending or overdoing — they have a natural ingredient for being the most liked anywhere.

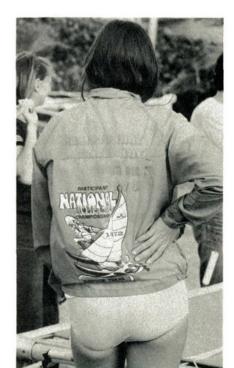
Seventy-four competitors fought their way through those three days. Two racers were alternates who were able to sail due to

later dropouts. Un Friday evening, the top thirty-six were announced — those who had one more day of battle, and still the chance to race for Hobie World Champion of 1975. Festivities ended early — everyone wanted to be ready for the nitty gritty on Saturday. Two final races, points tallied, and a decision. Alot to sleep on . . .

Maybe the toughest day of all — Saturday spawned rough, gray water and ominous skies. The colorful line of boats pounded out through the surf once again. Ufficials never soften their demands, and one of the toughies, Rich Jeffries (race co-chairman), flashed the course from the committee boat: ACABCAC, and was close enough to hear Hobie Alter from one of the boats below let out an involuntary "ooohhhh nooo".

With winds screaming constantly at 31 mph, the race lasted an hour and a half: eleven of the world's best sailors didn't finish. Hatfield and Berman, both top runners from the U.S., flipped but managed to finish. Cartwheeling four times and still finishing eighth. Rick Eddington was impossible to stop. Hobie beached his boat after the race and admitted, "the wind was unbelievable ... that was the longest, toughest race ever for me. When you look ahead to the mark and see five guys down. you know it's big trouble." Jeff Canepa finished first, the original "billy goat" in his element, commenting with righteous respect on Taupi Tamata from Tahiti. "He was right with me through ACABC, I couldn't shake him until he stuck it in off the point."

After an hour's rest, Tamata went on to





It was college all over again...!



Kerli Corlett - Australia



Randy Hatfield, with skillful manuevering and shrewd race sense, took 2nd place. (Photo: D. Hatfield)

Canepa...the original "billy goat" in his element. (Photo: Francois Richard)



win the second race. Conditions had lightened a bit, the sea and the course slightly more forgiving. The second race lasted forty-five minutes, lacking only the background music of "Victory at Sea". The dramatics were over, only the point tally left to complete.

The Bash — Saturday evening festivities. Open bar with warm and fuzzy rum drinks, resplendent roasted pig banquet, and a colorful performance of native dances by an exuberant group of youngsters. A Hobie 14 bobbled in the pool, donated by the Australian "over-the-fence gang".

Kevin Summerell, "da King", hosted the presentations. First and warmly felt by all, were gracious thanks to the Puerto Rican committee, especially Roberto Bouret, Eugene Balzac, and Guillermo De Lemos — who prepared the advance work and kept the wheels turning. And also to Jose Rodriguez, who did so much on the business end and still had the energy to place a skillful fourth overall in the competition.

Special mention to the Navy. Lt. Commander Al Quist assisted all week with five other members of the SeaBees support team and two hot rod navy boats. They proved invaluable — providing hours of towing and rescues. Not to mention, of course, the challenge and ensuing race against Bouncing Bob Brown (overall indispensable aide) and Balls-Out Banks in their "Astro" Aquasport. Nothing against the Navy, but they lost. The Dynamic Duo squelched yet another foe.

And at last, trophy time. Unique wooden carvings were designed as replicas of the guard houses found on the walls of Old San Juan — and Kevin, along with Hobie and Miss Puerto Rico (who, by the way, is also Miss World), presented these to the finalists.

There were surprises, amazing age differences, and an encouraging mixture of all nationalities in the top racers. In 1974, all but two of the top ten sailors were from the United States and this year there were only four from the U.S. and Hawaii — with the rest of the ten best rounded out by two skippers from Australia, two from Tahiti, and one each from Brazil and Puerto Rico.

The Tahitians were a surprise . . . they've only had the boats on their islands for a few years and their skills are amazingly developed. From Brazil, it was Nelson Piccolo in eighth place, a professional sailmaker and proven world champion sailor in both the Snipe and Finn classes. Look out for the Aussies — besides Frank Milner and Peter Cairnes in fifth and ninth place,



Ominous weather was cause for conern...

they had three other teammates in the top 24. Rich Jeffries, National Race Coordinator, warns that they are to be reckoned with as a coming major force.

The top three Hobie sailors of 1975 reflect youthful endurance blended with natural, highly developed skills. Jeff Canepa, now number one for two years in a row, epitomizes the concentration and adaptability of a practiced champion. Keeping total points to an unbelievably low 14%, his performance was once again amazing. Randy Hatfield, another California entrant, took second place in hand with

Mr. and Mrs. Frank Milner - Australia





skillful manuevering and shrewd race sense for his prodigious twenty years. Keith Baxter of Hawaii, having sailed a 14 only once in the last three years, pulled an impressive third place.

The upstart, Rick Eddington, just switching over to 14s from skippering 16s, placed 7th overall and left his mark on the Worlds.

Including the entire field of 74 participants, age of skippers ranged from 55 to 11 years old. The latter, Quique Figueroa from Puerto Rico, carried his friend, Walter Burgas, as ballast to meet minimum weight

When he's not sailing his Hobie Cat, Japan's Hisao Kanai manages a Pachinko Parlor.



requirements and placed 59th in total standings with an impressive fourth place in one race on Friday morning.

The Canadian National Champion, homemaker Marjorie Innes, stood 55th in the challenging line-up, and the European National Champ, Hans Muller, took 32nd.

The man who started it all, Hobie Alter, captured 14th position among the World's best — along with the lion's share of personal gratification, spending a week with the best of those who share the legend — the sport he created. His friend and consultant, Wayne Schafer, certainly the wisest and most consistent Hobie competitor, held down 22nd place in spite of some bad breaks.

All ages, all nationalities, and all occupations (from piano tuning master to airline pilot) were represented ... showcasing the universal appeal of Hobie Cat sailing. The Hobie World Championship of 1975 was more than a racing event, every person there shared in it, creating that intangible strength and closeness that only sport can yield.

AND THEN ...

Reward for hard work; a few days respite in the tropical sun of the Virgin Islands. Patrick Hogan of Studio City Travel, true genius who arranged the transportation and accommodations for over half the participants from all over the world, offered a tempting package for relaxation in two out-of-the-way places (Bolongo Bay and Secret Harbor intriguing, no?) on the island of St. Thomas. Albeit, a jolting, jarring DC-3 ride away, it proved to be the perfect halcyon vacation everyone daydreams about. Snorkeling in crystal blue waters, touring in open air buses through the villages and backroads, and lest the image become too docile - a rip snorting dinner-dance party under the stars. compete with steel drum band and limbo contest.

Refreshed and reluctant to return to the real world, lingering in the old hangar-terminal of the St. Thomas airport ... everyone is amazingly quiet — absorbing every last ray of experience and savoring the mood. Time to tuck it all away to memory ... the Hobie Worlds 1975.

The Hobie Class Association wishes to extend a special thank-you to our sponsors — the R.J. Reynolds Tabacco Co., Renault of Puerto Rico, Palmas del Mar and the Tourism Development Co. — for their aid and support in making the 3rd Hobie Worlds a very successful and memorable event.



The Australian "over-the-fence gang" strikes again! (Photo: D. Hatfield)



Hiro Yoshida - Japan

Figueroa and Burgas - Puerto Rico



3rd Annual

HOBIE 14 WORLD CHAMPIONSHIPS

December 7-14, 1975 — Palmas del Mar, Puerto Rico

1.	Jeff Canepa	U.S.A.	2	20	8	3/4	3/4	3/4	2	141/4
2.	Randy Hatfield	U.S.A.	3/4	2	3/4	6	10	11	3	221/2
3.	Keith Baxter	Hawaii	3	30	6	7	6	2	7	31
4.	Jose Rodriquez	Puerto Rico	4	5	16	3	5	16	6	39
5.	Frank Milner	Australia	3	11	11	9	3	16	5	42
6.	Kitty Salmon	Tahiti	10	5	9	4	4	DNF	10	42
7.	Rick Eddington	U.S.A.	7	3/4	3	8	23	8	23	493/4
8.	Nelson Piccolo	Brazil	2	10	3/4	12	22	6	21	513/4
9.	Peter Cairnes	Australia	6	$\frac{33}{11}$	10 19	20 7	2	3 14	3/4	52 53¾
10.	Taupi Tamata	Tahiti U.S.A.	21	12	24	2	3	4	12	54
11. 12.	Phillip Berman Mike Staudt	U.S.A.	5	2	21	3	15	BD	16	54
13.	Carlos Biekarck	Brazil	11	12	6	12	21	7	8	56
14.	Hobie Alter	U.S.A.	18	13	21	2	10	9	4	56
15.	Jerry King	U.S.A.	11	16	13	6	5	DNF	9	60
16.	Phil Thompson	U.S.A.	6	20	2	11	6	16	DNF	61
17.	Evan Borges	Puerto Rico	16	9	12	3/4	9	DNF	17	633/4
18.	Eric Tulla	Puerto Rico	27	4	18	5	18	15	14	74
19.	Jeff Hamilton	U.S.A.	4	7	14	22	13	18	29	78
20.	Robert Raditch	U.S.A.	3/4	15	2	13	12	DNS	DNS	783/4
21.	Graham Woods	Australia	26	21	3	13	23	5	14	79
22.	Wayne Schafer	U.S.A.	14	6	13	26	2	19	DNF	80
23.	Max Townshend	Australia	29	27	4	18	11	10	20	90
24.	Kerli Corlett	Australia	23	6	32	9	3/4	25	30	933/4
25.	Eric Hasselback	South Africa	8	13	26	32	16	12	19	94
26.	Jim McCann	U.S.A.	28	3/4	26	16	4	21	28	953/4
27.	Angel Espada	Puerto Rico	15	4	11	19	32	23	24	96
28.	Jack Sammons	U.S.A.	10	3	9	35	17 19	DNF 22	DNF	97 100
29. 30.	Klaus Peters Ron Tucker	Brazil U.S.A.	13 14	14 32	$\frac{35}{14}$	17 8	7	DNF	DNF	101
31.	P. Boula	France	20	19	22	14	8	BD	30	102
32.	Hans Muller	Germany	20	35	7	5	22	DSQ	22	104
33.	Roberto Lopez	Puerto Rico	7	30	25	10	25	13	25	105
34.	Ron Gross	U.S.A.	BD	19	14	28	7	DNF	27	107
35.	Don Ohmans	U.S.A.	19	22	5	21	18	DNF	31	111
36.	Barbara Roettger	Puerto Rico	5	7	31	22	30	24	26	114
37.	Jean Dorgambide	France	19	28	18	14	6			67
38.	Ludwig		33	9	12	27	19			67
39.	Jack Bourgard	Tahiti	22	25	5	15	34			67
40.	David Lyons	Australia	BD	21	15	18	BD			69
41.	Jerry Piety	U.S.A.	33	8	34	10	20			71
42.	Roberto Bouret	Puerto Rico	9	17	36	DSQ	14			72
43.	Bonhomme		17	3	32	33	21			73
44.	J.A. Stevens	U.S.A.	21	36	10	17	28			74
45.	Fidler		13	29	24	15	25			77 79
46. 47.	Kanai	Japan U.S.A.	$\frac{35}{34}$	10 26	34 15	4 27	31 12			80
48.	Jerry Jenkins Whitehead	South Africa	34	17	23	30	24			80
49.	J. Woods	U.S.A.	17	36	27	24	13			81
50.	Bruce Fields	U.S.A.	12	AV	AV	23	33			81
51.	Ken Keene	U.S.A.	9	27	20	31	26			82
52.	Hank Pauloo	France	24	23	8	32	27			82
53.	Brad Carpenter	U.S.A.	28	15	16	36	24			83
54.	John Hamilton	U.S.A.	35	22	19	31	11			83
55.	Marjorie Innes	Canada	8	16	30	36	31			85
56.	Martins		16	32	36	25	15			86
57.	Yoshida	Japan	32	8	22	30	29			89
58.	John Reid	South Africa	26	24	33	25	8			90
59.	Quique Figueroa	Puerto Rico	25	33	4	28	33			90
60.	Eugene Balzac	Puerto Rico	15	24	29	26	27			92
61.	Mesner		27	7	29	29	35			92
62.	Tom Baldauf	Virgin Islands	34	18 28	$\frac{36}{28}$	11 19	29 28			92 93
63.	De Beyer		18 24	25	31	34	17			97
64. 65.	Fabre Carlos Matos	Puerto Rico	32	18	17	33	30			97
66.	David Bray	Australia	AV	AV	23	21	36			98
67.	Peter Johnson	Australia	DSQ	31	25	16	20			99
68.	John Dinsdale	France	DSQ	23	28	29	14		-	100
69.	Henry Shrive	U.S.A.	30	29	30	24	35			113
70.	Dalbock	South Africa	31	34	33	23	26			113
71.	Lynn		31	31	20	34	32			114
72.	Voltas		36	34	17	35	34			120
73.	Edwardo Ovies	Puerto Rico	29	26	36	36	36			127
74.	Guimares	Brazil	35	35	36	36	36			142





by Ron Lee



Jeff Canepa, always on hand to offer a few pointers.

Hobie Hawk activities of late include Jeff Canepa's Hobie Hawk Flying Festival, held in Santa Cruz, Ca. Jeff invited Hawk flyers from all over the state to join him for a day's tour of Santa Cruz's best soaring sites; he had an excellent turn-out, myself included. We visited a number of local spots, all of which proved to be not only convenient, but offer the best ridge and slope soaring I've ever seen — and also, I might add, the most picturesque!

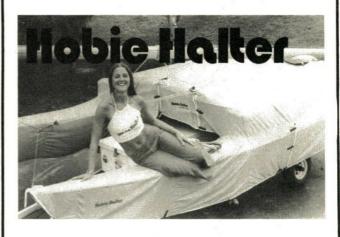
Everyone had a marvelous day of flying and sight-seeing, and will no doubt remember it for a long time to come. Jeff was the perfect host, always on hand to help newcomers out with his flight expertise. To top it all off, Jeff hosted a finger-lickin'-good barbeque Saturday evening which was attended by over 150 people.

The following day, the group from Southern California went further north to view the South Bay Soaring Society's pylon races. This is an exciting and at times spectacular event. This head-on competition — the me-against-you concept — will no doubt turn into a very popular part of R/C flying. A flying start from altitude, and around two pylons nearly 100 yards apart, quickly separates the "hot rocks" from the gentle and cautious flyers. Sounds easy, and is... however, concentrating on tight turns, and proximity to nearby competitors, soon reveals that the leader not only leads, but meets face-to-face other oncoming models. It's not a destruction derby, but certainly has its interesting moments! Five laps and it's all over, normal eliminators to finalists.

This contest was very professionally conducted, complete with flagmen, judges, and timers in two-way communication. First place went to Jim Peasley, flying a Hobie Hawk, second to Tom Christian, flying a Hobie Hawk, and third to Greg Alton, also flying a Hobie Hawk! There were all types of models competing, sixteen in all, and Hobie Hawks also took 5th, 7th and 14th places. Not bad!

We're looking forward to more events of this nature and hope many of you will join us in the near future.

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With crew Kim Jacob in tow, a beaming Randy Hatfield makes his way to the winner's circle.

HILTON HEAD, S.C. NOVEMBER 5-9

Randy Hatfield ...CLAIMS 1975 HOBIE 16

In the final race of the three-day Hobie Cat 16 National Championship competition, Randy Hatfield of Long Beach, California, successfully edged out 1974 defending champion Dick Beauchamp by only 3% points to walk away with the 1975 title.

It was undoubtedly the most oustanding championship event we've ever had. The location, Sea Pines Plantation in Hilton Head, South Carolina, proved to be an excellent choice, offering a variety of wind and weather conditions, great accommodations at the Hilton Head Inn, and friendly, cooperative hosts. The competition was exciting and down-to-the-wire. And the regatta spectators (who are often left with little else

to do all day than play Canasta) daily crowded the beaches and were able to view the action and root for their favorite skipper.

Wednesday, November 5, was qualifying day. 65 Skippers took to the water in light and variable winds to compete for one of 32 open positions, while those who were pre-qualified raced simultaneously in two tune-up races. A strong current added to the hindrance of light winds and presented racers with a difficult sailing task. John Ross-Duggan, of Newport Beach, Calif., successfully conquered the elements to win not only one but both tune-up races . . . it looked like John was on a real "hot streak" and would certainly be among the

top contenders for the crown.

Thursday morning showed promise of being a good first day of Nationals competition. The wind was blowing a steady 8-12 knots, and the current, which the previous day had been quite a problem, was barely negligible. The top 100 skippers were divided into an 'A' and a 'B' fleet for two days of round-robin racing, and the remaining 32 skippers (those who had failed to qualify) raced in 'C' fleet.

Three races were completed this day, and although the wind died to a minimal 5 mph in the afternoon, we still saw some very good, competitive sailing. The team of Dick and Carol Beauchamp, 1974 defending champions from Corona del Mar. Calif...



A panoramic view of the race course as seen from atop the Crow's Nest at the Hilton Head Inn.

sailed off with the first-day lead, tagged with only 3½ points. Their nearest competition was fellow Californians Noble Warrum and John Ross-Duggan with 5¾ and 8 points, respectively. Ted Leach of Baltimore was next in line with 12 points, followed by Bob Seaman of Los Angeles with 13 points.

Friday morning the fleet was greeted by rain squalls and black clouds over the Atlantic. The skippers' meeting was called and not just on the race course. The crowd of spectators which had gathered at the Crow's Nest Lounge on top of the Hilton Head Inn rapidly began to grow. People were hooting, jumping up and down and pointing in amazement at the Hobie 16's which were flying across the water at speeds in excess of 20 mph! And in the center of this crowd — perched high atop a tower, microphone in one hand, binoculars in the other, radio receiver in ear, and mouth going

capsized, and was forced to withdraw. Dick's brother, Bob, (who placed 2nd in the '74 Nationals) broke a rudder housing and he, too, had to withdraw. More than one boat came across the line with trapeze wires streaming behind after dumping skipper and/or crew in the drink . . . right, Hobie?! Needless to say, all were looking forward to a short break to make repairs — on both boats and bodies!

The second race of the day was sailed in

NATIONAL CHAMPIONSHIP

between squalls and the race committee announced a one-hour postponement.

Then, almost as if it were planned, the rain stopped and the sky began to clear. By the time the marks had been set the wind was starting to fill in and hold at a steady direction. Anticipating more weather problems during the day, though, the race committee took a safety precaution and required that all entrants wear their life jackets. The starting flag went up in 12-15 mph winds, but before the leaders had reached the weather mark the race committee was recording gusts of 38 mph!

Things were starting to get exciting ...

a-mile-a-minute — was none other than Howard Cosell's blossoming protege, Kevin "Golden Throat" Summerell. Kevin, via direct contact with the race committee, had been giving a play-by-play commentary of the races over a loudspeaker, and as the wind picked up, so, too, did his performance.

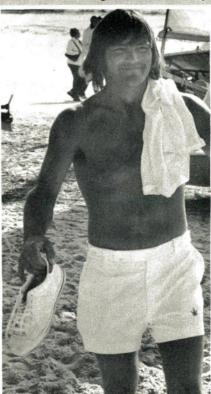
Halfway through the first race the conditions were already beginning to take their toll on the fleet. Dick Beauchamp, who had had to re-start because he was over-early, managed to push his way up to fourth position when, in an attempt to gain one more, he stuck his bows badly,

conditions similar to the first, and while the majority of the fleet went back out to "rock 'em, 'n sock 'em", a few boats were left sitting on the beach. It was getting late in the afternoon by the time the third race came around, and as the wind had let up a bit, the race committee shortened the

"Oh well, can't win 'em all!" says a defeated · but smiling · Dick Beauchamp.

Hobie Alter and Judy Jams (left) chat between races with John Ross-Duggan and his crew Patty Piper. John and Patty eventually finished 5th overall in the Championships, Hobie and Judy, 11th.







What a happy-looking bunch!

course to only an A-C. This was much to the delight of physically-drained sailors.

As Friday's events came to a close it looked like defending champ Beauchamp was "home free" and would virtually sail away with another Hobie 16 National Championship under his belt. Dick's 'DNF' in the day's first race did little to mar his near-perfect score of 2-1-1-1-1, and he went into Saturday's finals with only 5 points — a big lead over next-in-line Randy Hatfield who was trailing behind with 10½.

As the curtain rose on the Hobies at Hilton Head Saturday morning, seas were calm, winds were light to moderate, and the fifty skippers who'd made the 'A' fleet for final competition were busy preparing for battle. Kevin Summerell's golden throat

continued on page 34

1975 HOBIE CAT 16 NATIONALS

16" "A"

1.	R. Hatfield	Long Beach, Ca.	11733	DNS	3/4	2	4	3	3/4	3/4	5	161/4	
2.	D. Beauchamp	Corona Del Mar, Ca.	2	2	3/4	3/4	DNF	3/4	3/4	3	12	20	
3.	Russ Eddington	Newport Beach, Ca.	158	6	5	5	15	3/4	4	2	3	253/4	
4.	B. Seaman	L.A., Ca.	13	3/4	4	9	2	3	3	6	20	273/4	
5.	J. Ross-Duggan	Newport Beach, Ca.	18035	4	2	2	8	5	3	7	10	31	
6.	B. Beauchamp	Corona Del Mar, Ca.	1400	3/4	3	12	DNF	5	9	4	- 8	413/4	
7.	H. Anderson	Kaneohe, Hi.	6262	6	7	8	6	6	2	11	23	46	
8.	J. A. Stevens	Orlando, Florida	41	8	8	4	13	10	7	5	22	55	
9.	J. King	Newport Beach, Ca.	14	9	3	3	3	2	29	32	9	58	
10.	R. Naish	Kailua, Hi.	97	9	DNS	5	8	13	8	9	6	58	
11.	H. Alter	Capistrano Beach, Ca.	18027	5	12	3	20	4	2	26	14	60	
12.	J. Ryan	Dallas, Tx.	11193	4	14	7	5	4	15	18	27	67	
13.	T. Leach	Silver Spring, M.D.	14943	2	6	4	28	12	11	8	DNF	71	
14.	R. Eddington	Newport Beach, Ca.	164	5	6	10	6	11	20	14	32	72	
15.	L. Cooke	Big Bear, Calif.	45	12	4	23	3/4	7	8	22	DNF	763/4	
16.	N. Warrum	Newport Beach, Ca.	1981	3	2	3/4	DNF	2	21	16	DSQ-A	803/4	
17.	H. Hutchings	Honolulu, Hi.	13109	DSQA	9	16	3	15	10	42	7	82	
18.	J. Hauser	Huntington Beach, Ca.	7898	7	8	18	16	8	17	25	15	89	
19.	J. Flanigan	Baltimore, Maryland	1200	18	16	28	21	14	4	17	2	92	
20.	R. Atwood	Long Beach, Ca.	271	13	17	6	9	8	DNF	20	DSQ-A	92	
21.	C. Christensen	Ft. Lauderdale, Fa.	37	8	21	15	12	9	7	21	DNS	93	
22.	B. Sterling	Wildwood Crest, N.J.	1120	16	13	20	26	11	DNF	10	3/4	963/4	
23.	L. Deering	Bellport, N.Y.	5599	14	16	8	9	6	19	27	34	99	
24.	P. Sanchez	St. Petersburg, Fa.	10693	17	5	6	3/4	17	5	DNS	51	1013/4	
25.	P. Price	Hampton, Va.	8411	10	10	22	10	9	5	43	37	103	
26.	D. Gamblin	Gainesville, Fa.	14090	19	43	2	2	15	12	37	13	106	
27.	S. Woodruff	New Baltimore, Mich.	7439	21	27	11	4	7	38	30	11	111	
28.	J. McCann	Orlando, Fa.	2222	3	28	14	DNF	21	16	12	19	113	
29.	R. Will	Alexandria, Va.	2783	23	10	13	12	18	12	35	26	114	
30.	S. Leo	Balboa Is., Ca.	111	24	22	12	7	20	16	15	28	116	
31.	D. Oltmans	L.A., Ca.	11217	29	13	13	11	22	14	39	16	118	
32.	B. Gassie	Ft. Lauderdale, Fa.	14672	24	12	16	24	19	18	13	17	119	
33.	B. Stewart	Hattiesburg, Ms.	3164	15	11	28	23	14	26	19	24	132	
34.	R. Off	Santa Ana, Ca.	6110	12	15	10	21	31	6	38	DNS	133	
35.	D. Freed	Arlington, Tx.	10877	21	9	20	5	35	24	28	DNS	142	
36.	G. Baker	Bellingham, Wash.	10023	25	14	21	37	18	18	24	25	145	
37.	T. Speer	Miami, Fa.	0000	11	19	17	22	13	25	41	39	146	
38.	J. Davis	No. Palm Beach, Fa.	15744	16	15	33	13	DSQ-A	13	34	35	148	
39.	K. Dietz	Ft. Worth, Tx.	10168	17	18	36	15	16	11	36	DNS	149	
40.	J. Hanlon	Ringwood, N.J.	10772	11	27	43	10	21	21	33	29	152	
41.	S. Self	Dallas, Tx.	14659	15	11	27	37	DSQ-A	22	31	18	161	
42.	J. Dulce	Orlando, Fa.	5780	36	30	17	19	17	23	29	31	166	
43.	P. McGennis	Buffalo, N.Y.	16509	37	35	19	22	38	15	23	DNS	189	
44.	P. Theiss	Orlando, Fa.	6023	29	25	25	32	22	21	48	36	190	
45.	G. Cyrol	Mt. Clemens, Mich.	7992	45	47	9	29	16	17	46	30	192	
46.	G. Folgner	Solana Beach, Ca.	17500	16	23	26	28	27	39	40	33	192	
47.	J. Rueter	Kirkland, Was.	18006	28	20	14	36	28	28	44	38	192	
48.	B. Woods	Miami, Fa.	2320	41	37	40	7	10	10	DNF	DNS	194	
49.	J. Middleton	Richmond, Va.	9509	31	25	35	14	34	19	45	DNF	198	
50.	S. Edmonds	Riviera Beach, Fa.	11272	18	18	40	20	24	40	DNS	DNS	211	

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16"	'B"	*						
	1.01-11-1	Utra	514 19	43 23	17 D	NF 29	2 7	137
1.	J. Shaddock	Houston, TX East Lansing, MI	7991 37	30 41		ONF 14	9 5	154
2.	M. Huntzinger G. Petaja	Rochester, MI	3265 26	21 7		NS DNF	3/4 12	1573/4
4.	R. Marshall	Westerville, OH	10453 24	26 11	38	33 33	24 9	160
5.	B. Ruck	Arnold, MD	1996 22	24 26	33	23 30	44 4	162
6.	D. Skidmore	Narrows, VA	15055 DNF	23 24	DNS	28 35	6 3/4	1623/4
7.	D. Foote	Pensacola Bch., FL	8918 35	45 DNS	14	30 23	3 15	165
8.	T. Palmer	Bayport, N.Y.	10894 10	19 24	_	DNS DNS	18 13	168
9.	S. Sunderland	Buford, GA	9703 34	33 27	18	25 25	25 16	169
10.	T. Caldkiell	Irving, N.Y.	16478 36	17 29	_	ONF 30	11 17	169
11.	L. Linde	Shore Arches, N.J.	199 28	24 33	37	37 41	4 11	174
12.	M. Kleist	Upper Marlboro, MD	8792 DNS	20 31		DNS DNS	5 2 27 8	177 190
13.	B. Stine	Pensacola Beach, FL	5038 31	34 15 35 19	DNS 24	39 36 42 40	8 25	191
14.	S. Steel	Bloomington, IN	833 40 10618 27	35 19 32 22	-	NS 36	16 28	191
15.	L. Holman	Charlotte, N.C.	10618 27 18004 34	36 46	36	32 34	10 20	202
16. 17.	W. Deeble T. Tedford	Vineyard Haven, MA Park City, UT	6771 36	34 30	40	26 DNS	14 22	202
18.	R. Brotherton	Isle of Palms, S.C.	5654 23	39 39		ONS DNS	7 3	204
19.	G. Carney	Huntersville, N.S.	7955 38	41 18		ONS 37	19 10	2;4
20.	G. Kaeding	Panama City, FL	7928 43	29 36	DNS	34 28	12 23	205
21.	B. Herbert	Bricktown, N.J.	4978 45	DNS DNS	25	24 13	28 21	206
22.	D. Kenyon	Sioux Falls, S.D.	14927 38	38 33	35	31 24	13 32	206
23.	J. Deans	Daytona, FL	18030 DSQB	32 29	31	30 26	17 DNS	209
24.	B. Pierce	Forestdale, MA	7565 32	30 32	30	38 27	23 39	212
25.	N. Plummer	Henderson, TX	53 25	38 44	DNS	27 32	21 26	213
26.	J. Glanden	Newark, DE	335 32	47 49	16	29 22	38 31	215
27.	L. Kalata	Lynn Haven, FL	9690 42	26 37	27	33 DNF	15 35 36 27	215 224
28.	W. Weller	De Land, FL	5537 30	28 35 39 44	DNF	36 40 31	36 27 20 19	227
29.	S. Snyder	New Fairfield, CN	5436 39 4186 20	39 <u>44</u> 29 <u>42</u>	34	39 31	34 41	228
30.	R. Banbury C. Claussen	Pasadena, MD	4186 20 13359 34	44 45	25	37 DNS	22 24	231
31. 32.	B. Hohn	Mt. Pleasant, S.C. Roseville, MN	14716 42	42 38	DNS	29 32	43 6	232
33.	D. Constable	Charlotte, N.C.	9722 33	36 34	28	32 35	32 40	234
34.	B. Ball	Atlantic Beach, FL	16536 44	31 30	23	41 38	35 37	225
35.	M. Knight	Costa Mesa, CA	12582 22	46 30	31	26 DNS	DNS 38	243
36.	T. Anderson	Jacksonville, FL	10226 42	48 37	29	35 37	29 36	245
37.	J. Titus	New York, N.Y.	6505 50	42 47	27	35 20	30 43	247
38.	C. Watson	Clear Lake, MN	8392 40	41 39	DNS	40 39	31 18	248
39.	B. Dolan	Hewitt, N.J.	13388 43	33 42	39	36 27	39 34	250
40.	B. Dial	Lexington, S.C.	5777 26	44 49	-	DNS 33	33 33	256
41.	M. Weisel	Quechee, VT	2763 44	DNS 46	17	DNS	37 29	266
42.	J. Stegenga	Coral Gables, FL	10138 13	22 32		DNS DNS	DNS DNS	267
43.	J. Beachamp	Corona Del Mar, CA	26 DNF	37 41		DNS DNS	42 14	269
44.	A. Bottoms	Charlotte, N.C.	14894 DNS	40 45	35	44 42 43 43	26 DNS 40 30	276 290
45.	B. Warzynski	San Bernardino, CA Columbia, S.C.	15968 <u>48</u> 7046 <u>39</u>	45 47 31 43	DNS I	43 43 DNS DNS	DNS DNS	313
46. 47.	O. Pate J. Peele	Richmond, IN	11401 30	46 48	-	DNS DNS	DNS DNS	324
48.	G. Anderson	Memphis, TN	8876 46	40 37		DNS DNS	DNS DNS	325
49.	E. Langley	N. Hampton, N.H.	11736 49	49 48		DNS DNS	41 42	331
50.	D. Hanson	Clear Lake, IA	9586 47	DNS DNS		DNS DNS	DNS DNS	347
16	"C"							
1.	Peter Dilling	Charlestown, S.C.	12504 23	13 3/4	2	3 2	203/4	
2.	Mike Walsh	Jacksonville, FL	16789 30	11 5		3/4 3	253/4	
3.	Brian Bell	Casselberry, FL	13489 3/4	16 2	14	6 6	283/4	
4.	Larry McNerney	Panama City, FL	11521 4	5 15	3/4	14 20	383/4	
5.	Jean-Marc Bernard	Montreal, Quebec, CN	1196715	2 14		2 14	39	
6.	J. Antonio Delgado	Guatemala City, CA	18016 9	6 20		9 7	41	
7.	Hammond Bambergt	Sullivans Is., S.C.	5942 16	8 7		11 10	41	
8.	Chris Parker	S. Daytona, FL	18033 3 12540 28	12 - 6		7 15 16 11	49	
9. 10.	C. Wells Berry Jay Neff	Wilmington, N.C. Alamonte Spgs, FL	12540 <u>28</u> 138 <u>2</u>	9 18		4 16	50	
11.	Larry Effird	Jacksonville, FL	15698 14	25 8		19 3/4	523/4	
12.	Walt Neil	Huntersville, NC	9071 8	3 21		10 12	53	
13.	Bill Powell	Cocoa Beach, FL	12403 7	24 10		12 22	54	
14.	David Hyde	Indianapolis, IND	2883 13	14 23	19	5 8	59	
15.	James Gibson	York Harbor, MN	14426 26	7 12	25	8 9	61 .	
16.	Ron Post	Kenvil, NJ	17777 27	18 11	18	13 4	64	
17.	Mike Carroll	Sullivans Is., S.C.	59051 1	3/4 16		23 25	663/4	
18.	Phil Childress	Jacksonville, FL	1056 25	15 4		15 DNF	67	
19.	Tevis Wernceoff	Ocean City, N.J.	17712 17	17 13		21 24	81	
20.	Allan Hunter	Charlotte, N.C.	8666 10	20 17		22 13	82	
21.	John Cochran	Atlanta, GA	7226 12	19 3 29 9		DNS DNS 26 DNF	82 83	
22. 23.	Jim Wolf Clyde Sheppard, Jr.	Williamsville, N.Y. Decatur, GA	10703 5 12682 20	10 25		26 DNF 24 15	91	
24.	James Gubelmann	Mendham, N.J.	17008 22	DNS DNF		20 5	107	
25.	Rei Roth	Montvale, N.J.	12430 18	22 24		27 17	108	
26.	Gus Peckaitis	Baltimore, MD	592 21	21 26	_	25 23	113	
27.	Lt. Michael Oliver	Shaw AFB. S.C.	6887 DNF	23 DNF		17 19	117	
28.	Jean Paul Larche	St. Bruno, Quebec, CN	13637 19	26 22	THE REAL PROPERTY.	DNS DNS	121	
29.	Leo Flanigan	Baltimore, MD	3007 6	27 DNF	DNS	DNF DNS	121	
30.			9106 DNF	DNS DNS		18 DNS	136	
31.	Jim Hudson	Charlotte, N.C.	17330 DNF	30 DNF		DNS DNS	154	
32.	Rolland George	Columbus, OHIO	5113 24	DNS DNS		DNS DNS	156	
33.	Joe Horst	Isle of Palms, S.C.	12575 29	28 DNF	DNS	DNS DNS	183	

The Sailing System Tracker will be Class Legal as of March 1, 1976. Tracker was shown and featured at the **National Boat Show** in New York City. The Hobie Class Association has approved the Sailing Systems, Inc. Tracker system as to being in compliance with the new rules.

See your nearest Hobie dealer or write us direct!

Sailing Systems, Inc. 150 Crestwood Lane Lexington, Tenn. 38351 (901) 968-9241

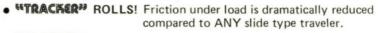
MODEL T-2 EETRACKER" Traveler Car Kit

STEMS.ING. TRACKERING APPLIED

The ROLLER TRAVELER SYSTEM for HOBIE 3.5, 14 and 16

Acceptance of the new "TRACKER" traveler system has been great. Your sailing can be a joy when you experience what full sail control means in terms of total performance and enjoyment, TRY IT AT OUR RISK! We now offer a 30 day money back guarantee on all our traveler systems. If you aren't completely stoked, send it back and we'll send your money back by return mail.

FEATURES





- GETRACKER" is 10 times stronger than you will ever use.
- ETRACKER" allows you to change sail angle without disturbing sail shape.
- GETRACKER 33 will not get jammed or hung up when fully loaded.
- GETRACKER 33 is fully guaranteed for a full year.



MODEL T-3 GTRACKER#

Full kit with all equipment and hardware for first time installation.

MODEL T-1	TRACKER roller unit kit to convert all SSI Super Travelers to the
	TRACKER configuration\$12.00
MODEL T-2	TRACKER Traveler Car with track rivets \$30.00
MODEL T-3	TRACKER full kit includes swivel cam cleat, cleat
	base, color coded trim line and all hardware\$50.00
MODEL ST-1	SUPERTRAVELER — New improved version of our famous slider \$20.00
MODEL ST-2	SUPERTRAVELER Kit — our famous slider, swivel cam cleat, cleat
	base, color coded trim line and all hardware

BRIDLE FLY

- Lightweight adapter attaches to forestay
- adjuster

 1/2 turn of screw allows removal for
- trailering

 Positions as much as 15" below forestay adjuster

ა6.00



Hobie 16 Jib Trim Kit 540.00

MASTHEAD FLY \$6.00

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
- Black sun resistant plastic2 styles of cans require different holders. Specify if can bottom diameter is greater or less than body diameter



5 ·80

OTHER GOODIES!

Halyard Grip
Mast Step Insert. \$2.00 Repairs worn or over-filed mast step stops
Replacement Feathers 2 for 75¢ For all SSI Flys
Mast Rotation Calibration Kit \$25.00
Mart Rearing Molded Delvin \$2 50

Accessory Mounting Plate.....

Miratone Hobie Trophies. \$14.00
Stained mirror glass — walnut frame — can be personalized with your colors and sail number

SHROUD FLY - NEW CONCEPT - SOON



EACH 85c HOBIE 14 SET \$4.00 HOBIE 16 SET \$6.00



150 Crestwood Lane Lexington, Tenn. 38351 (901) 968-9241

SEE YOUR DEALER OR CONTACT US

WHAT EPSIE?

HOT LINE/NOV.-DEC.

NOTICE!

TWO CLASS RULE MODIFICATIONS WILL GO INTO EFFECT MARCH 1, 1976

After careful consideration, and in keeping with the intent and object of the Class Racing Rules, the Hobie Class Association has made modifications to two of the existing rules. These changes will be effective as of March 1, 1976.

The first modification pertains to the BLACK BAND rule, and while there has been no change made regarding the location of the band itself, we will now require that all boats display a specific type, one which will be supplied by Coast Catamaran. The band (example below) has been printed with a 'CAUTION' notice forewarning the dangers of an aluminum spar being near or in contact with an electrical power line.

The rule change will read as follows:

SECTION K. BLACK BANDS

"Each 3.5m, 14' and 16' shall have a black band, as supplied by Coast Catamaran, to indicate maximum downhaul. The band shall be measured from the top of the extrusion (excluding pulley) down. The top portion of the one-half (1/2") band shall be a distance of 16'10" from that point for a 3.5m, 20'71/2" for a 14', and 24'8" for a 16'. Etc., etc. (as rule exists)...."

Hopefully everyone in the Hobie Class Association is by now well aware of the fact that a dangerous and possible fatal situation exists when an aluminum mast comes too close to or touches a power line. The displaying of the notice on all Hobie sailboats will help spread the word; making it a Class requirement will hopefully stress the importance of its message to others. We encourage, therefore, EVEN THOSE OF YOU WHO DO NOT RACE to place this reminder on your mast!

These new black bands have been sent free of charge to all Class Association members; if you have not received yours by March 1, please write to the H.C.A. and request one.

The second modification pertains to the TRAVELER rule. As you know, the Hobie Class Association has not allowed roller bearing traveler cars on boats participating in Hobie regattas. Time and circumstances have dictated a reconsideration of this rule

Effective March 1, 1976, the rule will be modified so that roller bearing traveler cars WILL BE ALLOWED on boats for purposes of racing or for whatever use. Further, it is Coast Catamaran's position that a roller bearing traveler system will be factory-installed some time in the near future.

The rule change will read as follows:

SECTION F, PARAGRAPH 4

"The location and type of traveler adjustment cleats may be altered. The traveler car may be changed or modified. NOTE: The traveler track may not be altered in any way or added to.

Under "Comments", the change will read as follows:

TRAVELER: This is really the only area in which we allow you to get elaborate. You may install any kind of traveler car into the existing track and may use any type of adjustment control you desire for both the main and the jib."

CAUTION

ALUMINUM MAST AND OTHER METAL COM-PONENTS CONDUCT ELECTRICITY COMING IN CONTACT AND/OR NEAR A ELECTRICAL POWER LINE CAN CAUSE SERIOUS INJURY OR DEATH. STAY AWAY FROM OVERHEAD ELECTRICAL POWER LINES WHEN SAILING AND/OR LAUNCHING THIS BOAT.



CAUTION

ALUMINUM MAST AND OTHER METAL COMPONENTS CONDUCT ELECTRICITY COMING IN
CONTACT ANDIOR NEAR A ELECTRICAL
POWER LINE CAN CAUSE SERIOUS INJURY
OR DEATH. STAY AWAY FROM OVERHEAD
ELECTRICAL POWER LINES WHEN SAILING
ANDIORI ALINCHING THIS ROAT. AND/OR LAUNCHING THIS BOAT.

HOBIE PHOTO CONTEST

JUNE 1, 1975 THRU MAY 31, 1976

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.)

PHOTO CONTEST RULES

Subject matter must consist of either a Hobie sailboat or a Hobie

- 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 must be 35mm, 2½ x 2½, 4x 5 or 8x10 transparencies. Black & white prints must be on either 8x10 or 11x14 paper. All nonconforming entries will be disqualified.
- Each entry must be labeled with the photographer's name, address, the location of shooting, film and equipment used and exposure data if available
- No more than two (2) photographs in each category may be
- 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.

 All entries must be accompanied by an official entry blank.
- 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.

- 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 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.

 The prizes include only those items specifically stated. All other expenses including any applicable taxes will be the responsibility of the winner

HOBIE PHOTO CONTEST ENTRY BLANK

Send To:	HOBIE PHO	TO	CONT	ES

c/o Hobie Class Association 2026 McGaw Avenue, Irvine, Calif. 92714

Name		
Address		

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	

Mornes, Inc. Sponsors Area's First Hobie Regatta

The first Hobie Cat regatta held in the Grand Rapids, Minnesota area, August 17, drew 12 boats - the largest squadron of catamarans ever assembled on Lake Pokegama, popular boating and fishing lake south of the Rapids.

It was ideal sailing weather. Partly cloudy skies and a warm wind at about 35 miles per hour meant a thrilling ride for the 24 people that took part in the race.

The colorful sails of ten 16-foot Hobies and two 14-footers dotted the shore of Nesbitt Island as the boats were lined up for the start of the race.

Sailors, all local Grand Rapids people, dashed for their boats in an "Indy" style start at the sound of the gun.

The boats headed for nearby Drumbeater Island on a hard port tack for the first leg of a several-mile course. They circled Drumbater, headed out to the main body of the lake, came about and headed back to Nesbitt. Sailors there dashed to grab head bands before racing back to their boats and taking off on another trip around Drumbeater and then back to Nesbitt to finish the race.

Winner in the 14's was Duane Helmer, a Hobie sailor for the past three years. Helmer is a teacher in Coleraine and at 44 was the oldest of the sailors competing in the regatta. His son Stuart, 10, was the youngest and he helped his dad finish the race in fine fashion. Jane Paciotti and Dan Bonner, both students from Grand Rapids, teamed to take second in the 14's.

First place in the 16's went to Alex and Glenn MacDonnel, Grand Rapids contractors. They have been sailing for the past four years. Wayne Thorson, an IBM representative and Chris Mornes, sales manager of Mornes Inc., Grand Rapids, took second. Mornes Inc. is the Rapids Hobie Cat dealer and was sponsor of the race.

Mornes and Thorson made a terrific comeback during the race. They capsized on the last leg while in lead position and righted their craft in less than two minutes. The rest of the pack passed them but they outsailed almost everyone to place second.

Winners had their names engraved on a large trophy that is retained at Mornes Inc., in Grand Rapids.



35 mph winds meant a thrilling ride for the 24 people that took part in the Grand Rapids, Minn. area's first regatta.

4th Hobie Cat 14 All-Japan Championship

Autumn's rainy skies cleared for two days on October 10 and 11 to let the sun guard over the "4th Hobie Cat 14 All-Japan Championship" on beautiful Lake Biwa, near the ancient cultural capital of Kyoto.

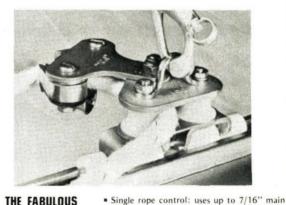
20 Qualified skippers from the four regional teams based along the Pacific seaside found varying sailing conditions during six races, ranging from "flying hull blows" to "complete standstills". Thus, versatility had to be the skippers' top talent.

With the ever changing conditions, out-comings were to some extent erratic, which proves that Japanese Hobie skippers still have a ways to go. Still, the favorites demonstrated their strength, with last year's World Championship participant Nakazawa on top of them all.



Skippers from four regional teams competed in the 4th Hobie Cat 14 All-Japan Championships. (photo: Yasoo Sato)

CHOSEN FOR THE 1975 HOBIE 14' WORLD CHAMPIONSHIPS



THE FABULOUS



*THE SUPER SUPER TRAVELER THAT'S SUPER OVER-ALL.

· Hinged mount prevents binding.

sheet end for trim line

- Nylon sheaves on stainless bushings give 2:1 purchase.
- Machined Delrin slide is stronger, wears longer.
- · Low profile, rugged all stainless steel con-
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The Wind Bash Story

By Doug Cox Commodore, Fleet 20

San Luis Reservoir — first of the San Luis racing series — where the winds are either "all on" or "all off" was the sight of the 1973 Division Three Championships. The people who participated in the race that year were amazed by the size of the lake and the lack of ski boats, and that the winds blew a steady 30 to 35 mph. The enthusiasm of the racers deemed that the San Luis race should be an annual event.

In 1974, the popularity of the now-named "San Luis Wind Bash" grew. Unfortunately, that year it was known as the "San Luis Windless Bash", for you could hardly call a 5 mph breeze 'wind'. Nevertheless, the people went home happy, for although there was little wind, there was plenty of beer and soda and lots of T-shirts and sculptured trophies which were made by a local artist. A beautiful, warm weekend was climaxed by a watermelon feed in which the whole gang finished off one hundred pounds of watermelons!

The 1975 "Wind Bash" proved to be the best yet. One hundred and twenty boats came to the race, making it the largest Hobie regatta for Northern California to date. We express our thanks to Rich Jeffries and Southern California Fleet 57 for spreading the word around and getting a lot of people from "down south" to come.

One of the reasons for our best year was the wind. Everyone was hoping it would blow like it did two years ago. Well, it blew alright — 40 to 45 mph! The first race, which was loaded with spills and thrills, proved successful for Ron Gross and Debbie Parker on their Hobie 16. (Not too surprising though, Ron was the one who set the marks on a six mile course using the majority of the lake.) Richard Keller and his crew needed all their combined weight and energy to keep their boat down and take second place. I, just holding on for my life, came across the line in third place. In the 14A crowd we had a lot of good competition, especially since a number of skippers came up from Los Angeles to give our "local yokels" a run for their money. Fleet 20's Denny Neilson pulled through with the first place though, leaving "visitors" Mike Stoudt and Denny Soden with second and third, respectively.



Winds which howled at 45 mph meant some exciting racing!

While attempting to start the second race, the winds increased to an even higher velocity and it was decided that racing would have to be discontinued until Sunday. But when Sunday came so did the wind, forcing the race committee to once again cancel the events. Ordinarily, just an over-abundance of wind would not have

posed a problem, for there's a protected cove where we can still race even though it's blowing hard outside. On this particular weekend, however, the water level of the reservoir had unexpectedly been dropped sixty feet and went down to a low of one hundred feet. This



Many people fell victim to the exposed mud holes, but thanks to the "4-wheelers" on hand, all were saved.

low water level "took away" the cove and exposed sand that later fueled a sand storm; the sand storm in turn created mud holes in which many person's vehicles then became stuck. (What a chain of events!) Thanks to the "4 wheelers" on hand, all were saved.

Having a large number of sponsors enabled the "Wind Bash" to offer lots of goodies for a very low entry fee of only two dollars. The goodies included: "free" Hobie decals for every entrant; "free" advertising by the Los Banos Enterprise, Gilroy (KSND) radio station, San Jose (KLIV) radio station, Los Banos Dispatch and the Gilroy Dispatch; "free" gift certificates for ice cream at Senson's Ice Cream Parlor at the Pruneyard; two cases of wine for trophies and a "free" wine and cheese tasting party by Casa De Fruita; trophies from Eastridge Shopping Center; trophies handmade by myself and my wife Denise; and trophies, beer, soda, watermelons and insurance from Clipper Sails. In addition to all that, we had what we think was the best goodie of them all - on-the-spot silk screening. The silk screening table was set up in a tent and the people brought in whatever they wanted screened. As it turned out, they brought just about everyting you can think of ... big T-shirts, little T-shirts, trapeze suits, life jackets, wind breakers, and even a naked back or two! Needless to say, everyone really enjoyed themselves.

And that wasn't all the "Wind Bash" had to offer this year, for we also organized and successfully ran a raffel during the weekend. I was able to get several Hobie dealers and sponsors to donate or sell at cost many of the thirty raffel items. The grand prize was a Memosail starting watch and second prize was a flotation trapeze suit. The tickets were sold all weekend by Fleet 20 "beauties" at 50¢ a ticket. The raffel was a success and the Fleet, after paying all costs and racing expenses, made a hundred dollars profit which will be used for future Fleet 20 regattas. (Yes, you can put on a regatta with lots of activities for the whole family at yesterday's prices, BUT it takes a lot of organization and work!)

Regardless of the wind and surface lake conditions next year, be assured the "Wind Bash" committee has already started thinking up activities to make next year even more exciting. (Kayak racing???) SEE YOU THERE IN '76!



Crowds of spectators gathered to watch the "spills 'n thrills" of Hobie racing.

4th Annual Disney World

Hobie Regatta

Nov. 1 & 2, 1975

By Jim McCann, Regatta Chairman

One hundred twenty-three Hobie families enjoyed a beautiful weekend of racing at Walt Disney World with hospitality and efficient organization adding greatly to the beautiful setting.

Again this year a number of Hobie owners that had not previously raced in a regatta tried their luck and were readily welcomed to the sport by the other contestants. Hobie Alter added a great deal to the event and, as always, was quick to help answer the million and one questions his loyal followers seem to have for him when he comes to Florida.

Dick Tillman was race committee chairman again this year; and with the help of Hobie Fleet 11 and the Orlando Yacht Club, did an outstanding job of running the five races. Everything was on-time with good starting lines and excellent courses. Winds were generally 10 to 20 knots with plenty of hull flying (a number flew past 90°). Hobie was at a disadvantage as his borrowed 16 was only equipped with a single trapeze (we have to give ourselves a little advantage when the master comes to our races!).

The 16A fleet was a fight between Orlando's hero J. Allyn Stevens and Randy Hatfield of Long Beach, California. At the end of Saturday's three races Allyn had a 4-1-1 series for 51/2 points while Randy had a 1-3-2 for 5% points. Sunday's two races gave Randy the huge first place trophy with finishes of 2-3 while Allyn settled for an 8-2 and second place. The 14A fleet was dominated by Robert Raditch of Palm Harbor, Florida with a 2-2-1-1-1 series. Ron Tucker of Tampa might have given Bob a good fight of it as he had a 3-1-3 series Saturday but could not stay for Sunday's races.



At Disney World Regatta, a beaming young Hobie skipper proudly claims his trophy from the Master of Ceremonies... Captain Hook.



Fleet 3 Hosts Hobie 16 "Single-Handed Regatta"

Saturday, October 18, was a beautiful day with lots of sunshine and just the right amount of wind for the "First Annual Single-Handed Regatta" held at Long Beach, Calif.

Sixty-four skippers participated in the event, and despite the many "flips" which occurred during the course of the day, all had a good time. Fleet 3, hosts for the fun regatta, took seven of the fifteen trophies awarded, with 1st place going to Don Otlmans.

As evidenced from the results, it appears that single-handling is a lot different from two-man racing!

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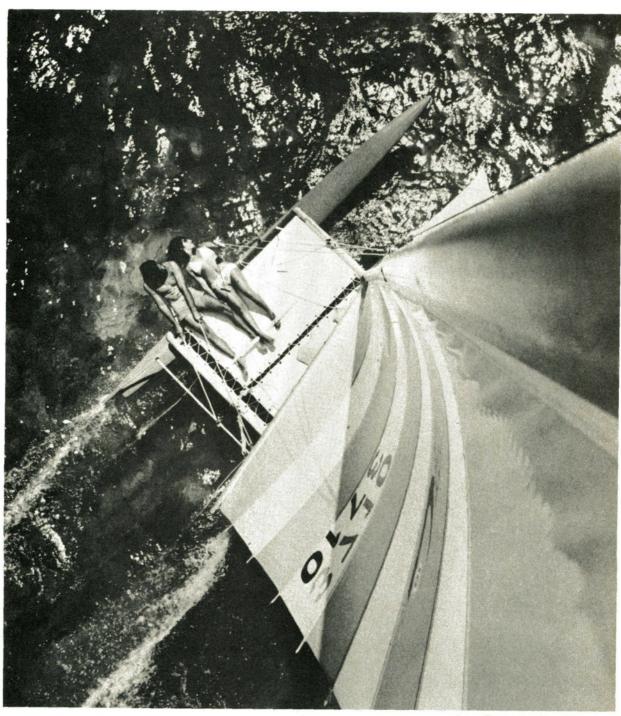
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MIDWINTER'S EAST



This year the Hobie Midwinter's East regatta will once again be held in Tampa, Florida, and hosted by the Bay Harbor Inn. Situated on the east coast of Tampa Bay — where near-perfect sailing conditions prevail year 'round — the Bay Harbor Inn offers a private lagoon and beach, a large pool and patio area and covered dock for parties. We've got a great regatta planned, and even if you're not a racer, we hope you'll join us — just for the

fun of it!

The Hobie Class Association has again this year reserved a block of rooms especially for Hobie Catters at special reduced rates. Reservations must be made *DIRECTLY* with the Bay Harbor Inn, so send your requests in *NOW*, via the handy reservation form. No phone reservations will be accepted. In the event the Bay Harbor becomes full, your reservations will be forwarded automatically to the International

Photo by Ron Edmonds

Inn (only 5 miles away). The Bay Harbor Inn is only five minutes from the Tampa International Airport, and will provide free pick-up service for Hobie skippers.

BOAT RENTAL — Skippers desiring to rent a boat for the weekend should contact Tampa Sailcraft and, via the boat rental form, reserve the model of their choice (\$75.00 for a Hobie 16; \$50.00 for a Hobie 14, 12, 3.5m or 10).

APRIL 16, 17, 18, TAMPA, FLORIDA

Schedule of Events

FRIDAY, APRIL 16th:	SUNDAY, APRIL 18th:		
3:00 — 6:00 p.m Registration	10:00 a.m		
	ENTRY FEES		
SATURDAY, APRIL 17th: 8:00 a.m	Hobie 16		

BOAT RENTAL FORM

Г	Please reserve for my use a	t the 1976 Midwinter's	East in Tampa, F	lorida, April 1	6, 17, & 18, a:
1	Hobie Cat 16 Hobie	e Cat 14 Hobie	12 Hol	bie 10	Hobie 3.5
	Enclosed is my non-refundation 14, 12, 10, 3.5: \$50.)	able deposit check in	the amount of \$	(Ho	bie 16: \$75./Hobie
1					
ı	NAME:	AD	DRESS:		
	CITY:	STATE:		ZIP:	
l	HOME PHONE:		BUSINESS PI	HONE:	
l	Please make check payable to Ta	AMPA SAILCRAFT.			
	Return form to:	TAMPA SAILCRAFT 4916 South MacDill Ave. Tampa, Florida 33611	Phone: 813/83	9-4706	



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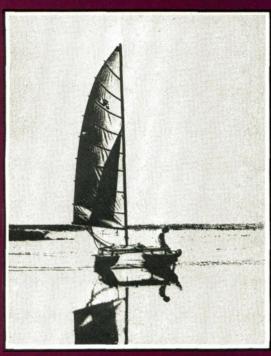
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For the month of October ...

October's winning entry, featured on this month's cover, was photographed by Cindy Hancock of Sarassta, Florida



For the month of December ...

Photographer: Jim Keen, Capitola, California,

HOBIE PHOTO CONTEST WINNERS



For the month of November ...

Photographer: David A. Gonin, Juno Beach, Florida.



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 - Snaps securely to trampoline



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THE HOBIE BOOK IS COMING!

Long awaited and now in the final stages of completion, **HOBIE CAT SAILING** will be on sale through the Hot Line, at dealers, and direct from the publisher in early spring.

With 202 pages and over 150 beautiful photographs and illustrations, the book's large-format pages are filled with everything from choosing your boat to winning the biggest and most challenging regattas. How to sail for beginners, how to ride the breaking surf with your Hobie, rigging for speed and efficiency, getting the most from the trapeze, preparing for long distance traveling, sailing subtlities of oceans, lakes, bays and rivers, catalogs of accessories—and much much more.

To top it all off, interviews with top Hobie sailors show coveted secrets of regatta sailing: boat preparation, mental attitude, course evaluation and the sailing tips necessary for getting the maximum from yourself, your boat and crew in every race that you enter! Using words, diagrams and actual racing situations, the interviews cover rigging, starts, class rules and a whole panorama of special sailing skills so important to the serious racing competitor.

And last, though certainly not least—the Hobie story. How the boats, the sport and the life style came to be. **HOBIE CAT SAIL-ING** has it all. Authored by Jake Grubb for beginners, enthusiasts and experts, the book will be available with a special prepublication discount offer in the next issue of the Hobie Hot Line. For further information, write to Airguide Publications, P.O. Box 1288, Long Beach, Calif. 90801.

Hobie 16 Smokes Tornados in John Player World Speed Trials!

Weymouth, England - Sept. 27 - Oct. 4, 1975

Every year, the Royal Yachting Association, in conjunction with John Player cigarettes, organizes an unusual event in the yachting world — speed trials. The object, really very simple, is to determine the fastest sailing *thing* afloat. In order to do this, the committee lays out a circular course just over 500 meters in diameter. It looks like the face of a clock. And when a boat runs the course, it must traverse one of the twelve diagonals presented.

This year, the boats entered were divided into different classes according to sail area: 10 Square Meter Class; A Class (13.94 Sq. M.); B Class (21.84 Sq. M.); C Class (27.88 Sq. M.); and Open Class. Prizes included 500L (\$1200) for the fastest boat and 125L (\$300) for the winner in each class.

We were pleasantly surprised (jumping up and down!) when the news came in that John Dinsdale and Bob Heilbronn (of Coast Cat France) had piloted a Hobie Cat 16 to FIRST PLACE in B Class! Their best recorded time was 16.9 knots, and they came in ahead of every Tornado there! BRAVO!

The Crossbow, a speed machine that can only sail on one tack (actually, it's called a proa), broke the world's speed record with a run of 31.09 knots. Second place overall went to a small boat on hydrofoils, but we were number three and proud to be there — especially since the Hobie Cat is produced as an all 'round sailboat.

30

John Dinsdale and Bob Heilbronn piloted a Hobie Cat 16 to FIRST PLACE in B Class!



HOT LINE/JAN.—FEB.

4th Annual European Hobie Cat Championships

Saint-Tropez, France

In early September forty Hobie Cat 16 and eighty Hobie Cat 14 skippers gathered in Saint-Tropez for their European Championships. This large group of avid Hobie sailors was often discouraged by the calculations of an intricate points system and a faulty computer. However, the good weather and a couple of good racing days compensated their frustrations.

Sept. 4, 5: Warm-up days. Experienced skippers got some good practice, while others obtained the last points necessary for qualification.

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SPITZ SPORTS

No. 4 CHARTRES LAKE ST. LOUIS, 63367 **Sept. 6, 7, 8:** Hard competition. Skippers from France, England, Germany, Belgium, Holland, Switzerland and Italy competed in a series of races to determine the top thirty finalists.

Sept. 9: The big day! 1974 defending champion Hanz-Georg Muller once again emerged victorious to claim the 1975 Championship. This repeat performance will give Hanz-Georg a chance to show the American skippers how keen the competition has become in Europe, as his victory qualified him for the Worlds in Puerto Rico.



120 Hobie Cats competed in the recent European Championships held in Saint-Tropez, France.

Fleet 66 Goes "First Class"!

If there were such a thing as a "Committee Boat of the Year" award it would have to go to Scottsdale, Arizona's Hobie Fleet 66.

Recently, through their fund-raising efforts, the fleet was able to purchase their first "real" committee boat and motor. According to them, the craft is not exactly a thing of beauty, but it's certainly made life a lot easier for those running the races. And if you think this boat would get a double-take in the water, just imagine what it would look like driving down the highway. That's right...driving. You may notice that it is not sitting on a trailer. That's because it doesn't need one...and if your boat were equipped as this one is — with retractable wheels located inside the pontoons and operated by a hydraulic system — you wouldn't need one either!

Fleet 66, you are strictly first class!



The pride and joy of Fleet 66.

Women...The "Fairer" Sex? Bah!

Anyone who believes women "can't take it" when the going gets tough has a lot to learn, as the ladies of Hawaii's Hobie Cat Association couragously proved in their recent WAHINE'S RACE — an event where the men took the "back seat" and went along simply for ballast.

Ignoring heavy trade winds, thirteen "wahines" took the tillers of their Hobie 16's to sail a very competitive three-race series off of Kailua on October 5. Capsizes were frequent as the gusty winds and tight competition took their toll. Bernie Gay, sailing with Scott Sullivan as crew, had a great 1-2-1 series to capture 1st place. Connie Lopez, with husband Andy as "jug-of-water", sailed consistently to finish 2nd. Judy Wickenhauser, with Bob Hann as crew, came on strong after a broken halyard in the first race to take 3rd. Caroline and Ed Worth finshed 4th, Diane Wythes and Claudia Whitman 5th, and Lynn McElhaney and Rob Ashman took 6th.

Koa trophies and halter tops made by Lynn and Judy were presented to the first six winners, and free beer was provided by Ranier.



Despite the heavy trade winds, 13 "WAHINES" took the tillers of their Hobie 16's to sail a very competitive three-race series.

4th Annual Southwest Floridan Hobie Championships

Sponsored by Smoot Marine and Fleet 173

The Fourth Annual Southwest Florida Hobie Championships — one of the largest sailing events to be held on the Caloosahatchee River — were held November 22 & 23 in Fort Myers.

This year's championships were unique in that we experimented with a "Double A" class for the proven winners. We are not quite sure as yet how we like this new class, but it did give the newer sailors a chance to take home some hardware.

Silver trophies were awarded to the first five finishers in the 14A, 14B, 16A and 16B fleets, with crew trophies for the 16 crew members. Three trophies were awarded to the 16AA, 14AA, 12's and 3.5's. The "AA" winners received larger gold trophies.

Winners in the Double AA fleets were J. Allyn Stevens of Orlando, Hobie 16, and Bill Schroeder of Fort Myers, Hobie 14. Other winners were Rick Bobbit of St. Petersburg, 16A; John Hackney of Stuart, 16B; Hop Walter of Stuart, 14A; and Ross Hagan of Fort Myers, 14B. First to finish in the Hobie 12 fleet was Guy Kathe of Miami, and Jennifer Hussey of Fort Myers was first across in all but one race to take the 3.5 class.

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

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HOT LINE/JAN —FFB

FLEET NEWS

HOBIE CLASS ASSOCIATION

JAN.-FEB. 1976

FLEET NO. 4

San Diego, Calif.

Hobie Fleet No. 4 has just elected its new officers for 1976. The are: Miles Wood, Commodore; Chuck Hollweg, Vice-Commodore Todos Santos Regatta; Nick Carter, Vice-Commodore San Diego Classic; Annette Peterson, Secretary; Charlie Parker, Treasurer; and Jeff Mathews, Race Chairman.

Our Winter Series races kicked off on January 10, at 'J' St. in Chula Vista. For information regarding races, memberships and club activities write: Fleet No. 4, c/o Hobie Sports Center, 4320 Mission Blvd., San Diego, Calif., 92109.

FLEET NO. 54

Baltimore, Md.

FLAMING FALL REGATTA October 4 & 5

Despite an obvious missing element, postponing the first-race for one week, and running the races from a thirteen-foot yacht, this regatta was a real gas! The missing element was the wind...Mother Nature decided we were not interested in her so she took a vacation for the weekend, and the wind went with her. The postponement was caused by another woman, her name Hurricane Eloise. In cooperation with officials at Gunpowder State Park, we honored their request to postpone due to the watered-down condition of our launch area. As for the thirteen-foot yacht, nick-named "QUEEN MOTHA"...what else could we do when at 10PM Friday night we find we don't have a committee boat!

For the first time in the history of Fleet 54, we shortened the course and in the first race finished all boats at 'C' mark. The second race held much more promise - a great seven-knot breeze, a perfect olympic triangle, and an excellent display of sailing tactics and skill by Ritt Will and crew John Ebkin, in what turned out to be the one race in the regatta with wind. In the third race, and what ended up being the last race, we had to shorten the course to finish at 'B' mark. As our happy Hobie friends crossed the line we graciously gave out the race committee beer until we ran out (you just can't carry enough beer on a thirteen-foot boat to supply forty Hobies!).

A special thank you to Lynda Hoover and Norka McCall for handling the registration. My hat is off to Linda Peterson, Norka McCall, Bill Haycraft and Tad Dodson for their enthusiasm and dedication to duty on the race committee "yacht", and to Bill Zimmerman for the many times past and present for supplying and serving as pick-up boat. A great debt of gratitude to Bob Schotta, who

is looking forward to owning his first Hobie soon, for supplying the "QUEEN MOTHA" in our hour of need. Thanks to all the Hobie sailors for participating and making this another successful Fleet 54 event. And this includes my Fantastic Five, the Hobie 12 Mono-Cat fleet!

Martin Hoover Vice Commodore

FLEET NO. 57

Los Angeles, Ca.

A FEW WORDS FROM THE NEW COMMODORE...

The upcoming Hobie year will have something for everyone. My primary goal for 1976 is to provide encouragement and an opportunity for people new to the Hobie Way-Of-Life to realize the great thrills and enjoyment that await. We have planned for the upcoming year a calendar full of one-day fun regattas, (second Sunday of each month through Winter and Spring), a ski trip to Mammoth, a bicycling trip to Solvang, a Thursday night summer series, 4th Annual Del Rey Regatta, and most important to new members, a lecture series designed to explain "what it's all about."

The fun regattas are open to anyone with a Hobie Cat. For new people, this provides an opportunity to ask questions and become familiar with racing your boat. For the serious competitor (who me?) this provides a chance to keep tuned up. The basic intent is to have fun.

Again this year we plan to have a "What's a Regatta" regatta. Many people who participated last year have commented how helpful it was and how much they appreciated Fleet 57 for putting on the event.

The lecture series should be informative and entertaining. At each monthly fleet meeting (second Thursday of every month) a 30 to 60 minute presentation will be made on various topics. Each session will start at an elementary level and progress by applying basic ideas to more advanced strategies or techniques. For example, the "super crew" presentation will start by examining the basic girlfriend or wife (mine can barely swim 50 yards) and showing how she can be turned into super crew!!! Other topics planned include winter maintenance, sail shape and batten sanding, tactical use of the fundamental racing rules, and the start.

Let me personally encourage those people who would enjoy the above activities but feel awkward joining a new group or feel they don't have enough experience sailing to come to some of the activities and give yourself a chance. You'll find a way of life that's very addicting. Many Hobie people have been sailing for 4 or 5 years and they seem to be the

ones who enjoy it most. Come see why.

Bob Seaman, Commodore
Phone No. 213/398-2875

FLEET NO. 95

Seattle, Wash.

Fleet 95 had the first of their Nut Freezer Series on Saturday, October 25, on Lake Sammamish. We were originally scheduled to race off of the State Park Boat Ramp, but due to fishing problems in the State of Washington, that end of the lake had gil nets strung across in a variety of places. We were lucky enough to be able to move up the lake to the Jim Burnetts' home where we had use of their waterfront property plus that of two very gracious neighbors'.

On top of having the skippers, crews and various family members of 25 boats trampling through house and yard, Joanne Burnett had planned a surprise 40th birthday party for Jim that evening... we understand after all the Hobie Catters left, there were 24 for dinner and dancing!

Fleet 95 has been known for having races with no wind but last Saturday proved just the opposite. The Puget Sound area was hit by their first winter storm with 25 to 30 knot winds. Lake Sammamish became a turmoil of waves and winds that tested the ability of all skippers.

FLEET NO. 113

Milwaukee, Wisc.

If you live in the Milwaukee, Wisconsin area you're really fortunate because you're needed!! and wanted!! as a part of Fleet No. 113's membership roster.

This active, happy, fun-loving fleet has a whole new slate of enthusiastic officers who are ready to kick off '76 just as soon as the weather clears. They're in the planning stages for the 1976 racing season. (Let's face it — PLANNING is all you can do when the crystal clear water in the Wisconsin lakes has turned to ICE!) Get in on the planning with them and join them with YOUR ideas.

It's a proven fact that, if you buy a toy and don't play with it, it certainly can't provide you with much pleasure. You've purchased your Hobie, so play with it along with the members of Fleet No. 113 who are enjoying theirs. You don't have to RACE to belong to a Hobie fleet. All you have to do is be interested in having a good time with people. The first purpose of a Hobie Cat regatta is to have FUN!! Don't be shy because you've never raced before or because you don't even know how to sail your new "toy". Let Fleet No. 113 introduce you to the REAL "Hobie Way of Life".

Contact Thomas Beck, Commodore of Fleet No. 113, 3525 West Lincoln Avenue,

Milwaukee, Wisconsin 53215, Ph: 414/ 671-1144 and tell him you're happy you're needed and that you plan to take a look at his fleet and join in on the fun. He'll be happy to hear from you...and you'll be glad you did!

FLEET NO. 123

St. Louis, Mo.

Fleet 123 concluded its sailing season October 31. The spring series was won by John Gorla, with Jack Morris 2nd. Summer series had Dave Holtgrave in first, and John Noyes 2nd. Both the fall series and Fleet Championship series were won by John Morris with John Forbis 2nd. Trophies were presented at a dinner-dance held at the Hilton Inn. December 5th. Winter activities include racing ground schools, planning 1976 summer events and promoting fleet growth.

FLEET NO. 140

West Orange, N.J.

Fleet 140 has been very active this fall. The weekend of Sept. 12 & 13, Penn Manor Sailing Association held its Annual Fall Regatta and we had a good showing in the Hobie 16 class with 9 boats entered. The first three in each class were presented with engraved silver travs.

RESULTS:

1. Al Schweizer

6. Joe O'Neil

2. Harry Burns 3. Lou Baldino 7. Gill McDowell 8. Don Sipler

4. Dave Bover

9. Eric Knight

5. Pat Corelli

On Labor Day our fleet held its own Fall Series. We raced 5 consecutive Sun-

days (with a weekend off for the Fall Regatta). Each skipper was permitted to throw away one race for his total. Once again our commordore, Pat Corelli, came thru with beautiful trophies for the first 4 places. Here are the results of 5 weeks' work:

16's

1. Pat Corelli

5. Arlyse McDowell

2. Lou Baldino

6. Don Sipler

7. Al Schweizer

4. Dave Boyer

3. Harry Burns

14's

1. Richard Molish

2. Walt Maucher

Well, as if that weren't enough, we finished up our season with a Hull Flying Contest. (Thanks again to Pat for the trophies!). Each skipper was given 10 minutes; they were timed each time their hull got out of the water and we took their best times. Thanks to Don Ward for the use of his motor boat as a chase boat and the "clock-watchers" - Marie Corelli. Andrea Boyer, Jackie Schweizer and Arlyse McDowell. The 3 top "Hull Flyers" in Fleet 140 are:

Pat Corelli. 1 minute, 8 seconds Walt Maucher 1 minute, 7 seconds Al Schweizer 28 seconds

Everyone gave it a good try in heavy winds and boats were clocked at over 15MPH. Almost everyone went over and all had a lot of fun.

Well, the boats get "put to bed" for the winter except for a few "die hards" with wet suits. It's been a great season and if any of you in the "Phila. area" are interested in a fleet, please contact our new Commodore for 1976 - Al Schweizer 215/547-3998.

See everyone in the spring!

BAY AREA COUNCIL OF HOBIES

Tampa Bay, Fla.

The Bay Area Council of Hobies (BACH) was formed in January 1975 by Hobie fleets and individual Hobie owners from Pinellas, Pasco, Manatee, Hillsborough, and Sarasota counties. BACH was formed to improve and coordiante long-range

Fleet 140 with the winners of the Fall Regatta.



planning of Hobie racing and social activities within the Tampa Bay area. BACH has held to its principles of good racing simplicity of rules and trophies for every race. Rivalry has grown between the hosting fleets in the making of original trophies. Fleets 39 and 132 tied for first with very unique and talked-about tropies.

Fleet 132 was host to the fifth and final BACH Regatta for 1975. Competitors and spectators alike turned out in numbers for this hotly contested event. The races began with overcast skies and high winds, but the Florida sun was not to be denied. The winds left with the gray skies and the last race finished with a light breeze. Sunburned skippers and crew were in evidence at the trophy presentations later.

Results

14's

First - Bubba Mann, Bradenton Second -Doug Fricke, St. Pete

First - Rick Bobbitt, cre Pat Harmon, St. Pete

Second - Kim Coffee, crew Tina Coffee, St. Pete

Third -Douglas Peck, crew Susan White, Bradenton

BACH is still growing and invites anyone interested to contact:

> George Ellis **BACH Coordinator** 6901 19 Way North St. Petersburg, FL 33733

Out of towners feel free to call on us when in the area!

San Fernando Valley

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Winds Increase From Zero to 40 mph at Connecticut State Hobie Championships!

by Skip Snyder

Fifty-Six skippers from eight states, including three boats from California, braved rain, cold, no wind and howling winds to compete in the 5th annual running of The Connecticut State Hobie Championships hild on Candlewood Lake over the Columbus Day weekend. The event was sponsored by Hobie Fleet 31, The Candlewood Yacht Club and Sailing Systems, Inc.

The boats started to arrive on the 10th, a beautiful fall day with the leaves full of color and warm sunshine, and by night there were 18 boats lined up on the beach, ready to go. The next morning, a light drizzle and zero wind didn't give us much hope of a good day's racing... but the coffee was hot and the donuts were eagerly consumed! The first race was postponed twice because of the lack of wind, but finally, at 1:00, the first (and last) race of the day got off in a light southerly breeze. Halfway to the leeward mark the wind died and the race was shortened, leaving boats scattered over half the lake. The race committee wisely decided that that was enough and we retired to the beach to drink coffee and beer and swap lies. Saturday night most of the entrants enjoyed a spaghetti feed and beer bust and hit the sack early to get plenty of rest for the next day's racing, which, as it turned out, was the wisest thing to do.

Sunday dawned cold and very windy. The first race, which got off at 10:00, was right on time for a line squall with winds blowing 20 to 35 mph. The squall set the pattern for the day as the winds remained high and at times exceeded 40 mph. There were many capsizes, broken rudders, skinned knees and whoops of joy at the exciting action.

The awards ceremony was held outdoors with many of the shivering and blue contestants remaining. The best score was posted by Marshall and Karolyn Knight from Costa Mesa, California who totaled only 4-1/4 points for the 4 races in the 16-B fleet. Winner of the 16-A fleet was Larry and Mary Ann Deering from Bellport, Long Island with 7-3/4 points, and Joel Saphir won the 14's with a posting of 9-3/4 points. Both Larry Deerling and Joel Saphir won their respective perpetual trophies as Connecticut Hobie Champions — hard won and well deserved this year!

THIRD ANNUAL UTAH SKI YACHTING

IF YOU CANNOT DECIDE WHETHER TO STILL SKI OF TO START SAILING. THEN COME TO THE COMBINED COM-PETITION OF THE THIRD ANNUAL UTAH SKI YACHTING APRIL 17 AND 18, 1976 IN SALT LAKE CITY, UTAH LAST YEARS EVENT DREW COMPETITORS FROM CALIFORNIA. COLORADO WYOMING AND UTAH FREE SNOWBIRD SKIPASS FOR ALL OUT OF STATE COMPETITORS FOR FRIDAY APRIL 16 1976

SAILING SATURDAY AT UTAH LAKE THREE RACES EACH FOR HOBE 14 HOBE 16 AND LASER HOBE 15 THE UTAH SAILING ASSOCIATION SKIING: SUNDAY AT SNOWBIRD TWO GIANT SLAUMS ON A NASTAR COURSE EACH COUNTS LIKE A SAIL RACE. AN INTERMEDIATECAN SKIIT

OR FURTHER INFORMATION CONTACT ULI HOLLAND UNIVERSITY OF UTAH SALT LAKE CITY UTAH 84112 PEREGISTRATION BEFORE APRIL 7 PHONE 801-581-6351, 801-355-9348

SPONSORED BY SALT LAKE SAILBOATS



Hobie Nationals

had, miraculously, survived thus far without any sign of hoarseness, and as the skippers shoved off for the first race he strutted pompously through the crowd, bowed graciously, picked up his microphone and took his seat atop the Crow's Nest. The show was on!

Both racers and spectators alike assumed that DickBeauchamp would continue on his winning streak. Much to their amazement, however, Randy Hatfield came through with a first-place finish. And when Russ Eddington of Newport Beach, Calif. claimed second, Dick was left in third. Randy and his crew Kim Jacob had gained 1½ points on Dick and went into the final race of the regatta only four points down.

This was the moment Kevin had been waiting for. Throughout the entire event he'd been hoping for an opportunity to announce "a real horse race", and this was it. Hordes of people — everyone from friends and families, kids and dogs, to golfers, tennis buffs, the hotel doorman and Joe the gardner — flocked to watch, until, half way through the race, the scene resembled Dodger Stadium on Fan Night. Pleased with the turnout, Kevin launched into his grand finale.

Racing in light airs, and with the lead changing often, the leaders approached the leeward mark, which, for the first time in an ABCAC course, was located directly in front of the Hilton Head Inn. John Ross-Duggan was out in front, with Hobie Alter right on

Cont. from page 18

his tail. John needed at least twenty-one boats between himself and Dick Beauchamp to have a crack at the Championship, but until he rounded the mark and heard Kevin say over the loudspeaker that both Dick and Randy Hatfield were buried in the fleet, fighting light and shifty winds at least twenty-one boats behind, he didn't realize he actually had a chance. Could he do it??

No. For as the fleet rounded 'C' mark again, Hobie and John found a nice little hole to sit in and could do nothing more than watch with frustration as Randy and Dick — along with the major portion of the fleet — sailed around the last mark and headed for the finish.

It had boiled down to a two-man battle; Randy and Dick both knew it, and as they continued to fight neck-and-neck (or should we say bow-and-bow?) the tension between them mounted — not to mention the tension that was going on up in the Crow's Nest! Then, in a last-ditch effort to gain the lead over Randy, Dick tacked off in another direction. It was a move that might have paid off ... had he not run right into a header that trapped him hopelessly, while Randy inched on by.

And so it was — amidst the shouts and cheers of fascinated spectators — that Randy Hatfield came to cross the finish line in 5th place, and sat watching and counting as Dick Beauchamp sailed for the line, seven boats behind him, in 12th place. Randy had been beaten in this race by Bob Sterling of

Wildwood Crest, N.J., John Flanigan of Baltimore, Md., Russ Eddington, and another skipper who was later disqualified, but to him all that mattered was that he had overtaken Dick Beauchamp in the last leg of a seven-mile course to claim the 1975 Hobie Cat 16 National Championship.

Whew! What a race ... and what a regatta!

That evening at the Awards Banquet, hundreds of Hobie Catters gathered to congratulate and applaud the champions. Trophies in the form of beautiful wood-carved plaques were presented to the top skippers and their crews, and everyone agreed that it had been one of the best Hobie regattas they'd ever attended. The night moved along - admist much dining, dancing and carrying-on - but did not end until "due respect" had been paid to two of the event's most popular celebrities ... an honor which left Randy Hatfield and Kevin Summerell splashing around, fully clothed, in the hotel swimming pool. Anyone get the feeling there's been a new "tradition" X started lately??!

Russ Eddington, at the helm, and crew Hiram Downard teamed-up to claim 3rd overall in the final standings.



REGITTA RESULTS

FOLSOM FROLIC	
Folsom Lake - Folsom CA October 4 & 5	

POSI-	SKIPPER	SAIL #	POINTS	POSI-	SKIPPER	SAIL #	POINTS
HOBI	E 16 - FLEE	ТА					
1.	L. Hopkins	867	15	11.	Overhouse	15694	42
2.	D. Neilson	5114	17%	12	Baaziel	11906	45
3.	L. Shaul	1337	19	13	Spencer	8638	46%
4	Bowdish	5021	20	14.	Roberts	16950	51
5.	J. Raker	14554	26%	15.	Roggero	17222	51
6.	Johnson	6586	28	16.	Holland	12445	69
7.	E. Mabie	33	28%	17	Noten	12439	69
8.	M. Sharp	9198	29	18	Britton	11444	73
9.	D. Cox	6501	30	19.	Nelson	12675	77
10.	Arnold	7561	30	20.	Cooper	13459	79
11.	Brazil	7768	32	21.	Tanner	12419	85
12.	Finkbohner	201	41		Holtze	9787	88
13.	G. Russell	13031	41	22.	Moltze	9787	88
14.			51	HOR	E 14 - FLEE	TA	
16.	P. Sphon	5812	54		D. Parker	9680	8%
	Cosby	11298		1.			9%
16.	Blackwelder	5673	55	2.	R. Gross	3206	
17.	R. Riott	2267	56	3.	K. Jeffries	20283	1154
18.	Fletcher	3737	58	4.	Allen	12508	14
19.	D. Turner	5	61	5.	Woods	5941	16
20.	Fraser	11921	71	6.	Duncan	4106	17%
21.	Gluvers	1701	73	7.	Malakai	2055	18
22.	Wagner	11961	75				
23.	G. Mable	GM	77		IE 14 - FLEE		
				1.	B. Gross	17140	736
	E 16 - FLEE			2.	D. Duoss	12009	13%
1.		11991	8%	3.	L. Cushinberry	10618	16
2.	Ruiter	5286	934	4.	J. Hecht	8557	17%
3.	Zedlite	13307	11	5.	S. Fikes	14	17%
4.	Wieneke	7581	1.156	6.	Oden	5234	18%
5.	B. Baker	16470	14	7.	Wulff	12882	20
6.	Cowley	11734	18	B.	L. Allison	1736	21
7.	Porter	12453	27	9.	Cunha	9428	37
8.	McDonnell	10934	35	10.	Vierra	5516	40
9.	Lavelle	11992	35	11.	Johnson	18833	50
10.	Rhasha	1100	40	12.	Cook	B348	52
				13.	Ferderer	6494	53
HOBI	E 16 - FLEE	TC		14.	Hansen	20400	56
1.	D. Brenny	2121	954			20.00	
2.	T. Cook	11826	13	HOR	IE 12		
3.	Minaisian	10770	15	1.	Rahg	32456	514
4.	Maguire	4385	15	2.	Jeffries	3865	716
5.	Stretars	11657	17	3.	Mendoze	1469	8%
6.	Poliv	11586	20	4.	Hills	3602	16
7.	Damon	13300	32	4.	*******	2005	.0
8.	Plumbridge	VW	33%	HOR	IE 10		
9.						771	3
10.	Loen	10249	38	1.	Johnson		3
	Castro	12677	39	2.	Gluvers	1044	8

BEAR LAKE SUMMER SERIES Salt Lake City, Utah Aug. 30 - Sept. 1

1.	A. Shearer	8633	11	8.	Cove	12096	29
2.	M. Shearer	15012	1126	9.	Crail	14892	30
3.	D. Jensen	10581	13%	10.	Kelker	11668	32
4.	Cole	3327	14%	11.	Lind	11524	35
5.	Nichols	9654	17	12.	Ketner	10424	42
6.	Tedford	6771	17%	13.	Oplin	14069	44
7.	Radford	9921	29	14.	Hatch	12543	49

4th ANNUAL ARIZONA HOBIE REGATTA Lake Havasu City, AZ. October 25 & 26

POSI		SAIL #	POSITION	SKIPPER	SAIL #
HOE	BIE 16 - FLEE	TA			
1.	R. DeCosta	6257	6.	H. Dongvan	1967
2.	L. Aguiar	10625	7.	D. Rhodes	16106
3.	T. Lindley	14492	8.	R. Catalano	13545
4.	S. Shenkel	12455	8.	D. Jones	17120
5.	D. Klug	8623			
2. 3. 4. 5. 6. 7.	T. Niemeyer	7500	1100		
7.	D. Karpinski	1634	HOE	IE 14	
8.	DeAmbroggio	9423	1.	F. White	5746
			2.	S. Schumacher	14618
HOE	BIE 16 - FLEE	TB	3.	J. Conrad	10402
1.	J. Morgensen	15091	4.	L. Thomas	12567
2	J. Reynolds	16759	5.	A. Monson	7
3.	B. Shultz	13316	6.	M. Baril	8562
4	B. George	2791	7.	T. Reynolds	778
5.	C. Trafford	10437	В.	S. Conrad	10503

COUPE HINANO Moorea, Tahiti November 9

TION	SKIPPER	POINTS	POSI- TION	SKIPPER	POINTS
2. P 3. R	14 Burgaud Mathieu Simon	2% 5% 6	5. 6. 7. 8.	J. Rapult G. Knight P. Wholer J. Bouvier	9 12 14 16

REGATTA Coupe Paea, Tahiti October 19

HOBIE 16		2.	K. Burgaud	7
		3.	K. Salmon	B
1. D. Salmon	154	4.	E. Paofai	В
 A. Burgaud H. Lucas 	6	5.	G. Huck	81
3. H. Lucas	5	6.	T. Doucet	81
		7.	J. Levoquere	14
HOBIE 14		8.	T. Tamata	15
 G. Knight 	6	9	G. Martin	15

COUPE TAHITICAT Baie de Taaone, Tahiti November 23

HOBIE 16		5.	D. Salmon H. Henry	21 21
1. H. Lucas	3%	7.	J. Burgaud	23
	7%	В.	G. Martin	24
 J. Jamet Sanford-Salmon 	11	9.	A. Nardi	29
4. A. Burgalio	16	10.	P. Yapio	29
A. Burgallo Florentin-Lilin	18	11.	A. Doucet	33
6. Vivish-Maurin	18	12.	B. Brann	36
o. vivian madrin	1.6	13.	J. Vernaudon	40
HOBIE 14		14	A. Maurin	41
110016 14	10000	2.0	44 O	4.00

REGATTACoupe Faaone, Tahiti September 21

HOBIE 16		3.	T. Doucet	
 D. Salmon 	1.26	4.	J. Levoquere	11
2. H. Lucas	6	5.	E. Paofai	11
A. Burgaud	6	6.	D. Drollet	14
2. H. Lucas 3. A. Burgaud 4. R. Sage 5. C. Huck 6. G. Knight 7. D. Levy	8	6. 7.	P. Yaplo	16
5. C. Huck	8	8.	B. Drollet	17
G. Knight	12	9.	A. Paquier	17
7. D. Levy	14	10.	J. Lillin	18
		11.	G. Martin	18
HOBIE 14		12.	A. Maurin	23
1. K. Salmon	2%	13.	F. Lilin	24
2. T. Tamata	7	14.	T. Herbreteau	23

5th ANNUAL CONNECTICUT STATE HOBIE CHAMPIONSHIPS Candlewood Lake, New Fairfield, Conn. October 11 & 12

POSI-	SKIPPER	SAIL #	POINTS	POSI-	SKIPPER	SAIL #	POINTS	
Hol	bie 16-"A" Fle	et		Hobie 16-"B" Fleet				
1.	L. Deering	5599	734	1. M.	Knight	12582	41/4	
2.	B. Fowler	10332	2334	2. S.	Mickiewicz	15043	15	
3.	G. Bodkin	15599	2634	3	Seluga	10502	16	
4.	J. Calderini	8483	3034	4. M	Rogers	11369	23	
5.	J. Matthews	10229	31	5. T.	Pritchard	8788	24	
6.	E. McCauley	2655	31	5. T. 6. D. 7. W 8. R. 9. R.	Danielson	6059	29	
7.	M. Lavin	4	33	7. W	Shea	13884	2934	
8.	D. Nicholson	3138	37	8. R	Waltis	16868	30	
9.	S. Snyder, Jr.	5436	40	9. R	Morrison	6075	34	
10.	E. Laviano	10972	40	10. R.	Grauer	13237	38	
11.	A. Yates	11791	53	11. R.	Wright	3013	39	
12.	L. Houghton	5850	55		Kerl	13557	42	
13.	A. Durfee	5562	58	13. W	Kruger	3495	43	
14	E. West	13874	59	14. D.	Lindey	8699	45	
15.	W. Darress	3450	63	15. D.	Campbell	6981	46	
16.	L. Papp	17260	64	16. K.	Rosenbloom	13604	53	
17.	B. Sutherland II	1 12111	64			10004	50	
18.	G. Kringel	960	65	Hobie	14			
19.	L. Gale	9333	65		Saphir	3163	934	
20.	C. McCarty, Jr.	2495	67	2. R.	Morrison	0475	10 1/2	
21.	A. Campbell	5774	68	3. C.	Lindfors	3938	14	
22.	R. Roth	12430	80		Pickett	4209	21	
23.	C. Sullivan	14645	81	5 A	Bailey	5007	2234	
24.	T. Cheneski	3574	83	6. M	Schaefer	1780	24	
25.	W. Pfeiffer	7782	85	7. J.	Murrison	3975	26	
26.	T. Mathis V	VILD WEST	85	5. A. 6. M. 7. J. 8. J. 9. P.	D'Amelio	3955	30	
27.	R. Mazzacane	13410	90	9. P.	Rochelle	17005	34	
28.	D. Maloney	893	90	10. B.	Manzellia	14830	34	
29.	D. Hergert	328	90	11. R.	Doyle	12496	37	

1st ANNUAL SINGLE-HANDED REGATTA Long Beach, CA October 18

16	A			11.	N. Farguhar	14664	34
1.	D. Oltmans	11217	18	12.	L. Szedlacsek	3308	35
2	J. Hauser	7898	1834	13.	D. Stumph	13069	38
3.	J. Piety	1238	19	14.	N. Brady	5141	41
4	P. Hart	1650	21	15.	B. Miebach	10980	42
5.	D. Crocker	9573	26	16.		9497	45
6.	D. Woodside	787	27	17.	S. Haves	124	45
7.	B. Seaman	13	28	18.	S. Payne	4183	46
8.	J. Gifford	13155	29	19.	D. Hebbard	7232	51
9.	S. Grimshaw	125	29	20.	D. Moxley	12786	52
10.	S. Nichols	366	30	21.	J. Beauchamp	26	53
11.	P. Hernandez	1832	30	22.	J. Burns	1713	61
12.	B. Beachamp	1400	3034				
13.	B. Watson	21	33	16	C		
14.	S. Leo	111	3834	1.	E. Hughes	15186	41/2
15.	J. Wood	14803	42	2.	M. Patterson	4795	8 8 34
16.	D. Hatfield	66	44	3.	D. Smith	2048	B34
17.	S. Murray	2068	45	4.	W. Weber	2621	14
18.	B. Off	6110	45	5.	R. Pringle	3767	21
19.	J. Foster	7799	57	6.	S. Pepper	13147	21
20.	D. Churchill	5081	66	7.	J. Mayo	1013	26
21.	J. Eichblatt	1655	66	8.	F. Butts	2527	32
				9.	B. Mohler	4965	32
16				10.	E. Schopp	5414	36
1.	R. Sarver	4138	8	11.	R. Schulties	9538	41
2.	P. Hutton	789	111/2	12.	S. Votaw	10384	41
3.	J. Olson	7-78	1634	13.	M. Elgar	2812	45
4.	K. Dawson	5734	20	14.	S. Osterkamp	1877	47
6.	M. Banuelos	500	24	15.	J. Raffetto	7453	47
6.	G. Munsey	5832	25	16.	T. Materna	4337	48
7.	R. Jacobs	X	26	17.	T. Dilday	1965	50
8.	S. Palmiteir	4471	26	18.	D. Dow	12235	60
9.	B. Bradeson	8048	29	19.	T. Long	10	60
10.	J. Clark	8006	33	20.	D. Webb	9889	60

FLEET 54 FLAMING FALL REGATTA Baltimore, MD. October 4 & 5

164	4			19	200		
1.	Will-Ebkin	2783	214	8.	Stifer-Stifer	10321	20
3.	Leach-Leach	14943	11		Sohn-Sohn	11253	21 25
3.	Moore-Moore	17652	14	10.	Galloway-Harmon	11897	25
4.	Kleist-Godfrey	8792	15	11.	Wall-Hart	9265	29
5.	Hanlon-Geiger	10772	20				
6.	Ruck-Ruck	1996	21	14	A		
7.	Shoemaker-Tursi	5224	21	1.	Kroger	9543	634
8.	Flanigan-Fassio	2990	23	2.	Shoemaker	1552	834
9.	Glanden-Dewitt	335	25	3.	Scaggs	17208	11
10.	Banbury-Banbury	4186	28	4.	Rochelle	17005	14
11.	Sterling-Foster	1120	28	5	Kopp	13007	18
12	Mulligan-Ford	5869	28 29	6. 7.	Redler	1786	1834
13.	Flanigan-Flanigan	12551	34	7	Hall	14702	21
13.	Franigan Franigan	12501	Their	8.	McCall	17863	21
168	3			9.	Hart	4814	22
				10.	McManus	15192	24
1.	Thisttlethwaite-		534	11.	Hummer		25
_	Thisttlethwaite	12356	244	11.	Hummer	12592	25
2.	Westerfeld-			10	MONO-CAT		
2	Westerfeld	4102	73/2				
3.	Prior-Clark	9187	14	1.	K. Moore	943	534
4.	Huggins, Schotta	3644	15	2.	S. Hall	623	634
5.	Broome-Broome	9345	18	3.	Mike Bochenski	Blue	974
6.	Perchaitus-Poling	592	18	4.	G. Litz	80	11
7.	Wagner-Wagner	327	19	5.	M. Bochenski	Yel/Wh	12

FLEET 95 "NUT FREEZER" SERIES Seattle, Wash. October 25

HOBIE 16 - A Fleet 1. J. Turner 9752 2. M. Eaton 7337 3. M. Breaker 4970 4. W. Schmidt 6459 5. B. Tamm 6010 6. B. Whisler 9748	1 V ₂ 6 8 9	8. C. Simons 9. T. Doty 10. W. Newmann 11. C. Lyon 12. H. Lyle 13. M. Wait! 14. B. Wehmeyer 15. S. Hall	6688 9481 11788 10333 12488 13117 14861 16706	13 17 19 19 20 23 27 28
HOBIE 16 - B Fleet 1. S. Carter 7811 2. G. Caughlin 13363 3. G. Peterson 13283 4. J. Burnett 12840 5. E. Smith 1078 6. L. Butchart 1486 7. B. Zornow 12095	634 9 934 10 10 12	HOBIE 14 1. D. Paeth 2. P. Carter 4. C. Tarieton 5. D. McClain HOBIE 10 1. J. Caughlin	3181 17147 17162 3857	1 ½ 5 3. 8 9

41h HOBIE CAT 14 ALL JAPAN CHAMPIONSHIP Lake Biwa, Japan October 10 & 11

1.	H. Nakazawa	6126	334	11.	D. Hasegawa	7410	48
2	H. Yoshida	11503	19	12.	Y. Kobori		52
3.	M. Konno	7463	22	13.	H. Kitamura	7438	53
4.	H. Yamawaki	11494	24%	14	M. Tanaka	6187	53
5.	K. Tomo	11488	28	15.	Y. Senda	11505	59
6.	Y. Endo	11501	33	16.	K. Sekiguchi	11527	62
7.	K. Fujimoto	11504	38	17.	H. Ono	11475	70
8.	S. Horikawa	11516	40	18.	N. Igarashi	11528	71
9.	S. Tanaka	11535	44	19.	T. Tomita	6182	76
10	Y Yazawa	7511	44	20	M. C. manhi	7470	0.4

4th ANNUAL DISNEYWORLD HOBIE REGATTA Orlando, FLA.

POSI-	SKIPPER	SAIL #	POINTS	POSI-	SKIPPER	SAIL #	POINT
нов	IE 16 - FLEE	TA			w001400000		
	R. Hatfield	11733	10%	10.	Pankow	9557	55
1.	A. Stevens	41	15%	11.	Greenburg	8135	58
2.	S. Shafer	3892	26	12.	Smythe	10886	65
			29%	13.	Williams, A.	15841	72.5
5.	C. Christensen T. Wickenhause	9098	32	14.	Mayer	3934	73
		13932	42%	15.	Rodolf	13858	74
6.	T. Blake H. Alter	36	44	16.	Tiley	3551	86
7.			45	17.	Griffin	258	86.9
В.	J. McCann	2222 5780		18.	Stoudt	4599	88%
9.	J. Duke		46	19.	Wesner	10678	90
10.	J. Davis, Jr.	15744	55	20.	Hull	14238	95
11.	McGlenchy	220	61	21.	McGrogan	2245	96.9
12.	R. Sterling	1120	62	22.	Johnson	15125	101
13.	E. Horton	1108	66	23.	Ferrera	10223	125
14.	I. Kester	8205	71	24.	Wiess	10479	140
15.	D. Moline	3272	75	25.	Glaze	8971	140
16.	B. Bell	13489	77	26	Ritea	13463	141
17.	B. Raney	6865	81	27	Kathe	8921	143
18.	R. Bobbit	16469	86	28.	M. Shoal	28	144
19.	Waller	5537	89	29.	Copp	12064	150
20.	Seeley	6769	96	30.	Audrey	204	161
21.	Gassey	14672	105	31.	Paultus	14233	165
22.	Shipley	9181	108	31.	Facility	14233	165
23.	Riett	11386	108	HOR	E 14 - FLE	ET A	
24.	Douglas	4657	114	1.	R. Raditch	12885	614
25.	Gibeau	14523	122	2.	H. Walter	18579	
26.	Neff	138	123				13%
27.	David	12387	126	3.	G. Reed	15090	24
2.51	David	12301	120	4.	M. Weill	10240	27
HOD	IE 16 - FLEE	TD		5.	R. Tucker	17537	29
	J. Gowdy		814	6.	H.G. Schnider		32
1.	y Gowdy	9952	21	7.	R. Raditch	15503	33
2.	J. Schandelmag	er 8248		8.	G. Murphy	16299	40
3.	G. Weaver	9959	35%	9.	J. Davis	7919	40
4.	D. Duyer	9576	37	10.	C. McCranils	11366	43
5.	R. Harshaw	17604	37				
6.	B. Whitaker	13302	42	HOB	IE 14 - FLE	ETB	
7.	H. Sullivan	635	46	1.	M. Ewart	8332	816
8.	R. Yates	12258	52.55	2.	J. Dando	20348	11
9.	M. Gonzalis	5417	55.5	3.	R. Huber	5395	21
10.	D. Peck	9588	56	4.	S. Meckel	9753	21
11.	S. Lane	9669	60	5.	B. Conner	12676	27
12.	B. Partridge	8389	71	6.	P. Collins	17847	30
13.	J. Drans	0000	73	7.	R. Keyes	20078	31%
14.	K. Coffee	12208	79	В.	Pfaff	15499	34
15.	M. Mikelson	9809	85	9.		16316	38
16.	W. & D. Morris	7828	87		J. Johnson		
17.	J. McNally	16593	88	10.	B. Kock	10053	40
18.	J. Barrett	14834	91.8	11.	M. Jandy	10522	43%
19.	B. Lennon	5248	91.8	12	J. Bers	16897	49
20.	W. Ruthouski	5869	93.4	13.	B. Maddrey	12688	52
	Fredrickson	6817	93.4	14.	J. Hargrours	16921	56
21.	T. Walkup	11312	98	15.	J. Pittman	15542	6.1
22.				16.	J. McCammoo		61
23.	J. Olan	16572	103	17.	Curran	16998	63
24.	T. Vosmer	16455	106				
25.	J. Martin	2408	110		IE 12		
26.	Vanlandingham		115	1.	G. Kathe	3684	5
27.	S. Turilty	12725	126	2.	L. Bailey	1521	9.14
28.	J. Angelo	14267	133	3.	M. Myers	1579	15
				4.	Smith	20	19
HOB	IE 16 - FLEE			5.	R. Reaves		25
1.	E. Forsyth	14845	22	6.	J. O'Neal		31
2.	G. Winters	9184	30				-
3.	C. Green	9181	33	HOR	IE 3.5		
4.	J. Hackney	2978	36-1/3	1.	J. Stevens	244	374
5.	R.J. Richards	4603	43	2.	J. Chicone	261	10
6.	Seil	9594	44	2.	a murgue	261	10
7.	C. Rhodes	16289	44%	HOR	IE 10		
8.	Boehmke	8868	46	1.	T. Weaver	46	
	Thompson	16856	50%	2.	D. Guerdan		10%

FLEET 66 OVERALL FALL SERIES Scottsdale, Arizona

		16 - FLEE	14492	16	3.		Schultz	13316	22%
9.4					10,		Garrod	653	26
2.		Aguiar	10625	21%	5.	Р.	Wouters	6366	26%
3.	R.	DeCosta	6257	23%					
4.		Karpinski	1634	27%	HOB	Ε	16 - FLEE	TC	
5.		Weiler	9770	29%	1.	J.	Morgensen	15091	914
6.		Dalton	8376	38%	2.	0	Basinski	11045	16
7.		Abair	10984	44	3.	P.	Peterson	12251	19%
8.	D.	Barker	2228	47	4.	M	Ruffatto	16039	33
					5.	T.	Flynn	2325	37
HOE		16 - FLEE	TB		6.	В.	Burke	7135	38
1.		Shenkel	12455	1135	7.	R	Catalano	13545	39
2.	S.	Quant	11414	20	8		Smith	13693	39

FLEET 93 3rd ANNUAL CYPREMORT POINT OPEN REGATTA Lafayette, LA. September 27 & 28

HOE	BIE 16						
1.	B. Stewart	3164	8%	11.	M.Sullivan	14621	50
2.	C. Riche	5373	14%	12.	M.Cook	2940	58
3.	W. Jabionowski	16508	17%				
4.	V. Draper	4761	22%	HOL	BIE 14		
6.	G. Broussard	16670	26	1.	M. Milam	5844	8 %
6.	G. Church	11880	31	2.	T. Taylor	12590	10%
7.	R. Brennan	11790	38	3.	B. Groves	8339	17%
8.	R. Crenshaw	12790	39	4.	D. Porter	977	20
9.	M. McKinney	13027	40	5.	R. Klein	8428	20
10.	M Hefner	5443	47	6	M I andry	15793	22

FLEET 76 HOBIE JUBILEE

HOE	BIE 16			29.	G. Zorn	12174	98
1.	B. Stewart	3164	6%	30.	D. Brunt	3859	99
2.	D. Foote	8918	61%	31.	T. Pike	504	101
3.	L. McNerney	11521	14	32.	C. Lane	4857	105
4.	W. Jablonowski	16508	16	33	M. Jones	4309	130
5.	G. Drummond	1000	16%				
6.	C.J. Riche	5373	26	HOE	BIE 14		
7.	M. Bush	925	34	1.	T. Taylor	12590	3
8.	B. McClure	15017	37	2.	B. Klein	8428	6%
9.	L. Kalata	9690	43	3.	W. Harvey	37	15
10.	B. Stine	5038	43	4.	L. Stone	17842	16
11.	A. Johnson	2707	45	5.	W. Snell	2468	16
12.	R. Curry	2225	48	6.	S. Gaston	20366	19
13.	H. Turner	499	48	7.	J. Payne	4997	29
14.	D. Roberts	17106	50				
15.	K. Evans	5943	54	HO	BIE 12		
16.	J. Waters	10149	59	1.	C. Adams	0	2%
17.	J. Suarez	5031	62	2	M. Dyson	1758	6
18.	S. McClanahan	7165	63	3.	G. Roper	2333	9
19.	G. Boothe	16842	64				
20.	B. Gaston	9553	67	HO	BIE 10		
21.	T. Jordan	194	74	1.	L. Rashka	466	43
22.	D. Williams	11202	76	2.	B. Bartz	470	7 %
23.	D. Shipley	9180	78	3.	M. Caraher	1061	11
24.	A. Bartz	10008	80	4.	C. Bonnell	1078	11
25.	B. Abbott	13939	86	5.	R. Rohm	1235	12
26.	H. Boudreaut	16398	89				
27.	D. Beavers	8548	92	HOI	BIE 3.5		
28.	B. Brown	14489	95	1.	C. Gaston	282	214

REGITTA SCHEDULE

DIVISION I

No schedule submitted at time of printing.

DIVISION II

	DIVISI	ON II	
Feb. 6, 7 & 8	Midwinters West	San Felipe, Mexico	Hobie Class Assn./714-979-2880
Feb. 8	Late Winter's Series #2/Fleet 3	Long Bch. Marina, Calif.	Rick Schultheis/714-962-6876
Feb. 8	Valentines Race/Fleet #57	Lake Castaic, Calif.	Tressie Crocker/213-645-9857
Feb. 15	Single Handed Race/Fleet #180	Lake Castaic, Calif.	F. Breckenridge/805-252-4089
Feb. 22	Late Winter Series #3/Fleet #3	Long Bch. Marina, Calif.	Rick Schulteis/714-962-6876
Mar. 14	Late Winter Series #4/Fleet #3	Long Bch. Marina, Calif.	Rick Schulteis/714-962-6876
Mar. 14	What's A Regatta?/Fleet #57	Lake Castaic, Calif.	Tressie Crocker/213-645-9857
Mar. 20 & 21	Ides of March Regatta/Fleet #66	Lake Roosevelt, Arizona	Dick Karpinski/602-838-0047
Mar. 21	Spring Trophy Races/Fleet #180	Lake Castaic, Calif.	F. Breckenridge/805-252-4089
Mar. 28	Late Winter Series #5/Fleet #3	Long Bch. Marina, Calif.	Rick Schulteis/714-962-6876
Apr. 11	April Showers Race/Fleet #57	Lake Castaic, Calif.	Tressie Crocker/213-645-9857
Apr. 18	Half ton Races/Fleet #180	Lake Castaic, Calif.	F. Breckenridge/805-252-4089
Apr. 22	Tune up for Summer Series/Fleet #57	Marina Del Rey, Calif.	Tressie Crocker/213-645-9857
Apr. 29	Tune up for Summer Series/Fleet #57	Marina Del Rey, Calif.	Tressie Crocker/213-645-9857
May 6	Summer Series I Race I/Fleet #57	Marina Del Rey, Calif.	Tressie Crocker/213-645-9857
May 13	Summer Series I Race 2/Fleet #57	Marina Del Rey, Calif.	Tressie Crocker/213-645-8857
May 16	Spring Fun Races/Fleet #180	Lake Castaic, Calif.	F. Breckenridge/805-252-4089
May 20	Summer Series I Race 3/Fleet #57	Marina Del Rey, Calif.	Tressie Crocker/213/645-9857
May 27	Summer Series Race 4/Fleet #57	Marina Del Rey, Calif.	Tressie Crocker/213-645-9857
June 3	Summer Series Race 5/Fleet #57	Marina Del Rey, Calif.	Tressie Crocker/213-645-9857
June 10	Summer Series II Race 1/Fleet#57	Marina Del Rey, Calif.	Tressie Crocker/213-645-9857
June 17	Summer Series II Race 2/Fleet #57	Marina Del Rey, Calif.	Tressie Crocker/213-645-9857
June 24	Summer Series II Race 3/Fleet #57	Marina Del Rey, Calif.	Tressie Crocker/213-645-9857
July 1	Summer Series II Race 4/Fleet #57	Marina Del Rey, Calif.	Tressie Crocker/213-645-9857
July 8	Summer Series II Race 5/Fleet #57	Marina Del Rey, Calif.	Tressie Crocker/213-645-9857
July 15	Summer Series III Race 1/Fleet #57	Marina Del Rey, Calif.	Tressie Crocker/213-645-9857
July 17-18	4th Annual Del Rey Regatta	Playa Del Rey, Calif.	Tressie Crocker/213-645-9857
July 22	Summer Series III Race 2/Fleet #57	Marina Del Rey, Calif.	Tressie Crocker/213-645-9857
July 29	Summer Series III Race 3/Fleet #57	Marina Del Rey, Calif.	Tressie Crocker/213-645-9857
Aug. 5	Summer Series III Race 4/Fleet #57	Marina Del Rey, Calif.	Tressie Crocker/213-645-9857
Aug. 12	Summer Series III Race 5/Fleet #57	Marina Del Rey, Calif.	Tressie Crocker/213-645-9857
Aug. 19	Summer Series IV Race 1/Fleet#57	Marina Del Rey, Calif.	Tressie Crocker/213-645-9857
Aug. 26	Summer Series IV Race 2/Fleet #57	Marina Del Rey, Calif.	Tressie Crocker/213-645-9857
Sept. 2	Summer Series IV Race 3/Fleet #57	Marina Del Rey, Calif.	Tressie Crocker/213-645-9857
Sept. 9	Summer Series IV Race 4/Fleet #57	Marina Del Rey, Calif.	JTressie Crocker/213-645-9857
Sept. 16	Summer Series IV Race 5/Fleet #57	Marina Del Rey, Calif.	Tressie Crocker/213-645-9857
Sept. 23	Summer Series Fun Race	Marina Del Rey, Calif.	Tressie Crocker/213-645-9857
	DIVISI	ON III	
Feb. 1	Winter Series #4/Fleet #87	China Camp/N. San Pablo	Jim Nixon/415-547-1459
Mar. 7	Winter Series #5/Fleet #87	Estuary Park, Oakland, Calif.	Jim Nixon/415-547-1459
Apr. 4	Winter Series #6/Fleet #87	Princeton Hrbr, Calif.	Jim Nixon/415-547-1549

DIVISION IV

Lake Sammamish, Wash.

Lake Washington, Wash.

Lake Sammamish, Wash.

L. Carter/206-364-4327

E. Smith/206-746-0657

L. Carter/206-364-4327

Feb. 7

Mar. 14

Apr. 10

Nut Freezer #5/Fleet #95

Nut Freezer #6/Fleet #95

Spring Fever Regatta/Fleet #95

REGITTA SCHEDULE

DIVISION V

No schedule submitted at time of printing.

DIVISION VI

Feb. 15	Lincoln, Washington, Ash Valentine's		
	Day Race	S. Padre Island, Texas	Pat Haley/512-943-2810
Mar. 14	St. Pat's Race/Fleet #102	S. Padre Island, Texas	Pat Haley/512-943-2810
Apr. 1	Easter bunny Reg/Fleet #102	S. Padre Island, Texas	Pat Haley/512-943-2810
Apr. 24-25	Cajun Classic Regatta	Cypremont Pt. Beach, Texas	George Church/318-233-2151
May 9	Madre Day Race/Fleet #102	S. Padre Island, Texas	Pat Haley/512-943-2810
May 15-16	Shackle Race/Fleet #177	Galveston, Texas	Pat Haley/512-943-2810
June 6	Father's Day Race/Fleet #102	S. Padre Island, Texas	Pat Haley/512-943-2810
June 12-13	Lake Sabine Catamaran Chmp.	Lake Sabine, Texas	Bruce Warren/712-722-0111
June 19-20	Powder Puff Race/Fleet #177	Galveston, Texas	Don Nanninga/No phone
June 20	Long Distance Ditch Race	S. Padre Island, Texas	Pat Haley/512-943-2810
July 4	200 Years Hobie Regatta/Fleet 102	S. Padre Island, Texas	Pat Haley/512-943-2810
July 17-18	Bermuda via 25th St. Race/Fleet #177	Galveston, Texas	Don Nanninga/No phone
July 18	Tip of Texas Hull flying contest/Fleet #102	S. Padre Island, Texas	Pat Haley/512-943-2810
Aug. 1	August one Race/Fleet #102	S. Padre Island, Texas	Pat Haley/512-943-2810
Aug. 15	Windjammer Regatta	S. Padre Island, Texas	Pat Haley/512-943-2810
Sept. 12	Back to the Rat Race/Fleet #102	S. Padre Island, Texas	Pat Haley/512-943-2810
Oct. 9-10	3rd Annual Queen Isabela Days Regatta/		
	Fleet #102	S. Padre Island, Texas	Pat Haley/512-943-2810
Nov. 28	Turkey Day Race/Fleet #102	S. Padre Island, Texas	Pat Haley/512-943-2810
Dec. 21	Mustang Island Race/Fleet #102	S. Padre Island, Texas	Pat Haley/512-943-2810

DIVISION VII

May 22	Learn to Sail & Race Clinic/Fleet #84	Grays Lake, Des Moines, Iow	va Scott Tursi/515-244-7334
June 5-6	Iowa Ocean Regatta/Fleet #84	Lake Rathburn, Iowa	Scott Tursi/515-244-7334
June 13	Weekend Race/Fleet #84	Big Creek Lake, Iowa	Scott Tursi/515-244-7334
June 20	Weekend Race/Fleet #84	Big Creek Lake, Iowa	Scott Tursi/515-244-7334
June 27	Weekend Race/Fleet #84	Big Creek Lake, Iowa	Scott Tursi/515-244-7334
July 4	Weekend Race/Fleet #84	Big Creek Lake, Iowa	Scott Tursi/515-244-7334
July 11	Weekend Race/Fleet #84	Big Creek Lake, Iowa	Scott Tursi/515-244-7334
July 17-18	Fleet 84 Summer Regatta	Big Creek Lake, Iowa	Scott Tursi/515-244-7334
July 31 & Aug. 1	Fun Trip to Lake Rathburn	Lake Rathburn, Iowa	Scott Tursi/515-244-7334
Aug. 21-22	3rd Annual Ames Bir Creek Regatta/		
	Fleet #84	Ames Big Creek, Iowa	Scott Tursi/515-244-7334

DIVISION VIII

Feb. 1	Around the Keys Race/Fleet #36	Rickenbacker Cswy, Florida	Bob Woods/305-552-5899
Feb. 15	Sweetheart Race/Fleet #132	Sunshine Skyway, Florida	G. Ellis/813-867-1911
Feb. 15	Weekend Race/Fleet #36	Rickenbacker Cswy, Florida	Bob Woods/305-552-5899
Apr. 18	Fleet Race/Fleet #178	Choctawhatchee Bay, Florida	James Tucker/904-242-4003
May 1-2	Fleet #34/6th Warm-Up Regatta	West Palm Beach, Florida	Ben Miller/305-585-3089
May 16	Fleet Race/Fleet #178	Choctawhatchee Bay, Florida	James Tucker/904-242-4003
May 29, 30, 31	Jetty Park Open/Fleet #45	Jetty Park, Florida	Bill Schweizer/305-783-8036
May 30-31	Open Regatta/Fleet #178	Choctawhatchee Bay, Florida	James Tucker/904-242-4003
July 3	Fleet Race/Fleet #178	Choctawhatchee Bay, Florida	James Tucker/904-242-4003
Sept. 4, 5	Open Regatta/Fleet #178	Choctawhatchee Bay, Florida	James Tucker/904-242-4003
Sept. 25, 26	Fleet 93 Open Regatta	Cypremont Point Beach, Fl.	George Church/318-233-2151

REGITTA SCHEDULE

DIVISION VIII (cont.)

Oct. 10

Fleet Race/Fleet #178

Choctawhatchee Bay, Florida James Tucker/904-242-4003

DIVISION IX

May 15-16

3rd Annual Salter Path Hobie Cat

Regatta/Fleet #97

Raleigh, North Carolina

Jay Swan/919-929-7654

DIVISION X

May 15-16 Sept. 11-12 Clear Lake Ice Breaker/Fleet #58

Whale of a Sail

Clear Lake, Michigan

L. Vermeulen/517-529-9736

Carlyle Lake, Carlyle, III.

Jack Morris/314-846-9628

DIVISION XI

No schedule submitted at time of printing.

DIVISION XII

Apr. 24, 25

1976 2nd Annual Polar Bear Reg./

Fleet #136

May 15, 16 June 5, 6

Aug. 7, 8

1976 Constitution St. Regatta/Fleet #136 Hobie Sounders Invitational Regatta/

Fleet #136

Madison, Conn.

1976 Seneca Lake Reg./Fleet #86

Madison, Conn. Steve Tsolis/203-399-9142 Madison, Conn.

Steve Tsolis/203-399-9142

Steve Tsolis/203-399-9142

Dundee, New York Jim Peele/607-243-8444

DIVISION XIII

No schedule submitted at time of printing.

INTERNATIONAL

Feb.	1	
Feh	15	16

Year of the Dragon Regatta/Fleet #179 Washington's Birthday Regatta/Fleet #79 Hong Kong

J. David Socash/5-482463

Feb. 15, 16

Pago Pago YC

Pago Pago, Amer. Samoa

Donald Graf

Mar. 20-21

Autumnal Equinox Regatta/Fleet #79

Apr. 17-18

Pago Pago YC Samoa Flag Day Regatta/Fleet #79 Pago Pago, Amer.Samoa

Donald Graf

Pago Pago YC

Pago Pago, Amer. Samoa

Donald Graf

May 30-31

Memorial Day Regatta/Fleet #79

Pago Pago, Amer. Samoa

Donald Graf

Pago Pago Yacht Club

Pago Pago, Amer. Samoa

July 4-5

Bicentennial Regatta/Fleet #79

Donald Graf

FRANCE

Apr.	17-18
84	1 2

Easter Regatta/Yacht Club de Monaco Regatta/Club Nautique de Bendor Regatta/Emeraude Marine Rendez-Vous Français Piriac Marine

Monaco

Bandol (Cote d'Azur) Dinard (Brittany)

La Baule or Piriac La Giotat (Cote d'Azur) CONTACT:

Coast Cat France Le Viet-Rt de Pierrefeu

83400 Hyeres

France

May 1-2

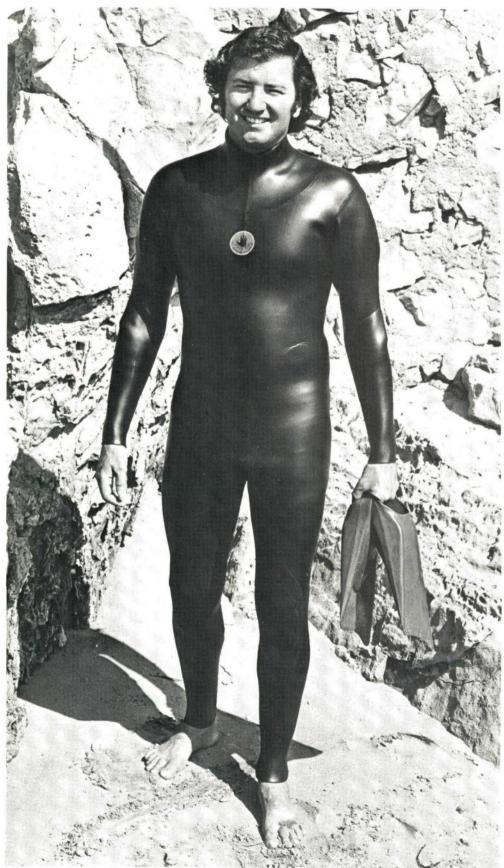
May 27-30 June 5, 6, 7

Regatta/Societe Nautique de la Giotat July 17-18 July 24-25 Regatta-Speed Trials/Ets. Carn

Quimper (Brittany)

page thirty-eight

1976 SUPER SPIDER





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