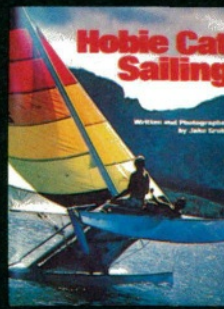




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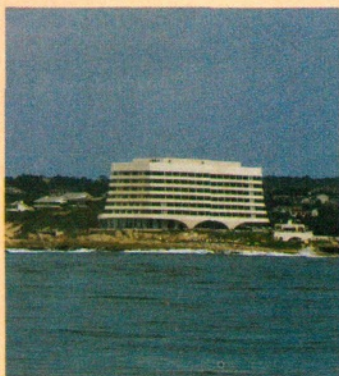
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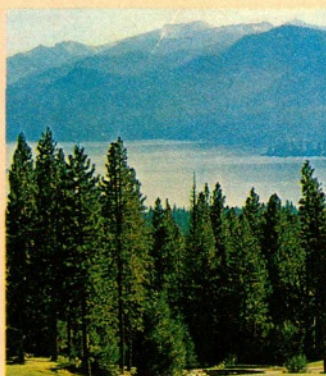
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COVER PHOTO BY JAKE GRUBB

A Hobie 16 punches through the surf at famous Diamond Head off Waikiki Beach.

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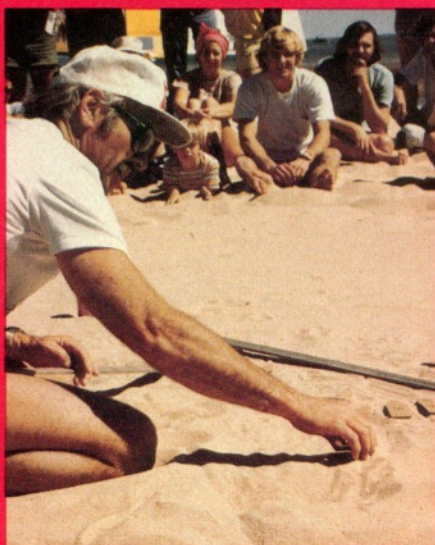
MIDWINTERS WEST

"It's another tequila sunrise. . ."

Photos by Christian Banks.

Every year the Midwinter Regattas, East and West, mark the beginning of the spring racing season. This March 400 people gathered at San Felipe on the Baja peninsula of Mexico for the first warm weather regatta of the season on the West Coast. After the winter rains and cold days, a weekend of racing in the sun was more than welcome. The blue skies and smooth water, with the Baja mountains as a backdrop provided a perfect setting for the event.

The Midwinters activities began for many sailors on Friday with a seminar given by Wayne Schafer. A large group gathered on the beach to ask questions, and listen to Wayne discuss starting tactics. Later that afternoon Wayne set up six practice starts with a variety of starting lines and a short weather leg. The 14, 16, and 18 sailors were given the chance to practice different starting techniques without worrying about the consequences.



Saturday morning the winds blew strong; by 11:30 most of the 220 boats were already out on the water, ready for the start of the first race. From

here, the theme for the regatta quickly took on a south-of-the-border "manana" flavor. Loosely translated, this means "lay back and take it easy, it will all happen . . . sometime." The

The weather was incredible, a perfect Hobie Cat day.

start was delayed due to race committee boat problems; eventually the RC piled into an old skiff and headed out to start the first race. Unfortunately it was one o'clock in the afternoon; by this time the heavy winds that had prevailed the previous day and that morning were starting to die off. The race turned out to be a drifter, wet-suits and jackets were shed as the windless afternoon got increasingly warmer.

At the start, port starters had little problem clearing the fleet as few starboard boats were able to cross the line on time. The lack of wind caused a

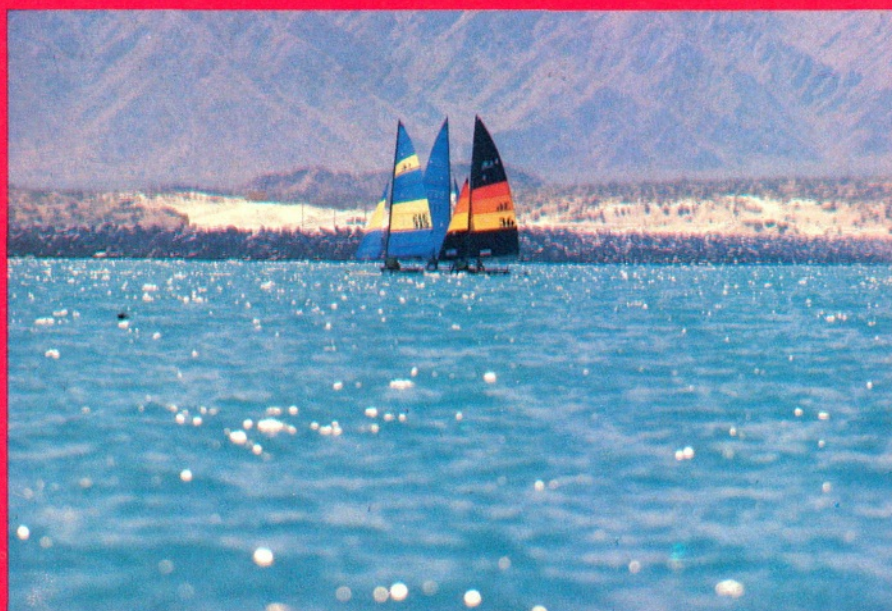
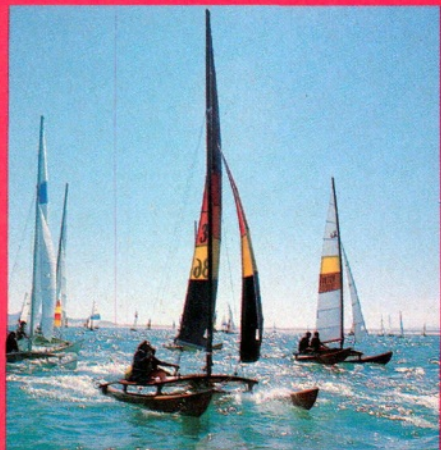
mix-up of classes, with each class struggling to clear the line as the next started. The majority of the fleet chose to take the port tack down the beach. A few boats did well on a lift up the other side of the course (this lift became even more predominate on Sunday). By the time the 18's and 16 A's finished their longer course it was nearing fiesta time.



Saturday night's fiesta was sponsored by the Mexican Department of Tourism of Baja and the El Cortez Hotel. Beer and margaritas (that flowed from a bottled water dispenser) were supplied along with a mariachi band. Big pots of shrimp and ceviche had been ordered too, but arrived a bit behind schedule (at the trophy presentation the next day . . . "manana")! An added attraction was a

...the theme for the regatta quickly took on a south-of-the-border "manana" flavor.

slide presentation by Michael Worrell on his "1000 Mile Coastwise Race" from Florida to Virginia. Throughout the evening there was dancing to the juke box inside, mariachi music to listen to outside, or if you were brave enough, you could visit the infamous Miramar bar in town.



Sunday dawned with a few folks humming "it's another tequila sunrise." The weather was incredible, a perfect Hobie Cat day. Bathing suits and double trapezes were donned for the warmer and windier conditions. Again there were problems, but by 11:30 it was time to race. The initial setbacks were offset by the excellent sailing that afternoon. Everyone was ready and hoping for a third race, but since many people had long distances to travel that night, only two races were staged.

A new twist in the 720 rule was experimented with throughout the races. When a boat fouled another boat the protesting skipper had the choice of designating whether the offending boat had to do one or two 360's. If the person who was wrong thought that one 360 was sufficient, but the offended skipper said two, two it was. One incident occurred at the weather mark involving a minor foul. The offending skipper quickly asked "how many?", when the other skipper (after due consideration) said "one," a joyful "Oh, thank you!" rang out. It was encouraging to see this kind of sportsmanship.

Sunday evening Joni Carter, designer of the trophies, was on hand to present them with help from Hobie Alter and Sandy Banks. Also present at the trophy presentation were Fernando Gallego and Rueben De la Pena of the Mexican Tourist Department and Juan Rodriguez, owner of the El Cortez Hotel. Wayne Schafer won the 16A fleet with a 3-2-2 series. This win automatically qualified him for the Hobie 16 National Championships of 1979. Nick Steele claimed first overall in the 18 fleet of 20 boats, a

large turnout for the latest addition to the family. The Hobie 14A fleet was won by Dennis Carpenter, and the 14 "Orca" fleet, a special class for skip-

A new twist in the 720 rule was experimented with throughout the races.

pers of 185 pounds or more, was won by Doug Halliday of San Diego. Mathew Miller placed first in the 16 B's, Douglas Griffis was first in 16 C's, and Udo Winkler moved into C fleet by winning the 16 Novice. Paula Alter won the 14 B's (she's preparing for the Hobie 14 Women's National Championship to be held in August), and Keith Christensen won the 14 C's. The Mexican Tourist Department presented three special awards, one to Dennis McCreddie for traveling the farthest distance (all the way from Texas), and another to Paula Alter for the overall low score of the regatta. Sandy Banks was presented a trophy from the Mexican Tourist Department and from the El Cortez for bringing the event back year after year.

Throughout the weekend, the beach at San Felipe was a mile long stream of colors. The sparkling water, warm wind, and great sailing combined together for a memorable start of the '79 sailing season. Thanks to Jeff Alter, Christian Banks, John Lara, and David Shearer for all their help in the chase boats (when they were working) and special thanks to the Secretary of Tourism, Jose Manual Jasso Pena, and to the Mexican Department of Tourism and to the El Cortez again for helping make the event a success.



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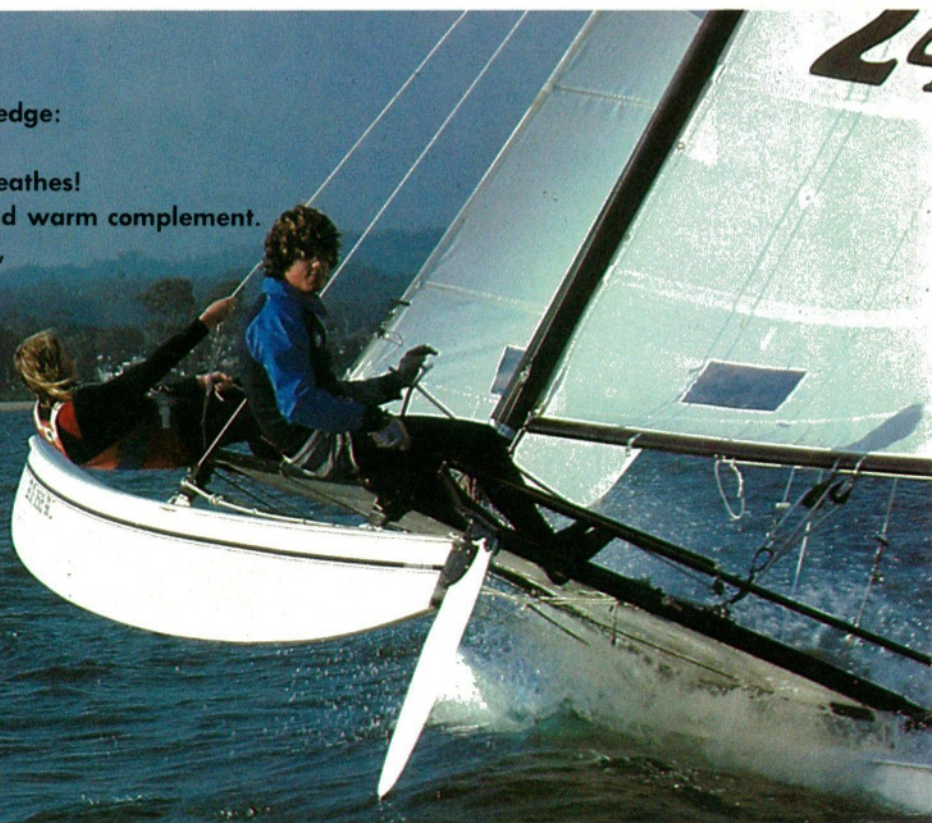
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The Racing Clinic is a new Hot Line feature — a series of articles covering different aspects of Hobie Cat racing. The information is collected from discussions with several of the best sailors in the Hobie realm. The first installment is **The Starting Line**, to be followed in upcoming issues by *Windward Tactics*, *Rounding the Marks*, *Downwind and Reaching*, *Race Tuning* and others. The articles are aimed toward the B and C fleet audience (although "A" fleeters may find new thoughts and interesting theories as well).

RACING CLINIC

The Starting Line

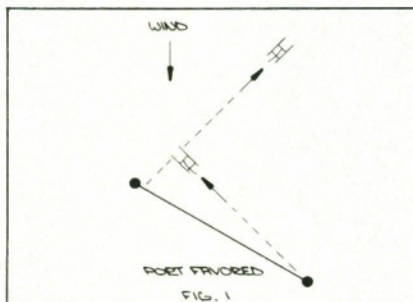
by Paula Alter
Drawings by Thurman Young

Experienced Hobie Cat racers know that a good start is the first important step in winning a race. The first boat to the weather mark will most always be a boat which was on the line at the gun with one of the best starts. A consensus of "A" fleet skippers shows that many feel a good start is anywhere from 50 to 90 percent of the race. A jump on the rest of the fleet can place you boat-lengths ahead of your competitors, provide clean air to sail in (air that has not been disturbed by other sails), usually the space to tack when you want, and a definite psychological boost to sail fast and be first to the weather mark. A good start does not just happen, it involves an evaluating process that begins when the line is set and continues until the moment the gun goes off.

A start is somewhat like a chess game; there are many factors that constantly change which a skipper must keep in mind: where the wind is and if it's shifting, which end of the line is favored, how many boats there are, where everyone else will be at the start, and how much time remains. This article is a summary of the basic possibilities that exist before every start, and some ideas on how to use them to get that perfect start.

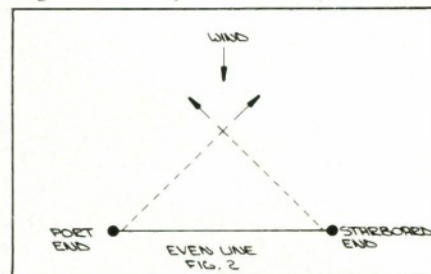
Defining the Favored End

As soon as the race committee has set the starting line, you need to figure out which end is "favored," meaning whether the port (left) or starboard (right) end of the line has a more favorable angle to the wind, making it the closest sailing distance to the weather mark. A boat starting on the favored end will have a shorter distance to sail to the weather mark than a boat starting at the non-favored end. If the line is especially favored on one end, a boat starting there can gain a considerable lead on a boat which started at the "wrong" end (Figure 1). Lines can be set even to



wind, starboard favored, or port favored (the wind can change at any time, changing the set of the line).

An even line is set perpendicular to the wind; neither end is favored. A boat starting anywhere along such a line has equal position with every other boat. Boats starting on opposite tacks would sail the same distance to the point where their tacks cross (Figure 2).

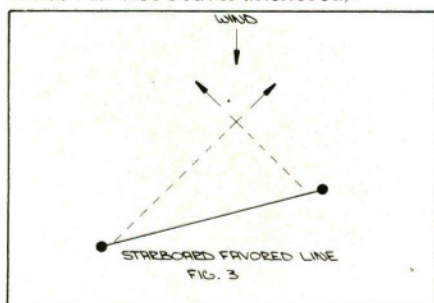


A starboard favored line is cocked so that the right (starboard end) of the line is closer to the wind. If two boats sail on opposite tacks, the boats start-

The other option on a port favored line is to start on a port tack at the port end.

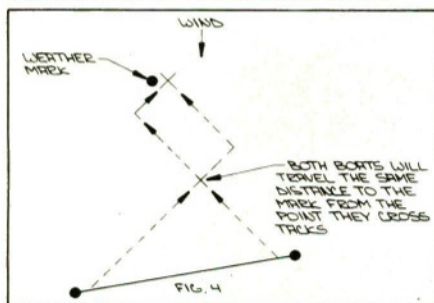
ing at the port end would have a longer distance to travel to cross the path of a boat starting from the starboard end (Figure 3). Generally, the prime starting position on a starboard

avored line is on the line at the starboard end (this is usually where the committee boat is anchored).



A port favored line is set so that the left (port end) is closer to the wind (Figure 1). The majority of starters will sail down the line on a starboard tack, and the boat that crosses the line at the port end when the gun sounds often has the greatest advantage. The other option on a port favored line is to start on a port tack at the port end. Port starters must give way to starboard boats, so this type of start should be used only under certain circumstances.

An important thing to realize is that the favored end of the line (closest sailing distance to the mark) has nothing to do with where the weather mark is located. The distance a boat



will have to travel from either end to the mark depends on the relationship of the wind to the starting line. Once the tacks cross, two boats on opposite courses will sail the same distance to the mark, regardless of on which side of the race course the mark is set (assuming the wind is constant) (Figure 4). This can be deceiving and even many "A" fleet skippers do not understand the principle. The only exception is when the weather mark can be laid in one tack from the starting line. The important factor is which end of the line is favored to the wind, not which end looks closer to the mark.

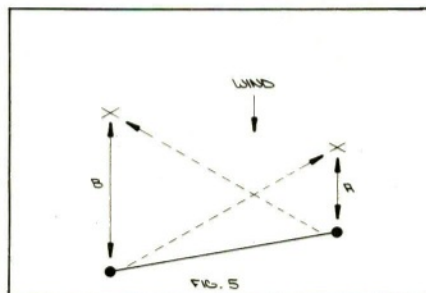
Locating the Favored End

The line is generally set at the 10-minute gun, although a race committee is allowed to change the line as late as the five-minute warning signal. There are three commonly used

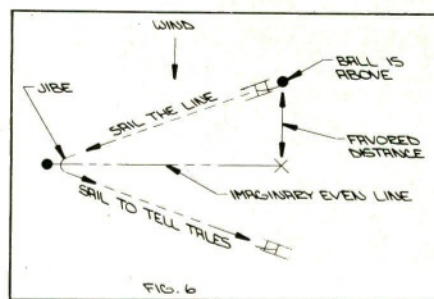
methods which correctly indicate which way the line is favored. The wrong way is to look where everybody else is; it's not uncommon to find a large group of boats starting at the unfavored end. The quickest method is to sail up to the line, and head straight into the wind. As the boat sits head to wind (check the bridle fly to make sure you are directly into the wind), sight the line; if the wind is coming more from the right (as opposed to being perpendicular to the line) the line is starboard favored, when the angle is more from the left, it is a port favored line. This method is easy and fast, and works best when a line is heavily favored, the other methods are more accurate in all conditions.

Sailing the line is probably the most accurate method for finding the favored end.

Wayne Schafer's method is to start at one end of the line (at the ball) and sail to weather (sails sheeted in, sailing about 45 degrees to the wind) until the opposite end of the line is abeam, then noting the approximate distance from you to the pin (Figure 5-A). Next, sail back to the opposite end you started from and repeat the same procedure only on the opposite tack (Figure 5-B). When you are abeam of the other end of the line, again notice the distance between you and that end (B). The side that appears to bring you closest (the smallest angle — A) is the favored end of the line.



Sailing the line is probably the most accurate method for finding the favored end, although the most confusing to figure out. Begin at the starboard end and steer a straight course from one ball to the other, setting the mainsail so that the tell-tales flow perfectly, both streaming straight back (Figure 6). Leave the jib loose or furled to prevent disturbing the airflow to the main. As you reach the end of the line, jibe without touching the set of the sail. Leaving the main exactly the way it is, steer a course by the telltales. Sail back until



the other end of the line is abeam. If the line is starboard favored, the starboard end of the line will be above you. If the course you sailed places you above the starboard ball, it indicates a port favored line. The way this works is that halfway between the ball and the position at which you end, is where the line should be if it were even to the wind. By relationship of where the line should be and where it actually is, you can tell fairly accurately how favored the line is. Sailing the line is accurate when the wind is steady, and it also serves to indicate if and where the wind is shifting.

Checking Wind Shifts

Once the favored end of the line is chosen, sail to weather from one end and line up with something on the shore. By checking this line-up periodically, you can tell whether the wind is shifting. Next, look at the course. Is either side favored? At Dana Point, California, with a normal westerly wind, the lift up the jetty is advantageous, making it important to be on a port tack as soon as possible after the start. At other locations, there might be more wind, less current, a

The best start depends not only on which end of the line is favored but also which course will be the most advantageous after the start.

storm passing in one direction, or the wind may be clocking consistently. These factors can affect starting positions. The best start depends not only on which end of the line is favored but also which course will be the most advantageous after the start. If the line is only slightly port forward, it might be best to start at the starboard end and have the opportunity to tack over early if that looks like the best deal.

Right-of-Way Rules

Along with evaluating the favored end of the line and favored tack, the choice of where on the line to start

continued on page 12

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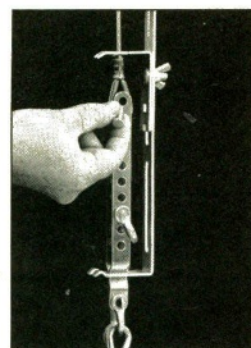
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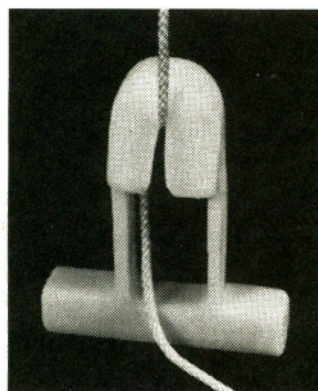
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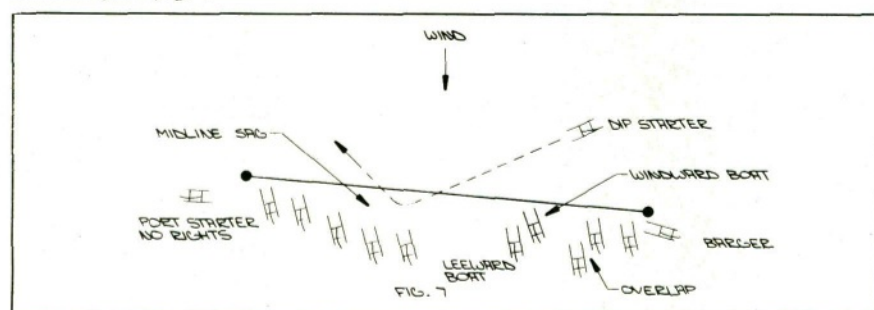
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Racing Clinic

continued from page 9



depends on the number of starters, the experience of the other skippers, wind speed and direction, current, and the amount of time left to position yourself. Another set of factors are very important, these are the basic rules that govern right-of-way during the start. These must be understood to be used to your advantage and to avoid fouling someone else (Figure 7).

Hobie Cat races, as most yacht races, are run in accord with The Yacht Racing Rules as approved by USYRU. There are many rules that govern all aspects of a race, here are a few selected ones that are used frequently during a start. It is important for every skipper to study the rules.

Definitions:

Luffing — Altering course towards the wind until head to wind.

Close-hauled — A yacht is close-hauled when sailing by the wind as close as she can lie with advantage in working to windward.

Clear Astern and Clear Ahead; Overlap — A yacht is clear astern of another when her hull and equipment in normal position are behind an imaginary line projected abeam from the aftermost point of the other's hull and equipment in normal position. The other yacht is clear ahead. The yachts overlap when neither is clear astern; or if, although one is clear astern, an intervening yacht overlaps both of them. (The terms clear astern, clear ahead and overlap apply to yachts on opposite tacks only when they are subject to rule 42, Rounding or Passing Marks and Obstructions.)

Rules:

36. **Opposite Tack — Basic Rule** — A port-tack yacht shall keep clear of a starboard-tack yacht.

37.1 **Same Tack — Basic Rule** — When overlapping — A windward yacht shall keep clear of a leeward yacht.

37.2 **When not overlapped** — A yacht clear astern shall keep clear of a yacht clear ahead. (This is simple,

- don't hit anyone from behind.)
40. **Same Tack — Luffing Before Starting** Before a right-of-way yacht has started and cleared the starting line, any luff on her part which causes another yacht to alter course to avoid a collision shall be carried out slowly and in such a way as to give a windward yacht room and opportunity to keep clear, but the leeward yacht shall not so luff above a close-hauled course, unless the helmsman of the windward yacht (sighting abeam from his normal station) is abaft (behind) the mainmast of the leeward yacht).

Consider what you're going to do if you find yourself in the second row of boats, can you get to an alternate position?

44. Returning to Start

44.1 (a) After the starting signal is made, a premature starter returning to start, or a yacht working into position from the course side of the starting line or its extension, shall keep clear of all yachts which are starting or have started correctly, until she is wholly on the pre-start side of the starting line or its extensions.

(b) Thereafter, she shall be accorded the rights of a yacht which is starting correctly; but when she thereby acquires right of way over another yacht which is starting correctly, she shall allow that yacht ample room and opportunity to keep clear.

44.2 A premature starter while continuing to sail the course and until it is obvious that she is returning to start, shall be accorded the rights of a yacht which has started.

Starting Positions

As the experience of the skippers increases, the tougher it is to get the perfect start. Often the favored position on the line is packed with boats; it may be wiser to look for a hole where there's some clean air than to fight for one prime spot. This is where mental strategy comes in, anticipating what's going to happen. Watch the fleet form, are the others going to be too early, are they even going to make it to the line? Look for currents that may be carrying other boats into the mark too fast, or preventing the fleet from getting there. Consider what you're going to do if you find yourself in the second row of boats, can you get to an alternate position? There are a few standard ways to handle different starting situations. Keep in mind that as conditions change, so do the best starting positions.

If the line is even, it doesn't matter at which end you start. Boats on the high end of the line (starboard side) do have the option to tack off to port early with fewer starboard boats to clear.

Starboard favored lines are characterized by jam ups at the starboard end of the line (although crowded conditions at that end don't always indicate that the line is starboard favored). Bargers (a windward boat heading into a leeward boat who has overlap) are common as everyone tries to be the highest boat on the line for clean air and the "pin" position (closest boat to the ball at the end of a line). Be aware that wind conditions which existed earlier change when there's a bunch of sails grouped together. The ultimate position is to be closest to the starboard ball and moving, but often it's the third or fourth best position that gets the start.

The best lines, are set slightly port favored, this helps spread the fleet out across the line. On a slightly port favored line most boats will start at the starboard end on a starboard tack and begin running down the line toward the port end. Leeward boats are always stalling (heading up into the wind) to slow down or to dig a hole below them in which they can reach down into for more speed.

Another method to use with a port line is dip starting. A skipper can sit above the committee boat and wait for a spot on the line to open (Figure 7). This can be a good tactic; it provides a good vantage point to see where other boats are and how fast they're moving

down the line. A boat sitting above the line has a better reaching angle and can get to a position on the line quickly. Once the dip starter has ducked below the line, the *whole* boat must clear the line. It is possible to be shut out when openings do not materialize. A dip starter can also take advantage of the "midline sag."

Midline Sag: As boats line up for the start, the line of sight to the balls at the ends of the line is usually blocked by boats and sails. The tendency is to judge your boat's position by the boats around it. Skippers don't want to be over early. Due to boats hanging back the middle of the line tends to curve away from the actual set line. It is possible to be a whole boat length in front of the fleet and not to be over early. Before the start sit above the line and site down it extending the line to shore. Pick out a landmark along the line. As the boats line up for the start, it is much easier to judge where the line actually is if you site the landmark ashore that you have previously aligned with the starting line.

The start with the greatest risk on a port favored line is an attempted port tack of the whole fleet. This can be

pretty sticky if you're sailing in "A" fleet; unless the line is so port favored that starboard boats can't lay it, chances are there won't be a hole to go through and you'll wind up fouling other boats. Good, clean port starts are worthwhile but if you decide to go for it, you must also be ready to bail out at the last minute to avoid fouling any starboard boats. Usually the guys who get nailed by port starters are the ones who would have had the best start. Port starts work if the wind is light or the fleet is small and you know no one will make it to the port end on time.

Timing

After knowing where to start, the next step is to get to that point on time. Timing improves with experience. It's important to have a watch or stopwatch. If the wind is blowing hard, it may take only 30 seconds to sail the line. In light air (such as the first day at the Midwinters West), it took over five minutes to get from one end of the line to the other. Most B and C fleet starters do not get to the line on time. Before the start, practice running the line and time yourself, get some idea of how long it takes to get

from one point to another.

Here's a good basic rule: at the five minute warning signal be somewhere that can get you to a two minute position. From the two minute position, the place you've chosen to start at should be easily reached.

Ten minutes pass quickly, and there are a lot of things to consider. Here's a check list of things to do before the start.

1. Locate the marks.
2. Check for currents.
3. See how long it takes to sail the line.
4. Figure out which end of the line is favored.
5. Notice if either side of the course is favored.
6. Pay attention to the committee boat, start your stopwatch at the 10 minute gun.
7. Get the course number and know where to go.
8. Be aware of any changes in the wind.
9. Decide how and where you want to start.
10. Set yourself up at the two minute or five minute position.
11. *Go for it!* □

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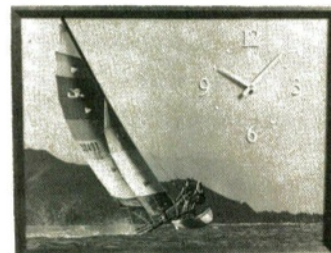
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Another exciting new development. Flash! For those of you who couldn't care less about "which direction the next mark is," but are a little interested in knowing how to find your way home. We have talked Suunto into making their neat little compass with a standard card that shows north and those other directions. This doesn't cost more.

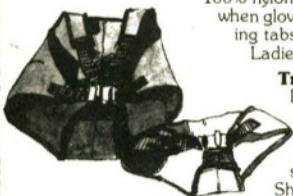


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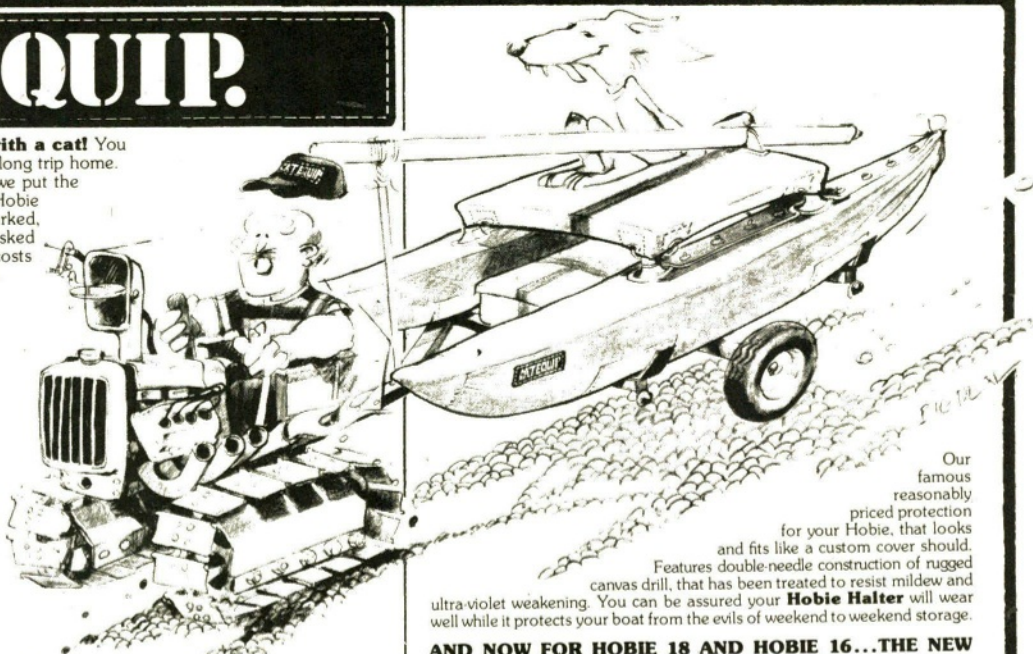
The new **Suunto Standard Compass.** Set the card with the needle, and you'll know where all 360 degrees are. Same prices as tactical compass. Sure, you can order a P&S kit with one each. 2 3/4" x only 3/4" w/S.S. mounting screws. **\$15.00 ppd**
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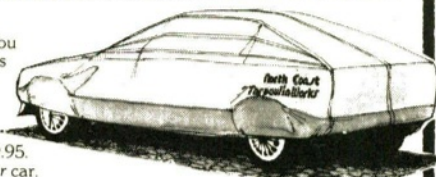
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HOBIE BRIEFS



HOBIE 16 CHOSEN FOR THE SOUTH PACIFIC GAMES

The top men and women athletes from the different South Pacific Islands will be competing in the 6th South Pacific Games to be held in Fiji. The events include basketball, lawn tennis, soccer, swimming, track and field, lawn bowling, boxing, cricket, golf, hockey, judo, netball, rugby, squash, table tennis, volleyball, weight lifting, and *yachting*. This year the Hobie 16 has been chosen as the boat that sailors throughout the South Pacific will compete on in the games. From the official brochure: "This is fitting enough, for the Hobie has not only gained wide acceptance throughout the Pacific and indeed the world, but also because this yacht, a plastic and aluminum twentieth century machine, nevertheless bears a generic relationship to the ancient craft of the region." Tony and Lydia Philips head the group of Hobie Cat sailors who are responsible for getting the Hobie 16 into the games; other "Hobie Pushers" include Bruce "the mad chemist" Hewatt, David and Kate Lockey (David will head up the Games race committee), Ray Buyson, Noel Kilner, Brian Van Horn, David Collison, and Colonel Mick Boulton. Crews from American Samoa, New Caledonia, Papua-New Guinea, Tahiti, Western Samoa and more will compete at Pacific Harbor, Fiji, from August 28 through September 8.

POWERLINES LOWER AS WATER LEVELS RISE

Spring sailing is here and runoff from winter rains and melting snow are filling lakes and reservoirs to full capacities. As water levels rise so does the danger of electrocution by low power lines. Check your favorite sailing areas for power lines that may be lower than usual this year. Contact your local utility company in writing immediately if you see lines that look like a potential hazard.

WORLDS SITE TOUR

Doug Campbell, president of Hobie Cat, and Sandy Banks, director of the Hobie Class Association, completed a month-long tour of potential 14 and 16 World sites. Their trip included visits to Australia, Brazil, New Zealand, Fiji, and South Africa. All places were reported as great locations. The announcement of the 14 Worlds site is in this issue.

THE NEW HOBIE 33 IS IN THE WORKS

For those who haven't heard, Hobie Alter is in the process of designing a super-fast, ultralight, trailerable 33 foot monohull. The aim of the project is to produce a fast, easily trailerable boat with a strong emphasis on class racing. Two prototypes are now being tested with limited production (if all goes well) planned to begin sometime next winter.

MICK AND COLIN WHITEHEAD RECEIVE STATE PRESIDENTS AWARD

The 1978 Hobie 16 World Champions, along with 20 other South African sportsmen and sportswomen, were awarded South Africa's top sport honor. The State President presented Mick and his son Colin with the award for their achievement in Hobie Cat sailing.

HOBIE CAT CORP. HAS A NEW HOME


Hobie Cat has moved to a bigger and better plant in Oceanside, Calif. Everything from the mold shops to the administrative offices are now under the same roof. The new mailing address is: Hobie Cat, P.O. Box 1008, Oceanside, Calif. 92054.

THE WRANGLER INTERNATIONAL CHALLENGE-AUSTRALIA VS. USA

Five U.S. Hobie 16 skippers were invited to Australia for the first international team challenge sponsored by Wrangler. Hobie Alter Jr., Herb Andreson, Russell Eddington, Dean Froome, and Mike Shearer sailed Hobie 16's equipped with red, white, and blue

sails (Ricky Eddington went along to try to outdrink the Aussies). The Australian team with yellow and white sails included Brett Dryland, Rob Binnedel, Kevin King, Frank Milner, and Bill Sykes. Dean Froome, two time World Champion won the regatta, but the Aussies came through with eight places in the top 10 to beat the "Yanks" overall and win the team challenge. (Complete story in the July/August HotLine.)

DENNIS DURGAN AND CREW WIN THE CONGRESSIONAL CUP

The Congressional Cup is a series of match races on equal monohulls sailed by some of the best sailors in the world; it's prestige is considered second only to the Americas Cup. Dennis Durgan (he crewed in the Hobie 18 Nationals last fall for Paul Ulibarri) and his crew, including John and Lewie Wake who work in the Research and Development Dept. at Hobie Cat on the new monohull, won eight out of nine races to capture the 1979 Congressional Cup title. The list of skippers and crews competing in the event read like a "Who's Who" in yachting, including famous yachtsmen Dick Deaver, the defending Congressional Cup Champion, and Pele Peterson, skipper of the Swedish 12 meter in the 1977 Americas Cup. Congratulations Dennis, Lewie, John and the rest of the crew. 

DANGER



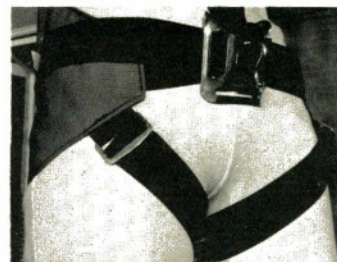
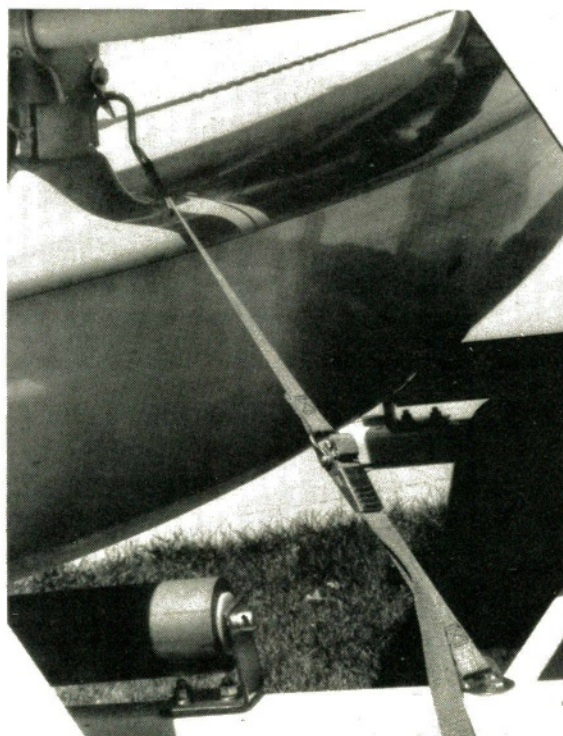
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WINNERS' CIRCLE

Profiles of the 1978 Champs

by Paula Alter

Although he considers himself primarily a Hobie Cat 16 sailor, Hobie Jr., is the first skipper to hold two U.S.A. national titles in one year, by winning both the 14 and 18 National Championships. He also placed third in the fluky-air Hobie 16 Nationals at Bear Lake, Utah, proving his reputation as one of the hottest and most versatile U.S. skippers today.

Hobie has competed in one sport after another since he was five years old. At age eight, he was the U.S. Mini Surfing Champion. That same year he learned to ride a motorcycle, his feet not even reaching the ground so someone else would have to set him on the bike and give him a push. Next came skateboarding, skiing, and eventually Hobie Cat racing. And he has always done exceptionally well at all of them.

There is a long history of competition and water sports in Hobie's family, although he did not start racing Hobie Cats until three years ago. Hobie will readily acknowledge that having his Dad and other good skippers to listen and talk with has contributed much to his sailing ability. It's not unusual to find Hobie Jr., and his brother Jeffery, and dad Hobie Sr., and sometimes sister Paula sitting at home eating tacos and discussing Hobie Cat racing. A favorite joke evolved one such evening about the proportion of luck to skill in winning a race — when Hobie Sr. or Jeff beat Hobie Jr., we hear about how *lucky* they were; when Hobie Jr. wins, it's considered pure *skill*. (Although he's quick to admit that he has been very lucky this year!)

Hobie's recent winning streak is a result of his adaptive ability to sail well in the shifty winds of Bear Lake, in the strong current at Virginia Beach, and the smooth waters of San Diego Bay. It is always fortunate to get that lucky lift to the mark, but good skippers are constantly assessing the wind and deciding what might happen next. Hobie has combined both the thoughts of others and personal experience to form his own winning style.

Crewing for Hobie is always an exciting and interesting experience. In addition to being somewhere up in front of the fleet most of the time (which is always fun), Hobie constantly evaluates what to do and where to



HOBIE ALTER, JR.

Hobie Cat 14 U.S.A. National Champion

Hobie Cat 18 U.S.A. National Champion

go. Hobie feels that intense concentration on making the boat go fast is important, and many skippers spend a lot of time worrying about tuning rather than what needs to be done to maintain boatspeed. While he may not be the most mellow skipper around, he is fun to sail with and a good teacher in the art of Hobie Cat racing.

Hobie Jr. has combined both the thoughts of others and personal experience to form his own winning style.

Hobie is presently working on the new 33-foot monohull that his Dad is designing. He is also traveling, representing the U.S. at various regattas including the Australian 16 Nationals, and acting as the West Coast "rep" at the Midwinters East in Florida. Since this is the year of the Hobie 14 Worlds, Hobie, the multi-class sailor, may concentrate mainly on the 14. Whatever boat he chooses, he will no doubt continue to be a top contender in any race he enters — watch for his name; it will probably be around a long time.

MICK WHITEHEAD ▶

1978 Hobie Cat 16 World Champion

Mick Whitehead, 1978 World Champion from South Africa, began sailing when he was a spry 10 year old in a two-man dinghy called a Sprog. Over the years he graduated to a Sharpie, a Flying Dutchman, and eventually (he says this took some time) began crewing on a 30 square meter, a pure racing keelboat. Mick and his teammates won the Lipton Cup (which is a major race in South Africa) three years in a row. He also sailed in the first Cape Town-to-Rio de Janeiro Race on a 39-foot boat, winning his division. In 1974 he made the switch to Hobie Cats, "...the best decision I've made in years."

Mick won his first Hobie 14 Nationals in South Africa that same year, qualifying for the Worlds in Puerto Rico. He earned a 48th in Puerto Rico and a 35th two years later in the Hobie 14 Worlds competition at Lanzarote. In 1978 Mick and his 13-year-old son Colin began racing a Hobie 16 and placed fourth in South Africa's Nationals, won the selection trials for the Worlds, and then pulled the big one by taking the 1978 World Championship title at South Padre Island, Texas... that's 48th to first in four years. Racing in "A" fleet, much less in a National or World Championship, is not easy (although some people make it look that way); Mick's victory is a demonstration of the quality and intensity of the competition when the best sailors get together. Previous Worlds have all been won by the under-25 sailors; Mick's victory is a credit to the "learned" Hobie Cat sailors.

Mick shared some of his thoughts on boat tuning based on observations made at the Worlds. He feels that many Hobie 16 sailors set their boats up too stiff and tight with not enough mast rake. He noticed at the Worlds that, "...most of the boats had their jib halyards far too tight for my liking." Mick adjusts his mast with enough rake to prevent over-flattening the mainsail. Oversheeting is a common tendency and is something to check for.



Mick's training ground is the Atlantic Ocean off the coast of South Africa. "I think our sailing is fantastic. Cape Town (where we live) is a pretty area with plenty of mountains and is known as the Winelands of South Africa. We sail mostly at Fish Hoek

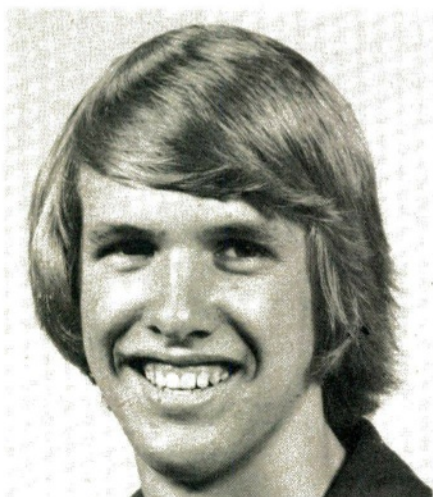
Mick's victory is a credit to the "learned" Hobie Cat sailors.

where we have a small clubhouse. The winds in summer blow strong onshore with a big swell running; in winter they blow offshore with a flat sea. Our only disadvantage is that the water is cold, and I mean *cold*, so we

always wear wetsuits. I would say one of the best things about Hobie Cat sailing internationally and here is the wide variety of lovely people you meet. We have a fantastic fun-loving Hobie crowd in South Africa."

Anyone who has been to a World Championship event can attest to the "fun-loving" South Africa crowd. Their team seemed to think that the incredible concoction of beverages (a little bit of everyone's) that Mick collected in his oversized trophy was *lots* of fun.

Mick's years of sailing experience paid off well in Texas, and it looks as though Hobie Cat sailing really *is* the best decision he's made in years.



MIKE SHEARER
Hobie Cat 16 U.S.A.
National Champion

Mike Shearer was invited with four other U.S. Hobie 16 sailors to visit Australia for a week and sail in their 16 Nationals. On the afternoon of his departure, I had the opportunity to talk about sailing (and skiing) with one very excited skipper. Mike, at 18, won the U.S. Hobie Cat 16 Nationals last fall at Bear Lake, Utah — a nice surprise for him as well as the rest of the top notch skippers. Lake sailing is Mike's home territory, and he's good at it.

Prior to his interest in Hobie Cat racing, Mike was a ski racer in the expert class (at the age of 13!). About the time that he decided ski racing at that level wasn't worth the time and effort required to stay competitive, his Dad bought the family's first Hobie Cat. Mike sailed a Hobie 12 and Lasers for a while but broke into competition for the first time on a Hobie 14. Mike took friend Pat Evans (who is still his crew) along on the Hobie 14 to hold the boat down. When he was 15, Mike

won the Division 5 Hobie 14 Championship; the next year he switched to a Hobie 16 and won the Division Championship.

Mike and his family travel extensively with their two Hobie 16's, sailing regattas in Colorado, in their own small fleet in Utah, and a few California points regattas.

"We learn a lot by sailing with the good guys in California; then we take what we've learned back to Utah, and the whole fleet seems to get better. The competition in Utah is really improving. My Dad and I share a lot too. He's more technical than I am; he tells me about boat performance and I explain to him what I think about the way the boat feels and the things that I do."

The best advantage to lake sailing, according to Mike, is that it has helped him develop a good sense of the wind. At the Nationals in particular, a skipper needed to feel the shifts and know which were good. When racing on a lake, boatspeed is not as critical as playing the shifts, being prepared to tack at anytime, and keeping to the center of the course. Mike noticed at the Nationals that he often gained positions by tacking back toward the center on shifts, a practice other sailors were not utilizing as much.

Comparing ocean and lake sailing brought a huge grin to Mike's face; his stories about getting "killed" at the Worlds in Texas had us both laughing. The conditions were sometimes close to ocean racing at its "max" (at least on a Hobie Cat). Mike said he tried everything he could think of — but without a shoreline visible all the way around and with huge swells bouncing him about, it was tough staying oriented.

"We had a great time at the Worlds; Pat and I were always laughing about now uncoordinated we were. We just kept pulling each other back onto the boat each time we washed off."

The best advantage to lake sailing, according to Mike, is that it has helped him develop a good sense of the wind.

Mike sums up his attitude toward competition by saying, "I really enjoy what goes on with all the different people in a small fleet. The thrill and excitement is still there, and if there's a foul, you don't even have to say anything." He may enjoy the close-knit group at home, but he didn't have any trouble with the "big guys" at the 1978 Hobie Cat 16 Nationals.

SK

MURRAYS

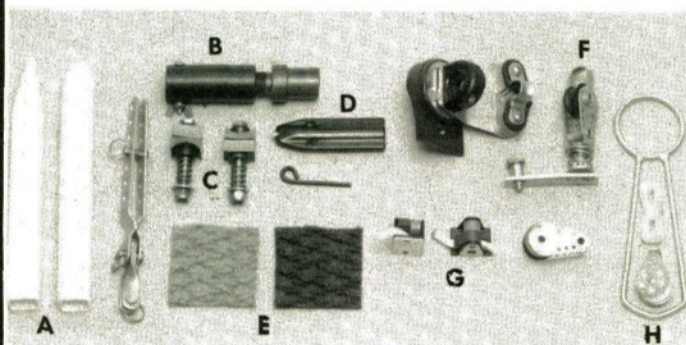
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Size	Chest Size	Wt. Range	Price
X-Large	46"-50"	190-270	36.95
Large	40"-44"	160-200	36.95
Medium	34"-38"	130-160	36.95
Small	28"-32"	90-120	36.95
Youth	20"-26"	50-90	33.95
Tyke	3-6yrs.	30-50	28.95



Hobie "Worlds"...A Reflection of "WHAT'S GOING ON"...A Racer's Boat

- A. **Molded Shroud Adjuster Covers** For safety/comfort . . \$3.95 pr.
- B. **Rudder Alignment Kit** to maintain rudder parallelism . . . \$13.95
- C. **Tiller Connection Kit** Eliminates "slop" between rudder arm and tiller cross-bar. (needed to measure parallelism) . . . \$6.95
- D. **Cooke Marine Batten Tensioner** Allows quick adjustment to any desired tension, quick release. Set for H-16 . . . \$20.00
- E. **Carpet Kit for Siderails** Traction, comfort, good looks; "Surefoot" (Black, Blue, Gold, Green, Brown, Red) . . . \$17.95
- F. **Seaway B-267 Jib Car** without cleats!! . . . \$13.95 ea
- Schaefer Swivel Cam Cleat** with lightweight base, contoured to fit front cross-bar. Use for cleating jib . . . \$21.65 ea
- "Up-Release" Jib Cleating system** — As above . . . \$69.95
- G. **Lance Cleats** — Single, vertically mounted cam cleat \$9.95/pr
- Lance Cleat Jib Trim Kit** — To adjust inboard/outboard position of jib cars from any position on boat! Complete . . . \$25.00
- H. **Elongated Trapeze Dogbone** — Two positions, easy-to-hold . . . \$5.25 ea
- Rope Lock (T-RL)** A trapeze rope-length adjuster . . . \$1.00 ea
- Bullet Block (BB-1)** Eases trapeze hook-ups! . . . \$2.00 ea
- Trapeze Adjustment Kit** — (T-1) Complete kit as above plus rope, micropress ovals, nylon washers & inst. . . \$17.95 pr
- Double Trapeze Assembly** including T-1 Trap. Adj. . . \$35.00 (Pre-coated wire add \$1.00; Pigtail for pre-'78 boats add \$1.00)
- Snap-Back Righting System (H-16)** — Doubles as a "safety-line" for crew. (1/2" X 37/1/2") Righting line held w/shock cord kit . . \$29.95

MARINE

CUSTOM SAILS*

(not legal for Hobie® Class racing)

by

Super Sailmakers

manufacturers of the Super 14 Jib Kits

Super Sailmakers make the best custom sails that you can buy! Bob uses U.S. made Bainbridge sailcloth (up to 5.3 oz.) and cuts the sails exactly the same as the latest/best Hobie® sails. His experience in repairing Hobie® sails has led him to make the following improvements: Heavier patches, Dacron luff rope, wider and heavier luff tape, tighter stitching, and 3-Ton stainless steel tack and clew rings. Sails for H-14 in Solid Colors sell @ \$240.00 & multicolored sails @ \$270.00. H-16 main & jib in solid colors are \$480.00 and \$520.00 for multicolors. Additional "custom" charges for your logo or message are made by quotation only. Please request free color samples or customer preferences.

Battens: Fiberglass, Glass/Foam or Graphite*

*not legal for Hobie® class racing

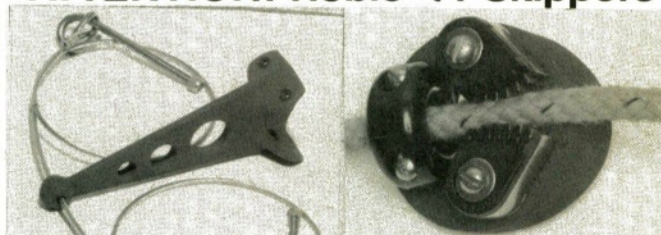
Fiberglass pultruded battens are very similar to stock Hobie® battens with tough Krylon® batten caps. (Standard Hobie® equipment in some countries!)

Foam sandwich battens are much lighter and the taper is more precisely controlled. Uni-directional glass is laminated under pressure with epoxy resins to a foam core. This type of batten is available or standard equipment on many high-performance cats.

Graphite battens represent the state-of-the-art. Ultra-high strength to weight ratios allow drastic reductions in weight aloft, and precise control of batten/sail shapes. (Graphite/foam sandwich construction)

Sail	Pultruded Fiberglass	Fiberglass & Foam	Graphite
H-14 Main	41.70	49.50	82.50
H-16 Jib	15.00	27.00	45.00
H-16 Main	65.00	120.00	180.00
H-18 Main	74.00	136.00	204.00

ATTENTION: Hobie® 14 Skippers



Dolphin Striker Kit — Add years of top performance to your H-14. A Dolphin Striker supports the mast and maintains hull alignment. A must for Racers, Trapezers, Heavy-air sailors & Super 14's w/jib kits, especially now that front X-bar does not have internal wood reinforcement. Anodized aluminum D.S. Post can easily be secured with screws or rivets. Toe-in is controlled by wires and threaded bolt arrangement. Pre-assembled, E-Z to install . . . \$35.00

Snap-Back Righting System (H-14) — Right your boat without untying a line — Complete Kit . . . \$25.00

Super Headstay Adjustment Kit — Cam cleat w/bulls-eye mounted on contoured alu. base allows skipper to rake mast forward or aft with ease regardless of headstay tension. Complete Kit . . . \$14.50

Trapeze Assembly for H-14 — Wires, handles, shock cord . . \$18.75

Trap. Assy. for H-14 w/"T-1" Trap. Adj. kit installed . . . \$35.00

Super 14 Jib Kit — 5 panel, 33 sq. ft. jib in your choice of colors. Kit includes all rigging, adjustment hardware, sheets, etc. to make your H-14 Jib look & perform like a H-16. Add power and tacking ability! E-Z to install w/drill & screwdriver . . . \$200.00

(Write for free bro & color selection)

Heavy-Duty Rigging Kit for H-14 — Pre-Coated 1/8" shrouds, forestay & bridles. (advise if you have S-14 Jib) . . . \$35.00

HOBIE RACING

In the March/April issue of the Hot Line, this special Regatta Section was announced and this is it.

The purpose of this section is to expand the Fleet News and the Foreign Report to include whatever is sent to us (space permitting). The information in the Fleet News Section and the Foreign Report Section, was taken from Fleet Newsletters and articles that were mailed to us. If you have information that you would like to see printed in the Fleet News, get it to us.

The regatta schedule will remain the same. It will have all the regattas listed that are sent to us. Regatta schedules will not be taken from the Fleet Newsletters. To insure that your regatta will get listed, please be sure to submit the following information. Name, date, location and a contact and his or her phone number for each event.

The last pages of this section are devoted to the Regatta Results. All points regattas results will be printed. Space permitting, fleet race results will be printed.

We are really looking forward to the success of this special new section. If you have any ideas or anything you would like to see in this section, please submit them to Michele Kohlmeier/Hobie Class Association, P.O. Box 1008 Oceanside, California 92054.

REMINDERS

THE FREE TILLER EXTENSION REPLACEMENT OFFER HAS BEEN EXTENDED UNTIL JUNE 30! EXCHANGE YOURS TODAY!

QUARTERLY REPORTS SHOULD BE SUBMITTED TO THE HOBIE CLASS ASSOCIATION AND YOUR DIVISIONAL OFFICERS BY JULY 1ST.

HOBIE 18' RUDDER RULE GOES INTO EFFECT JULY 1ST! DO YOU HAVE STOCK RUDDERS?

INSURANCE IS AVAILABLE TO THE FLEETS FOR \$50.00 PER EVENT. CONTACT THE HOBIE CLASS ASSOCIATION FOR FURTHER INFORMATION.

EFFECT JUNE 1ST, REGATTA T-SHIRTS WILL BE \$3.50. THIS STILL INCLUDES ALL THE PRINTING YOU WANT AND SHIPPING CHARGES.

MAJOR EVENTS CALENDAR

May 26,27,28 Mid-America's/Fleet 23 Lake Texoma, Texas July 7 & 8	Michelle Stacey (214) 350-4085
Atlantic Coast Championships/Fleet 32 Virginia Beach, Va. July 21 & 22	Gary Bobbitt (804) 463-2907
Northwest Area Championships/H.C. Northwest Golden Gardens, Wash. July 21 & 22	Paul Ulibarri (206) 782-8080
Canadian National Championships/Fleet 150 Orillia, Ontario, CN. Aug. 4 & 5	Kim Kymlicka 471-5619
Northeastern Championships/Fleet 54 Bruffs Island, Md. Aug. 29- Sept. 1	Ted Leach (301) 439-7155
Hobie 14' Women's National Championships Lake Tahoe, Nevada Sept. 2-8	H.C.A. (714) 758-9100
Hobie 14' National Championships Lake Tahoe, Nevada Sept. 3-9	H.C.A. (714) 758-9100
European 14' Championships/Hyerres, France Sept. 23-29	C.C.F. 94-65-41-72
Hobie 16' National Championships Fort Walton Beach, Fl. Oct. 7-14	H.C.A. (714) 758-9100
European 16' Championships/La Manga, Spain Oct. 9-13	C.C.F. 94-65-41-72
Hobie 18' National Championships Charleston, S. Carolina November 25- December 1	H.C.A. (714) 758-9100
5th Hobie 14' World Championships/Plettenberg Bay/South Africa	H.C.A. (714) 758-9100

John Peterson
919-934-9339
Walter Ehrhardt
803-984-6116
Kim Cowan
804-481-3550
Ray Barbre
919-522-2931
Martin Puckett
974-232-3761
Kim Cowan
974-481-3550
Gary Bobbitt
874-463-2447
Ray Barbre
919-522-2931
Candy Reed
804-567-0115

FOREIGN REPORT REGATTA SCHEDULE

FLEET 75/TAMUNING, GUAM

Fleet 75 most recently participated in the Laguna Regatta on Saipan. The event was won by Herb Andresen of Hawaii. Steve and Lorie Eichner of Guam placed second overall and Bill and Jeannie Sakovich of Saipan came in third.

The present activities of the fleet are focusing on the training of teams to send to the South Pacific Games in August in Fiji.

FLEET 253/DHAHRAN, SAUDI ARABIA

New Officers were elected for the 1979 season, they are:
Nils Magnussen/Commodore
Bernie Hutton/Vice-Commodore
Vicki Walker/Secretary

The Winter "A" Series has been completed and the positions are as follows:

1st Jack Zagar/Jeff Mitchell
2nd Bernie Hutton
3rd Nils Magnussen

FLEET 233/MAZATLAN, MEXICO

Fleet 233 is alive and well in Mazatlan. If you are interested in joining this fleet or are in the area contact:

Miguel SALAS-VEGA
Paseo del Centenario #8
Cerro del Vigia, Mazatlan
Sinaloa, MEXICO

ONT. HOBBIE CAT ASSOCIATION

FLEET 237/SARNIA, ONTARIO, CN.

In 1978 Fleet 237 successfully sponsored the "FIRST CAN-AM HOBBIE REGATTA". 15 Boats participated.

FLEET 278/CAMBRIDGE, ONTARIO, CN.

Fleet 278 is now alive and well. The fleet has grown to; 3 Hobie 14's, 8 16's, and 1 18'. All skippers are welcome to sail with us. Check the regatta schedule for dates and locations.

FLEET 183/TORONTO, ONTARIO, CN.

Fleet 183 sponsored the First Annual Labour Day Circus Regatta on September 3rd, 1978. The day was warm with a light and fickle breeze.

FLEET 185/LONDON, ONTARIO, CN.

Fleet Captain Hans Otte reports that Fleet 185 is made up exclusively of Hobie 14's. Each June, the London Hobie 14's have a fun get together and campout on Lake Huron.

INTERNATIONAL

May 4	Spring "A" Series/Fleet 253/Dhahran, Saudi Arabia.	Nils B. Magnussen
X May 5 & 6	Fruhjahrspokal Starnberger/Germany	Manfred Dangel 08171/2738
May 5 & 6	Spring Regatta/Fleet 179/SSBC, Hong Kong.	Richard Day 5-290822
May 5 & 6	Bocksbeutel Goldkanal/Germany	Ottmar Giesser 07222/33486
X May 12 & 13	Hinkelstein Ammersee/Germany	Manfred Dangel 08171/2738
X May 19 & 20	Wentdorf Ostsee/Germany	Dieter Braun 040/6300662
May 24	Blaues Band/Germany	Ernst Bartling 0221/445204
May 25	Spring "B" Series/Fleet 253/Dhahran, Saudi Arabia.	Nils B. Magnussen
June 1	Spring "B" Series/Fleet 253/Dhahran, Saudi Arabia.	Nils B. Magnussen
X June 2 - 4	Ostseepokal Scharbentz YLSO/Germany	Siegfried Adloff 05131/51-28
June 2 - 4	Munkmarsch/Germany	Dieter Braun 040/6300662
X June 9 & 10	Regatta Ostsee/Germany	Dieter Braun 040/6300662
June 16	Rund Um Tessel/Germany	Ernst Bartling 0221/445204
X June 16 & 17	Rodensee Regatta Langenargen/Germany	Manfred Dangel 08171/2738
June 22 & 23	Summer Regatta/Fleet 253/Dhahran, Saudi Arabia.	Nils B. Magnussen
X June 23 & 24	Dt. Bestenermittlung Chiemsee SCC/Germany	Manfred Dangel 08171/2738
June 23 & 24	Munkmarsch Sylt/Germany	Dieter Braun 040/6300662
July 6	Summer "A" Series/Fleet 253/Dhahran, Saudi Arabia.	Nils B. Magnussen
X July 7 & 8	Kellenhusen Ostsee/Germany	Dieter Braun 040/6300662
July 13	Summer "A" Series/Fleet 253/Dhahran, Saudi Arabia.	Nils B. Magnussen
July 20	Summer "A" Series/Fleet 253/Dhahran, Saudi Arabia.	Nils B. Magnussen
X July 28 & 29	Sylt Westerland Roth Cup/Germany	Dieter Braun 040/6300662
X Aug 4 & 5	Starnberger See Regatta/Germany	Manfred Dangel 08171/2738
Aug 25 & 26	Grobe Ammerlander Starnberger See/Germany	Manfred Dangel 08171/2738
Sept 1 & 2	Verbandsoffene Regatta Goldkanal/Germany	Lacher See
Sept 7	Summer "B" Series/Fleet 253/Dhahran, Saudi Arabia.	Nils B. Magnussen
Sept 14	Summer "B" Series/Fleet 253/Dhahran, Saudi Arabia	Nils B. Magnussen
X Sept 15 & 16	International 2 Lander Cup/Germany	Ernst Bartling 0221/445204
Sept 21	Summer "B" Series/Fleet 253/Dhahran, Saudi Arabia.	Nils B. Magnussen
X Sept 22 & 23	Hobel Regatta Ammersee/Germany	Manfred Dangel 08171/2738
Sept 22 & 23	Dummer Wettfahrt BSC/Germany	Siegfried Adloff 05131/51028
X Oct 6 & 7	Hobie Kehraus Steinhude/Germany	Siegfried Adloff 05131/51028
Oct 27 & 28	Silberne Banana Zulpichsee/Germany	Ernst Bartling 0221/445204
Nov 1 - 3	S.A. Hobie Nationals/Fleet 253/Dhahran, Saudi Arabia.	Nils B. Magnussen
Nov 16	Fall Series/Fleet 253/Dhahran, Saudi Arabia	"
X Nov 17 & 18	Eispokal Baldeneysee/Germany	Ernst Bartling 0221/445204
Nov 23	Fall Series/Fleet 253/Dhahran, Saudi Arabia.	Nils B. Magnussen
Nov 30	Fall Series/Fleet 253/Dhahran, Saudi Arabia.	"
Dec 7	Fall Series/Fleet 253/Dhahran, Saudi Arabia.	"
Sept. 3-9	European Hobie 14' Championships Hyeres, FRANCE	
Oct. 7-14	European Hobie 16' Championships La Manga, SPAIN	

FLEET NEWS

DIVISION 1

FLEET 6/KAILUA, HAWAII

Division 1 opened it's season with the KANEHOE YACHT CLUB OPENING DAY REGATTA. The morning race was sailed in light to moderate winds, which did come up slightly in the afternoon. Congratulations to Commodore Tom Culbertson for winning the 16's and Mike Lung who won the 14's.

DIVISION 2

FLEET 2/NEWPORT BEACH, CALIF.

The 1979 FIRST ANNUAL LAKE PERRIS HOBBIE POINTS REGATTA, sponsored by Fleet 2 and Hobie Newport, turned out to be a successful event under clear blue skies. The 69 entrants enjoyed 70 degree weather and winds strong enough to accomodate double trapezing. Prizes were furnished by Straight Aero Marine, Hobie Newport and the Hobie Class Association. Saturday night, Kentucky Fried Chicken provided everyone with a full meal. The organizers extend their thanks to all participants and plan a bigger event for next year.

FLEET 30/RIVERSIDE, CALIF.

Fleet 30 will again sponsor the Division 2 Ladies Regatta in conjunction with Hobie Riverside. For further information contact: Doug Griffis (714) 886-3632

FLEET 66/PHOENIX, ARIZONA

Fleet 66 began its racing season with the SIXTH ANNUAL IDES OF MARCH REGATTA POINTS REGATTA. With only two races run, consistency paid off; and for the first time in the history of this regatta, first place went to an Arizona skipper and crew (Bob and Desne Roe). Another first for this event, NO PROTESTS! Thirsts were quenched throughout the weekend by endless supplies of Michelob beer donated by Golden Eagle Distributors. Along with visors, t-shirts, duffel bags and patches. Each entrant received a six-pack of can coolers courtesy of Fleet 66 and Clark Lowry's Hobie House. All in all the weekend shaped up to be one of the best Ides ever. One of these years we'll have wind worthy of this regatta's name!

NEW DIVISION 2 OFFICERS

At the Midwinters West held in San Felipe, Mexico, a meeting of the Division 2 Commodores was held. The newly elected Division 2 Officers are:
Les Luby/Divisional Chairman
Ted Lindley/Vice-Chairman
Carol Kofahl/Secretary-Treasurer
These officers are there to help you. If you would like to get in touch with them, contact the Hobie Class Association. I'm

sure you'll join us in wishing them the best of luck in 1979.

DIVISION 3

FLEET 21/MODESTO, CALIF.

Fleet 21 has elected new officers for the 1979 season. Congratulations go to: Stan Ross/Commodore
Bobbi Allison/Vice-Commodore
John Mercer/Sec.-Treasurer
Ed Montague/Editor
Ken Biro/Exec. Aid
Congratulations go out to Ken and Kat Biro who placed second at the Midwinters West! Remember "Wet and Wild", May 12th and 13th.

DIVISION 4

FLEET 95/SEATTLE, WASH.

Fleet 95 held its Second Annual SKI-N-SEA REGATTA on March 10th and 11th. 42 brave sailors showed up to try their luck at ski racing in the 50 degree weather. Their skiing abilities or non-abilities were shown at the Mt. Hyake Ski Area and sailing on Lake Washington. Trophies will be given for the combined score of skiing and sailing at the year end banquet.

DIVISION 5

FLEET 48/ELEPHANT BUTTE, N. MEXICO

A friendly reminder from Commodore Mike: Remember the first few regattas this year the water will still be a bit chilly, be prepared both mentally & physically. Wet suits and/or foul weather gear should be brought along, just in case. HYPOTHERMIA CAN BE DANGEROUS!

FLEET 61/DENVER, COLORADO

Fleet 61 and Rocky Mountain Marine are sponsoring a seminar conducted by Wayne Schafer, past Hobie 14' National Champion. For further information on the June 16th seminar, contact Rocky Mountain Marine.

FLEET 67/SALT LAKE CITY, UTAH

The current Hobie 16' National Champion, Mike Shearer and crew Pat Evans are promoting Hobie Catting in Utah. Mike and Pat have given various seminars at the local schools and colleges.

DIVISION 6

FLEET 8/HOUSTON, TEXAS

Fleet 8 is offering the following information to the new Hobie sailors and invite them to come to the fleet races and meetings. "A" is the weather mark, set directly into the wind from the starting line. "B" is the reaching mark, set somewhat perpendicular to the wind from "A". "C" is the leeward mark, set downwind

from "A" with the start/finish line in between. White Flag-10 minutes until the start. Blue Flag-5 minutes before the start and Red Flag-START.

FLEET 9/LAKE CHARLES, LA.

Fleet 9 kicked off the 1979 sailing season with the Deep South Points Regatta. 36 Skippers showed up to compete in the 30mph winds and clear weather. Chuck Miller won the 16A, Charlie White the 14A and M. Lancaster the 18's. Check the Regatta Results Section for all the results.

FLEET 64/AUSTIN, TEXAS

In January Fleet 64 rallied at the Boat and Travel Show to support the local dealer, The Sailboat Shop. February was repair month. The fleet repaired and replaced the equipment in preparation of the 1979 Sailing Season. Remember June 14th is the next meeting. The mid-year financial report will be given.

FLEET 93/LAFAYETTE, LA.

Fleet 93 officially kicked off the 1979 sailing season with a day of practice starts on March 11th. It was a good day to practice and just get the kinks out of the boat and maybe a few muscles.

FLEET 114/BRYAN, TEXAS

Fleet 114 is alive and well in Bryan, Texas. All you boat owners in the Bryan-College Station area that are wondering if there are others Hobie owners in your area, the answer is yes! For further information on Fleet 114, contact:
Rich Wynne
104 Pleasant St. #217
Bryan, Texas 77801
Rich will be happy to hear from you and have you join the fleet.

FLEET 128/CANYON LAKE, TEXAS

In January Fleet 128 helped Jewett Services at the boat show. Fleet members were there to answer questions about the boats and about the fleet. At the February meeting, the dates for the "FIRST ANNUAL SHIFTY WINDS POINTS REGATTA" were set for June 23rd and 24th at Canyon Lake. Fleet 128 is devoting the first three months of the year to an all out membership drive and planning to insure another fun year.

DIVISION 7

Division 7 will start off their 1979 Sailing Season with the O.O.L.T.R. Points Regatta, sponsored by Fleet 52. The event will be held on Bald Eagle Lake on May 19th and 20th. For further information contact: Nick Van Brunk (612) 429-5390

FLEET NEWS

DIVISION 8

FLEET 5/CLEARWATER, FLORIDA

On February 17th, Fleet 5 held its first pig roast at Hidden Beach Apartments. Ye ol' pig hit the spit Friday night with Jim Gowdy as Chief Cook. Saturday night the pig was expertly carved by Rick Weaver. Special thanks to Jim Gowdy for cooking "PORKIE" and to Rick Weaver for the carving. It was a good time!

FLEET 36/MIAMI, FLORIDA

71 Boats showed up for "SEA 79", a Division 8 Points Regatta. During registration it became apparent to the Race Committee that they were going to have to move the event from Virginia Key to Rickenhauser Causeway (the winds and sea were not cooperating). Three races were held Saturday and two on Sunday. Fleet 36 and Fleet 111 tied for best overall performance after the tie was broken Fleet 111 came out on top. All enjoyed a complimentary cookout Saturday night on the beach. Congratulations to John Furman who took 1st in the 14's, Phil Sanchez, 1st in the 16A's and Fleet 111 who won the "GO FAST TROPHY". Check the Regatta Results Section for all the results.

FLEET 44/FORT LAUDERDALE, FLA.

Our very special thanks to Fleet 34, whose excellent turnout made our "44-34" challenge race in January a success. Despite the persistence of the rain, after the traffic cleared up on 16th st., we had one heck of a good time!

FLEET 111/JACKSONVILLE, FLA.

Seven Hobies, all from Fleet 111 competed in the Race of the Century in St. Augustine. Three races were run in 8-10 knot winds in the inlet. Racing was followed by a super buffet and plenty of beer. Thanks go to Bobby Chase who handled the committee work with the St. Augustine Yacht Club. Congratulations to Rick Birch & Janet Trunnell for 1st place in the 16's and to Kirk Alford, 1st in the 18's. Hobie 14's were are you?

FLEET 99/CORPUS CHRISTI, TEXAS

Fleet 99 will sponsor the Fifth Annual Ruff Rider Regatta Sept. 1 & 2, 1979 in Corpus Christi, Texas. This is a 140 mile race, beginning in Port Isabel, Texas and end up the intercoastal canal at Corpus Christi's John F. Kennedy Causeway. Last year 77 skippers travelled from New Jersey, Illinois, Colorado, Oklahoma, Louisiana and throughout Texas to attend this traditional regatta. For further information of this regatta contact; Billy Dominy at (512)852-9548.

DIVISION 9

FLEET 32/VIRGINIA BEACH, VA.

This year Fleet 32 petitioned the Hobie Class Association for another Area Championship to be held on the East Coast---We Got It! Fleet 32 will sponsor the ATLANTIC COAST CHAMPIONSHIPS, July 7th and 8th. For further information on the event contact: Gary Bobbitt at (804) 463-2907

DIVISION 10

FLEET 85/COLUMBUS, OHIO

At the March meeting Fleet 85 was honored to have Officer Mike Westrick of the Division of Watercraft, as the guest speaker. Mike discussed the basic rules and regulations of sailing at Alum Lake in 79. The fleet was provided with hand-outs covering a broad scope of boating items, which included a safety check on our boats.

DIVISION 11

FLEET 137/HOPATCONG, N.JERSEY

Hobie Fleet 137 has incorporated! Another sailing season and Awards Dinner has slipped by. Our Awards Dinner was a success, thanks to Disc Jockey, Craig Musser and his disco dancers. The Disco Dancing Award went to Fred Steinbaum. A special thanks goes to Mick Roberts for his time, patience and picture taking at our dinner.

FLEET 221/RICHMOND, VA.

The winter classes on rules, tactics, and basic sailing have been a big success, thanks to the enthusiasm of our fleet and the excellent instruction provided by Dennis Driscoll, Mike Jernigan, Dennis Heretick, Bob Pareene, and all the others who were good enough to share their knowledge. Our membership has increased to 30!

FLEET 266/PITTSBURGH, PA.

Fleet 266 will start of the season with a party at Paul Chiplock's home (vice-commodore). It will be Saturday, May 5, 8:00pm. If you are interested in joining Fleet 266 or are interested in attending the party contact: George Rosenberg, Commodore 90 Woodland Rd. Pittsburgh, Pa. 15232

DIVISION 12

FLEET 28/BOSTON, MA.

Hot, windy and wet. Got ya drooling on that one. Skiers put 'em away and get the trapeze out. Summer will be here before you know

it. Fleet 28 has been busy this winter putting itself together and it should be a good year. The Fleet ran a booth at the boat show and there's a lot of interest out there. We have new members and hopefully, more on the way. We have a lot of activities that we are shooting for but we'll wait until the spring meeting to inform you.

FLEET 86/ELMIRA, NEW YORK

Fleet 86 is sponsoring the 7th Annual Seneca Lake Regatta/New York State Hobie Cat Championships on July 21 & 22, 1979. This event will be held at Watkins Glen, New York. IT'S THE BIG ONE IN THE NORTHEAST, DON'T MISS IT! For further information contact: George Edwards, Commodore 901 West Water Street Elmira, New York 14905 (607) 734-0130

DIVISION 14

FLEET 23/DALLAS, TEXAS

Fleet 23 will be displaying a Hobie information center banner at the lake this year. Anyone that has questions or needs help should inquire at the center. We will be doing everything we can to help new people set up their boats but we may miss a few- so don't hesitate to holler for help. Anyone interested in manning the booth or that needs information call Michelle Stacey at 350-4085.

FLEET 25/TULSA, OKLAHOMA

Fleet 25 at last count has doubled in its second year of existence to 62 members, making us one of the largest fleets in Division 14. Most of the skippers are relatively new to sailing and during the past season we have tried to concentrate on helping the newer sailors along and to get them racing. Our casual sprint races were largely successful especially during the latter part of the summer where we had almost weekly events.

FLEET 131/NORMAN, OKLAHOMA

Fleet 131's participation at the boat show was great. We met a lot of people who are interested in sailing and also a lot of people who were interested enough to buy a new Hobie. There are now 5 18's in Fleet 131.

DIVISION 15

FLEET 235/BILOXI, MISSISSIPPI

A Fleet 235 meeting was held on February 12 the following new Fleet Officers were elected: Jodi Stewart/Commodore Brian Stewart/Vice-Commodore Ken Primos/Secretary-Treasurer Good Luck to the newly elected officers in the 1979 Season!

REGATTA RESULTS

KANEHOE YACHT CLUB OPENING
POINTS REGATTA
FLEET 6
KANEHOE, HAWAII
FEBRUARY 10 & 11, 1979

Hobie 16B	Points
1. Culbertson/Kurran	3/4
2. O'Sullivan/Harwood	2
3. Hansen/Corollo	3
4. Borg/Chapman	4

Hobie 14A	Points
1. Lung	3/4
2. Hope	2
3. Fairchild	4

Hobie 14B	Points
1. Van DeVerg	2
2. Wythes	5

4TH BOJERON POINTS REGATTA
PUERTO RICO MULTIHILL ASSO.
FEBRUARY 17 - 19, 1979

Hobie 16B	Points
1. E. Vasallo/ P. Vidal	7
2. A. Figueroa/ P. Castillo	10-3/4
3. E. Balzac/ M. Rivera	10-3/4
4. B. Fyffe/ G. Fyffe	16
5. P. Mora/ F. Andrews	24
6. A. Fernandez/ D. Goldberg	26
7. A. Muniz/ J. Smith	

Hobie 14A	Points
1. F. Suarez	5
2. F. Torres	9-3/4
3. E. Junco	14-3/4
4. B. Andrews	16
5. A. Damiani/ E. Iliaruchi	24
6. C. Junco	25

Hobie 14B	Points
1. B. Medley	9-1/4
2. C. Nido	10-3/4
3. R. Camejo/ A. Vidal	14-3/4
4. D. Villanueva/ T. Mercado	19-3/4
5. R. Cardona	19-3/4
6. J. Ortiz	27
7. J. Palacios	32
8. R. Palacios/ P. E. Colon	32
9. B. Woesten	42
10. A. Nunez	44
11. V. Deckony/ E. Deckony	47
12. J.A. Ramirez	49

GREENLAKE RACE
FLEET 95
GREENLAKE, WASHINGTON
FEBRUARY 10, 1979

Hobie 18	Points
1. Ulibarry/McAnally	3 1/2
2. Ling	3 1/2
3. Higgins/Stone	8

Hobie 16A	Points
1. Whisler/Anderson	3 1/2
2. Stephenson/Stephenson	6 3/4
3. Lade/Lade	7
4. Eaton/Butchart	8 3/4
5. Frankenfield/Vedrizetti	12
6. Tarleton	17
7. Marshall/Ross	19
8. Olmsted/Mikkelsen	21

Hobie 16B	Points
1. Jett/Wolfin	3 1/2
2. Carter/Thomas	5 3/4
3. Christensen/Christensen	5 3/4
4. Gowler/McCarthy	11
5. Nash/Alvey	13

Hobie 14	Points
1. Rueter	3 1/2
2. Cross	5 3/4
3. Klein	5 3/4
4. Fernandez	11
5. Lyon	13

TAMPA BAY TWO FINGERS
TEQUILA REGATTA
FLEET 42
TAMPA BAY, FLORIDA
FEBRUARY 24 & 25, 1979

Hobie 18	Points
1. Davis	6 3/4
2. Rafter	9 3/4
3. Duke	11
4. Hardee	14
5. Walsh	14
6. Whitaker	19
7. Wallis	26
8. Alford	26
9. Prior	32
10. McKee	33
11. Crouse	34
12. Totten	38
13. Hamilton	38
14. McCallum	40
15. Pearson	45

Hobie 16A	Points
1. Sanchez	6 3/4
2. Endres	8 3/4
3. Hackney	11 3/4
4. Gowdy	19
5. Kern	22
6. McIntosh	24
7. Sloan	27
8. Karran	28
9. Poall	29
10. Schroeder	34
11. Rakin	35
12. Thomson	37
13. Jennings	39
14. Moser	41
15. Gruber	47
16. Ellis	49
17. Johnson	49
18. Seeley	55
19. Dekreek	57
20. Erwin	57
21. Gallagher	61
22. Hagen	64
23. McGlinchy	65
24. Raditch	66
25. Charlton	75
26. Rich	78

Hobie 16B	Points
1. Birch	3 1/2
2. Wilson	4 3/4
3. Rees	12
4. White	15
5. Ryan	22
6. Martin	28
7. Coleman	29
8. Chase	30
9. Johnson	39
10. Welch	40
11. Gres	43
12. Rainwater	44
13. Reed	44
14. Drake	45
15. Kawthold	46
16. Shankland	48
17. O'Brien	50
18. Collins	61
19. Dickinson	66
20. Heil	69
21. Durden	72
22. Ely	75
23. Frank	75
24. Winiarski	82
25. Swanson	84
26. Varbrough	86
27. Minthorn	92
28. Soule	94
29. Emet	97
30. Jackson	99
31. Sahms	101
32. Leech	105
33. Morris	105
34. Wentzel	105

TAMPA BAY TWO FINGERS
TEQUILA REGATTA
PAGE #2
FLEET 42
TAMPA BAY, FLORIDA
FEBRUARY 24 & 25, 1979

Hobie 16C	Points
1. Thompson	4 1/2
2. Jones	7 3/4
3. Smedley	12
4. Danner	16
5. Ryan	19
6. Robertson	19
7. Van Landingham	22
8. Mitchell	31
9. Bledsoe	32
10. Koehler	34
11. Clemmons	38
12. Sessions	41
13. Cash	42
14. Boege	45
15. McCallum	54
16. Hood	54
17. Thompson	54

Hobie 14A	Points
1. Curry	6 3/4
2. Tucker	7
3. Yandow	9 1/2
4. McCann	10
5. Ferrara	17
6. Horton	19
7. Kester	20
8. Davis	26
9. Raditch	26
10. Spald	31
11. Branswell	31
12. Frank	34
13. Bennett	38

Hobie 14B	Points
1. Lipka	6 3/4
2. Little	11
3. Luzier	11 3/4
4. Govin	17 3/4
5. Tong	19
6. Hawkins	29
7. Synder	29
8. Barnes	36
9. Coss	37
10. Muranski	38
11. Wene	42
12. Diamond	47
13. Vail	48
14. Colson	52
15. Sheridan	57
16. Turk	60
17. Cope	62
18. Hawkins	63
19. Cozatt	64
20. Marek	73
21. Bundy	81
22. Glenn	81
23. Morris	81
24. Levines	81
25. Lundberg	81
26. Merritt	81
27. Hardee	81

SEA '79/DIVISION B Pts. REGATTA
FLEET 36/MIAMI, FLORIDA
MARCH 3 & 4, 1979

Hobie 18	Points
1. Davis/Harris	3
2. Rafter/Friend	6 3/4
3. Whitaker/Whitaker	11
4. Oberman/Davidson	13
5. McKee/Rhodes	19
6. Alford/Caron	19
7. Grisham/Dickenson	29
8. Wiley/Allen	30
9. Johnston/Kellerman	33
0. Heyse/Heyse	40

Hobie 14	Points
1. Furman	4 1/4
2. Walsh	7 3/4
3. Davis	7 3/4
4. Manrodt	15
5. Hoppe	22
6. Jesse	23
7. Horton	24
8. Miller	33
9. Rudisill	36

Hobie 16 A	Points
1. Sanchez/Clark	4 1/4
2. Baldwin/Croyle	12 1/2
3. Endres/Gise	15
4. Anderson/Bowen	19
5. Gowdy/Gowdy	22
6. Schroeder/Weddel	23
7. Sammons/Sammons	26
8. Hackney/Hackney	27
9. Ball/Fairbairn	33
10. Small/Mendelsohn	37
11. Kern/Kern	38
12. Sloan/Sloan	41
13. Bukin/Friden	44
14. Karran/Paige	46
15. Birch/Trunnell	50
16. Johnson/Johnson	53
17. McIntosh/McIntosh	67
18. Ramey	68
19. Santarcangelo/Plaut	76
20. Swanson/Blackledge	77

Hobie 16 B	Points
1. Rees/Bowen	3
2. Kinnear/Euatt	9
3. White/Musselwhite	9 3/4
4. Obedzinski/Obedzinski	15
5. Stolberg/Messinger	18
6. Hayslip/Hayslip	24
7. Durden/Limroth	29
8. Hudson/Hudson	33
9. Moss/Cownel	34
10. Goss/Johnson	39
11. Chase/Chase	39
12. Jackson/Halley	45
13. Collins	48
14. Ryan/Ryan	52
15. Johnson/Griffith	57
16. Jones/Beckham	57
17. Novak/Allen	59
18. Krutek/Graves	63
19. Dorrel/Herring	63
20. Shankland	68
21. Rainwater/Rainwater	81
22. Boyett/Sands	84
23. Winiarski/Steiner	89

Hobie 16 C	Points
1. West/Roush	5 1/2
2. Haladsky/Solberg	7 1/4
3. DeFree/Rogers	13
4. Corwell/Corwell	14
5. Russell	15
6. Day/Hepp	21
7. Selvaggi/Wiles	25
8. Pistorino/Saltsman	30
9. Benitz/Fernandez	35
11. R. Harris	37
12. J. Pickling	46
13. S. Hartwell	46
14. R. Rosetti	47
15. J. Nakozawa	47
16. J. Kanemaki	48
17. K. Thomas	56
18. R. Sauvage	57
19. H. Burzynski	64
20. R. May	64
21. D. Straub	66
22. J.C. MacRae	66
23. G. Rhodes	66
24. T.P. Hard	69
25. B. Briggs	72
26. F. Anderson	73
27. D. Cecil	74
28. J. LaRasa	75
29. J. Edling	77
30. L. Harmon	80
31. P. Van Horn	81
32. S. Reis	81
33. S. Fail	86
34. G. Brenner	86
35. G. La Palme	87
36. S. Rasen	88
37. H. Goletz	89
38. J. Martin	95
39. V. Cardinale	96
40. F. Trider	97
41. G. Martin	98
J. Moore	98

Hobie 16 Novice	Points
1. U. Winkler	5-1/2
2. R. Newell	7
3. T. Walker	9-3/4
4. W. Lucas	18
5. D. Crowell	24
6. B. Hartwell	24
7. D. Manous	25
8. D.M. Reese	42
9. J. Long	42
10. M. Richardson	42
11. E. Brown	45
12. L.W. Borkhuff	46
13. H. Munsey	47
14. T. Turner	47
15. R. Leonhart	46
16. T. La Londe	50
17. G. Lodyga	51
18. D. Harschneid	52
19. J. Weabring	54
20. G. Till	56
21. R. Galoin	56
22. M. Simpson	57
23. J. Harrison	58
24. 37630	61
25. D. Miller	69
26. 25918	70
27. 8535	70
28. L. Schenten	73
29. D. Corell	73
30. J. Kracoski	74
31. D. Rasberry	70
32. R. Fox	80
33. Y. Miranda	81
34. W. Strone	84
35. T. Righett	87
36. R. Lauch	88
37. D. Miller	88
38. C. Helenius	92
39. M. Mehner	93
D. Sorel	93
T. Heller	93
J. Fast	93

Hobie 14A	Points
1. D. Carpenter	5-1/2
2. B. Seaman	15
3. M. Wood	15
4. G. Walsh	16
5. R. Blout	18
6. D. McCredie	21
7. R. Wanniere	22
8. R. Fields	27
9. C. Fields	27-3/4
10. E. Hansen	29
11. R. Poitras	31
12. B. Greer	33
13. U. Paasch	35
14. D. Boyle	37
15. P. Deschamps	37
16. D. Braequer	44
17. B. Rose	51
18. B. Cambell	51
19. D. Woods	56

Hobie 14B	Points
1. P. Alter	2-1/4
2. J. Foster	6
3. R. Rumbaugh	9
4. R. Aeyer	12

Hobie 14C	Points
1. K. Christensen	4-1/2
2. D. Lantz	6
3. G. Ratcliffe	10-3/4

REGATTA RESULTS

4. S. Williams	11
5. N. Dow	13
6. P. Mehrheim	17
7. A. Ainsworth	21

Hobie 16B

7. R. Howard	33
8. R. Mueller	34
9. S. Dixon	37
10. R. Ken	41
11. L. Leth	41
12. H. Brooks	43
13. J. Casher	47
14. G. Vick	48
15. R. Robinson	49
16. R. Roe	49
17. D. Kempinski	52
18. J. Rogers	52
19. L. Poitras	56
20. T. Christensen	58
21. R. Tasevuk	66
22. O. Paasch	67
23. R. Catalano	71
24. D. Parsons	71
25. K. Bisheng	72
26. C. Corridori	75
27. R. Levetin	76
28. S. Payne	81
29. R. Whitesides	85
30. P. Patti	87
31. P. Pomeroy	90
32. L. Allison	91
33. M. Stitt	93
34. N. Bradv	93
35. C. Berg	99
36. G. Starkey	109
37. J. Parma	101
38. S. Russell	102
39. B. Walters	103
40. L. Ball	106
41. B. Leonard	107
42. M. Schla-pi	112
43. C. Clark	120
44. R. Harju	121
J. Bauldry	121
Manny	121
F. Butts	121
G. Munsev	121
P. Kelley	121

Hobie 16C

1. D. Griffis	12-3/4
2. D. Kofahl	16-3/4
3. J. Ellis	24
4. C. Hick	26-3/4
5. G. Brown	27
6. J. Jones	29
7. D. Meredith	30
8. J. Hooda	32
9. P. Aaron	33
10. J. Penhollow	33

Hobie 14 ORCA

1. D. Halliday	2-1/4
2. J. Lantz	6
3. L. Murlilo	9
4. M. Jearing	12

1979 MIDWINTERS WEST SAN FELIPE, B.C., MEXICO MARCH 3 & 4, 1979

Hobie 13

1. H. Steele	4-3/4
2. S. Wentworth	7-3/4
3. T. Lucchino	11
4. D. Goden	13
5. P. Fischer	14-3/4
6. M. Sullivan	22
7. J. Hardgrave	24
8. J. Wake	29
9. A. Roberts	29
10. L. Luby	29
11. N. Hartley	31
12. C. Lowry	32
13. M. Harris	32
14. M. Skvarla	37
15. D. Bennet	44
16. E. Kinney	46
17. H. Garbosa	48
18. M. Vuvurevich	48
19. R. Royston	50
J. Moore	50
B. Johnson	50

Hobie 16A

1. M. Schafer	7
2. K. Riro	10-3/4
3. H. Alter	13-1/2
4. D. Oltman	14
5. L. Wake	17
6. J. Hauser	21
7. J. McCraw	26
8. R. Pervin	28
9. P. Heath	31
10. K. Shimabukurd	32
11. G. Griley	32
12. A. Eousa	35
13. M. Shearer	35
14. P. Hernandez	38
15. B. Watson	38
16. J. Sinotie	44
17. A. Monson	51
18. P. Summers	55
19. A. Shearer	56

20. J. Bush	56
21. T. Abair	57
22. D. Crocker	60
23. J. Owen	66

Hobie 16B

1. M. Miller	9
2. C. Massman	17
3. P. Oerosta	18
4. T. Materna	18-3/4
5. G. Martin	24-3/4
6. T. Lindley	31-3/4

RIO MAR REGATTA (SECOND POINT REGATTA) FLEET 133 MARCH 17 & 18, 1979

Hobie 16

	Points
1. Krenser/Cook	2
2. Gonzalez/Bravo	3
3. Vasallo/Vidal	17
4. Pyffe/Fyffe	20
5. Figueroa	25

Hobie 14A

	Points
1. Medley	10
2. Figueroa	12
3. Damiani/Ilaricci	14
4. Junco	17
5. Junco	20
6. Suarez	25

Hobie 14B

	Points
1. Exner/Gibb	1
2. Aponte	2
3. Camejo/Vidal	3
4. Ortiz	5
5. Nido	7
6. Villanueva/Goldberg	10

IDES OF MARCH POINTS REGATTA FLEET 66 PHOENIX, ARIZONA MARCH 17 & 18, 1979 PAGE 42

Ladies Race

	Points
1. Alter/Van Oterloo	3/4
2. DeCosta/Lindley	2
3. Corridori/Parma	3
4. Shenkel/Levetin	4

WINTER SERIES REGATTA FLEET 66 PHOENIX, ARIZONA MARCH 17 & 18, 1979

Hobie 16A

	Points
1. Karpinski/Karpinski	15 1/4
2. Lindley/Lindley	17
3. Roe/Roe	23
4. DeCosta/DeCosta	24 3/4
5. Catalano/Catalano	39
6. Miller/Cramer	42
7. Lowry/Lowry	43
8. Hann/Aungst	46

Hobie 16B

	Points
1. Schlappi/Poza	13 1/2
2. Corridori/Corridori	16 1/2
3. McCulley/McCulley	22 3/4
4. Levetin/Levetin	24 1/2
5. Burke/Korte	25

Hobie 16C

	Points
1. Rute/Rute	8 1/2
2. Parma/Parma	19 3/4
3. Jacobsen/Parma	23 3/4
4. Martin/Kanouse	24
5. Sorel/Lowry	28

IDES OF MARCH POINTS REGATTA FLEET 66 PHOENIX, ARIZONA MARCH 17 & 18, 1979

Hobie 16A

	Points
1. Roe/Roe	7
2. DeCosta/DeCosta	9
3. Perrin/Perrin	9

4. Heath/Calder	9 3/4
5. Lindley/Lindley	13
6. Monson/Mortone	13-3/4
7. Alter/Humphreys	14
8. Catalano/Catalano	15
9. Rogers/Straub	17
10. Shenkel/Shenkel	17
11. Quant/Hacket	20
12. Miller/Cramer	21
13. Lowry/Don	22
14. McCulley/McCulley	22

Hobie 16B

	Points
1. Schlappi/Poza	1 1/2
2. Burke/Pieper	7
3. Straub/Corridori	7
4. Calhoun/Calhoun	7

Hobie 16C

	Points
1. Brenner/May	1 1/2
2. May/Whelawski	6
3. Rute/Rute	6
4. Ward/Ward	7
5. Parma/Parma	9
6. Martin/Kanouse	14

Hobie 14

	Points
1. Wood	1 1/2
2. Rumbaugh	4
3. Jehring	6
4. Alter	7



DEEP SOUTH REGATTA FLEET 9 LAKE CHARLES, LOUISIANA MARCH 17 & 18, 1979

Hobie 18

	Points
1. Lancaster	4 1/2
2. Jakubik	5 1/2
3. Dickinson	11
4. Frazier	16

Hobie 16A

	Points
1. Miller	6 1/2
2. Teddlie	10
3. Ogden	17
4. Kelley	17
5. Church	22
6. Ryan	24 3/4
7. Johnson	28
8. Elizendo	33
9. Hill	41
10. Hefner	44
11. White	44

Hobie 16B

	Points
1. Dennison	3
2. Cottingham	8
3. Dobson	10 3/4
4. Rentop	12
5. Paulus	19
6. Woodcock	22
7. Hartsfield	24
8. Scott	44
9. Kern	44
10. Schnorr	44
11. Schwing	44



Hobie 14

	Points
1. White	5 1/2
2. Dominy	8 1/2
3. Mc Redie	10 3/4
4. Heath	12
5. Putnam	20
6. Miller	21
7. Trahan	26
8. Plausche	29
9. Blagg	37
10. Mc Haffie	37
11. Kitchen	40

THE 1979 1ST ANNUAL LAKE PERRIS HOBIE POINTS REGATTA FLEET 2 LAKE PERRIS NEWPORT BEACH, CALIFORNIA MARCH 24 & 25, 1979

Hobie 18

	Points
1. Steele	3
2. Noodside	10
3. Carpenter	14

Hobie 16A

	Points
1. Alter	2 1/4
2. Wickstrom	6 3/4
3. McGraw	9

Hobie 16B

	Points
1. Greer	5 3/4
2. Brady	6 3/4
3. Kofahl	9

Hobie 16C

	Points
1. Paul	3 1/2
2. Doyle	7 3/4
3. Rosetti/Jones	9

Hobie 16 Novice Points

	Points
1. Mangus	5 3/4
2. Hoffman	6 3/4
3. Morgan	8

Hobie 14A

	Points
1. Wood	2 1/4
2. Seaman	4 3/4
3. Walsh	10

Hobie 14B

	Points
1. Hammer	2 3/4
2. Christensen	4 3/4
3. Randall	7

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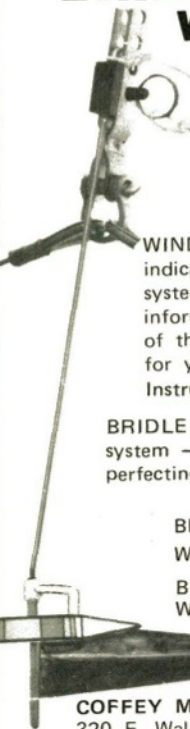
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RULE AMENDMENTS FOR THE HOBIE 18

In response to numerous letters (including suggestions and complaints) about the Hobie 18' Racing Rules, a meeting of the North American Representatives was held and the following decisions were made. Please remember that the Hobie 18 rules are provisional, subject to approval of the World Council at their next meeting.

AMENDMENTS:

SECTION III. ADD: Rudder Rake Adjusters are acceptable.

SECTION V. TILLER ASSEMBLY (should now read)

- A. The tiller extension may be changed to an extendable design, but must be a single tiller with one end connected to the crossbar in the same location as the factory supplied tiller. **IT IS RECOMMENDED THAT THE TILLER BE MADE OF A NON-ELECTRICAL CONDUCTIVE MATERIAL.**

SECTION IX. EQUIPMENT (should now read)

- G. Different make main, boom and jib sheet blocks may be used, provided the purchase remains equal to or less than the factory supplied blocks.

SECTION IV. RUDDERS — The rule regarding stock rudders will not go into effect until July 1, 1979. The following is the Rudder Exchange Program the Hobie Class Association has established.

1. Skippers who bought their boat without stock rudders can send them to us and we will exchange them. Skippers must submit to us a receipt or letter from the dealer that states that the boat was sold without stock rudders. Send in your receipt and we will send you stock rudders (and invoice you for them until we receive your non-stock rudders).
2. Skippers who have both types of rudders and want to sell their extra non-stock rudders: Hobie Cat is willing to pay the difference between purchase price and a new set of Lexans (\$119.70) up to \$40. If you apply for this refund you must submit a receipt or letter from your dealer.

PLEASE TAKE NOTE THAT THE HOBIE 18' RULES ARE PROVISIONAL, SUBJECT TO APPROVAL OF THE WORLD COUNCIL AT THEIR NEXT MEETING.

AN OPEN LETTER

The choice of the rudders on the Hobie 18 by Hobie Alter and the Coast Catamaran Research & Development staff was made only after extensive testing and evaluation of the various alternatives available. The Lexan polycarbonate rudders finally chosen were deemed to be the best available in the marketplace and cost was not a factor in making this decision. Some of the factors that were used in making the evaluation included performance, the ability to be reproduced and durability.

All of these factors were given approximately equal weight with strength, durability and proven performance perhaps having a slight edge. The Lexan rudders have been proven on the Hobie 16 over four years; to our knowledge, we have had only one broken Lexan rudder in that time and that was due to improper drilling during the production process.

Further, the Lexan polycarbonate retains shape, has a reasonably good finish that can be upgraded should the individual wish it and performs well proven by the fact that the top Hobie 18 sailors in the United States in 1978 all used the standard factory stock Lexan polycarbonate rudder blades. Hobie Alter Jr. won the 18 Nationals sailing a completely stock boat, including stock rudder blades. As far as shape goes, the validity of supposedly "superior shapes" is questionable. The winner of the Tornado Worlds was one of the few boats with rudders shaped approximately like our Lexan polycarbonate ones, in comparison with the other boats with the "superior shaped" rudders.

The one weakness that the Lexan polycarbonate rudder blade has is that it is slightly more flexible than some of the fiberglass rudder blades currently being sold for use on Hobie 14s and Hobie 16s. Extensive performance testing on the Hobie 18 indicated that this was not significantly a factor in performance on the Hobie 18 — due to the fact that the boat has a daggerboard which takes most of the lateral load on the boat.

A little history on rudders at Coast Catamaran Corp. shows how the Lexan polycarbonate evolved in the first place. The original Hobie 14s used an ABS rudder blade with little or no problem right from the start of initial production. The Hobie 14 still uses the ABS rudder. When the Hobie 16 was developed, it started off using the same ABS rudders as the Hobie 14. After about a year and a half of Hobie 16 production, complaints started to come back in advising that rudder blades were breaking. After intensive research and development work, it was found that the heavier lateral load on the Hobie 16 strained the ABS rudders to the point where after they "worked" for 12 to 18 months, they would break down.

At that time Research & Development had no positive alternative for a substitute and tried many things including fiberglass strengthened ABS, etc. Because the factory did not have an answer, the Class rules were opened up on the Hobie 16 and 14 — permitting alternate rudders to be purchased on the open market, provided they were to Coast Catamaran Corp.'s design and met minimum weight requirements. This generated the alternate rudders you see today.

After one year's testing and research, our Research & Development Department found that Lexan polycarbonate rudder blades were the best they could find for the Hobie 16, not breaking under sailing and beaching conditions. This is when the factory change was made and we have been with it since that time with minimum problems. Our warranty records are proof to us that there has been no breakage problem. All Worlds and Nationals boats use Lexan blades and the majority of the top ten Hobie 16 racers in the United States use Lexan blades on their Hobie 16s. If there had not been a production problem with the early Hobie 16s, there is no way that the Class Association would have allowed alternate substitutes not made by the factory.

Our purpose with a one-design class is to save boat owners from having to spend excess money to be the best. It is our opinion that the Lexan polycarbonate rudder is the highest quality rudder for durability and performance. As Hobie Sr. says "...the rudders are pretty dumb when I get a twelfth and pretty good when I get two firsts..." (his performance at the Midwinters West this year).



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A Bounty Program for Safety

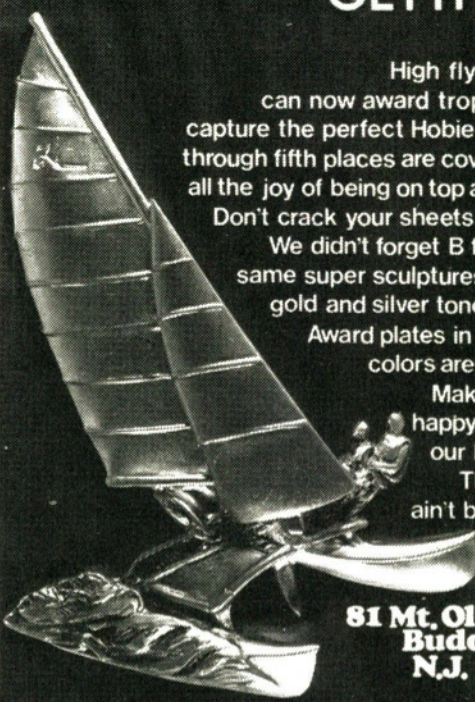
The Hobie Class Association is soliciting the help of all concerned Hobie Cat sailors. We ask that you take special note of overhead electrical wires at launching areas and navigable waters in your area. If you feel the wires are low enough to possibly be dangerous to sailors, write a letter to your local power company. Ask that the situation be corrected immediately. Utility companies generally respond to any written demands — letter writing campaigns have proven effective!

Send a copy of your letter with a copy of their response to the Hobie Class Association. We will reward all skippers who participate in this program with a Hobie Cat T-shirt or cap. Your continued vigilance may save lives and will surely make our sailing environment safer for all.

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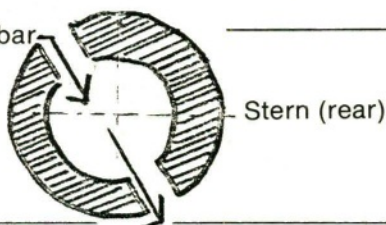

INSTALLATION OF THE FIBERGLASS HIKING STICK

PROBLEM

We have seen a .00125% incidence of cracking on the Fiberglass Hiking Stick when under sail. The cracking occurs just forward of the metal neck. As a result, we had those sticks returned to us and sent to our Research and Development Department for thorough testing. The results of the tests indicated that when the tiller crossbar was mounted backwards, the Fiberglass Hiking Stick did not have the proper alignment to clear the rear crossbar at the correct angle. It was a surprise to many of us to learn that there is a forward and backward way of attaching the Tiller Crossbar.

Hole in tiller crossbar

Bow (front)
Diagram of
Cutaway View of
Tiller Crossbar



SOLUTION

- (1) Look at the tiller crossbar as you are preparing to connect the New Fiberglass Hiking Stick. The hole in the middle of the Tiller Crossbar should be angled in the 11:00 position towards the bow of the boat. See diagram.
- (2) If the hole is not in this position, you must remount the Tiller Crossbar by disconnecting the tiller connectors on both ends and turning the Tiller Crossbar. The axis must be as close to the 11:00 position as possible. It is all right to have it at the 12:00 position, but no further aft than that.
- (3) Connect the Fiberglass Hiking Stick by inserting the bolt on the Tiller Extension Hinge through the hole and tighten the nut.



The deadline for the Tiller Refit Program has been extended to June 30, 1979.



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WHEN THE BOAT ON STARBOARD TACK IS WRONG

by Eric Twiname

Another less likely incident where the starboard-tacker is wrong can also happen at a shoreline. The lead boat deliberately slams her centerboard into the mud to put the brakes on. The boat astern runs into her stern and, although on port, is in the right because the leader had infringed rule 60 which says a boat "shall not promote or check way by abnormal means." Slamming the centerboard into the mud is a fine example of abnormal means.

The next situation is common and has caused many a heated argument. Two boats are sailing close-hauled on port tack $2\frac{1}{2}$ lengths apart. The leeward boat tacks onto starboard, leaving the other boat too little time to respond. Although the leeward boat now is on starboard tack, she is in the wrong here under rule 41.2 which says: "A yacht shall neither tack nor gybe into a position which will give her right of way unless she does so far enough from a yacht on a tack to enable this yacht to keep clear without having to begin to alter her course until after the tack or gybe has been completed." To have been sure of gaining rights under the port and starboard rule, the tacking boat would have had to have been farther away before starting the tack.

A similar principle applies when a boat has re-crossed the line after a premature start. Once back on the pre-start side of the line she regains her rights under the normal right-of-way rules (although while returning she has no rights), but there is a transitional period between gaining these rights and being able to enforce them. The re-starting boat must allow the port-tack starter "ample room and opportunity to keep clear" from the moment she regains her rights (rule 44.1(b)). So, while returning to start, a starboard-tack boat does not have the protection of the right-of-way rules (rule 44.1(a)), and she must keep clear of any other boats, even though she is

on starboard tack and the others are on port.

One case in which the starboard-tack boat is in the wrong is specially catered to in the team-racing rules (USYRU Appendix 4), and does not apply to individual racing.

Most of us who race are inclined to make instant judgments on the slenderest bit of evidence. A boat holed on the starboard bow limps ashore and our immediate reaction is: "Oh! Obviously on port tack and not looking where he was going." Protest committees do it too. "This boat has to be in the right," someone says, "starboard tack, wasn't he?" And the others, without too much further discussion, agree.

But in a collision between a port-tack boat and one on starboard, there are a surprising number of situations where the starboard-tack helmsman is in the wrong. Fourteen different situations of this kind come to mind, and in all of them a hasty protest committee would be making a mistake if it disqualified the port-tacker.

One situation that everyone who races should know about is where the inside port-tack boat rounding a leeward mark has right of way over the starboard-tacker on the outside. The mark-rounding rules (Section C of the United States Yacht Racing Union (USYRU) right-of-way rules) override the port and starboard and windward/leeward rules, so that rule 36 which says, "A port-tack yacht shall keep clear of a starboard-tack yacht" is overridden by rule 42.1(a): "When yachts are about to round or pass a mark . . . an outside yacht shall give each yacht overlapping her on the inside room to round or to pass the mark. . . ."

A port-tack boat which is about to gybe around a mark ahead of a starboard-tack boat also has right of way because a boat clear astern at a mark must "keep clear in anticipation of and during the rounding or passing maneuver when the yacht clear ahead

remains on the same tack or gybes" (rule 42.2(a)). This same rule brings us to a common, although often misinterpreted, problem you may come up against when you are running close inshore against a current. Rule 42 applies not only to marks but also to obstructions, and that includes shorelines.

One way a starboard-tack boat will automatically lose her rights is if she alters her course substantially to prevent a port-tacker from keeping clear (rule 35). A port-tack boat doing her best to keep clear must have some protection, yet this protection goes further than you might expect. A starboard-tack boat sailing in steady wind definitely may not luff up to clip the port-tacker's stern. Nor may a boat reaching or running on starboard tack luff up to hit a port-tacker.

The same principle applies to two boats running parallel, one on port, the other on starboard. The starboard-tack boat does not have the right to luff as she might if both boats were on the same tack. Starboard tack is entitled to sail high of the proper course here, but he must have first established that course at some distance from the port-tack boat. And when two boats do a running gybe at the same time and end up luffing into each other, the starboard-tack boat is in the wrong. This is because of rule 41.4: "When two yachts are both tacking or both gybing at the same time, the one on the other's port side shall keep clear."

There are two circumstances where a boat can lose all normal rights, just as a starboard tacker does while returning to re-start. A helmsman who has broken a rule and does his 720° penalty has no rights over others in the race. So any port and starboard incident the boat is involved in while doing her turns is settled in favor of the other boat, even though the other boat may be on port. Similarly, a boat that is re-rounding a mark is in the

wrong in an incident with a boat rounding correctly, no matter what tack she may be on (rule 45.1).

Finally, a starboard-tack boat beating close inshore that does not respond to a water call is in the wrong once the inshore boat has started to tack. If the starboard-tacker ignores the water call, he loses his rights under the port and starboard rule. The port-tack boat would win the protest if she was either forced to take avoiding action or if there was a collision. If the starboard-tack boat had responded to the hail for room by calling back "you tack," she would also be in the wrong for sailing on and hitting the other boat (rule 43.2).

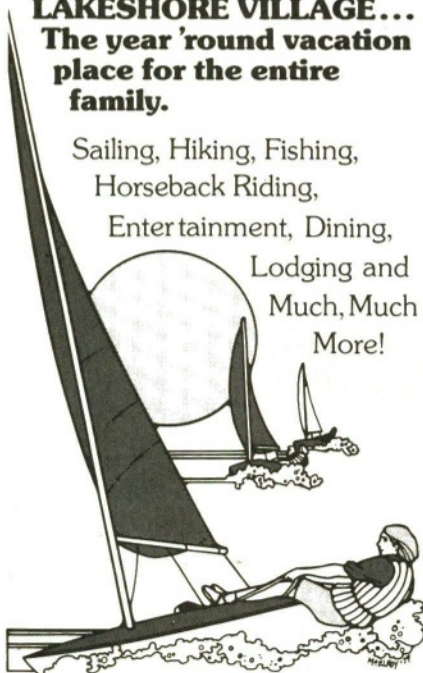
It's true that in many port and starboard incidents the starboard tack helmsman is in the right. But as these exceptions to the basic rule clearly demonstrate, it's not always so. So the next time you catch yourself saying "He was on starboard, wasn't he, so he's got to be in the right." Stop! You may be wrong.



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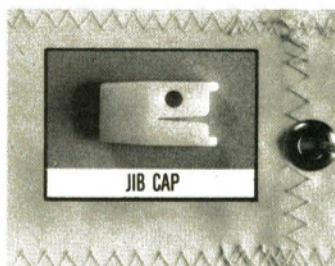
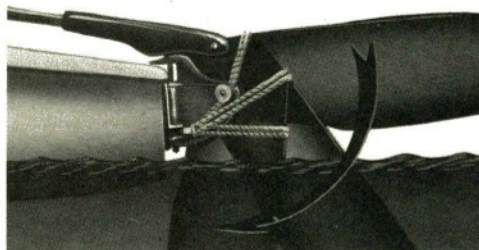
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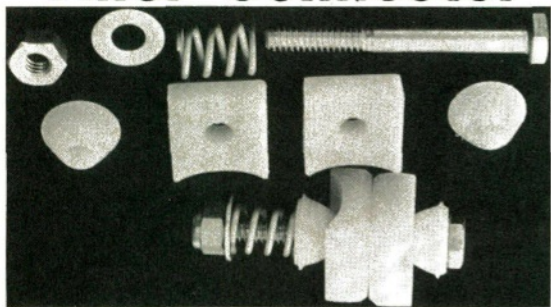
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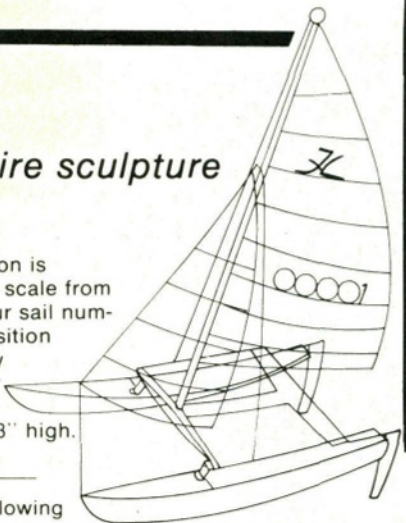
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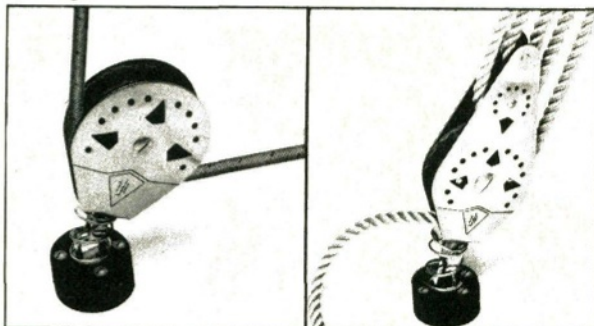
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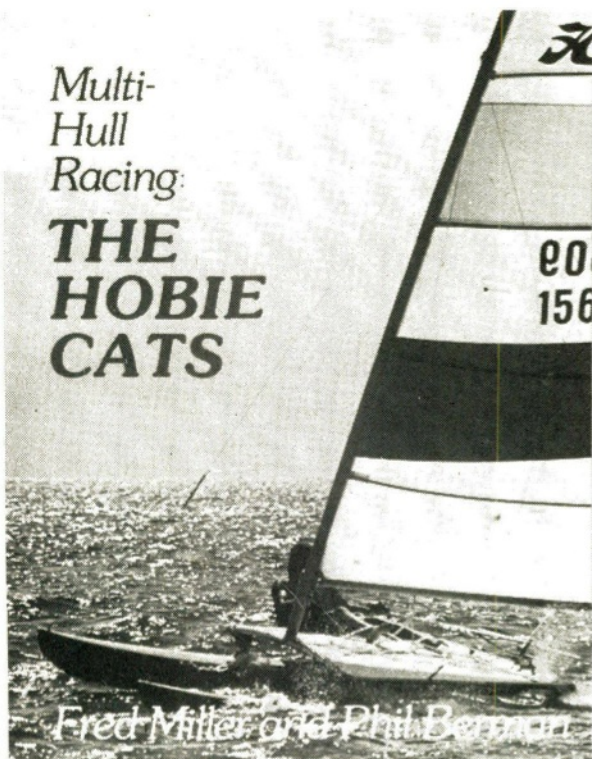
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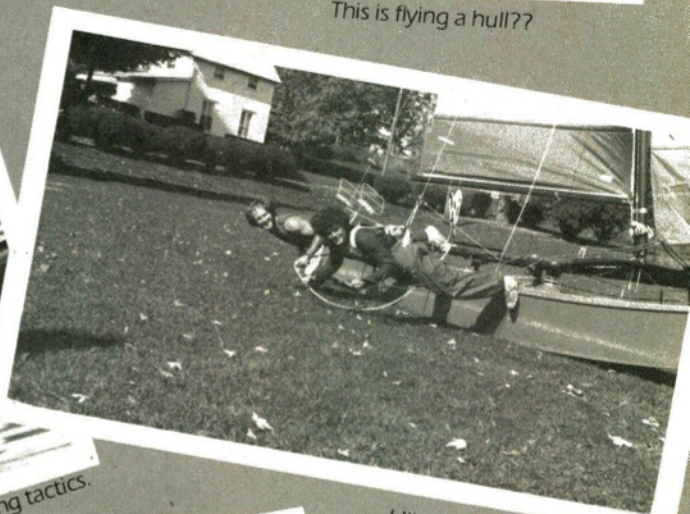
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This is flying a hull??



Questionable tuning tactics.



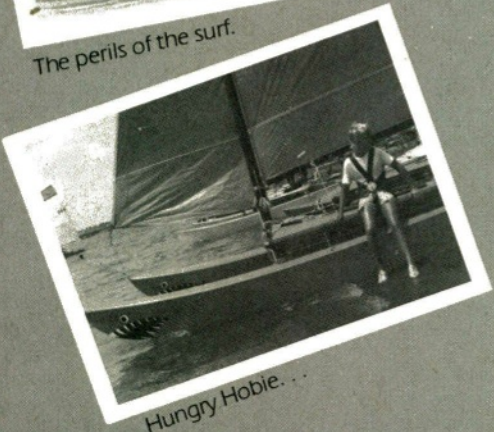
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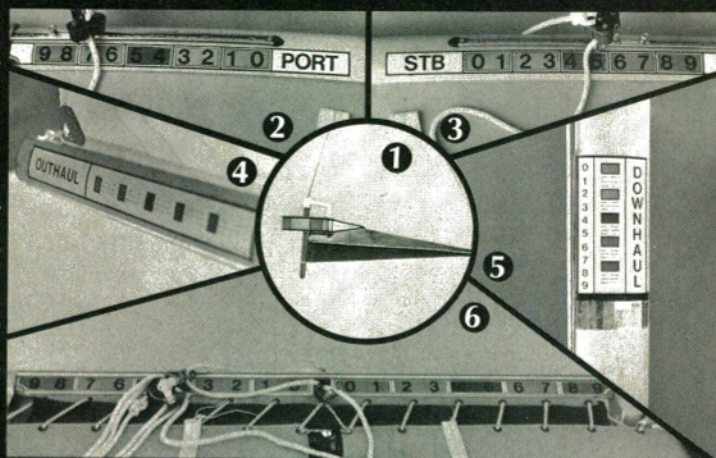
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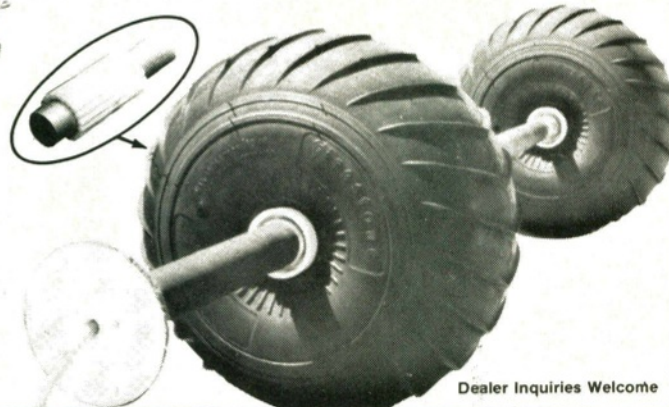
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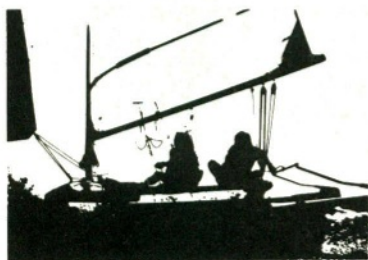
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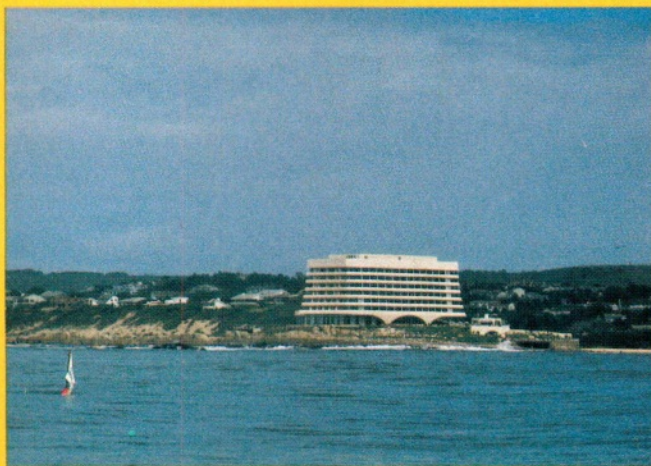
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Choosing a Site for the World Championships



The Beacon Island Hotel, headquarters for the 79 Worlds, is suspended over the rocks and sea.

The decision by the World Hobie Class Association to hold the fifth HOBIE 14 WORLD CHAMPIONSHIPS at Plettenberg Bay, South Africa, this coming November will be questioned by some people, opposed by others, and supported by the majority on the merits of the proposal. Without doubt, the controversy will be "political" in nature with no connection whatsoever to the sailing aspects of the venue. Let's look at all the factors considered in making the choice.

First, the decision on the sailing site location was difficult but in the end, quite straightforward. There were three serious proposals made for the 1979 site: Fortaleza, Brazil; Hyeres, France and Plettenberg Bay, South Africa. All are fine sailing sites; all proposals were strongly supported by local fleets and national Hobie Class Associations. However, a comparison of the sailing venues, overall organization, travel convenience, hotel accommodations and sponsor support clearly gave Plettenberg Bay the vastly superior proposal.

Add the expected wind, water and weather conditions and the sheer beauty of this world-famous tourist area and that part of the selection process became relatively simple — Plettenberg Bay — by at least three boat lengths!

The second part of the decision — the "political" decision — had to be faced and was the most troubling. The vast majority of sailors worldwide would prefer to keep politics totally out of sailing, especially Hobie Cat sailing. It is just not our style, and frankly, we share the viewpoint and philosophical outlook that sailing is one person against the wind, the sea, the course and the competition — and may the best sailor win.

However despite this outlook, enough Hobie Catters had raised questions, not necessarily negative, about South Africa's proposal that the "political" question had to become one of the decision factors in the Class Association's evaluations. It was agreed that the successful 1979 bid must meet the following criteria:

- No individual competitor could be denied entry to the chosen country for world competition due to race, color, religion or political persuasion;
- No individual competitor — regardless of race, color, religion or political persuasion — could be subjected in the country chosen to different travel, hotel, eating, drinking or living conditions than all other competitors.

Following a thorough check of all countries making proposals, it was found that all qualified — including South Africa. Despite reports and articles in some sections of the western world press that tend to distort and sensationalize the facts about South Africa, consider the following: American blacks Arthur Ashe (tennis) and Lee Fisher (golf) have competed in South Africa; sports in South Africa are "normalized" (their word for "integrated"); most hotels, restaurants, bars, buses, airplanes and similar commercial entities are fully integrated and many commercial and business establishments are, or are in the process of, becoming non-restrictive in their racial policies.



Local Hobie Cats on Plettenberg Bay.

Not that many years ago in America, a black named Jackie Robinson and the sport of baseball energized a civil movement that eventually touched on virtually every phase in the life of Americans and many others around the world. Who's to say that sports and sportsmen won't do the same in South Africa? Traditionally, sports have been the great leveler and teacher of equality.

For those who are skeptical and don't believe — the Hobie Class Association invites you to come and see for yourself. For everyone — the sailing venue, the hotel, the beach, the scenery and the side trips will be equal to or better than anything we've had in the past. Add to this the organization effort of Coast Catamaran South Africa, the South African Hobie Class Association and the sponsor, *Hang Ten* and not least the sheer hospitality and friendliness of South Africans — and we are ensured of a spectacular and memorable fifth HOBIE 14 WORLD CHAMPIONSHIP at Plettenberg Bay.



1979 HOBIE CAT 14 NATIONALS SEPTEMBER 3-7, LAKE TAHOE, NEVADA



This year's Hobie 14 National Championships will be held on Lake Tahoe, Nevada. Lake Tahoe is one of the nation's best skiing resorts and has an equally popular reputation as a summer retreat. The casinos are renown for their exciting live entertainment and gambling facilities. The first Women's Hobie Championships will be held on Lake Tahoe as well during the preceding week.

The headquarters for both events will be the Hyatt Lake Tahoe at Incline Village, Nevada.

The chalet-style rooms overlook the forest and lake shore where the boats will be racing. Single accommodations are priced at \$42 and double are \$46. Reservations must be received one month prior to arrival and must include a one night deposit. Use the reservation blank provided here.

ENTRY FEES: Every participating skipper, whether pre-qualified or not, will pay a \$50 entry fee. The High Points Earner and Division Champion in each division will pay \$40. The increase in entry fee will help sponsor the top ten skippers from this year's Nationals at the Worlds in South Africa; \$25 of each entry fee will be set aside and matched with \$25 from Coast Catamaran. This money will be given to the top ten skippers to be used as a travel grant for the 14 Worlds (the money will not be awarded in cash). The ten best skippers from this year's Nationals will join the top three skippers from last year's competition to make up TEAM USA for the '79 Worlds.

Skippers will be required to bring: life jackets and weights (if necessary to meet the minimum weight requirements).

Upon receipt of your registration you will be sent an information packet. This packet will contain the Special Rules and Conditions, a list of the equipment that will be on the boats, and a schedule of events.

REGISTRATION FORM FOR HOBIE 14 NATIONALS AND WOMEN'S NATIONALS

I will compete in the: ☐ Women's Nationals
☐ Hobie 14 Nationals

- ☐ I will sail to attempt to qualify on my own Hobie 14'.
☐ I will sail to attempt to qualify and wish to use a Hobie Class Association Hobie 14'.
☐ I am pre-qualified in Division _____.
☐ I am the High Points Earner in Division _____.
☐ I am the Division Champion in Division _____.

NAME _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

PHONE _____ / _____
BUSINESS HOME

FLEET # _____ WEIGHT _____

Please return this form with your check for \$50 (payable to the Hobie Class Association) to: Hobie Class Association/14 Nationals or Women's Nationals, P.O. Box 1008, Oceanside, CA 92054.

THE FIRST WOMEN'S HOBIE 14 NATIONAL CHAMPIONSHIPS

**AUGUST 29-SEPTEMBER 1,
LAKE TAHOE, NEVADA**



To kick off the first Women's Nationals, and to support the development of women in racing, Coast Catamaran will award \$200 for traveling expenses to the top woman skipper in each division. The Hobie Cat racing program we have today began with this same kind of assistance to the top skipper in each division for the first 14 Nationals in 1969.

We at Hobie Cat are excited to initiate this event and plan to continue it as a part of each year's National series. Through the years there have been some good women skippers, but most have eventually dropped out of the racing scene. The Women's Nationals is intended to collect all the best female sailors and provide them with their own title for competition. Hopefully these Nationals will encourage more women to participate in their own fleet regattas and at the same time provide all of us with another exciting annual event.

The Hobie Class Association will sponsor the first Women's 14 National Championship at

Lake Tahoe, Nevada, August 29 through September 1 (the week preceding the 1979 14' Nationals). Thirty-six women will compete Thursday through Saturday in the Championship series; with qualifying races on Wednesday. The Association will supply all new, race-equipped Hobie 14's for the regatta, and the top three finishers will automatically qualify for the 14' Nationals the following week.

Two pre-qualified skippers will be chosen from each division, with each area deciding on their own selection process and notifying the Hobie Class Association. A **minimum** of six spaces will be filled by the qualifying races on Wednesday.

Use the registration and reservation blanks provided for both Tahoe Nationals on these pages. Upon receipt of your registration you will be sent an information packet. This packet will contain the Special Rules and Conditions, a list of the equipment on the boats and a schedule of events.



HYATT LAKE TAHOE AT INCLINE VILLAGE, NEVADA

HOTEL RESERVATION FORM FOR HOBIE 14 NATIONALS AND WOMEN'S NATIONALS

Please reserve accommodations for. . .

NAME _____

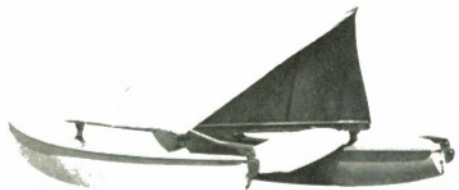
ADDRESS _____ CITY _____ STATE _____ ZIP _____

PHONE _____ NO. OF PEOPLE _____ ARRIVAL DATE _____ DEPARTURE DATE _____

NOTE: A deposit of one night's rate is required with reservation. Enclose deposit and mail to Hyatt Lake Tahoe, Incline Village, Nevada.

Single: \$42
Double: \$46

THE BEST IN CAT CAMPING



We've improved the design of the original cat camping tent. Like the Cat Camper I, you can sleep comfortably on the tramp in the Cat Camper II. Our tent is made with the finest materials and workmanship.

The Cat Camper II now has mosquito barriers, storm flaps and a storage bag which secures to the tramp. The canvas floor of the Cat Camper II can also be used as a tramp cover. Sails are stored on the boom inside the tent.

The Cat Camper II-16 with storage bag is \$175 (handling and shipping included). Satisfaction is completely guaranteed. Allow two to three weeks for delivery.

Hobie® 18 owners, inquire about our Cat Camper II-18.



Carlson Design Enterprises
5716 W. 70th St., Minneapolis, MN 55435

BEACH WHEELS



You're racing the wind and current. Precious time gets eaten up in a slow tedious launch. Dragging, pulling and lifting just isn't your style. Now, no matter what the terrain, you'll see how quickly you get your Cat into the water. With Beach Wheels it's easy.

Frames are constructed of sturdy Type 316 Stainless Steel. The axels are solid 1/2" stainless. Carpeted cradles and contoured design fit snugly under Hobie 14, 16 and 18's. Wide track ball-bearing wheels are 18-9.50 x 8.

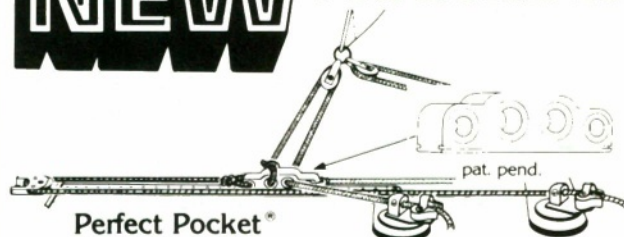
Hobie 18's
\$269.00

14 & 16
\$249.00 set
plus 4% Ga. Tax and
Shipping



HARRIS MFG. CO.
421 SEABREEZE DRIVE
ST. SIMONS IS., GA. 31522

NEW FOR HOBIE® 16



Perfect Pocket®

JIB TRAVELER CAR

- Replaces stock system
- Slides easily
- No hang up in track
- Eliminates block for closer sheeting
- Can eliminate leech flutter
- Class legal

For use with jib trim kit that includes jam means for jib sheet. (set of two) **\$14.95**

Satisfaction Guaranteed

(Fla. residents add 4% sales tax)

Send check or charge to your Master Charge/VISA (include number and expiry date)

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TrenTec Inc.

P.O. Box 1146, Jensen Beach, FL 33457

BOOK 1: BOATSPEED ALSO AVAILABLE...



\$13.50

WELCOME TO A-FLEET

BY JACK SAMMONS

**Book 2:
Tactics**

at your hobie dealers or

BATJAK
4694 S. sq. lk. dr.
lake park, fla. 33410

AUSSIES CONTACT MAYLANT
box 60, mount waverley
VICTORIA, 3149



New Hobie 18 Poster!

This beautiful color shot of the Hobie 18 is now available in 22" by 34" poster size. Your Hobie dealer has them in stock — see him today!

Slick.

Take it from a cat that knows. Fasglas is a reactive amino functional fluid coating, of superb endurance. The key word is reactive, because Fasglas blends with painted surfaces of fiberglass and metals rather than penetrate them. With Fasglas, you get the high gloss of polish and wax. Only Fasglas lasts six months or longer and prevents oxidation, rust pitting, and corrosion. Fasglas is first and last the best protective coating your favorite adult toy will ever wear... and wear...and wear...Slick.

DEALERS:

Catamarine Sailing Center Inc.
1000 San Carlos Blvd.
Ft. Myers Beach, Fla. 33931
(813) 463-0361

Catamarine Sailing Center Inc.
195 So. Dixie Highway
Coral Gables, Fla. 33133
(305) 444-8488

The Sailboat Shop
604 Highland Mall Blvd.
Austin, Texas 78752
(512) 454-7171

The Sailboat Shop
11300 I H 35N
San Antonio, Texas 78233
(512) 657-2222

Hobie Sports Center
4320 Mission Blvd.
Pacific Beach, CA 92109
(714) 488-0689

Hobie-Newport
1700 W. Coast Highway
Newport Beach, CA 92663
(714) 645-2062

Windy Sales
10338 Sepulvada
Mission Hills, CA 91344
(213) 365-4531

Windy Sales
806 So. Myrtle
Monrovia, CA 91016
(213) 357-8775

Windy Sales
148 Higuera St.
San Luis Obispo, CA 93401
(805) 541-1097

Tropical Sail Boat Inc.
1414 Von Phister
Key West Fla. 33040
(305) 294-2696



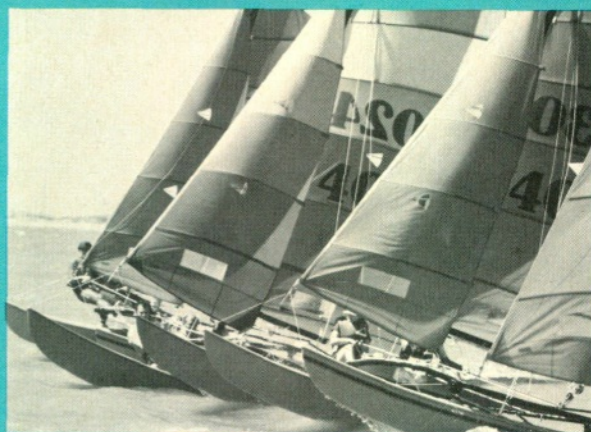
FASGLAS
1315 E. St. Andrews Place, Unit E
Santa Ana, CA 92705 (714)957-0777

THE 1979 HOBIE CAT 16' NATIONAL CHAMPIONSHIPS SEPTEMBER 23-29, FORT WALTON BEACH, FLORIDA

This year's Hobie 16' Nationals will be held at Fort Walton Beach, Florida, located at the very edge of the Gulf of Mexico. Florida's Miracle Strip has beautiful, unspoiled beaches, swimming, surfing, sailing, scuba diving and year-round golf courses. The top 3 Hobie teams from this competition will join next year's top 10 teams as the pre-qualified TEAM USA at the 1980 Nationals.

HEADQUARTERS: The headquarters for this year's event is the Ramada Inn, which has 800 feet of Gulf front sugar white beach. They have three restaurants, two lounges, three fresh water pools and lighted tennis courts.

ENTRY FEES: All teams, whether pre-qualified or not, will pay \$50.00 entry fee. The high



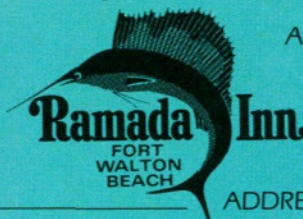
points earner and the Division Champion in each Division may enter for \$25.00.

SKIPPER'S WILL BE REQUIRED TO BRING life jackets, trapeze harnesses, and weights (if necessary).

UPON RECEIPT of your registration form, we will send you a pre-registration packet. This packet will include the special rules and conditions, equipment that will be on the boat, and other information on Fort Walton Beach.

HOTEL RESERVATION FORM — HOBIE 16' NATIONALS RAMADA INN, FORT WALTON BEACH

- | | |
|---------------------------------------|---------|
| <input type="checkbox"/> Regular Room | \$27.00 |
| <input type="checkbox"/> Pool Side | 30.00 |
| <input type="checkbox"/> Gulf Front | 34.00 |



A \$30.00 deposit is required with each reservation.
Enclose your deposit and mail to: Ramada Inn,
Miracle Strip East, U.S. Highway 98,
Fort Walton Beach, FL 32548.

NAME _____ ADDRESS _____
CITY _____ STATE _____ ZIP _____
ARRIVAL DATE _____ DEPARTURE DATE _____
PHONE _____ NO. OF PEOPLE _____

HOBIE 16' NATIONALS REGISTRATION FORM

SPONSORED BY:
SEA & SKI

PLEASE CHECK APPROPRIATE BOX:

- ☐ I WILL SAIL TO ATTEMPT TO QUALIFY ON MY OWN HOBIE 16'.
☐ I WILL SAIL TO ATTEMPT TO QUALIFY & WISH TO USE A HOBIE CLASS ASSOCIATION HOBIE 16'.
☐ I AM PRE-QUALIFIED IN DIVISION _____
☐ I AM THE HIGH POINTS EARNER IN DIVISION _____
☐ I AM THE DIVISION CHAMPION IN DIVISION _____

NAME _____ ADDRESS _____
CITY _____ STATE _____ ZIP _____
PHONE _____ / _____ FLEET # _____
CREWS NAME _____ ADDRESS _____
CITY _____ STATE _____ ZIP _____
WEIGHT _____ (SKIPPER AND CREW)

PLEASE RETURN THIS FORM IMMEDIATELY WITH YOUR CHECK FOR \$50.00 (PAYABLE TO THE HOBIE CLASS ASSOCIATION) TO: HOBIE CLASS ASSOCIATION/16' NATIONALS, P.O. BOX 1008, OCEANSIDE, CA 92054.



GET OFF YOUR BLANKET AND GET A SEA & SKI TAN.

It's crazy the way people get their suntans. Lying there in the glaring sun, hour after monotonous hour, waiting.

But now you don't have to take your sun lying down. You can use Sea & Ski.

Sea & Ski Suntan Lotion's new formula performs so well you can get a great tan without lying down on your back all day doing nothing. Used as directed, you can run, surf, sail, water ski—just plain *do* things.

Sea & Ski's remarkable new moisturizing formula will make sure your

tan stays deep, dark and enviable. Long after you've left the beach.

And a new, improved sunscreen will see to it that you get a beautiful tan without your skin paying for it. (If you can manage with a little less protection, choose Sea & Ski's Dark Tanning Oil or Golden Tan Lotion.)

So when you go to the beach this year, get off your blanket and get a Sea & Ski tan.

You'll not only come home with a gorgeous, healthy-looking tan. But maybe a healthier body, too.



**FOR PEOPLE WHO DON'T
TAKE THEIR SUN LYING DOWN.**

Coleman™ Coolers: everything you'd ask for... and then some.

"Roomy... but not awkward." Take Coleman's new model 5286, with 12-gallon capacity. Holds a couple of cases of cans, plus room for ice.

"A latch you open with one hand." Okay, just lift up. Our simple snap latch is inside the lid, so it can't break off.

"Built to last." That's a Coleman Poly-Lite®, with a tough high-density polyethylene hide. You don't have to baby this baby!

"Easy to keep clean." Spills (and odors) wipe right off the one-piece plastic liner. And inside or out, it can't rust or corrode.

"A handle that doesn't bang knuckles." These swing out or slide up, so you can lift the cooler out of even the toughest spots.

"Holds the cold." Urethane insulation is the best. And you get it from Coleman. To keep your cool for one, two, three days... even more.

Coleman coolers and jugs (all of 'em) are the ones with urethane, the best insulation going. Like an expensive refrigerator.

And once we've taken care of the cold, Coleman concentrates on toughness. So you can knock 'em in a car trunk, bang 'em on a rock, drag 'em over a rough dock after you've just iced down your limit of fish.

Go with a Poly-Lite® like the 5286 here, or one of our "steel-belted" Snow-Lite® models. Big

coolers. Smaller ones. Coleman has everything you're looking for.

The great outdoors is too good to miss.



The Coleman Company, Inc. • Wichita, Kansas