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GALLERY ON

Bo Derek



HOBIE

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HOBIE Hot Line

Volume 9, Number 5

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September/October 1980

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Advertising rates are available on request. Insertion orders must be placed no later than five weeks prior to cover date. It is the magazine's policy not to allow the mention of boat brands other than Hobie Cat in any ads. Advertisement of items in the *Hobie Hot Line* does not imply endorsement by Coast Catamaran or the Hobie Class Association. The use of the stylized "H" trademark, the words "Hobie" and "Hobie Cat" on ads herein are with the express permission by license or otherwise of Coast Catamaran Corporation and any other use is strictly prohibited by trademark law. NOTE: Damage to Hobie sailboats caused by modifications made to the boat is not covered by Coast Catamaran's warranty. Please use discretion in deciding to modify or accessorize your boat with items advertised in this publication.

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Special preventative maintenance kits for Hobie 16 and 18 boats built during specified period of time are being offered free by Coast Catamaran **17**

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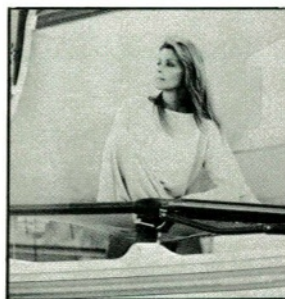
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ON THE COVER

Bo Derek, who has been sailing Hobie Cats since she was 13-years-old, poses with her boat. Photo by John Derek.

Letters to the Editor

You are to be congratulated, Bella, on your very fine publication, the *Hot Line*. I always look forward to receiving my copy and read it carefully.

However, in the past year I have missed the advertisement of a piece of equipment that I now could use. I have a six-year-old Hobie 16 that has been beached so often that I'm getting concerned about the bottom of the hulls. The equipment was offered in the form of a kit that included two metal formed strips that would fit closely over the bottom of the hulls and could be applied with fiberglass resin.

I would appreciate knowing if this equipment is available even though it's not advertised currently in your publication. I would appreciate any information you could give me about the availability of this equipment or some suggestions of what I might do to reinforce the bottom of the hulls.

A.E. Haller
Ft. Atkinson, Wisconsin

EDITOR'S NOTE: I'm not sure which particular advertiser you are inquiring about, however, the January/February 1980 issue of the *Hot Line* featured a special section on "Sailboat Maintenance" which may be able to help you, particularly Robbie Roberson's article on hull repair.

RACIAL ATTITUDES

In the May/June 80 issue of *Hot Line* you published a letter from Julius Young referring to the Hobie 14 Worlds held in South Africa under the heading "Racial Attitudes."

I would like to have the opportunity to assure all readers of your magazine that the allegation made by Young is not only untrue and far-fetched but also extremely ridiculous to say the least. Thorough investigation into this matter has shown that no passport, or for that matter any official document, has ever been stamped with such a statement.

Perhaps Young would like to reveal the name of the bearer of a passport which has been endorsed in this matter or better still to produce the document itself.

George Duffin, Secretary
South African Yacht
Racing Association

BOUNTY PROGRAM

While sailing my boat last weekend at Barlett's Ferry I discovered some very low hanging power lines on the Alabama side of the river. They are located in the vicinity of Claude Scarborough's cabin.

The mast on my boat is taller than these wires, making this an extreme boating hazard. Any help in this matter would be greatly appreciated by all

members of the Chattahoochee Sailing Club.

John W. Berry
Columbus, Georgia

I own a Hobie Cat sailboat and I use the Onota Lake boat ramp. Last week we went to launch our boat and noticed there were power lines running across the boat ramp low enough to hit the mast of our boat. This is a very dangerous situation.

I am notifying you of this situation and I am also sending a copy to another sailing publication so they can print it to notify

formation on your Hobie 16 and 18, including local dealers, prices and how long it takes to get one delivered. You'll be helping me to cope with the disease... and you'll feel better inside too. Please send your tax-deductible advertisements to me and hurry — my wife has been looking at the clothes poles funny!

Jack Hitt
St. Louis, Missouri

*HF — Hobie Fever

NEW HOBIE 18 JIB

It has come to my attention that a new cut of jib has been appearing on the Hobie 18s manufactured recently. The new jib has a higher cut clew that eliminates much of the foot flutter found on earlier jibs. This, in turn, allows the jib to maintain a better shape, than the old cut, in most wind conditions.

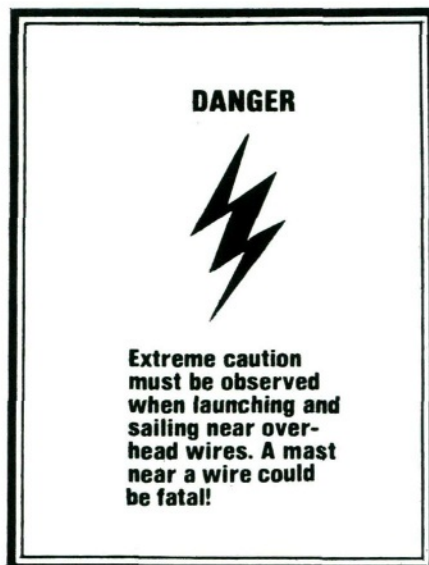
One of the reasons Coast Catamaran gave for creating their own loft was to create a true one-design sail for national distribution. Previously, 14' and 16' owners in different parts of the country had sails, of various quality, manufactured by many different sailmakers, licensed by Coast Catamaran.

My objection is the way Coast Catamaran brought this change about. I can't find any reference to the change in the minutes of the world council meeting, as reported in the *Hot Line*. I found nothing telling the boat owners that a new jib will be appearing on the 18s. Not so long ago, Coast Catamaran proposed some changes for the 14' sail and the rear crossbar on both the 14' and 16'. Why didn't they do the same, for this new 18' jib? With the 14' sail they even proposed a lead-in time, to let 14' owners purchase the new type of sail ahead of the date they would become legal.

If the average fleet member, wishes to propose a change, he or she has to submit the rule change to his or her fleet. The fleet takes it to a divisional meeting and from there it goes to the national level. From the national level, it must go to the world council, then to the advisory council. Remembering that it must pass each step before it can go on, you are likely to be looking at the rule change between six to 12 months after you first propose it. Coast Catamaran stuffed this system down our throats, why don't they use at least part of it?

Mike Staudt
Riverside, California

EDITOR'S NOTE: Please refer to the article on page 18 in this issue. Written by Lewie Wake, Hobie Cat's director of research and development, it explains all about the new Hobie 18 jib.



other boat owners. Hopefully, this problem can be corrected. I have sent another copy to the manager of distribution and transmission equipment of Western Massachusetts Electric Company.

Gary Campagna
Pittsfield, Massachusetts

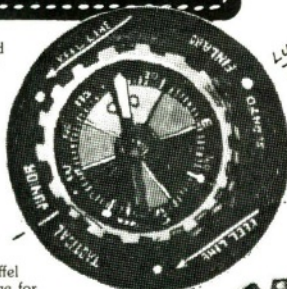
HOBIE FEVER

It's got me. My hands shake when I see open water. I find myself guessing wind speed every time I look out the window. Clothes poles are "masts" and stop signs are "marks." I've even caught myself wishing my wife had asymmetrical hulls, and do you know how hard it is to keep self-respect when your neighbors see you trapezing from the clothes poles?

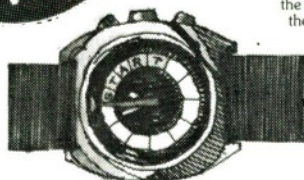
Yes, I am another tragic victim of HF. But there is hope. People afflicted with HF have a 50% chance of going on to live a (near) normal life if they can somehow manage to purchase a Hobie Cat and sail it whenever they feel an attack coming on. Only you can help. Please send me in-

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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.



CAT-EQUIP. Duffel
Bag, soft luggage for the weekend regattas. Naugahyde with Hobie stripe, and a separate compartment for wet or soiled clothes. 11" x 18" Red or Blue only. **\$19.50**



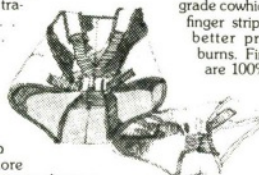
Hobie Halter

North Coast Tarpaulin Works

Trapsuit. Sailmaker quality. Buoyant trapeze harness ... easy to put on ... comfortable to wear. Shown on left ... choose Blue, Orange, Yellow, Lime or Black. **\$50.00**

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Ladies' sizes S, M & L. **\$119.95 ppd**

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w/nylon band. **\$119.95 ppd**



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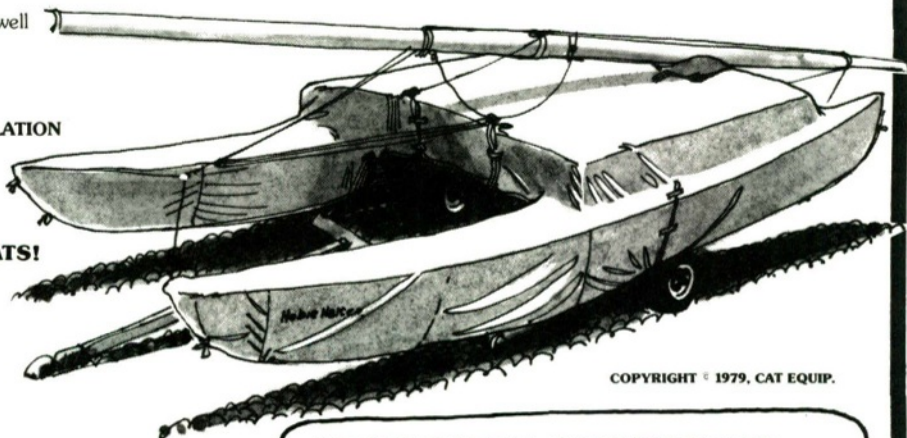
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Towable acrylic *** **\$359.95**

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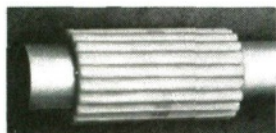


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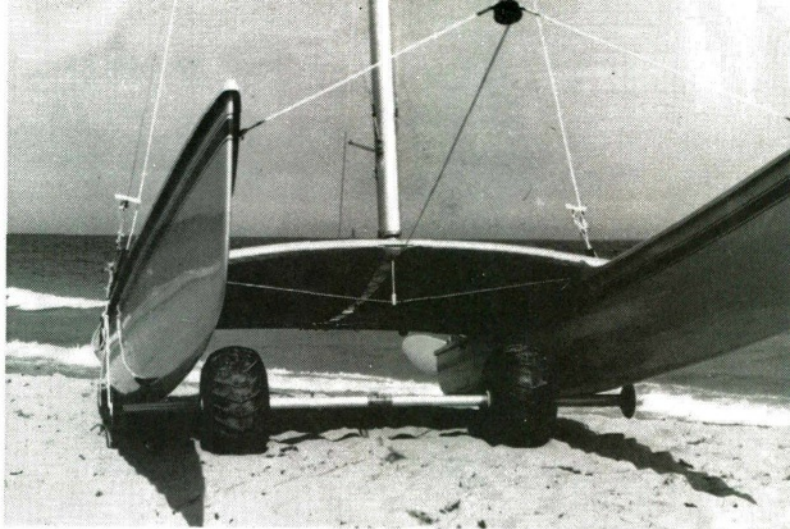
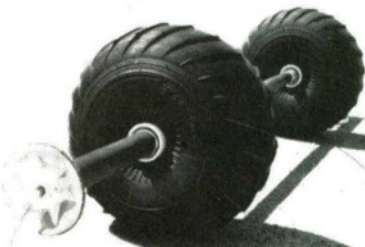
Standard \$275
Fits the Hobie 14, 16 and 18
plus other boat brands
(and all 7½ - 8' beam cats).

Custom \$295
Fits most boat brands
(all cats up to 12' beam)



■ Delrin roller bearings —

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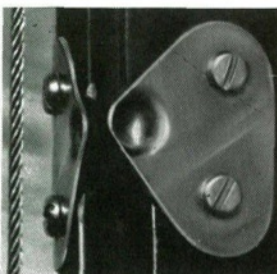


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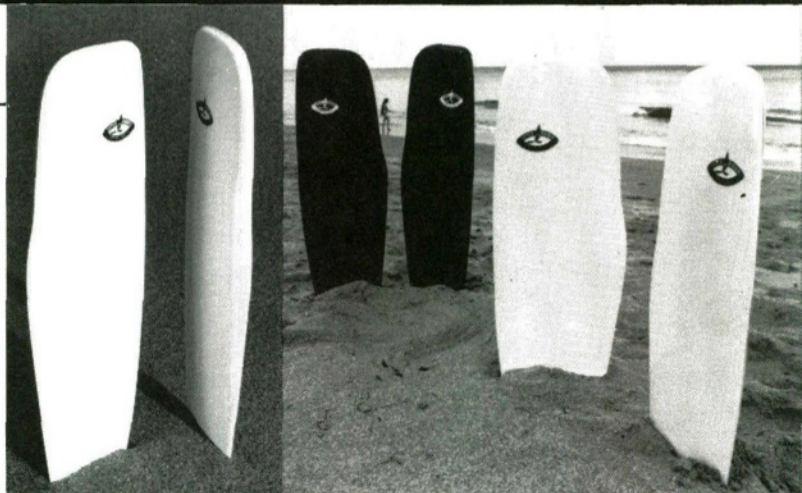
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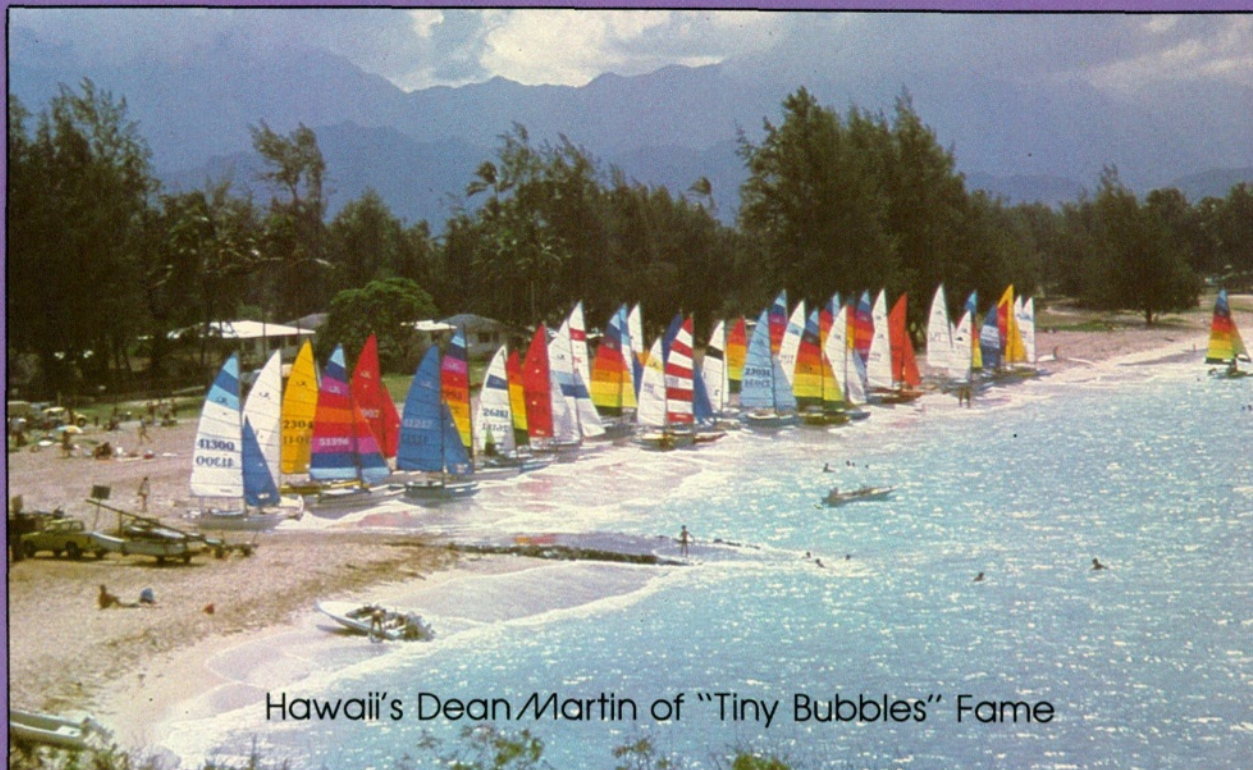
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WE ACCEPT MASTER CHARGE OR VISA

HAWAII CELEBRATES 10th ANNUAL DON HO REGATTA

AL CHING



Hawaii's Dean/Martin of "Tiny Bubbles" Fame

BY SINDRI FROOME

Ten years of the Don Ho Regatta! There were the very early years; . . . when the hottest colored sail was a blue and white stripe . . . when the awards dinner was a luau at a private home . . . when Wayne Schafer came over and smoked everyone (two years in a row!) . . . when Hobie Alter came to dinner and ended up cooking it . . .

Traditionally held over the long Memorial Day weekend, Hawaii Hobie Catters sail six races over the three-day period in Kailua Bay. With special permission from the state, the boats are left on the beach and are guarded by the Tamarra family who have to travel the farthest to race (all the way from Waianae).

This year's race brought back some familiar faces, Andy and Connie Lopez who raced together in the Third Don Ho Regatta, Herb Andresen, always a top contender and Dean Froome, who began sailing his Hobie 14 in the Don Ho and is currently the Hobie 18 Na-

tional Champion. There was even a Hobie 14 that had sailed all 10 regattas and still going strong.

For 10 years Don Ho and his family have generously supported the regatta by providing the trophies each year. Traditional koa bowls, metal sculptures and wood carvings are among the awards given over the years.

Since the second or third year, the

awards dinner has been held at an outdoor pavilion in Lanikai and year after year, the beautiful island foliage and flowers decorate the tables loaded with local foods provided by association members.

To commemorate the 10th year association members rounded up old trophies and dug through the bottoms of closets for T-shirts of past years. The display was complete, thanks to Larry MacArthur, commodore during 1973, who had managed to save his regatta T-shirts from 1971-1977! Old photos and news clippings helped newcomers to the association travel down Memory Lane with the Hobie members who remembered when . . .

Special mahalo (thanks) go out to Eagle Distributors for providing five kegs of Michelob beer and Coca-Cola for their contributions to the event.

Yes . . . the 10th Annual Don Ho Regatta was a special one, it brought many flashes into the past . . . what Hobie Catting is all about . . . good times. *SC*

10th ANNUAL DON HO REGATTA RESULTS Kailua Bay, Hawaii May 24-26, 1980

Hobie 18A

- 1 Dean Froome/Jim Pate
- 2 John Driscoll/Patty Paul

Hobie 16A

- 1 Dave Lung/Brian Schatz
- 2 Andy Lopez/Connie Lopez
- 3 John Mhyre/Al Lemquist
- 4 Tom Culbertson/Marci Moore
- 5 Bob Beauchamp/DeeDee Beauchamp

Hobie 16B

- 1 Don Holden/Hank Swan
- 2 Gary West/Pat Carroll
- 3 Ted Blaha/Hazel Quiemeng

Hobie 16C

- 1 Jeff Polovina/Cathy Watson
- 2 Ralph Germann/Steve Carr
- 3 Steve Coles/Clark Lewis
- 4 Harry Wilson/Kurt Smith
- 5 Bob Foote/Wayne Chin

Hobie 14A

- 1 Jim Fairchild
- 2 Mike Jacobs
- 3 Paul Morgan

Hobie 14B

- 1 Mike Furukawa
- 2 Bill Harwood
- 3 John Stephenson

Hobie 14C

- 1 Mike Niell
- 2 Richard Blaha
- 3 George Newton



A ROCKY MOUNTAIN HIGH

SEA & SKI'S FIFTH ANNUAL BILLY KIDD REGATTA

BY JOHN AYER

A Rocky Mountain high — or so it was for the 117 Hobie skippers and crews participating in Sea & Ski's Fifth Annual Billy Kidd Regatta in Steamboat Springs, Colorado on June 28 and 29. The record number of registrants was 46 boats greater than last year, but was a natural expectation for this increasingly popular Division 5 point regatta. There were entrants from Colorado, Utah, Wyoming, and a strong contingent from as far away as South Dakota! And, returning from Naples, Italy only a few hours before race time was Billy Kidd himself, the renowned and popular skier of U.S.

Olympic fame. But, ah Billy, alas, there is no mercy in Hobie land, for the Hobie skippers were only biding their time to see how Billy could handle Hobie 16 hulls, not 210 skis!

Jack Kaufman, area Hobie dealer and longtime primary sponsor of the regatta, once more ordered perfect weather for the two day event — perfect enough to make good use of the variety of gift products generously provided to all participants by Sea & Ski. And the scenery — wow! There's no prettier a setting for Hobie racing than at the 7,500 ft. high Steamboat Lake. The lake sits below the snow-capped

ridges of historic Hahns Peak and Sand Mountain with the Mt. Zirkel Wilderness Area looming in the background. Steamboat Lake is part of the Colorado State Park System and many thanks to Dennis Schiewe, park manager, for his cooperation and support.

The races were the first to be run by the newly organized Steamboat Fleet #106. However, the fleet is not lacking in experience, having Lee Hernandez as its first commodore and regatta race chairman. Hernandez is a former Hobie Cat rep, the expectant father of a commodore junior, and an old hand at running regattas. His wife, Nancy, served

PHOTOS BY RON DAHLQUIST



as assistant regatta chairman, she is family to a line of Hobie champions — the Beauchamps of California. But even Hernandez has his days; for instance, we wouldn't dare mention that while placing the marks for the first race, he drove the committee boat over one of the marks, snagging both the boat and proceedings in mid-lake. Ever the dauntless one, he "volunteered" to jump into the cold waters to save the day — with, of course, a bit of harassment and chiding from his committee co-hosts, Pat "Pancho" Welsh regional Hobie sales manager, and John "the Foonz" Ayer, local yokel.

Story continues on
next page . . .

... The most heinous crime of all was perpetrated — someone had obviously stolen A mark. But there was no theft; only a valuable lesson for those who play



the old "I'll follow that boat... it must know where A mark is" game. For the experienced, the mark was right where it should have been.

As the start of the first race approached, the locals, as usual, were spreading the gospel about the always consistent and strong winds which rip without fail from the Northwest. And, boy, were they wrong! Coming from the South and far from being a rip, the winds resulted in a reverse course for the first race. Though the breezes were light, they provided enough headway for an exciting, close and skill-testing race for the five classes of 18s, 16A, B and Cs, and 14A and Bs.

The familiar shout of "beer boat" once again highlighted the between-race action, along with a lot of the "If I only" stories. Beer for the regatta was complementarily provided by Schlitz Brewing Company and B & K Distributors of Steamboat Springs. The second race was run in good light air, this time prevailing from the Northwest in accordance with the locals' predictions. However, according to some skippers, it was during this race that the most heinous crime of all was perpetrated — someone had obviously stolen A

mark. But there was no theft; only a valuable lesson for those who play the old, "I'll follow that boat... it must know where A mark is" game. For the experienced, the mark was right where it should have been. Plaudits for their crime detection, sailing saavy.

With the day's racing completed by 5 p.m., it was onto the well-deserved nightlife. The evening festivities were held at the Glen Eden Ranch, again compliments of Sea & Ski. Included with the price of the dinner was one roast pig (head and apple included), one authentic chef with, as a few of the children remarked, a real "bucket" on his head, and the usual free beer provided by Schlitz and B & K. Except for the Utah crowd, which somehow got a head start on the partying, the real highlight came with dancing and hooting to the country rock sounds of Bandana.


Sunday's racing got underway at noon with — you guessed it — a reverse course with the wind once more from the South! And what a finish it

was with all boats on an unplanned downwind reach!

Then came the fourth race and the legendary Steamboat hurricane... a real ripper of 15-20 knots! In fact, some of the diehard hull flyers couldn't pass up the chance to skip the beer boat and get in some great double trapping.

With the racing completed and the final standings tallied, the awards ceremony topped a truly great regatta. Hand-made trophies were presented by Jack Kaufman to the first three places in the five classes.

And, by the way, the father-son rivalry of the Shearer family continued as only a 1/4 point separated Mike and his father Andy for top honors in the 16A class.

As it turned out, there was really only one very noticeable snafu over the entire four races — someone forgot to tell Billy Kidd that you have to go around the mark, not through it! That's okay, wait till next year, right, Billy? Right, Billy?? 

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SEA & SKI'S 1980 MID-AMERICAS

Along the border between Oklahoma and Texas, the Red River of cowboy fame twists and winds its way toward the Gulf of Mexico. But at one point just north of Dallas, man has blocked this ancient river with a huge dam and created a virtual inland ocean, Lake Texoma. Texoma is huge, capable of churning out tremendous wave patterns, particularly during one of her infamous sudden storms.

But if Texoma is ominous, she is also beautiful, and this beauty framed the 1980 Sea & Ski Mid-Americas perfectly, with 191 boats coming to Sunset Camp from all over the mid and southwestern United States to try for the Nationals qualifying first-place in this annual winner-take-all cat-fight, held each year over the three-day Memorial weekend.

It was obvious that there would be a large turn-out by Friday afternoon. The campgrounds filled up early, and people soon camped so close to each other that they could share tent pegs. The tent erection went on late into the night with around 400 revelers traipsing from camp to camp, offering insights on canvas construction and generally hampering progress. But as dawn came to Texoma, everyone finally settled in for a good two-hours sleep.

Patricia Siegfried-Giles of Lancaster, Texas offered us her impressions of Saturday morning before the first race.

On the morning of the first day, a transformation came over the camp. By 10 a.m. the morning pleasantries disappeared. Slowly, the campsites quietened as pre-race tension settled on the racers. One by one, the skippers went down to their boats, tools in hand. All along the beach the boats were tuned, battens adjusted, tramps tightened, rudders sanded, sails checked and re-checked.

"Registration closes at 10:30 a.m.; skippers meeting at 11 a.m., white flag at noon." The message was relayed down the beach. Traffic back and forth to the boats increased; last minute touch-ups, pre-racing jitters, nervous chit-chat. Anxious for the start.

The crowd gathered for the skippers meeting. The usual welcome and

acknowledgments of sponsors and workers, then down to business. There was an explanation of the rules and flags and starting sequence. Everybody synchronized their watches.

MID-AMERICAS Lake Texoma, Texas May 24-25, 1980			
HOBIE 18A	POINTS	HOBIE 16B	POINTS
1 Roy Howeth	4 1/4	1 Neil Rankin	8 1/4
2 J. Suares	5 1/2	2 Bill Bryant	16
3 Bob Gillard	15	3 J. Loving	19
4 Bob Morris	16	4 P. Washburn	22
5 J. Curtis	20	5 J. Dabadie	23
HOBIE 16A	POINTS	HOBIE 14B	POINTS
1 Jim Ryan	5 1/2	1 Randy Whitehead	4 1/2
2 David Freed	10 1/4	2 Alan Sanders	7 1/2
3 Chuck Miller	11 1/4	3 G. Atchison	14
4 Skip Hill	26	4 A. Tynon	15
5 Noel Kelly	27	5 A. Abbott	18
HOBIE 14A	POINTS	HOBIE 16C	POINTS
1 Don Balthaser	6 1/2	1 L. Bourdeau	6 1/2
2 Rob Griffice	10	2 T. Davis	16 1/4
3 Bill Dominy	11 1/4	3 T. Simpson	19
4 Dan Schlig	14 1/4	4 C. Kimbrough	20
5 Dennis McCredie	22	5 J. Oliver	21
HOBIE 18B	POINTS	HOBIE 14C	POINTS
1 I. Royals	6 1/2	1 A. Wickline	5 1/4
2 Ian Ekholm	6 3/4	2 D. Garrison	11 1/4
3 Larry Metzger	15 1/4	3 H. Lewis	13
4 R. Hayes	16 1/4	4 R. Moore	19 1/4
5 Dean Field	18	5 C. Fawcett	21

The wind started out healthy. There was lots of hull-flying out to the course. But the clouds overhead gathered, then began to break up; and as they scattered, so did our steady wind. The first race was a thriller. The wind settled to a point where some trapping was needed, but not many needed to fear pitchpoling. Thus, tactics ruled the race with close and excellent competition in all classes. Roy Howeth and J. Suares began their tight battle for 18A, while Don Balthaser initiated his dominance of 14A and Jim Ryan, David Freed and

Chuck Miller squared off in 16A. The second race found the wind calming. The boats kept moving, but the air was flukey and some boats wandered into "holes" from which they could view the rest of the fleet marching past. However, the same people seemed to get lucky and won this race as they won the first race — through "skill and tactics." Amazing how lucky they could be!

The third race began under clear skies with strengthening wind. The length of the course made possible some really excellent sailing by such people as Randy Whitehead and Alan Sanders in 14B who seemed to be trading out first-places and Neil Rankin who was blazing his way to first-place in 16B. 18B was particularly close with Ian Ekholm and I. Royals finally winding up on Sunday only 1/4 point apart. Meanwhile, L. Bourdeau was marching out to command 16C, and at the end of racing Saturday, everyone agreed that the varying wind and water conditions had provided a test of consistency and a source of exhaustion for all.

And then came Saturday night. This had to be the highlight of the regatta. The 400 sailors, accustomed to hamburgers and hot dogs for regatta dinners, were treated to a full T-bone steak dinner replete with baked potato, salad, bread, and tea or beer! Thank you, Sea & Ski!

By now, the leaders in most fleets had segregated themselves by points from the rest of the field. But jump back, cause the leaders were real close to each other. The wind was a healthy 12-15 knots and we were to see some racing!


In 18A Howeth and Suares continued their joust, with Howeth eventually coming out ahead. Ryan fairly

dominated 16A with beautiful consistency. Balthaser once more ate up 14A, and the B & C fleet racers offered some exciting mark-rounding situations when somehow it seemed like everyone converged on C mark at the same time. This happened more than once with the downwind boats being blown up well to the mark, but then finding a "shadow" of little air. This created a crowd of "ducks" at the mark for the boats behind to maneuver around, and quite a few hull bruises were raised as a result. No serious damage except to race position, and the wind always filled in again to separate the herd. But many

will remember C mark at the Mid-Americas.

And it was over. Our Nationals qualifiers are Roy Howeth in 18s, Jim Ryan in 16s and Don Balthaser in 14s. Coast Cat supplied mirrored trophies which were given out early Sunday afternoon so that those who had to work Monday could get on their horses and ride.

But the fun had just begun. Because each Memorial Day at the Mid-Americas there is a traditional long-distance fun race out to an island for lunch and champagne. And each "Long-Distance Monday" is preceded by a Sunday night

bonfire party. This party is *Hobiedom* to the max. With guitars, kegs of beer, everyone gathers in a large circle around the fire. The traditional emcee of these affairs is Dallasite J.B. Boyer. The entire Mid-Americas weekend is worth a 15-hour drive just to hear J.B. tell the "Block that kick" joke at the Sunday night bonfire. Common decency forbids us from relating the story here, but you can hear it next Memorial Day weekend at Lake Texoma. 

This article was contributed by the HOBIE HERALD, newsletter of Fleet 23, Dallas, Texas.

NAME IT...

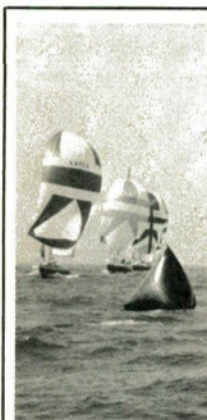
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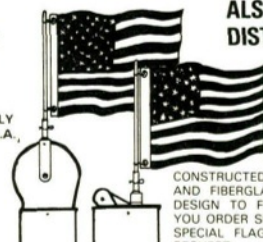
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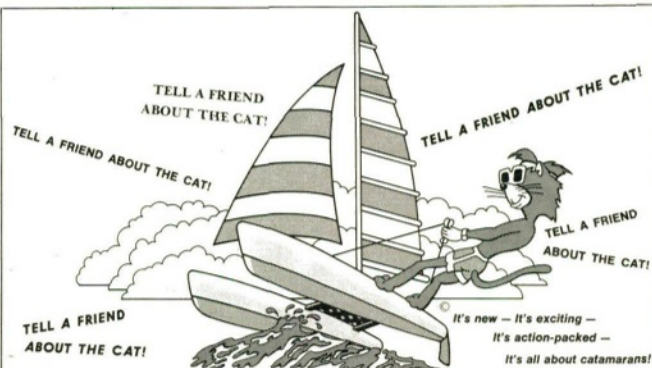
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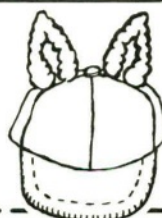
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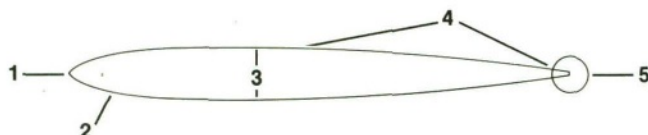
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MARINE

COLOR PHOTOGRAPH

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- Molded Sole Boots** - Durable, comfortable, non-slip boots built for sailing. 3/16" thick Nylon I uppers are vulcanized to deck shoe type molded soles. Color - black. Full sizes 6 through 12. . . \$29.95
- Full Harnesses by SAM** - Match your sail colors with these sailcloth harnesses made in Hobie® sailplan color combinations: *Tequila Sunrise, Cat Fever, Orange Crush*, etc. Sizes S, M, L, XL. NOTE: Order buckles separately. . . \$43.95
- Half Harnesses by SAM** - As above. . . \$28.95
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- H-16 Trapeze System w/Series II Adjustment & Elongated Trap Rings** - Includes coated wires with nylon handles and 2:1 V-Jam adjustment system, complete! . . . \$50.75
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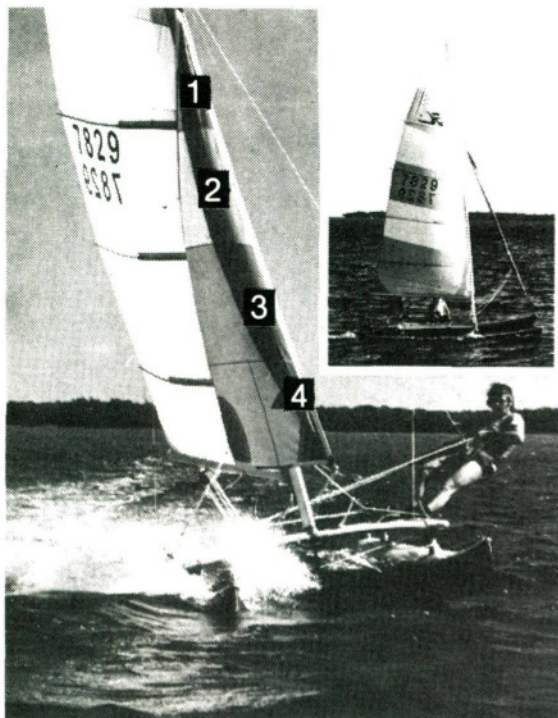
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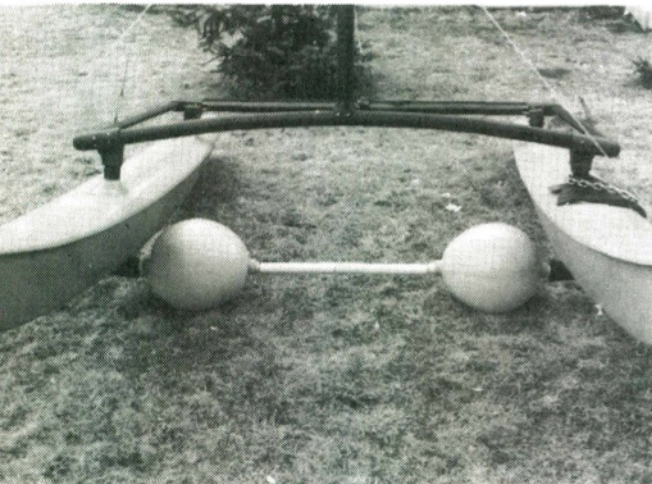
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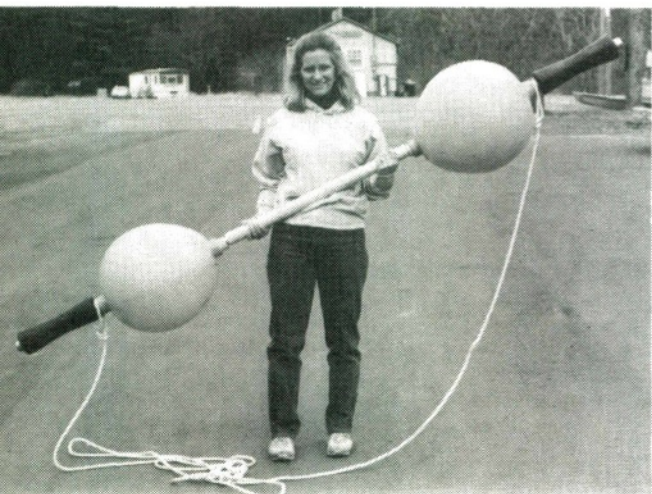
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The addition of this jib kit is not legal for class racing according to Hobie Class Association rules.

SPECIAL NOTICE

PREVENTATIVE MAINTENANCE PROGRAMS

FOR CERTAIN HOBIE 16 AND HOBIE 18 PRODUCTION BOATS

Coast Catamaran Corporation is offering free to *Hobie 16 and Hobie 18* boat owners whose boats were built during specified periods of time special preventative maintenance kits to correct potential weak points in the boats. The kits will be made available through local Hobie Cat dealers or, where this is not possible, direct from the manufacturer to the owner.

Installation in both instances is relatively simple, requiring nothing more than a one-quarter inch drill and standard tools. To determine if your boat needs the preventative maintenance kits and qualifies for the *no charge* parts (labor is extra if required), please read the following carefully.

HOBIE 18 SHROUD ANCHOR PLATE

I. Preventative Maintenance Program #1

Hobie Cat is receiving reports of a higher-than-normal failure rate of Hobie 18 hulls at the chain plate on Hobie 18s

manufactured prior to April 1979 (hull numbers ending in xxxx79H and earlier). Percentage-wise, the rate of failure is low. Also, there is no pattern to the failures with some production months showing no failures and others, fairly high failure rates. When failure does occur, however, it is a major event usually requiring hull replacement.

It is theorized that failure is caused by any one, or combination of, the following: non-catalyzed glue in the glue seam; dry lay-up; overload on the shroud due to capsize, storm, collision, etc.; skippers "pre-loading" the rig using the mainsheet blocks to get a real "tight" rig; wave conditions; and so on, with any event contributing to high level stresses on the shroud.

Hobie Cat's research and development staff first recognized the potential problem in the summer of 1978. Changes were made to strengthen the whole shroud anchor area in the fall of 1978 with a major strengthening in the glue seam going into production boats in March 1979. Extensive testing at that time showed that these changes had solved the problem.

Despite this success, design work continued looking for an even "better way"

and also a way to strengthen pre-March 1979 production boats. Then, in the summer of 1980 — a *breakthrough!*

Lewie Wake, Hobie Cat's director of research and development, and his crew came up with a relatively simple, low-cost redesign of the stainless steel shroud anchor channel bar that adds tremendous strength to this key stress area on the Hobie 18. The new design — called a *shroud anchor plate* is going into standard production boats beginning in September 1980.

Hobie Cat feels confident that this redesign makes current boats virtually "bulletproof" and furthermore, application of the stainless steel shroud anchor plate to older boats will almost totally prevent future hull failure at this key stress point.

Now the really big news! Because Hobie Cat feels it has an ongoing responsibility to all its customers and because the shroud anchor plate installation is such a relatively easy job, *Hobie Cat will supply every Hobie 18 owner who requests them, a free pair of shroud anchor plates*, complete with installation hardware, through his local Hobie dealer (normal retail price is \$20.50 per pair). The customer can either install the new an-

chor plates himself or arrange installation through his dealer at the customer's own expense. The offer is open to *all* Hobie 18 owners, not just those with boats made before March 1979, although not a single boat built after March 1979 has failed at the chain plate.

Hobie 18 owners must do the following to participate in this program:

1. Order Part #6410-0001 Hobie 18 Shroud Anchor Plate Package (consisting of two stainless steel shroud anchor plates, hardware and instructions) from your local Hobie Cat dealer. If a dealer has moved or isn't available for some other reason, write to: Hobie Cat Customer Service, P.O. Box 1008, Oceanside, CA 92054.
2. The dealer will supply Hobie 18 customers with the preventative maintenance packages at *no charge*. At the time of delivery, the dealer will fill out, with the customer, a standard Hobie Cat warranty request form completely, get hull number (important) and customer address and signature.
3. The dealer will submit the completed Hobie Cat warranty request form to Hobie Cat for updating warranty records. *NOTE: Labor for dealer installation is extra!*

1978 PRODUCTION HOBIE 16 AND HOBIE 18 SHROUD ANCHOR PINS

II. Preventative Maintenance Program #2

There has been a higher-than-normal failure rate on Hobie 16 and Hobie 18 shroud anchor pins (Part #2010-000) installed on model boats manufactured between April 1978 (serial number xxxx78I) and September 1978 (serial number xxxx79B).


Intensive investigation has determined that the failures occur because Hobie Cat's vendor supplied non-specification stainless steel in the parts made. The problem is particularly prevalent when the part is exposed to salt water and is not really a problem for fresh water sailors.

In order to rectify this problem, *Hobie Cat — through its dealers — will supply free to every Hobie 16 and Hobie 18 owner who owns a boat with serial numbers between April 1978 (serial number xxxx78I) and September 1978 (serial number xxxx79B) with 2 Part #2010-000. The customer can either install the new anchor pins himself or arrange in-*

stallation through his dealer at the customer's own expense.

Hobie 16 and 18 owners must do the following to participate in this program:

1. Order 2 Part #2010-000 shroud anchor pins (order two per boat) from your local Hobie Cat dealer. If a dealer has moved or isn't available for some other reason, write to: Hobie Cat Customer Service, P.O. Box 1008, Oceanside, CA 92054.
2. The dealer will supply Hobie 16 and Hobie 18 customers who qualify with proper hull numbers with the new pins at *no charge*. *If the customers want the pins installed, labor will be charged at the dealer's regular labor rate fee.* At the time of delivery, the dealer will fill out, with the customer, a standard Hobie Cat warranty request form completely, get hull number (important) and customer address and signature.
3. The dealer will submit the completed Hobie Cat warranty request form to Hobie Cat for updating warranty records.

If your boat was built within the time frames outlined in either or both of the Preventative Maintenance Programs, contact your Hobie Cat dealer and order the parts required. Don't delay! Do it today and do yourself a favor! 

SPECIAL NOTICE NEW HOBIE 18 JIB

BY LEWIE WAKE

Since October 1979, a slightly changed jib pattern has been used in production to cut the Hobie 18 jibs.

The first difference in the revised cut was to raise the clew approximately four and a half inches. This change was made for two reasons...


Some Hobie 18 sailors have been raking their mast farther back and have been running out of room for sheeting on the jib tracks. By raking the mast farther aft, the jib lead must be moved forward to keep the jib and the main in the same relationship to each other. Raising the clew mandates moving the jib car farther aft. These two things balance each other out, allowing ample adjustment. Another reason for the raised clew that is not adjustment related is that the appearance from the side is better. The original jib clew was slightly below the main boom and detracted somewhat from the appearance. This phenomena can be observed from certain profile pictures.

The second difference in the revised jib cut is the leech hollow which has been increased two inches. Leech hollow is the measurement of how far the leech of the sail is from a straight line between the clew and the head. This was changed in order to reduce the amount of leech flutter. Almost everyone has witnessed the occasional leech fluttering on a Hobie 18 jib and knows that it has been an undesirable trait. In addition, very slight (1/16" or less) "take ups" were made in the broad seaming to help control the leech.

The net effect of these changes is that the revised jib has slightly less sail area than the old jib, but is less apt to have leech flutter. In terms of performance, these two factors negate each other. The Hobie Class Association Racing Rules allow sails to be re-cut, as long as the overall area is not significantly altered. The change of overall sail area in the new Hobie 18 jib has been ruled as *not* signifi-

cant.

Since the Hobie 18 has roller-furling, we are not able to put battens in the jib like the Hobie 16. Because of this, the cloth does not get the support from the battens that Hobie Cat sailors are used to. It is a fact that the Hobie 18 jib (or any unbattened jib) will not last as long as a sail that has battens. It is usually desirable to re-cut the jib after it becomes stretched in order to stop the leech from fluttering. As stated above, the two most effective ways of recutting a jib to stop leech fluttering are hollowing the leech and sewing "take ups" on the broad-seams. All sailmakers are familiar with these steps and should be able to *help out* those tired sails.

The revised Hobie 18 jib cut is an attempt to help the sail last longer. The change was, in no way, made to make the sail faster. Any old sail can be modified as described above to approximately match the revised cut. In effect, we have made changes that are necessary for re-cutting a stretched sail on the first cut. 

SEA & SKI/MICHELOB SEA & SKI HOBIE 16 NATIONALS

Santa Cruz, California
September 22-27, 1980
Sponsored by Sea & Ski

RACES

Qualifying races will be held on Sunday and Monday with the round-robin series Tuesday through Thursday. Friday and Saturday will be the finals. The qualifying races will be sailed on Hobie Class Association supplied boats only.

ENTRY FEES

All teams, whether pre-qualified or not, will pay a \$50.00 entry fee. The high points earner from each division will pay \$25.00.

BOAT INSURANCE

A \$100.00 refundable boat deposit will be required upon registering at the event. This deposit will be refunded at the event if no damage is done to the Hobie Class Association boat by you. The money will become your deductible in the event of damage or loss of equipment.

REQUIRED TO BRING

Life jackets, trapeze harnesses, weights (if necessary) and throwables.



Upon receipt of your registration, you will be sent a pre-registration packet. This packet will include the special rules and conditions, and a schedule of events.

The top 10 teams from this event will join the top three skippers from last year's Hobie 16 Nationals to form Team U.S.A. for the 1980 Hobie 16 Worlds to be held in St. Croix. The champion and crew will get their land package paid for in St. Croix.

SCHEDULE OF EVENTS

Sat., Sept. 20 12 noon - 5:00 p.m.	Registration
Sun., Sept. 21 7:00 - 9:00 a.m. 8:30 a.m. 10:00 a.m. 12 noon - 5 p.m.	Registration Skippers meeting Qualifying series Registration
Mon., Sept. 22 8:30 a.m. 10:00 a.m. 12 noon - 5:00 p.m. 7:00 p.m.	Skippers meeting Qualifying series Registration Welcome party
Tues., Sept. 23 8:30 a.m. 10:00 a.m.	Skippers meeting Championship series
Wed., Sept. 24 8:30 a.m. 10:00 a.m.	Skippers meeting Championship series
Thurs., Sept. 25 8:30 a.m. 10:00 a.m. 7:00 p.m.	Skippers meeting Championship series Top 40 announced
Fri., Sept. 26 8:30 a.m. 10:00 a.m.	Skippers meeting Finals series
Sat., Sept. 27 8:30 a.m. 10:00 a.m. 7:30 p.m.	Skippers meeting Finals series Awards banquet

All skippers must be registered by Mon., Sept. 22. The above schedule is subject to change. Please check the bulletin board in the skippers meeting area daily.

HOBIE 16 NATIONALS HOTEL RESERVATION

NAME _____

ADDRESS _____

PHONE () _____

ARRIVAL DATE _____ DEPARTURE DATE _____ NO. IN PARTY _____

☐ SINGLE ROOM \$43.00 ☐ DOUBLE ROOM \$49.00 ☐ 2 BEDS

Reservations should be made prior to September 10, 1980. One night's deposit is required. Prices subject to city room tax. Mail to: DREAM INN, P.O. Box 1622, Santa Cruz, California 95061.

HOBIE 16 NATIONALS PRE-REGISTRATION

NAME _____

ADDRESS _____

PHONE () _____

CREW'S NAME _____ COMBINED WEIGHT _____

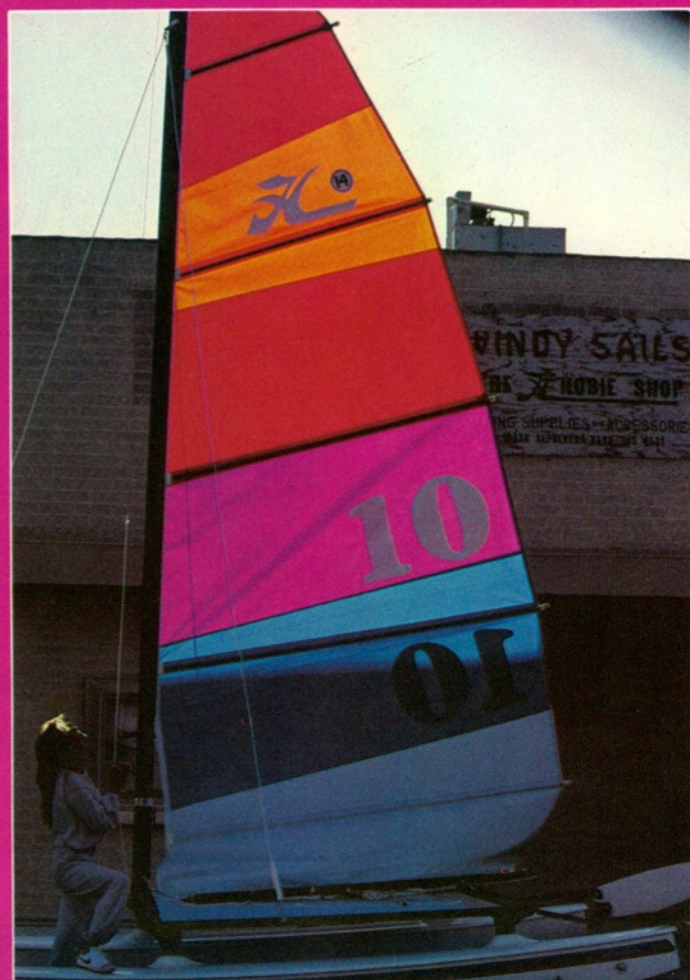
☐ I am the high points earner from Div. _____ ☐ I wish to try to qualify from Div. _____ ☐ I am pre-qualified from Div. _____

Please make check payable to the Hobie Class Association and mail to: HOBIE 16 NATIONALS, Hobie Class Association, P.O. Box 1008, Oceanside, California 92054.



Photo Gallery

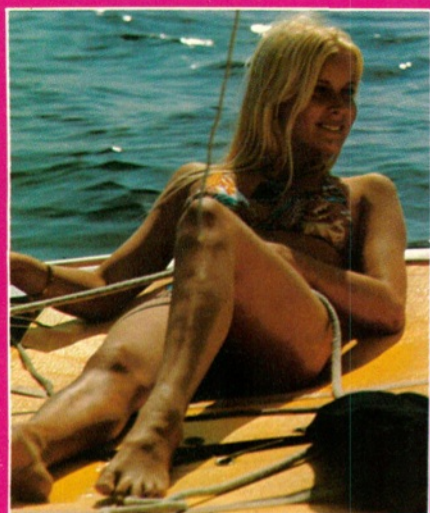
PHOTOS BY JOHN DEREK



Bo Derek

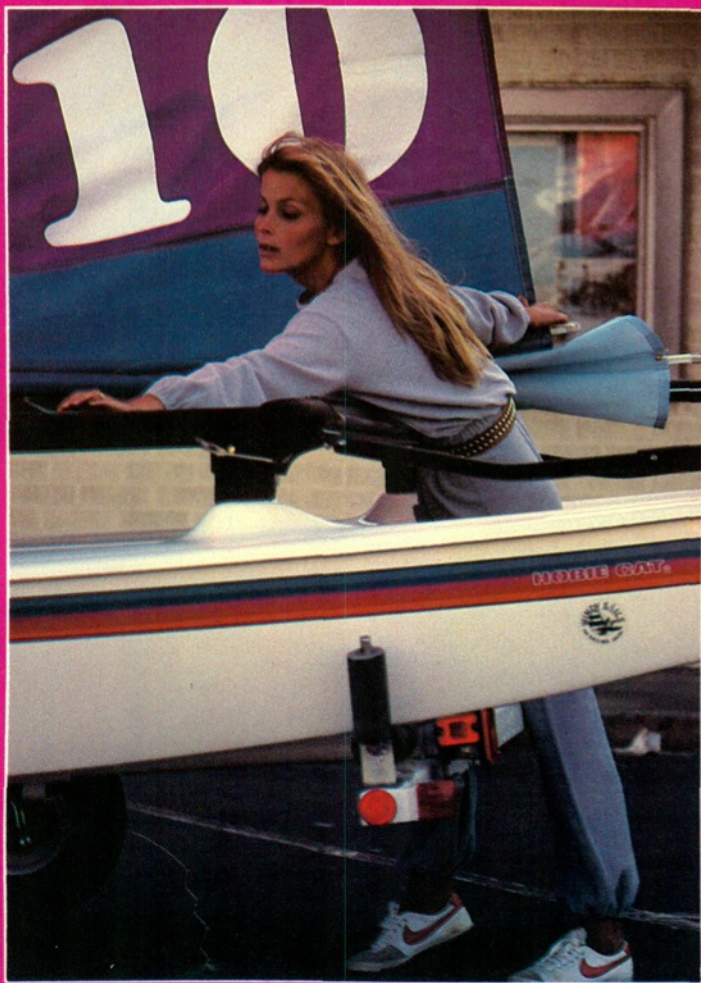
Having grown up around Hobie Cats most of her life, Bo loves to sail...

BY BELLA LAGMAY-SINGH



YESTERDAY & TODAY

When she was a teenager, she was known as Cathy (left) to Hobie Catters in the early '70s. Today, she is everyone's favorite number, Bo Derek of "10" fame.



As Bo Derek basked in the sun, her husband in Blake Edwards' *10*, was asleep on a surfboard and began drifting away to sea. Along came Dudley Moore, who abandoned his ulterior motives for the moment and heroically rescued him aboard a Hobie Cat. Although we never saw Moore's ultimate vision of beauty — on a scale of 1 to 10 — sail a Hobie in the movie, it's a well-known fact that Bo Derek is an avid Hobie Catter and has been enjoying the Hobie life since she was merely 13-years-old.

Her celebrated 12-page layout in the March 80 issue of *Playboy* — more than any devoted to other goddesses of beauty — depicts Bo at play with a Hobie at her favorite spot, Lake Powell on the Colorado River. Recently, *Playboy* gave her an encore 12-page spread in the August issue.

Growing up in Harbor City, California as Mary Cathleen Collins, the world of Hobie Catting was very much a part of her life as her father, Paul Collins, served as Hobie Cat's director of advertising and public relations in the early '70s. He taught her to sail and since he lived next door to Hobie Alter, introduced her to Hobie's daughter, Paula, who was about the same age. The two became good friends and began sailing together in local fleet regattas. With Bo skippering and Paula crewing, the pair often sailed in Capistrano Beach, Lake Lopez and Lake Havasu. When asked if they ever won any races, Bo was quick to tell the *Hot Line* "Never." She recalls, "We usually did very badly, but we had a lot of fun. Sometimes we didn't even finish... we'd tip over or something."


Early Hobie Catters probably remember the cover girl on the Hobie 12 brochure as Cathy Collins, an aspiring ingenue model in those days. She began modeling in her teens years after being exposed early to the world of bright lights and glamour since her mother served as Ann-Margaret's personal secretary.

When she was 16, she met director John Derek, who dyed her hair black and cast her in *And Once Upon a Time*, which was shot on location in Greece. As everyone now knows, their professional relationship blossomed into love and the two were married in 1977. They remained in Europe since Bo was a minor and took up residence in Germany. They've been together seven years now and John acts as Bo's personal manager today.

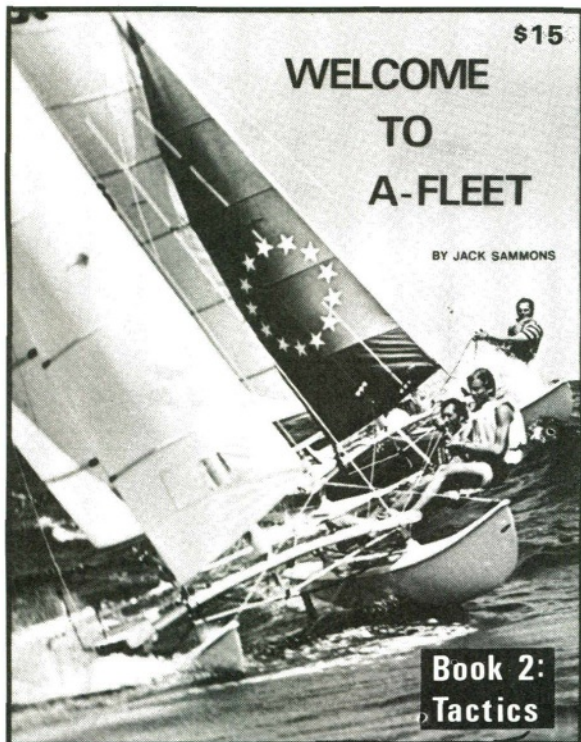
Since the incredible success of *10*, she has become a million-dollar star and recently completed *Change of Seasons* with Anthony Hopkins and Shirley MacClaine, which is due for release in December. Currently, the Dereks are hard at work producing and directing *Me, Jane*, the story of Tarzan the Ape Man from Jane's point of view, starring Bo. Her next project will be *The Cowboy and the Crazy Lady*, which stars Bo as a teenager and Derek's former wife, Ursula Andress, as her mother.

Nowadays, with her hectic filming schedule, she doesn't have much time for sailing. Her husband has yet to sail with her. "I would like to teach John to sail, but haven't yet. We were up in Lake Powell taking pictures and when we finished I was going to take him out, but didn't. I forgot to take the rings, so the mast fell down," she laughed.

When the *Hot Line* asked about her response to Derek's reply during a Barbara Walters interview — that if he hadn't come along Bo would probably be hanging around the beach sailing Hobie Cats — she responded, "Probably, yeah... that's what I was doing before." She explained, "I wish I could sail more, but I have plenty of time in my life for that. Right now, if I work a few years pretty solid and devote my time to it... which I enjoy now that we're producing a film... then I'll have all my life."

The Dereks now reside in beautiful Marina del Rey, California in an apartment overlooking the water for the Pacific has always meant home to Bo. She hopes to get a little sailing in now and then near her father's home in Long Beach. Recently, Hobie Cat presented her with a Hobie 18 with custom pink and red sails. Her sail number? Of course — 10! 

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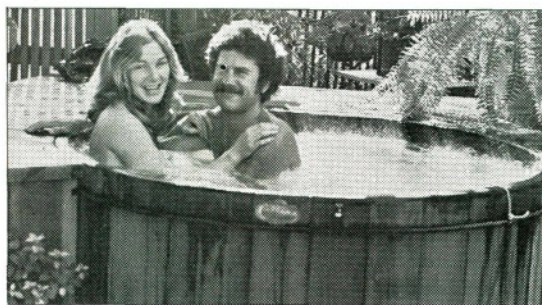
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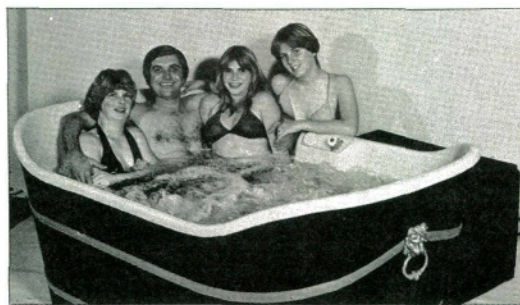


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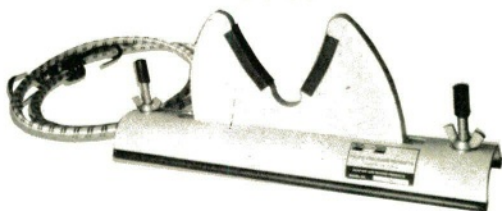
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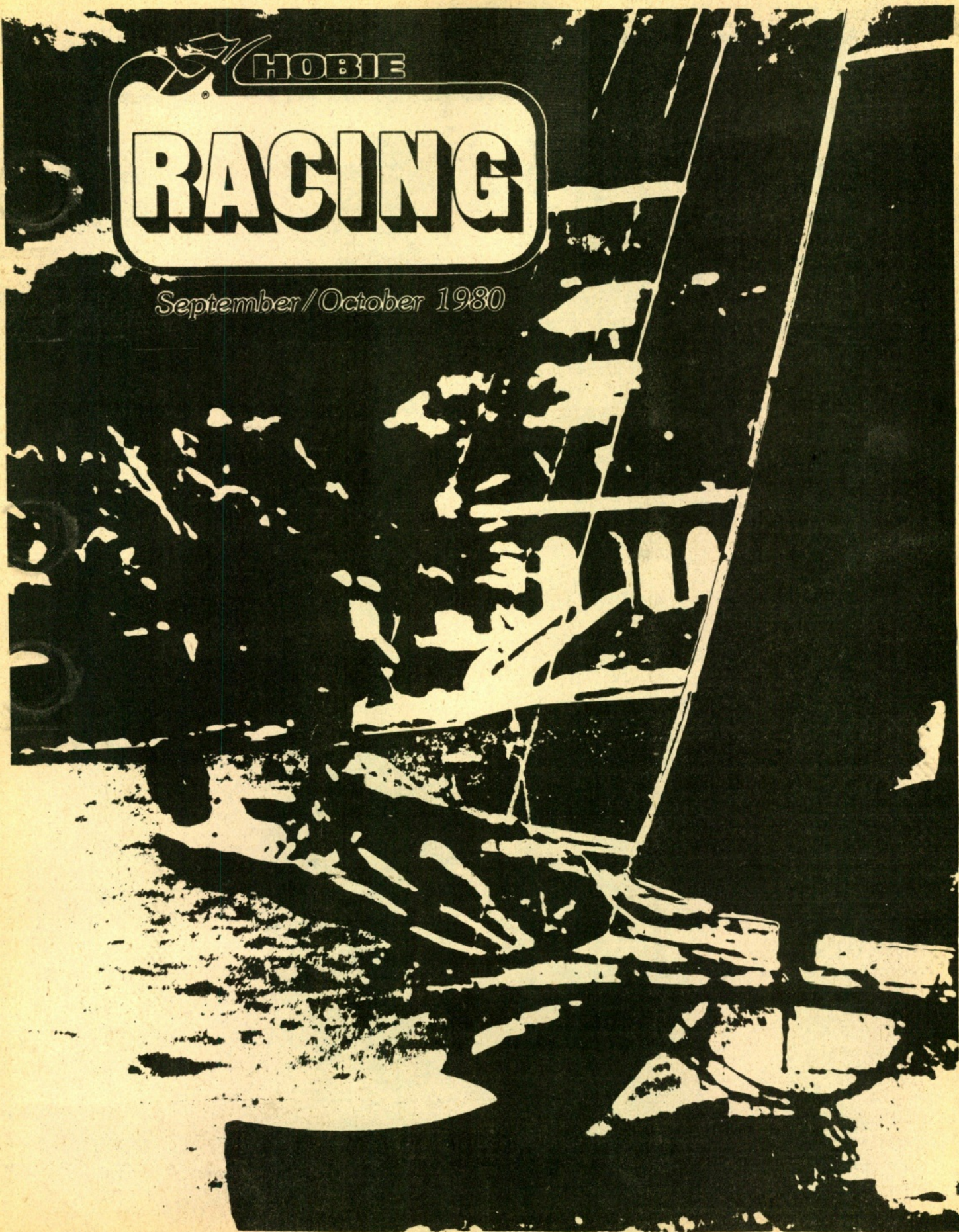
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HOBIE

RACING

September/October 1980



HOBIE **RACING**

RACING EDITOR

Michele Krcelic

REGATTA SCHEDULE

Rose Roberts

The Racing Section of the *Hobie Hot Line* consists of regatta news and results as reported by the fleets. If you would like to see your fleet recognized in this section, please submit typed, double-spaced articles and only black and white glossy photographs. Sorry, we cannot accept color slides for this section. Send all contributions to: Michele Krcelic, Hobie Class Association, P.O. Box 1008, Oceanside, CA 92054.

IN THIS SECTION

Regatta Schedule

Slated races by division

Fleet News

Highlighting the Northeastern Championships

Regatta Results

Points regattas and fleet race results

Hobie Cat Survey

For all Hobie Cat owners

WORLD HOBIE CLASS ASSOCIATION
P.O. BOX 1008, OCEANSIDE, CA 92054

MAJOR EVENTS

- Sept. 2-7 STROH'S HOBIE 18 NATIONALS
Traverse City, Michigan
H.C.A. (714)758-9100
- Sept. 8-12 HOBIE 14 EUROPEAN CHAMPIONSHIPS
Germany
S. Adloff 05131/51028
- Sept. 22-27 SEA & SKI HOBIE 16 NATIONALS
Italy
Yachting Sport (464)513-396
- Oct. 15-18 SEA & SKI HOBIE 14 WOMEN'S NATIONALS
St. Petersburg, Florida
H.C.A. (714)758-9100
- Oct. 20-25 MICHELOB HOBIE 14 OPEN NATIONALS
St. Petersburg, Florida
H.C.A. (714)758-9100
- Nov. 16-22 HOBIE 16 WORLD CHAMPIONSHIPS
St. Croix, U.S. Virgin Islands
H.C.A. (714)758-9100



ON THE COVER

Site of the 1980
Hobie 16 World
Championships—St.
Croix, U.S. Virgin
Islands. Photo by
Sandy Banks.

REGATTA SCHEDULE

DIVISION 2

September 4	Summer Series IV, Race 4	Jami Olson
September 6	Marina Del Rey, CA Fleet #57	213/391-0201
	Summer Series #5	Mike Hinton
	Dana Point, CA Fleet #1	714/586-8779
*September 6 - 7	2nd Annual Wofford Heights Regatta	Phil Auer
	Lake Isabella Fleet #67 (1981 POINTS)	805/324-7286
September 13	3rd Annual Ladies Regatta	Steve Payne
	Lake Perris, CA Fleet #30	714/687-7656
September 14	Fall Series #2	Butch McCulley
	Lake Pleasant, AZ Fleet #66	602/938-9782
September 21	Summer Series #6	Mike Hinton
	Dana Point, CA Fleet #1	714/586-8779
September 28	Fall Series #3	Butch McCulley
	Lake Pleasant, AZ Fleet #66	602/938-9782
October 4 - 5	13th Annual Ancient Mariner Regatta	H.C.A.
	Newport Beach, CA	714/758-9100
October 4	Fall Series #1	Mike Hinton
	Dana Point, CA Fleet #1	714/586-8779
October 5	Training Cup	Linda Edwards
	Buena Vista, CA Fleet #167	805/397-8382
October 5	Arizona Ladies State Championship	Sandy DeCosta
	Lake Pleasant, AZ Fleet #66	602/948-9355
October 11 - 12	Single-Handed Championships	Ken Kaiser
	Long Beach, CA Fleet #3	714/828-7423
October 12	Fall Series #4	Butch McCulley
	Lake Pleasant, AZ Fleet #66	602/938-9782
October 18 - 19	Arizona State Championships	Butch McCulley
	Lake Pleasant, AZ Fleet #66	602/938-9782
October 19	Fall Series #2	Mike Hinton
	Dana Point, CA Fleet #1	714/586-8779
October 26	Great Pumpkin Regatta	Kathie Calda
	Lake Castaic, CA Fleet #57	213/470-1403
November 1	Fall Series #3	Mike Hinton
	Dana Point, CA Fleet #1	714/586-8779
November 16	Fall Series #4	Mike Hinton
	Dana Point, CA Fleet #1	714/586-8779
December 6	Fall Series #5	Mike Hinton
	Dana Point, CA Fleet #1	714/586-8779

DIVISION 3

September 6	Transbay Challenge	Colin Filshie
	Santa Cruz to Monterey, CA	408/372-4271
November 15 - 16	1980 Turkey Regatta	Jesse Guerrero
	Monterey Bay, CA Fleet #222	408/394-5280

DIVISION 4

September 6	Fall Startup	Albin Brandstetter
	Snake River, WA Fleet #195	509/946-7274
September 6 - 7	Redfish Regatta	Bob Hanson
	Redfish Lake, ID Fleet #105	208/375-6640
September 20 - 21	Chelan Warm-up	Albin Brandstetter
	Snake River, WA Fleet #195	509/946-7274
September 27 - 28	2nd C.J. Strike Regatta	Bob Hanson
	C. J. Strike Reservoir, ID Fleet #105	208/375-6640
October 4	Gas Light Cup	Albin Brandstetter
	Snake River, WA Fleet #195	509/946-7274
October 18	Last Chance Race	Albin Brandstetter
	Snake River, WA Fleet #195	509/946-7274
October 18 - 19	3rd C.J. Strike Regatta	Bob Hanson
	C.J. Strike Reservoir, ID Fleet #105	208/375-6640
November 1 - 2	Annual Monster Mash & Hobie Regatta	Maria Riffel
	Vancouver, B.C., Canada Fleet #214	604/685-5996

DIVISION 5

September 20 - 21	Conchas Lake Regatta	Steve Carnell
	Conchase Lake, NM Fleet #48	505/898-0678
October 11 - 13	Elephant Butte Lake	Steve Carnell
	Elephant Butte, NM Fleet #48	505/898-0678
October 31	Halloween Party & Elections	Steve Carnell
	Albuquerque, NM	505/898-0678

DIVISION 6

September 7	Fleet #102 Regatta	Mike Roegge
	South Padre Island, TX	512/943-2501
September 20 - 21	Sandollar Regatta	Melody Meeks
	Access RD #3, Corpus Christi, TX	512/853-1645
September 21	First Day of Autumn Regatta	Rob Whittington
	South Padre Island, TX Fleet #102	512/546-3731
October 5	Fleet #102 Regatta	Mike Roegge
	South Padre Island, TX	512/943-2501
October 18 - 19	Great Pumpkin Race	Melody Meeks
	Bird Island, TX Fleet #99	512/853-1645
October 19	Octoberfest Regatta	Rob Whittington
	South Padre Island, TX Fleet #102	512/546-3731
November 2	Pre-election Regatta	Mike Roegge
	South Padre Island, TX Fleet #102	512/943-2501
November 15 - 16	New Commodores Initiation	Melody Meeks
	Lake Corpus Christi, TX Fleet #99	512/853-1645
November 16	Fleet #102 Regatta	Rob Whittington
	South Padre Island, TX	512/943-2501
November 30	Turkey Sandwich Regatta	Mike Roegge
	South Padre Island, TX Fleet #102	512/943-2501

DIVISION 7

September 7	Frost Bite Season Regatta	Pam Dage
	Omaha, NE Fleet #192	402/422-8555
September 14	Frost Bite Season Regatta	Pam Dage
	Omaha, NE Fleet #192	402/422-8555
September 21	Frost Bite Season Regatta	Pam Dage
	Omaha, NE Fleet #192	402/422-8555
September 28	Frost Bite Season Regatta	Pam Dage
	Omaha, NE Fleet #192	402/422-8555
October 4 - 5	Fall Regatta	Gary Page
	Table Rock Lake, MN Fleet #59	417/869-8696
October 4 - 5	Governor's Cup Regatta	Tom Burrows
	Fleet #273	314/837-3318
October 5	Frost Bite Season Regatta	Pam Dage
	Omaha, NE Fleet #192	402/422-8555

DIVISION 8

November 28 - 30	Keys Cat Challenge	Joan Gregory
	Key West, FL Fleet #71	305/294-2696



DIVISION 9

September 13	Fleet #257 Regatta	Mayo Boddie, Jr.
	Washington, NC	919/443-3131
September 20 - 21	Fleet #97 Regatta	Bob Shafer
	Henderson Point, Kerr Lake, NC	919/781-5643
October 4	Fleet #257 Regatta & Cookout	Mayo Boddie, Jr.
	Washington, NC	919/443-3131
October 4 - 5	Fleet #97 Regatta	Bob Shafer
	Satterwhite Point, Kerr Lake, NC	919/781-5643

DIVISION 10

September 1	Park Place Regatta	Tim Johnson
	Traverse City, MI Fleet #292	616/947-4854
September 1	Lighthouse Regatta	Wayne Fischer
	Green Bay, WI Fleet #413	414/468-8971
September 2 - 6	Hobie 18' Nationals	H.C.A.
	Traverse City, MI	714/758-9100
September 6	"Steamboat Days" Ohio River	David Hatfield
	Jeffersonville, IN Fleet #255	812/948-0041
September 7	Grand Traverse Bay Regatta	Tim Johnson
	Traverse City, MI Fleet #292	616/947-4854
September 7	Upper Peoria Lake Regatta	Terrill Cook
	Peoria, IL Fleet #158	309/452-0476
September 6 - 7	Hobie Fest '80	Tom Chambers
	Wilmette, IL Fleet #115	312/362-6778
September 13 - 14	Higgins Lake Regatta	Michael Garrett
	Roscommon, MI Fleet #18	313/482-5851
September 14	8th Series Race	Robert Bley, Jr.
	Michigan City, MI Fleet #126	219/926-3341
September 21	Ohio River Regatta	David Hatfield
	Jeffersonville, IN Fleet #255	812/948-0041
September 21	Grand Traverse Bay Regatta	Tim Johnson
	Traverse City, MI Fleet #292	616/947-4854
September 27 - 28	Elk Lake Regatta	Michael Garrett
	Elk Rapids, MI Fleet #18	213/482-5851
October 4 - 5	Governor's Cup Regatta	Tom Burrows
	Fleet #273	314/837-5823
October 5	Deam's Lake Regatta	David Hatfield
	Borden, IN Fleet #255	812/948-0041
October 19	Deam's Lake Regatta	David Hatfield
	Borden, IN Fleet #255	812/948-0041
November 2	Deam's Lake Regatta	David Hatfield
	Borden, IN Fleet #255	812/948-0041
September 28	Sea Scout Appreciation Day	Robert Bley, Jr.
	Michigan City, MI Fleet #126	219/926-3341

REGATTA SCHEDULE

DIVISION 11

*September 6 - 7	Sandy Hook Points Regatta (1981 Points)	John Chamberlin
September 7	Atlantic Highlands, NJ Fleet #250	201/671-1762
September 13	Fall Series I, Race 1	Bob Hartmann
September 14	Bricktown, NJ Fleet #65	201/920-1206
September 14	Fleet Race	Jeff Beard
September 14	Lake Marburg, Hanover, PA Fleet #408	717/359-4732
September 14	Fall Series I, Race 2	Bob Hartmann
September 14	Bricktown, NJ Fleet #65	201/920-1206
September 20	Nockamixon Cup Series #5	Charles Phillips
September 20	Hatfield, PA Fleet #416	215/822-3562
*September 20 - 21	Nockamixon Hobie Fall Series #1	Charles Phillips
September 21	Hatfield, PA Fleet #416	215/822-3562
September 21	Maryland State V Fleet #54	Ed Turner
September 21	Gunpowder State Park, MD	301/268-5878
September 21	Fall Series I, Race 3	Bob Hartmann
September 21	Bricktown, NJ Fleet #65	201/920-1206
September 28	Fall Series II, Race 1	Bob Hartmann
September 28	Bricktown, NJ Fleet #65	201/920-1206
September 28	Hull Flying Contest	Charles Phillips
October 5	Hatfield, PA Fleet #416	215/822-3562
October 12	Fall Series II, Race 2	Bob Hartmann
October 12	Bricktown, NJ Fleet #65	201/920-1206
October 12	Nockamixon Cup Series #6	Charles Phillips
October 18	Hatfield, PA Fleet #416	215/822-3562
October 18	Nockamixon Hobie Fall Series #2	Charles Phillips
October 18	Hatfield, PA Fleet #416	215/822-3562
October 25	Nockamixon Hobie Fall Series #3	Charles Phillips
October 25	Hatfield, PA Fleet #416	215/822-3562



DIVISION 12

September 6 - 7	Massachusetts State Championships	Art Simms
September 13	Nahant Beach, MA Fleet #403	617/631-4404
September 13 - 14	4th Annual Seamen's In Surf Regatta	Aquatic/Outdoor Rec.
September 13 - 14	Nassau Beach Park, Lido, NY	516/292-4289
September 13 - 14	Last Chance Regatta Fleet #209	Jan Bolduc
September 13 - 14	The Broads, Lake Winnepesaukee	617/388-4307
September 13 - 14	10th Annual Connecticut State Champ.	Diana McCauley
September 13 - 14	Lake Candlewood, CT Fleet #31	203/775-3433
October 4 - 5	Autumn Leaves	Tom Barron
October 4 - 5	Nahant Beach, MA Fleet #403	617/388-4307
*October 4 - 5	Boddies British Gin & Tonic with a Slice of Lime Regatta Fleet #136	Pedal & Sail
October 4 - 5	Surf Club Beach, Madison, CT	203/2459605

DIVISION 14

September 4	Fall Series	Tim Seidel
September 11	Lawton, OK Fleet #251	405/248-5013
September 14	Fall Series	Tim Seidel
September 14	Lawton, OK Fleet #251	405/248-5013
September 14	Waco Series Races	Stan Jarosz
September 14	Lake Waco, TX Fleet #162	817/754-4687
September 18	Fall Series	Tim Seidel
September 21	Lawton, OK Fleet #251	405/248-5013
September 21	Waco Series Races	Stan Jarosz
September 21	Lake Waco, TX Fleet #162	817/754-4687
September 25	Fall Series	Tim Seidel
September 25	Lawton, OK Fleet #251	405/248-5013
October 5	Waco Series Races	Stan Jarosz
October 19	Lake Waco, TX Fleet #162	817/754-4687
October 19	Waco Series Races	Stan Jarosz
October 26	Lake Waco, TX Fleet #162	817/754-4687
October 26	Make-up day - Summer/Fall Waco Series	Stan Jarosz
October 26	Lake Waco, TX Fleet #162	817/754-4687

DIVISION 15

September 6 - 7	Hobie for Heart	Chic McDaniel
September 20 - 21	Fort Walton Beach, FL Fleet #178	904/651-1314
September 20 - 21	Redbeard's Hobie Regatta	Chic McDaniel
September 20 - 21	Navarre, FL Fleet #76	904/651-1314
October 11 - 12	Hobie Jubilee	Frank Phillips
October 11 - 12	Fairhope, AL	205/649-6331

INTERNATIONAL

EUROPEAN REGATTA SCHEDULE

September 6 - 7	LA MANGA (On 1981 account)	Sandrina Bertich
September 6 - 7	Spain (14' & 16')	(968) 56.13.46
September 7 - 8	WASSENAAAR (Ladies races)	H. Dieben
September 7 - 8	Holland	070.253291
September 8 - 12	STEINHUDE MEER European Championships	S. Adloff
September 8 - 12	Germany (14')	05131/51028
September 13 - 14	Coupe International Lander BOIMEER	Ernst Bartling
September 13 - 14	Germany (14' & 16')	0221/43.86.04
September 13 - 14	NEUSIEDLE UYCNs	H. Dieben
September 13 - 14	Austria (14' & 16')	070.253291
September 13 - 14	OUDE NAARDEN (2 Landen cup)	H. Dieben
September 13 - 14	Holland (14', 16' & 18')	070.253291
September 12 - 14	LA MANGA Natinal Championships	D. Vallve
September 20 - 21	Spain (16')	3.892.27.44
September 20 - 21	GELTING, Ostsee	D. Braun
September 20 - 21	Germany (14' & 16')	040/6300662
September 20 - 21	ZANDVOORT NOORD	H. Dieben
September 20 - 21	Holland (14' & 16')	070.253291
September 20 - 21	AMMERSEE	M. Dangel
September 20 - 21	Germany (14' & 16')	08171/2738
September 24 - 28	RIVA DEL GARDA European Championships	Yachting Sport
September 24 - 28	Italy (16')	(464) 513.396
September 27 - 28	Challenge FASTWELL	Mr. Cailler
September 27 - 28	Switzerland (14' & 16')	(22) 76.20.76
September 27 - 28	HYTE (SOTON WATER)	N. Hardacre
September 27 - 28	Great Britain (14' & 16')	(0703) 843714
October 4 - 5	NATIONALS (Venue to be confirmed)	R. Boyd
October 4 - 5	Great Britain (14' & 16')	(0271) 71079
October 11 - 12	GRAPHAM WATER	G. Russel
October 11 - 12	Great Britain (14' & 16')	(046274) 2729
October 11 - 12	STEINHUDE MEER	S. Adloff
October 19	Germany (14' & 16')	05131/2738
October 19	GENDOR	Mr. Chaubeau
October 25 - 26	France (14' & 16')	(94) 29.44.34
October 25 - 26	BREST	J. B. Cunin
October 25 - 26	France (14' & 16')	(98) 46.03.85
October 25 - 26	CRANS	Mr. Cailler
November 1 - 2	Switzerland (14' & 16')	(22) 76.20.76
November 1 - 2	PLYMOUTH	C. White
November 8 - 11	Great Britain (14' & 16')	(0752) 822278
November 8 - 11	BENDOR	Mr. Chaubeau
November 15 - 16	France (14' & 16')	(94) 29.44.34
November 15 - 16	Eispokal BALDENYSEE	E. Bartling
November 15 - 16	Germany (14' & 16')	0221/43.86.04
November 15 - 16	Tweede Helft Puerto Rico	H. Dieben
December 21	Holland (16')	070.253291
December 21	ROMA (10 Miglia di Natale)	VELASPORT
December 21	Italy (14' & 16')	(06) 901.8372

PUERTO RICO MULTIHULL ASSOCIATION

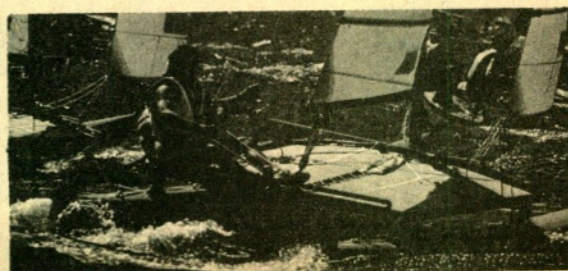
September 1 - 2	"Copa de Palmas"	Emilio Vassallo
September 1 - 2	Fleet #133	809/783-2525
October 18 - 19	"Le-Mans Regatta" (Tentative)	Emilio Vassallo
October 18 - 19	(24 Hour Regatta) Fleet #133	809/783-2525
November 2	Sunday Series, "Fun Regatta" or	Emilio Vassallo
November 2	"Freak Regatta" Fleet #133	809/783-2525
November 9	Sunday Series	Emilio Vassallo
November 9	Fleet #133	809/783-2525

CLUB DOMINICANO DE HOBIE CATS

September 14	VII Regata Catamaranes Hobie Cats 1980	Oscar Valiente
September 14	Bahis de Andres, Boca Chica	566-4772
December 6 - 7	VIII Regata Catamaranes Hobie Cats 1980	Luis Jose Cabral
December 6 - 7	Sans Souci - Haina - Sans Souci	685-7503

JAPANESE HOBIE CLASS ASSOCIATION

September	"SAMPAN" - Lantau Is	Jose Heasman
September	Japan	5-749310
October	LAMA WEEKEND SAIL	Jose Heasman
October	Japan	5-236752
November 2	GUY FAWKES BBQ	Jose Heasman
November 2	Japan	5-749310
December 31	NEW YEAR'S EVE CRUISE	Jose Heasman
December 31	Japan	5-236752



FLEET NEWS



DIVISION 1

1ST ANNUAL FROOME'S SAILING
COMPANY REGATTA AND CAMPOUT
FLEET #6, DIVISION #1
JUNE 21 - 22, 1980
BY PETE VANDEVERG

Competitors who had experienced past Waimanalo campouts were probably expecting to be blown out of their tents at night and blown across white seas during the day, at Froome's Sailing Company and Regatta held at Bellows Beach, Waimanalo on June 21 and 22. But, the weather was beautiful--no rain, gentle winds, and a smaller-than-usual shorebreak. In short, it was perfect weather for a campout.

Saturday's three races were held in single trapezing breezes. The lead changed hands many times in all fleets making for some interesting racing. That evening everyone rehashed the day's victories and disappointments over a great teriyaki barbecue and kegs of Michelob beer provided by Froome's.

Sunday morning dawned with more beautiful weather. Over coffee and donuts provided by Craig's Bakery of Kailua, Race Committee Chairman, Bill Harwood announced the first races of the day. The course included a reach outside the reef, and around one of the Mokulua Islands for the only open ocean leg of the regatta. The prompt start of the second race of the day found half the fleet still resting up from the long first course.

After the last race, everyone gathered on the beach for presentation of the trophies--beer mugs made from sections of Hobie masts. To nobody's great surprise, Dean Froome with crew Verne Takagi won decisively in the 16A Fleet, showing everyone the way around 'Nalo. Alan Gadiz and Rick Cole won 16B Fleet and Alan Yoshimoto and crew Glen Yanamori topped 16C. In the 14's, Mike Jacobs added yet another first to his season's points record with Aki Mizushima winning 14B's and Richard Blaha leading 14C's.

DIVISION 2

THE 3RD ANNUAL BIG BEAR LAKE
HOBIE REGATTA
DIVISION #2
BIG BEAR, CALIFORNIA
BY MATT KRANE

Saturday morning, July 26th, dawned especially clear and cool. While most of Southern California was reeling under a siege of heat and smog, 171 Hobie sailors were anxiously awaiting the blast of the horn for the first race of the 3rd Annual Big Bear Lake Hobie Regatta.

First run in 1978, the Big Bear Hobie Regatta signified then - the first organized sailing allowed on the superb 7-mile long, east-west lake located in the San Bernardino Mountains (elevation 6,500 feet), just two hours from Los Angeles. Previously owned for 80 years by orange growers West Redlands, the lake was bought by Big Bear property owners - under the auspices of the Big Bear Water District, in the early sixties. Sailing was allowed but organized racing was not, until the Big Bear Sailing Association convinced the water district in 1972.

As master of ceremonies Larry Cooke sat atop his motor-home talking rules and regulations at the skipper's meeting, gigantic, billowy cumulus clouds were building and rolling in from the south. The last rule: "If there's any lightning," Cooke stressed, "any at all, get off the lake, away from your boat and away from trees." The sun was shining bright, winds - the prevailing westerly - were building, but so were those beautiful clouds.

In mountains, especially in the hot summertime, it takes very little time for the fast rising hot air to build the moisture content into strato-cumulus thunderheads. These clouds, often 30-40 thousand feet high, are capable of strong winds, hail, heavy rain, and of course thunder and spectacular lightning displays. Midway through the first A-fleet 18' race Saturday, mother nature decided it just wasn't quite time to race.

The thunder squall started over the lake's south-west peninsulas. At first there was heavy rain, wind driven hail and constant lightning and thunder, although a long way from the beach. I went out in a chase boat to call everybody in before things got too crazy; 25 knots in a speedboat made the hail hit like bullets.

Most catamarans - at least 100 - had congregated at the lake's dam, where it was still calm and light. We reached the first group of boats and begged them to head back. They did with no hesitation. As we approached the second group, a single bolt of lightning hit water 50 feet from us. The water turned pale white, and the instantaneous thunder sounded like close-range fire.

Needless to say, every cat at the dam turned to overdrive and made no haste getting back to shore. Another bolt crackled within a stone's throw, and we took off for the regatta beach, wondering who it was that had a contract out on us. It literally seemed like some witch or god, was hurling thunderbolts at us, wanting to make us dance.



FLEET NEWS

3RD ANNUAL BIG BEAR REGATTA CON'T

An inch of rain followed in the ensuing hour. One p.m. looked like twelve midnight for all the darkness. Racers were scattered all over the lake, some seeking quick cover in private coves, inlets and beaches. The 360-degree sensurround thunder was directly overhead. No one was hit, no boats were hurt, and at 3:00 p.m., the skies were finally clear - and one race in every class was run.

Lesson one: the Lord hath no favorites. Sunday dawned just like Saturday, bright and clear. But by 1:00 p.m. again, screaming sheets of rain and extremely close lightning strikes played havoc with jibs and mainsheets. Funny how everyone came in off the water much faster this time. Again, the afternoon cleared and excellent sailing on the strong prevailing was had by all.

An unfortunate occurrence. The squalls did underline the vulnerability of man, even in a smooth-sailing Hobie 18. Mountain sailing is some of the finest sailing in the world - but there are certain climatic and meteorologic phenomena which does make mountain sailing unique. It pays to prepare for the worst - in any recreation - because the best will be that much better.

DIVISION 3

MEMORIAL DAY WEEKEND
DIVISION #3
BY TOM EMMONS

Memorial Day weekend was not as normal as the average weekend. All campgrounds were full by Friday night and only a few undeveloped spaces remained. Rain and cold winds didn't help as people kept rolling in.

Saturday was filled with a little more excitement as the winds howled across the reservoir. Hobie Cat hulls were flying and yelling filled the air with fleeting crafts going every direction. A Hobie 18' capsized, and received help from a passing motorboat. The sailboat was right side up and seen flying its hull again in the opposite tack.

The next day had remained cool and the wind was light. As the day grew older warm air began bringing people out of their camps, trying to get as much as possible out of what had remained of the weekend.

Not long after Sunday brunch a loud crash was heard from the center of the reservoir. Two powerboats had collided and one of the boats was still on top of the other boat. The four ladies that were riding in the severely damaged powerboat were being transported to emergency. Only two were treated for injuries in what could have been a fatal accident.

The bow of the motorboat was the only visible part of the wreckage. Salvage operations looked

hopeless as the wreckage would sink as powerboats tried to tow the boat to shore.

As time passed, an outboard motorboat was seen pulling the silver and orange Hobie 18' to the wrecked powerboat. The gallant sailboat set sail and was circling the area as if the boats were in the area and words were passed from boat to boat keep clear, gas is on the water! Where is the ranger?

Suddenly what the Hobie 18' was trying to do came to light. The Catamaran's hulls had straddled the exposed hull and was tying the bow to its forward crossbar. Almost as if it were a bird taking a wounded chick under its wing. A line was then tied to each hull from mooring cleats on each side of a powerboat.

One of the most spectacular recovery incidences I have ever seen. It brought cheers from the people on the shore and on the water.

This type of involvement no matter what type or style of craft you have can make us realize we are all here for enjoying our outdoors and giving a helping hand can make it safer for all of us.

Later that same evening with the sun down, the moon high, and the winds brisk. The crew of a sailboat, with running lights, could be heard yelling across the entire reservoir. That same silver and orange Hobie 18' was seen flying its hull, what a beautiful ending for such a weekend we at Woodward Reservoir will not forget for sometime to come.



2nd ANNUAL ROARING TWENTIES REGATTA
FLEET #20, DIVISION #3
SAN MATEO, CALIFORNIA
MAY 17 - 18, 1980
BY JERRY BRENNY

The Casa Maria's ROARING 20s REGATTA can best be described as "two wild and crazy days on San Francisco Bay" Saturday morning dawned bright and clear as the Hobie Cats began to swarm on the beach at the Coyote Point County Park just south of San Francisco International Airport. The surface of the bay was as smooth as glass but, if all would hold true to form, there would be plenty of wind for everyone before the day was finished.

Registration was handled by Mike and Marj Harrigan and crew. The results of the regatta were to be tabulated using a computer that Mike had developed a program for-so it was really important to get the registration information in the proper format. In addition, T-shirts were given to the registrants and dinner tickets were sold to those interested in participating in the dinner put on by Casa Maria's Mexican Restaurant, a sponsor of the regatta.

The skipper's meeting was conducted by Brian Boschma who explained the things to watch out for when sailing in this part of San Francisco Bay. The bay is quite shallow in this area as many Hobie skippers would be able to prove as he brought back a load of mud at the top of his mast. In addition, since the race course was right under the final approach course to the San Francisco Airport, it was pointed out that skippers could expect to get a rather drastic wind shift as 747 jet liners passed 200 feet overhead.

FLEET NEWS



2nd Annual Roaring 20's Regatta con't

The committee boat moved into position about 11:00 a.m. and the marks were placed in the proper locations based on the forecast wind. However, there was still no wind as the Hobie Cats began to leave the beach in preparation for the first race of the regatta. The previous two regattas in this area had been drifters so there were many comments being made, mostly unprintable, about the lack of wind for the third regatta in a row. As the Hobie Cats approached the committee boat, it was as though the race committee had flipped the wind switch to "ON". The wind went from about 3 mph to 20 mph within a period of 15 minutes. Smiles rapidly returned to the faces of the Hobie Catters as they gathered for the start of the first race.

As the racing began, the wind began to increase and stayed in the range of 25 to 35 mph for the remainder of the day. The starts were something to behold, particularly in the 16A races, as the Hobie Cats tried to avoid each other in the strong winds. There was truly enough wind to go around. Those experienced in double-trapping were treated to several hours of exhilarating sailing. Those who experimented in double-trapping spent quite a bit of time swimming and had some trouble getting their act together. At the end of the days racing, most of the sailors were begging for shorter courses as the heavy wind and rough water were taking their toll on both the sailors and the boats.

With racing finished for the day, the Hobie Catters adjourned to the Casa Maria Mexican Restaurant to partake of some excellent Mexican cuisine, drink margaritas, and tell war stories of the days sailing. And did they tell war stories! The size of the waves, the severity of the pitchpoles, and the speed of the boat increased proportionately with the amount of margaritas consumed.

The second day of the regatta showed signs of great promise as the wind was blowing about 10 mph as the sun rose in the clear skies over the Bay Area. Remembering all the equipment failures that had occurred the day before, the Hobie Catters took a little extra care in getting their boats and equipment ready for the battle ahead. Once again, the wind picked up considerably and at one time reached 42 mph. The start of the second race for the 16A fleet was nothing short of spectacular. The port starters, starboard starters, and a dip starter all tried to occupy the same place at the same time. The crew of the committee boat was treated to something that had all the characteristics of a demolition derby. If the need should ever arise for kamikaze pilots, there were 36 excellent candidates starting that race. The photographers on board the committee boat captured the action all during the day and hopefully we will be able to relive the action at our next Fleet #20 get-together.

At the trophy ceremony following the regatta, Fleet #20 presented "Hangin' In There" trophies to several Hobie Catters who served "above and beyond the call". Dick Duoos, presently recovering from a broken leg and an injured back, sailed the entire regatta and we welcome Dick back to sailing. B.G. Lawson, a relative newcomer to Hobie Catting, also sailed the entire regatta despite the fact that the wind was very strong and the waves quite high. She "hung in there" even though at times I'm sure she wondered what the heck she was doing out there. Judy Pesnell, despite dislocating her knee, managed to help Phil get the boat back to the beach and then managed to ease the pain with a few margaritas at Casa Maria's. And how about this? Sue Thornberry did not abandon ship despite the fact that her captain played follow the leader (around the wrong course), the 16 she was on broke a shroud right on the start line, and the captain managed to capsize the boat on the start line just as their fleet was about to start. "Hangin' In There" trophies were presented to all of these individuals.

DIVISION 3

1980 OTTER REGATTA
FLEET #222, DIVISION #3
MONTEREY, CALIFORNIA
JUNE 7 - 8, 1980
BY COLIN FILSHIE

Many months of planning had gone into preparing for the 6th Annual "Otter Regatta" which was to be held in Monterey on June 7th & 8th. The stage was set for what was to be the biggest sailing event Monterey had ever seen.

Registration went smoothly as some 65 had already pre-registered. Those arriving late lined up inside the Sea Scout building waiting for their turn to register. Names were entered into the apple computer as sail numbers were checked and race packages distributed.

By 10:00 a.m. Saturday morning, 135 Hobie Cats were lined up on Monterey Beach, locals and tourists lined the wharf taking photos of this spectacular fleet as they prepared for the races.

Michelob and Casa Maria Restaurant, the main sponsors, had provided some 300 t-shirts along with other goodies. Time was closing fast as the skippers meeting got under way. Some of the skippers were fortunate enough to win the drawings for door prizes including wetsuits donated by O'Neill's Inc. Race instructions were given and the huge fleet moved out to the race site.

It has been said that sailing is not a spectators sport due to the fact that most races take place well away from shore. This is not the case in Monterey, our courses are designed not only for the competitors but also the spectators. So on this perfectly clear sunny day hundreds of people line Steinbeck's Cannery Row to see the Cats....restaurants were kept busy as the starting line was directly in front of them, cars moved along at a slow pace as motorists stopped in an attempt to see what was happening.

The competition was hot as cats maneuvered to get the best positions at the start of the first race. The 16C fleet alone consisted of 50 Hobies. Soon the bay was full of brightly colored sails. At one point the entire fleet of cats were on Cannery Row tacking to "A" mark.

After the first race, the thirsty skippers and crews spotted the "Michelob" boat, a 20 foot outrage Boston Whaler supplied by South Shore Marine. Some 15 cases of beer were handed out to the crews. Cats lined up for their turn for a cold beer, some even collided in the process of trying to get in first.

The Race Committee did a fine job. Five races were held over the two days in near perfect winds. The event was not without its problems. Several Cats were involved in collisions, causing minor damage. The crash boats were kept busy pulling up cats or handing out beer. On Saturday night, Fleet #222 hosted a beach BBQ. After the BBQ many of the crews went over to "The Club," Monterey's biggest disco. "The Club" had handed out complimentary passes to everyone that was competing.

Finally after the last race was over and the trophies handed out the weekend came to a close. The Otter Regatta will be remembered for a long time to come.

As the cats headed out of Monterey, Hobie Fleet #222 was preparing for the next big race only five weeks away, when more than 140 boats would be competing in the Monterey Invitational Multihull Classic.

FLEET NEWS

DIVISION 4

DIVISION FOUR HOBIE CHAMPIONSHIPS 1980
FLEET #214, DIVISION #4
LAKE WASHINGTON, WASHINGTON
JUNE 7 - 8, 1980
BY MARIA RIFFEL

Good wind, a record number of participants, and a Sunday morning monsoon characterized the third annual Labatt's Hobie Cat Regatta, this year's Division four Championships, held June 7 - 8, 1980, at Jericho Sailing Centre in Vancouver, B.C., Canada.

Over 70 of the 124 boats had arrived at Jericho by Friday evening, from as far away as California. Others came from Oregon, Washington, Vancouver Island, and the British Columbia interior, all part of Division 4.

After a month of rain in Vancouver, Saturday morning held a promise of good weather. The wind blew lightly from the west, and at the skipper's meeting, spirits were high. The boats on the beach were rigged and ready to go, decked out in all their brilliant splendor. English Bay, where the race course was set amongst a dozen or so anchored freighters, had a slight ripple, and sparkled like a diamond. At the head of the bay, the buildings of downtown Vancouver shone white in contrast to the blue-green of the North Shore mountains. Everyone was eager to get out on the water and become part of that fantastic picture. Yes, it was time to race.

The plan was for one race, a lunch break, and then two more races back-to-back. This worked out well, as after a lunch of barbecued hotdogs, the wind came up nicely for the last two races. Competition was fierce, with freighters, wind shifts, and a moderate tide making tactics very important. Overall, the days events ran smoothly, in spite of a spectacular C-fleet collision and a Russian freighter which decided to anchor on C mark.

After the day's racing, it was definitely dinner-time! As sailors hit the beach, barbecued hamburgers were ready for them, along with cold Labatt's Blue, and apples and oranges. Then, as the last of the food and beer disappeared, so did the Hobie sailors, who went off to discuss the day's racing and to plan tomorrow's strategies.

As it turned out, the eventual winners in both the 16A and 18A fleets had already established leads after the first day. In 18A, Willi and Lou Schmidt (with 8 points) were 1/2 a point ahead of Tom 'King' Ling and Pat Kong. Paul Ulibarri, with Shelley Sjobeck, was in third place with 10 points. 16A's were equally close with Peter Yanciw and Harald Riffel first with 12 points, followed by Charlie and Jo Brown with 12 1/2, and Gary Baker and Robin French in 3rd place.



The Hobie 14 class saw a tie (6 3/4 points each) between Roger Jenkins and Ron Rubadeau, after three races. From all of this it was obvious there would be some hot competition on Sunday for the three Division titles.

It is interesting to note that one Martin Turner of 16C fleet had 42 points after Saturday, including a DNS and a 5th after colliding and dumping in one race. He then went on to take 2nd in 16C with 10 1/2 points after winning both of Sundays races. Ah, the joys of racing C fleet.

To say it was raining on Sunday morning would be an incredible understatement. The rain was bouncing off the pavement, and off of the windless bay as well. The skipper's meeting was postponed from 10:00 a.m. to 11:00 a.m. and many people packed up to head home. However, many more people waited inside the converted Hangar which Jericho uses as its headquarters, and enjoyed coffee and doughnuts. After an hour the wind filled in, and once more racing got underway. The wind had switched since the course had been set two hours earlier, so a course 2 Reverse was called. No problem. Then, for the second race the wind picked up, and a course 4 Reverse was run. Confusion! All but three of the 19 Hobie 18s sailed an incorrect course. Many of the 16A's and all but 2 of the 16B's followed suit. For some reason, almost everyone decided to sail the course as before (not reversed) only with marks to starboard, instead of port. So they went CBACA instead of CACBA. Of course, everyone insisted they were right. Luckily, Sandy Banks, who

was here to observe Hobie racing in Canada (the Canadian Nationals will be held here in August), quickly helped decide the issue, and the only major crisis of the weekend was solved.

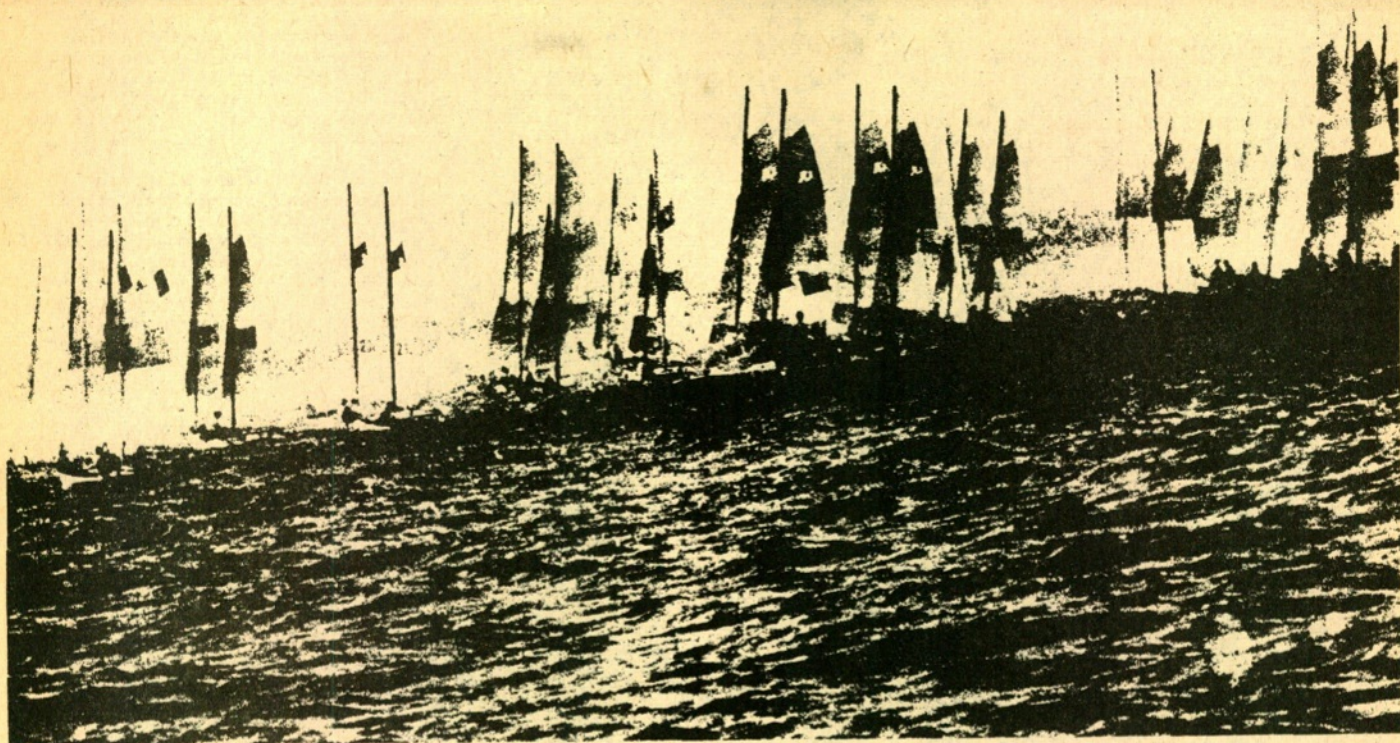
Meanwhile, during the last race the sun had broken through, and it turned into a beautiful afternoon. The beach committee fired up the barbeque for one last go at hotdogs, and once again the hungry sailors wolfed them down. While this was happening the scoring and protest committees (quietly?) went about their work, and the trophies were put on display. These were designed and made by Fleet #214 members, notably Dave Norman, and looked very impressive. They were made of smoked plexi-glass plates onto which was silk-screened a picture of Peter Yanciw and Harald Riffel's 16 against the Vancouver skyline.

After the trophies had been presented to the winners in each class, people reluctantly headed for home, with memories of good racing, a good time, and a regatta to remember.

Fleet #214 wishes to thank Sandy Banks for being there and helping. We'd also like to thank our sponsors Labatt's Breweries and Kits Marine. Special thanks go to our fantastic race committees, especially to Liz Martlin, Gary Sutherland, and Dave 'Woodstock' Campbell. Thanks to all those who helped put together the trophies, visors and T-shirts to the 'go-fors' during the week before, notably Steve Martlin, Harald Riffel, Bill McKay, John Thompson, and Kent Bronflow. And thanks to all the ground crew who worked their buns off at the barbeque and else where, and everyone else who helped in any way.



FLEET NEWS



DIVISION 4

OCEANSHORES POINTS REGATTA
FLEET #95, DIVISION #4
LAKE WASHINGTON, WASHINGTON
MAY 24 - 25, 1980

Last weekend Mt. St. Helens erupted and spewed forth mud and ash over a huge expanse of Central and Eastern Washington. Damages have been estimated in the billions, and the Governor of Washington has declared the State an official disaster area. But do you think that staunch dyed in the hull Hobie Catters would let a little thing like a national disaster get in the way of a hotly contested points regatta at a location known for its double trap weather? Hull no, they responded en masse!

Half a league, half a league, half a league onward, onto the beaches they trailered their bold little boats. Beaches in front of them, beaches to the left, beaches to the right, and ominous Mt. St. Helens behind them. Onward trailered the loyal Hobie Brigade onto the beaches that would soon be their demise.

Saturday dawned with broken clouds and 15 to 25 knot northerly winds that carried the promise of a spirited day of double trap survival races. Brian Gubtile, with the able assistance of Bettines South Sound Marine, set the course with A mark north up in the tide flats, B mark a real live screaming reach from A, and C mark the black Nun bouy just out of the surf line to the south. Start and finish line was off the beach, and as the first and second race of Saturday went on, so did the line off with the tide rush.

He who stayed upright did well in all four races that were held Saturday and as the day wound down Dave Engstrom and Steve Rall (Orcas) prevailed in the 18's, Doug Paeth and Larry Stag topped the 16 A's, Dlae Shelton and Curt Steinhauer dept it flat for top honors in the 16 B's, Mike Moore and Ryan Kuehn came back from a DNS in the 1st race with two 1st's and a 2nd to cap off the 16 C's, and son Bob beat father John Rueter in the 14's.

At 2:15 a.m. Sunday morning Mt. St. Helens rose if as out of sleeping, and blew forth yet another gigantic volcanic cloud. Luck was not with those bold Hobie folks, and the southwesterly "Wind of ill fate" guided the ash toward sleeping racers.

A grey, cold, gloomy morning greeted Hobie Catters Sunday with ash and rain falling everywhere. Tents, cars, boats, and people soon became a grey ash color and it seemed that every time you opened your mouth to talk you ended up with volcanic grit in your teeth. Some folks found out that the ash was an excellent rubbing compound for removing fiberglass that had faded slightly. A meeting was held and in the interests of regatta safety (rule 5.1B for you IYRU rule freaks) the race was terminated. Those that were ahead Saturday ended up top cats for the regatta.

Some folks elected to beat a quick path for home right then and there, and a few decided to wait it out, entrenched in their campers, tents, and motel rooms. Rumors of destruction prevailed as those remaining stocked up on wine, beer, and food for what was thought to be a long wait for doom!!

Monday was a repeat of Sunday and by 11:00 a.m. it was the consensus of those remaining that a try for home would be in order. Yet news reports, T.V., and the Washington State Patrol warned of hazardous roads and cautioned all who could afford to wait, to wait for better driving conditions.

It was at this point that the true spirit of Hobie Catting shown forth among the remaining mud and ash encrusted souls. Safety was of paramount importance and to this end Stan Butchart, Division Four Captain; Stan Carter, Fleet #95 Treasurer; and John Halloran, Fleet #95 Commodore, organized a Hobie Caravan. Those with CB's led the way and rode herd in the rear, and those without CB's were in the middle.

This display of concern for others is common to Hobie Cat racing and gives one the warm feeling of friendship. All returned safely to warm homes to conclude the story of this volcanically shortened regatta.

DIVISION 8

THE LAYLINE
FLEET #35, DIVISION #8
PENSACOLA, FLORIDA
JUNE 1980

Pensacola Beach, June 7 - 8, was ideal for Hobie cats to play in the surf, race through the waves, chew on mainsheets, and sometimes scratch and bite. Double-trap winds and good waves added up to speed, spills, and lots of excited hand-waving back on the beach. The Schlitz Bull, our sponsor, watched from his perch on the sail of the

FLEET NEWS

Bullship, regatta chairman John Emlet's beach HQ. Despite seasickness on board the anchored committee boat, five good races were run off. As the 44-foot committee boat sailed back toward the harbor channel, a wave swamped and sank its tow -- a 17-foot, 85-hp chase boat full of marks and equipment. Perhaps that explains why the Pensacola Regatta is the only Division 15 points regatta run in the Gulf. But no Hobies sank, damages were small (except for one broken nose), and there were plenty of cheers at the trophy presentation for the indomitable race committee and its helpers.

Those people deserve very special mention. It is a tremendous job to run a Gulf regatta: John Emlet started on this one last Fall and was handling hourly crises for the last three days as arrangements came unstuck and had to be glued back. The Challenger, a 44-foot sail-only yawl was ably run by its skipper and two very hardworking crew, Danny and Maureen, who spent a rough night aboard. Dante Kahn went far beyond the call of duty with the chase boat, and Scott McKay bounced for two days in his J-24 so racers could find the A mark. And these people don't even belong to our Fleet! A moment of reverent thanks is in order -- we couldn't have done it without them. Economy Marine provided the luckless chase boat (more about that at the next Fleet meeting). Among Fleet members who deserve special thanks are the ever-helpful Ron Munion, Gloria and Carla (some of the seasickies), Mike Sheehan (who made the first-place trophies), and a number of other fleeters who helped with registration, traffic control and other necessary jobs. When it's over and the last boat pulls out, you can feel good about it, but it takes work. Still, we want to go to regattas elsewhere, and we need to do our part to have a good divisional schedule. We hope to have even more fleetites helping with the next regatta, which will be easier--it's not in the Gulf. Emlet can offer more advice, but he's served his turn in the barrel (he will bring the Bull sail--he and Goldring Distributors went 50-50 on buying that, on condition that John show it around a lot--he already drinks the beer).

HOBIE SPRING BREAK '80
FLEET #80, DIVISION #8
DAYTONA BEACH, FLORIDA
MAY 10 - 11, 1980
BY LINDA HEYSE

It was the first day of Hobie Spring Break '80 and by the looks of it, Daytona is drawing more than just college crowd and summer tourists, as 147 Hobie Cats lined the World's Most Famous Beach. And why not, word has it that Fleet #80 puts together a great regatta and one not to be missed.

The first day's activity consisted of three races back to back and all went "smoothly" despite some pretty big ocean rollers. Who said you

can't get seasick on a Hobie!! A bit of delay in starting was caused by our committee boat, the infamous LARC (Lighter Amphibious River Craft), being shot down by mechanical problems. But our valiant race committee, headed up by Judd Dando and Larry Shu, sailed out on Hobies and weathered the seas and the day's races on a small outboard. Soon after starting the first race, we figured out why our ex-commodore, Gauden Reed, was so willing to set the course, when no one but he could find the weather mark. Well, that IS one way to make sure you're in the lead!!

Each race was sailed in light to moderate winds, but the ocean tested every sailor's skills and endurance. At day's end, everyone was glad to hit shore and be greeted by lots of cold beer and hot dogs. Sunday morning, bright sunshine greeted our bright-eyed (??) seamen. Calmer surf and flatter seas made getting to the course a little easier on our sailors. To everyone's delight (except maybe those who have a tendency toward bargaining), the LARC was once again afloat and poised on the course. Two more races were run with the wind picking up considerably for the last. Then it was back to the beach and beer and trying to figure out just who beat who.

The race committee's task of figuring the scores was lightened considerably with the help of Jim McCann and his traveling computer. In the course of a few kegs, the scoring was complete and everyone was ready for the good (or bad) news.

The beautiful wood framed, screened mirror trophies made every winner's battle for position worth the flight. And the sixth place trophy in all the "A" fleets made the guy who always finishes just out of trophy position, just that much happier he came too!

Fleet #80 wants to thank all its members, Commodore Mike Coleman, and our sponsors: Daytona Budweiser,

Aloha Marine, Oceans 11, Daytona Speedway, Eddy Corporation, and Brewmaster's Steak House, for helping make Hobie Spring Break '80 such a successful regatta and fun for all. See you next year on the World's Most Famous Beach!!

DIVISION 9

1980 NORTH CAROLINA STATE CHAMPIONSHIPS
FLEET #97, DIVISION #9
RALEIGH, NORTH CAROLINA
MAY 10 - 11, 1980
BY HANNAH POTEAT

The finest gift any mother can receive on Mother's Day is a trophy from the North Carolina State Championships Hobie Regatta; or so it seems each year, when skippers from Division Nine arrive at Camp Morehead on Bogue Sound to spend Mother's Day weekend sailing, eating, and drinking. The event is annually sponsored by Stroh's Brewery and hosted by Fleet #97 of Raleigh. This year, 84 skippers gathered to try to get that special woman a beautiful wooden plaque. Of course, backup gifts of flowers, candy, diamonds, and new cars had been selected--just in case!!

Nature has decreed that there will be plenty of sunshine, salt water, and wind when Hobie sailors congregate and such was the case in Mid-May. With temperatures in the 80s and winds 8-12 knots, Saturday was designed for sailing. The first race was won by Mike Walsh in 18s; Dennis Heretick in 16A; Louis Styron in 16B; Glenn Williams in 16C; Larry Efird in 14A; and Don Alree in 14B.

A break for hot dogs and beer followed. It's amazing what a taste of perfect weather can do to the appetite of a sailor! Over 500 hot dogs (provided by Stroh's), which were cooked in beer, (what else?), were consumed in record time and boats were back on the water for races 2 and 3.



FLEET NEWS



DIVISION 12

ONTARIO OPEN II
FLEET #295, DIVISION #12
ROCHESTER, NEW YORK
JUNE 7 - 8, 1980

The Ontario Open II will go down in history as one of the great "non-regattas."

Friday, June 6, as boats rolled into the Pultneyville Mariners Sailing Club (Home of Rochester, New York, Fleet #295) the skippers were met with rain, rain, and more rain. Saturday morning brought no rain, but a fog over Lake Ontario that was so thick our committee boat couldn't find the race site and had to radio for assistance.

After many delays, the fog thinned and gave us about one mile visibility. Quickly the race committee set a short course to satisfy 40 skippers who were getting rammy sitting on the beach eating donuts and drinking beer provided by our sponsor Genesee Brewing Company.

Bang! White flag! Fog Bank! Bang, Bang, Bang, race cancelled. The fog moved in so quickly boats couldn't find their way back to shore and our crash boats were scrambling to herd everyone back to dry land. Thanks to whistles and horns and a few boats with compasses, all were accounted for back on shore.

Finally, late in the afternoon, the sun broke through and we could actually see the marks.

Bang! White Flag! Bang! Blue Flag! Bang! Red Flag! Boats are drifting away from the starting line. No wind. Not even a whisper. After 40 agonizing minutes with only two boats over the line and still a long way from A mark, the racing was cancelled for Saturday and the volleyball tournament became the only competition for the day.



When Saturday's results were posted, Walsh was solidly in first place in 18's with a 1-2-1 series. Heretick led 16A with a 1-3-1 but Bob Poteat, 1979's State Champion, was challenging with 9 3/4 points. 16B was a wide open fight among Doug Efland, Stan Hassinger, and Steve White.

Williams had had a great day in 16C with a 1-3-2 series, followed closely by Dan Howard (5-2-1) and Dave Keech (2-4-3). Efland in 14A sailed a consistent 1-3-1 to lead that class and 14B fleet was led by Alree, who was the most consistent skipper of the weekend (1-1-1)

Sunday was another gorgeous day with winds blowing at 12 knots and building! Harnesses were strapped on and smiles changed to grins in anticipation of some great sailing. The race committee selected course 4 as a test of tactics and skill as well as speed. Only one race was held and the winners were not decided until the very end.

Walsh (1-2-1) edged Pat Kilpatrick (2-2-1) for the Hobie 18 title. Third place went to Danny Myers. In the 16A class, Poteat managed to retain his championship with a 3-1-2 regatta to Heretick's 1-3-3. Third and fourth places went to Tom Cowherd and Pat O'Cain. White took first in 16B fleet with Hassinger, Efland, and Ray Barbre taking trophies home to their mothers/wives/girlfriends/selves. In 16C Williams and Keech each had 5 3/4 points but Williams was declared the winner based on head-to-head results. The third place trophy went home with Howard and the fourth place one was Gary Johnson's.

The N. C. State Champion in 14A was Efland while 2nd, 3rd, and 4th went to Jay Swan, Larry Birchfield, and Alan Hunter. 14B winners were Alree, Roger Raduenz, Roger Edwards, and Brad Earle.

There were certainly a lot of delighted women on Mother's Day who received lovely new trophies to display. For those who had to settle for stand-by gifts of flowers, clothes and diamonds, maybe next year!!

After a fine cookout under clear skies, another front moved in. And boy did it move in...Saturday night brought 4 inches of rain and a 30 degree drop in temperature, but that was nothing compared to Sunday morning! "Full Gale" was the weather word. Forty mile per hour winds and 9 to 12 foot waves.

As the beach was being flooded by the unusually high winds and waves, skippers began dropping masts and getting their boats to high ground. Another day was shot and the Ontario Open II regatta was cancelled. All participants were given lunch and invited back for the "Son of Ontario Open II" in September, when we hope the weather will be more cooperative.

The winds on Sunday were too much of a temptation to Commodore Tim Kelley and Race Coordinator Pat Harris. They wanted to play Dean Froome and took Harris' 18 out for some wave jumping, however, as you look at the photo sequence shot by Joe Piczko, you can see they didn't quite get as much air time. This spectacular crash did keep the other skippers from complaining about cancelling Sunday's race though.

FOURTH ANNUAL MADCATTER REGATTA
FLEET #204, DIVISION #12
ONEIDA SHORES PARK, NEW YORK
MAY 17 - 18, 1980

On May 17th and 18th the Fourth Annual Madcatter Regatta was held at Oneida Shores Park, just North of Syracuse, New York. Sixty-seven boats showed up from all around the Northeast. Three races were run Saturday in 10 plus MPH winds. The racing was great with very few problems encountered.

Saturday night began with a superb Delmonico steak dinner with all the fixin's. There were no complaints and no one left hungry. Then the party began; the beer continued moving and sometime in the early evening the rains came. The beer drinking and partying ended sometime in early morning but the rain continued until around 8:00 a.m. on Sunday.

The winds were up to around 25 MPH with many gusts to around 40 MPH. A vote was taken at the skippers meeting and most decided to "GO FOR IT". The 18s, 16As and 14s got off but the 16Bs were somewhat early to the line and were recalled.

At this time, with the winds building throughout the morning to almost uncontrollable levels, "C" mark decided to cast off anchor and join the race. Boats started going over and it was decided to call another skippers meeting to determine if the races should continue. The majority ruled "no" and the races were cancelled for the day. Some spirits were dampened but under the circumstances, hope everyone understood.

FLEET NEWS

We would like to extend a sincere thank you to everyone in Fleet #204 for their support, South Bay Sails for the t-shirts, Oneida Shores Park people for the use of their beautiful facilities, Delia & Smith Beverage Corporation for the "suds", Pepsi-Cola, Frit-O-Lay, and several donations received from local merchants, which all helped to make the Fourth Annual Madcatter a great success.

Next year will be better yet....see you then!

DIVISION 12

NORTHEASTERN CHAMPIONSHIPS
FLEET #124, DIVISION #12
LONG ISLAND, NEW YORK
JULY 19 - 20, 1980
BY CHARLES CARPENTER

The 1980 Northeasterns became the largest Hobie Cat Regatta to be held in the Northeast when the 180th boat was registered at 9:15 a.m. on Saturday July 19, 1980. There were 27 Hobie 18s, 143 Hobie 16s and 11 Hobie 14s from Maine to Virginia and west to Michigan prepared to meet the challenge of the Great South Bay winds and chop.

The Northeasterns were held at Heckscher State Park on the South Shore of Long Island. The State Park Commission not only permitted the use of the one mile of sand beach for launching, but allowed the participants to pitch tents and park motorhomes right on the site. Mr. Fred O'Neill, park superintendent, and his staff were most cooperative. It was certainly a perfect site for a Hobie Regatta.

The committee boat was "The Priscilla", a restored 1880 oyster schooner, which was provided by the Suffolk County Marine Museum. It was a beautiful sight to behold the contrast between the past and the present as the sleek modern Hobies sliced by the stern of the classic schooner.

The thick fog on Saturday morning provided the only sour note of the weekend. We were all ready to go by 10:00 a.m., but were forced to wait until 2:00 p.m. for the fog to lift sufficiently to set a course. However, two races were completed in fairly light (8-10) south winds and poor visibility. The Great South Bay came through with a clear day and traditional winds on Sunday. Two long races were completed in building (12-16) SW winds.

A huge thank you to the many sponsors, especially "The Boat Store" for providing the colorful t-shirts and to my many friends who served on committees and patrol boats. It would not have been a success without their help.



INTERNATIONAL

NETHERLANDS ANTILLES
FLEET #285, DIVISION: INTERNATIONAL

Finally, word from Fleet #285! Yes, we do exist and are located on the island of Curacao in the Netherlands, Antilles. Our membership has increased to over 40. Sailing in the region is an all-year-round affair and our activities program reflects this. Over the past year we have organized or participated in 14 races most of which were offshore.

Fleet #285 has a slight identity problem. While we certainly have a reputation as one of the most safety conscious group of sailors in the area (we have strict minimum rules of offshore sailing) we are also popularly known as "speed-freaks", "dare-devils" and any other names used by conventional sailors. We are proud of this and live up to our reputation on every possible occasion. One such occasion was our first official Championship Regatta held on the weekends of June 21st and 28th.

Fourteen Hobie's registered for this championship series; a disappointing turnout but probably influenced by the school holiday period and the weather forecast.

The first volunteers were getting ready for the big event and setting up tents and other paraphernalia at 7:30 a.m. on June 21st. Winds were on our side, blowing between 14 and 20 knots on Saturday and Sunday and there was nothing spectacular to report. The following week was spent waiting for the next weekend,

organizing television crews, issuing press releases, and....waiting for the next weekend. Second, third, fourth and possibly even first place was up for grabs. There were four more races to go, each averaging about 2½ hours of intense sailing in open sea. Tension was slowly building up. Then came the day....the day that would separate the men from the boys, the cats from the monohulls.

Saturday, June 28th will be a day most of us will remember for a long time to come. With winds in the 20 - 25 knot range gusting regularly up to 40 knots, the cats flew like never before. Everyone got it up! (no pun intended). Only one boat got through the day without turning over. The night was spent by many on the beach drinking and reflecting over the days activities. Will the winds die down? Sunday, June 29th. Hobie Catters, tired from the nights activities, prepare for the last two races. Weather forecast: sunny with winds 16 - 25 knots. Spectators - attracted by newspaper articles and television announcements - gather on the beach to observe this strange breed of cat. Will everyone have the stamina to finish this championship series in good form? It would not be so....equipment failure (and lack of energy) forced some to give up and retreat to the beach early. For them the race was over. Those remaining in the race battled for second, third and fourth place. In the end everyone was happy with the final results which were:

1. Robbie Noordstar
2. Sjoerd Nieuwenhuyzen

If anyone of you out there in Hobicland have the good fortune to pass through Curacao please give us a call.

REGATTA RESULTS

DIVISION 1

10TH ANNUAL DON HO REGATTA
FLEET #6, DIVISION #1
KAILUA BAY, HAWAII
MAY 24, 25 & 26, 1980

HOBIE 18A	POINTS
1. Froome, Dean	7 1/4
2. Driscoll, John	9 1/2

HOBIE 16A	POINTS
1. Lung, Dave	9
2. Lopez, Andy	15 3/4
3. Myhre, John	16 3/4
4. Culbertson, Tom	17
5. Beauchamp, Bob	17

HOBIE 16B	POINTS
1. Holden, Don	7 1/4
2. West, Gary	11
3. Blaha, Ted	15

HOBIE 16C	POINTS
1. Polovina, Jeff	8 1/2
2. Germann, Ralph	9 1/2
3. Coles, Steve	10 3/4
4. Wilson, Harry	19 3/4
5. Foote, Bob	23

HOBIE 14A	POINTS
1. Fairchild, Jim	9 1/2
2. Jacobs, Mike	11 3/4
3. Morgan, Paul	12 3/4

HOBIE 14B	POINTS
1. Furukawa, Mike	6
2. Harwood, Bill	9 1/2
3. Stephenson, John	12

HOBIE 14C	POINTS
1. Niell, Mike	5
2. Blaha, Richard	7 1/2
3. Newton, George	15

PROOME'S SAILING COMPANY
REGATTA AND CAMPOUT
FLEET #6, DIVISION #1
BELLWOS BEACH PARK, HAWAII
JUNE 21 - 22, 1980

HOBIE 16A	POINTS
1. Froome, Dean	7 1/4
2. Myhre, John	15 3/4
3. O'Sullivan, D.	17 3/4

HOBIE 16B	POINTS
1. Cadiz, Alan	7 1/4
2. Furukawa, Mike	9 1/2
3. West, Gary	14 3/4

HOBIE 16C	POINTS
1. Yoshimoto, Alan	3 3/4
2. Wilson, Harry	12
3. Ramsey, Robert	16

HOBIE 14A	POINTS
1. Jacobs, Mike	5
2. Fairchild, Jim	7 1/2

HOBIE 14B	POINTS
1. Mizushima, Aki	3 1/4

HOBIE 14C	POINTS
1. Blaha, Richard	4

KWCAS REGATTA
FLEET #6, DIVISION #1
KANEHOE BAY, HAWAII
JUNE 7 - 8, 1980

HOBIE 16A	POINTS
1. Lung, Dave	8
2. O'Sullivan, Danny	9 1/2
3. Rothwell, Mike	11

HOBIE 16B	POINTS
1. West, Gary	4 1/2
2. Blaha, Ted	6
3. Ching, Al	6 3/4

HOBIE 16C	POINTS
1. Wilson, Harry	2 1/4
2. Popcke, Robert	8
3. Foote, Bob	9

HOBIE 14A	POINTS
1. Fairchild, Jim	2 1/4

HOBIE 14B	POINTS
1. Mizushima, Aki	2 1/4

HOBIE 14C	POINTS
1. Caires, Stephen	2 1/4



DIVISION 2

SAN DIEGO CLASSIC
FLEET #4, DIVISION #2
SAN DIEGO, CALIFORNIA
JUNE 21 - 22, 1980

HOBIE 18A	POINTS
1. Thomas, B.	3
2. Wentworth, S.	12
3. Myrter, S.	12
4. Poitras, R.	15 3/4
5. Timm, S.	16
6. Leo, S.	25
7. Wood, M.	27
8. Smith, K. Jr.	28
9. Wood, W.	35
10. Witte, E.	40
11. Kinney, E.	41
12. Lindley, T.	42
13. Ruiz, R.	46
14. Williams, S.	47
15. Sullivan, M.	52
16. Churchill, D.	58
17. Catalano, R.	59
18. Smith, T.	60
19. Lucchino, T.	68
20. Vucuevich, M.	69

HOBIE 18B	POINTS
1. Terry, M.	7 1/4
2. Brown, R.	9 3/4
3. Duckert, N.	9 3/4
4. Orrantia, F.	16
5. Simmons, J.	17
6. McCulley, B.	20
7. Jakubowski, J.	23
8. Mueller, D.	23
9. Wilson, J.	27
10. Karpinski, D.	34
11. Brown, R.	38
12. Veneman, A.	44
13. Corridori, C.	52
14. Shopp, K.	52
15. Podry, B.	54
16. Heyer, B.	57

HOBIE 18NOVICE	POINTS
1. Nisleit, R.	5 1/4
2. House, R.	6 3/4
3. Irwin, T.	7 3/4
4. Brown, C.	19
5. Shurtleff, T.	19
6. Kimball, J.	21
7. Rotholz, B.	26
8. Takata, R.	29

HOBIE 16A	POINTS
1. Oltmans, D.	8 1/4
2. Schafer, M.	12
3. Mihoky, D.	20
4. Eddington, R.	24
5. Egusa, A.	27
6. Matthews, J.	28
7. Seaman, B.	33 3/4
8. Alter, H. Jr.	34 3/4
9. Ferrin, R.	39
10. Hauser, J.	39
11. Blauer, S.	40
12. Howard, R.	43
13. McGraw, J.	51
14. Parizeau, P.	53
15. Brooks, J.	54
16. Shearer, A.	54
17. Materna, T.	55
18. Greer, B.	66
19. Myrter, B.	68
20. Johnston, A.	75
21. Shearer, M.	75
22. Farquhar, N.	78
23. Heath, F.	78
24. Wagniere, R.	82
25. Bell, B.	88
26. Martin, G.	89
27. Hernandez, J.	90
28. Jansky, G.	92
29. Shearer, D.	92
30. Winder, B.	101
31. Jensen, D.	112
32. Allen, S.	117
33. Hutton, K.	118
34. Raffetto, J.	120
35. Alter, J.	121
36. Rossetti, R.	121
37. Higgins, J.	122
38. Klaidman, L.	131
39. Olson, J.	132
40. Richard, D.	135
41. Casher, J.	143
42. Berg, C.	145
43. Seibert, B.	148
44. Clark, J.	151
45. Nichols, S.	172
46. Kerber, D.	180

HOBIE 16B	POINTS
1. Off, B.	7 1/2
2. Walsh, S.	9 1/4
3. Ketterman, D.	12 3/4
4. Whalen, M.	18
5. #46982	20 3/4
6. Robinson, R.	37
7. DeCosta, R.	37
8. Dixon, S.	37
9. Douglas, D.	39
10. Rofemann, B.	42
11. Kofahl, D.	44
12. Poitras, L.	50
13. Weismann, R.	58
14. Faucher, S.	65
15. Nakazawa, J.	65
16. Grimes, J.	66
17. Homan, H.	68
18. Rathbun, P.	74
19. Bailey, G.	76
20. Crowell, D.	81
21. Brown, G.	83
22. Wheaton, W.	85
23. Grove, G.	89
24. Schluter, B.	90
25. Frankel, D.	90
26. Castellanos	94
27. Bolduc, R.	97
28. Brenner, G.	99
29. Shields, J.	105
30. Calder, K.	105
31. Niggli, M.	110
32. Lewis, J.	111
33. Wohlfarth, J.	119
34. Tuckett, M.	122
35. Christensen, T.	125
36. Koe, E.	126
37. Petti, P.	127
38. Best, D.	131
39. Reed, H.	132
40. Kaplan, M.	135
41. Levettin, R.	135
42. Bethell, D.	141
43. Evans, J.	143
44. May, R.	144
45. Newton, R.	145
46. Straub, P.	146
47. Conrad, J.	148
48. Butts, F.	161
49. Lawson, J.	162
50. Jaseniuk, R.	176
51. Wright, J.	179
52. Johnson, D.	191
53. Spencer, G.	209
54. Henry, P.	212
55. Burns, J.	212
56. Franklin, D.	215
57. Wilder, J.	230
58. Garand, W.	236
59. Ferre, R.	256

HOBIE 16C	POINTS
1. Ziolkowski, J.	10 3/4
2. Tilger, B.	11 1/2
3. Weir, R.	17
4. Hendrickson, E.	17
5. Dasher, M.	34
6. Bunch, T.	35
7. Pepitone, R.	42
8. Perry, D.	45
9. Loudell, R.	46
10. Thomas, K.	50
11. Munson, R.	51
12. Roy, J.	58
13. Caine, W.	59
14. Halberstadt, M.	60
15. Smith, D.	61
16. Grimes, E.	61
17. Harris, W.	63
18. Huggins, J.	64
19. Hollins, M.	72
20. Hurvit, A.	73
21. Lucky, O.	79
22. Bury, M.	84
23. Selph, J.	86
24. Tortora, M.	88
25. Nasser, B.	89
26. Corell, D.	94
27. Slinkard, M.	96
28. Collinson, R.	105
29. Miller, D.	105
30. Jones, D.	105
31. Winkler, U.	106
32. Roncone, V.	109
33. McArthur, D.	114 3/4
34. Freeman, F.	118
35. Wilson, D.	118
36. Springer, T.	119
37. Weiss, H.	125
38. Moore, J.	129
39. Cokrell, S.	130
40. Rauch, H.	136
41. Fox, B.	137
42. Gwinn, C.	137
43. Weaver, S.	140
44. Newsome, J.	146
45. Bell, J.	156
46. Halverson, D.	161
47. Disselkoan, S.	162
48. Adamson, L.	166
49. Howard, J.	167
50. Strong, W.	171 3/4
51. Yarnell, J.	173
52. Belt, B.	174
53. High, C.	176
54. Martin, T.	222
55. Krieger, B.	228
56. Hentges, J.	228

HOBIE 16NOVICE	POINTS
1. Bond, J.	4 1/4
2. Greenwood, M.	7 1/2
3. Nidzieka, W.	11
4. Mangus, D.	11
5. Bauer, B.	31
6. Lindell, C.	31
7. Coe, P.	33
8. Lowry, A.	36
9. Weaver, G.	37
10. LaSance, K.	39
11. Healy, R.	41
12. Arthurs, J.	43
13. Campbell, G.	46
14. Lonsinger, J.	46
15. Moore, B.	47
16. Gluchist, R.	52
17. Piper, D.	63
18. Hayman, T.	64
19. Larrabee, J.	65
20. Schopp, B.	68
21. Beran, T.	69
22. Benson, B.	80
23. Booth, S.	86
24. Williamson, D.	101
25. Gardner, D.	101
26. Tindula, L.	102
27. Beeler, T.	109
28. Obedowski, J.	113
29. Safford, J.	123
30. Webb, G.	128

HOBIE 14A	POINTS
1. Walsh, G.	6 1/2
2. Sherriff, B.	15 3/4
3. Paasch, U.	16
4. Christensen	19 3/4
5. Veneman, C.	20
6. Blount, D.	24 3/4
7. Stanton	26
8. Leth, L.	31
9. Crider, D.	36
10. Deschamps	37
11. Lantz, D.	38
12. #4795	39
13. Carpenter	42
14. Campbell, B.	42
15. Tervas, S.	45
16. Foster, J.	54
17. Walcker, L.	64

HOBIE 14B	POINTS
1. Brooks, H.	5 1/4
2. Johnston, P.	11
3. Doyle, L.	11 3/4
4. Henderson	12 3/4
5. Biltings, L.	15
6. Williard, C.	17
7. Pederson, P.	25
8. Gobel, G.	32
9. Miller, C.	40
10. Myrter, J.	44
11. Langenfeld, T.	44

HOBIE 14ORCA	POINTS
1. Campbell, D.	4 1/4
2. Lantz, J.	5 1/2
3. Mohler, B.	12

HOBIE 14LADIES	POINTS
1. McGuire, P.	3/4
2. Klardman, L.	2
3. Yazzie, W.	3
4. Leth, L.	4
5. Kofahl, C.	5
6. Brooks, B.	6
7. Coe, P.	7
8. DeCosta, S.	8
9. Olson, S.	9
10. Allen, L.	10
11. Henderson, S.	11
12. High, B.	12
13. Levettin, J.	13
14. Howard, C.	14
15. Ketterman, J.	15
16. Perrin, C.	16
17. Rothenberg, D.	17
18. Frankel, L.	18
19. Munson, B.	19
20. Henry, D.	22
21. Mezo, C.	22

DEL REY REGATTA
FLEET #57, DIVISION #2
DEL REY, CALIFORNIA
JULY 12 - 13, 1980

HOBIE 18A	POINTS
1. Steele, N.	6 1/4
2. Myrter, S.	9 3/4
3. Wood, M.	13
4. Thomas, B.	14
5. Ruiz, R.	15 3/4
6. Timm, S.	16
7. Smith, K. Jr.	23
8. Lindley, T.	28
9. Woods, W.	30
10. Hosford, D.	38

HOBIE 18B	POINTS
1. Duckert, N.	5 1/4
2. Brown, R.	5 1/2
3. Brown, R.	10
4. May, R.	16
5. Hinton, M.	17
6. Samson, M.	22
7. Yardley, H. B.	26
8. Podry, R.	32

HOBIE 16A	POINTS
1. Schafer, W.	7 1/2
2. Alter, H.	10 3/4
3. Beachamp, B.	12 3/4
4. Egusa, A.	13
5. Hernandez, P.	21
6. Higgins, J.	22
7. Ohmanns, D.	27
8. Johnston, A.	34 3/4
9. Hauser, J.	36
10. McGraw, J.	38
11. Myrter, B.	38
12. Olson, J.	39
13. Heath, F.	44
14. Klaidman, L.	44
15. Wagner, R.	48
16. Griley, G.	55
17. Hutton, K.	61
18. Eddington, R.	62
19. Rose, B.	66
20. Rossetti, R.	71
21. Howard, R.	83
22. Casher, J.	90
23. Mihoky, D.	92

HOBIE 16B	POINTS
1. Arnstien, D.	13 3/4
2. Faucher, S.	15 3/4
3. Nichols, S.	18
4. Johnson, M.	20
5. Calder, K.	22 3/4
6. Nakazawa, J.	22 3/4
7. Hansen, E.	25
8. Douglas, D.	25 3/4
9. Crowell, D.	29
10. Patterson, T.	30
11. McQuilkin, J.	34
12. Schluter, B.	36
13. Leth, L.	41
14. Evans, J.	42
15. Kaplan, M.	44
16. Christensen, T.	47
17. Brenner, G.	62
18. Wilmot, J.	66
19. Johnson, D.	80
20. Wheaton, W.	80

HOBIE 16C	POINTS
1. Pepitone, R.	10 3/4
2. Dasher, M.	11 3/4
3. Rendler, B.	12 3/4
4. Hendrickson, E.	14
5. Veneman, A.	18
6. Coffey, J.	21
7. Gataweg, M.	22
8. Corell, D.	23
9. Healy, R.	24
10. Mack, J.	27

REGATTA RESULTS

11. Jones, D.	28
12. Smith, D.	28 3/4
13. Walker, R.	36
14. Merklin, B.	37
15. King, J.	37
16. Kingsburg, J.	40
17. Wooten, W.	40
18. French, R.	43
19. Slinkard, M.	46
20. Fargrave, J.	46
21. Selph, J.	48
22. Anaya, P.	49
23. Anderson, M.	51
24. Rondono, V.	53
25. Benson, B.	60
26. Rauch, H.	60
27. Baron, D.	74
28. Bose, L.	75
29. Winfield, K.	77
30. Rodriguez, H.	86
31. Kessler, R.	86
32. Hoppe, C.	91
33. Disselkoe, S.	91
34. Hill, W.	92
35. Lovedahl, R.	102
36. Marusak, G.	102
37. Aguilar, L.	102

HOBIE 14A POINTS	
1. Seaman, B.	6 1/4
2. Carpenter, D.	7 3/4
3. Sheriff, B.	14 3/4
4. Crider, D.	16
5. Walsh, G.	17
6. Fields, B.	17
7. Veneman, C.	22
8. Cockrell, J.	27
9. Zervas, S.	35
10. Brooks, H.	36
11. Alter, P.	43
12. Patterson, M.	45
13. Doyle, L.	52
14. Henderson, S.	54
15. Whalen, M.	59
16. Lantz, D.	60

HOBIE 14B POINTS	
1. Dockstader, L.	5 1/4
2. Johnston, W.	6 1/2
3. Goebel, G.	10
4. Drake, J.	13
5. Davidson, S.	16

HOBIE 14ORCA POINTS	
1. Lantz, J.	6 1/2
2. Campbell, D.	7 1/2
3. Mohler, B.	9
4. Donesley, D.	11 3/4

CASTAIC LAKE REGATTA FLEET #180, DIVISION #2 CASTAIC LAKE, CALIFORNIA MAY 17 - 18, 1980

HOBIE 18A POINTS	
1. Ruiz, R.	9
2. Poitras, R.	10
3. Wood, M.	16 3/4
4. Smith, K.	21
5. Myrter, S.	23 3/4
6. Lindot, T.	25
7. Thomas, M.	28 1/2
8. Lucchino, T.	29
9. Grimshaw, S.	30
10. Woodside, D.	31
11. Carpenter, D.	31
12. Churchill, D.	33
13. Crocker, D.	45
14. Kinney, E.	49

HOBIE 18B POINTS	
1. Roberts, A.	8 3/4
2. Terry, M.	10
3. Vernon, S.	17
4. Brown, R.	18 1/2
5. McFadden, I.	20
6. Bauldry, J.	23 3/4
7. Ducker, N.	25
8. Halloran, E.	25
9. Simmons, J.	30 3/4
10. Hinton, M.	31
11. Brown, R.	38
12. Veneman, A.	40
13. Hoffman, L.	49
14. Stapp, D.	49
15. Powell, W.	55
16. Yardley, H.	60

HOBIE 16A POINTS	
1. Oltman, D.	11
2. Mihoky, D.	14 3/4
3. McGraw, J.	19
4. Howard, R.	21 3/4
5. Jansky, G.	23 3/4
6. Alter, J.	25
7. Hauser, J.	28
8. Egusa, A.	28 3/4
9. Heath, P.	29
10. Seaman, B.	30
11. Hernandez, P.	37
12. Hernandez, J.	38
13. Shimabukuro, K.	46
14. Materna, T.	50
15. Verde, G.	57

HOBIE 16A CON'T POINTS	
16. Wagniere, R.	61
17. Myrter, B.	63
18. Klaidman, L.	63
19. Johnston, A.	64
20. Biakanja, K.	74
21. Higgins, J.	79

HOBIE 16B POINTS	
1. Raffetto, J.	12 1/2
2. Douglas, D.	13
3. Leth, L.	16
4. Hicks, G.	18 3/4
5. Dixon, S.	22 3/4
6. Nakazawa, J.	29 3/4
7. Hilliard, C.	31
8. Ketterman, D.	31
9. Faucher, S.	31
10. Calder, K.	31
11. Christensen, T.	34
12. Stapp, D.	35
13. Poitras, L.	35
14. Wheaton, W.	40
15. Bailey, G.	45
16. Haines, G.	58

HOBIE 16C POINTS	
1. Castellanos, L.	10
2. Arnstein, D.	24
3. Crowell, D.	30
4. Coffey, J.	31
5. Rissler, T.	35 3/4
6. Coe, R.	38
7. McNamara, R.	44 3/4
8. Hendrickson, E.	46
9. Baugh, H.	49 3/4
10. Lovedahl, R.	50
11. Spraker, S.	53 3/4
12. Wooding, B.	55
13. Slinkard, M.	57
14. Ewart, G.	58
15. Lyon, S.	59
16. Bethell, D.	61
17. Gantsweg, M.	65
18. Jones, D.	65
19. Rounds, T.	66
20. Halberstadt, M.	70 3/4
21. Shields, J.	76
22. Evans, J.	76
23. High, C.	78
24. Selph, J.	79
25. Wagner, R.	83
26. Roy, J.	88
27. Weaver, G.	89
28. Rogers, T.	89
29. Rendler, B.	94
30. Fielder, D.	95
31. Worthen, M.	96
32. Hurwit, J.	103
33. Lax, J.	109
34. Weaver, S.	112
35. Buchanan, R.	123
36. Larson, R.	129
37. Tucker, B.	131
38. Meek, G.	135
39. Johnson, K.	136
40. French, B.	139
41. Halverson, D.	151
42. Moore, B.	152
43. Johnson, D.	156
44. LaSance, K.	157
45. Neville, R.	160
46. Minot, M.	170
47. Campbell, G.	177
48. Ryan, K.	178
49. Disselkoe, S.	188
50. Nasser, B.	194
51. Shapen, R.	197
52. Hardy, K.	198
53. Luxenberg, S.	204
54. Despain, T.	210
55. Arthur, J.	218
56. Mack, J.	219
57. Thompson, P.	232
58. Ashley, J.	232

HOBIE 16A POINTS	
1. Howard, R.	6
2. Perrin, R.	7 3/4
3. Mihoky, D.	7 3/4
4. Heath, F.	11
5. McGraw, J.	15
6. Alter, H. Jr.	15
7. Schaefer, W.	16
8. Wake, L.	16
9. Dawson, K.	17
10. Heale, J.	24
11. Wagniere, R.	26
12. Biakanja, K.	30
13. Spindle, K.	42
14. Jeavons, R.	42
15. Criley, G.	46
16. Higgins, J.	47
17. Hernandez, P.	48
18. Oltmans, D.	49
19. Marrin, G.	50
20. Materna, T.	51
21. Hauser, J.	53
22. Olson, J.	54
23. Parizeau, P.	55
24. Casher, J.	56
25. Rossetti, R.	59
26. Alter, J.	60
27. Tilley, J.	61
28. Jansky, G.	62
29. Hernandez, J.	63
30. Clark, A.	64
31. Munsey, G.	65
32. Leo, S.	66
33. Klaidman, L.	66
34. Blauer, S.	70
35. Payne, S.	72
36. Beauchamp, B.	72

HOBIE 16B POINTS	
1. Walsh, S.	3 3/4
2. Nichols, S.	2
3. Kun, D.	3
4. Harju, R.	4
5. Hanlon, D.	5
6. Brown, G.	6
7. Faucher, S.	7
8. Kruger, D.	8
9. Calder, K.	9
10. Lewis, J.	10
11. Leth, L.	11
12. Paul, A.	12
13. Shields, J.	13
14. Poitras, L.	14
15. Rendler, B.	15
16. Crowell, D.	16
17. Dixon, S.	17
18. Robinson, R.	18
19. Moe, C.	19
20. Wheaton, W.	20
21. Weber, W.	21
22. Weisman, R.	22
23. Hay, B.	23
24. Hicks, G.	24
25. Newton, R.	25
26. Evans, J.	26
27. Weir, R.	27
28. Scott, B.	28
29. Patterson, T.	29
30. Rathbun, P.	30
31. Johnson, D.	31
32. Tilger, B.	32
33. Linobloom, N.	33
34. King, W.	34
35. Butts, P.	35
36. Maxwell, G.	36
37. Hampson, P.	37

HOBIE 14A POINTS	
1. Walsh, G.	6 3/4
2. Cricker, D.	10 3/4
3. Sherriff, B.	15 3/4
4. Patterson, M.	16 3/4
5. Christensen, K.	22
6. Fields, B.	23
7. Hansen, E.	26
8. Veneman, C.	30
9. Linn, J.	30
10. Zervag, S.	31
11. Foster, J.	33
12. Deschamps, P.	35 3/4
13. Paulson, J.	40

HOBIE 14B POINTS	
1. Henderson, S.	6 1/2
2. Doyle, L.	7 3/4
3. Brooks, H.	8 3/4
4. Moxo, C.	12 3/4
5. Steele, F.	18

HOBIE 14C POINTS	
1. Goebel, G.	3

BIG BEAR HOBIE CUP '80 COOKE MARINE, DIVISION #2 BIG BEAR, CALIFORNIA JULY 25, 26, & 27, 1980

HOBIE 18A POINTS	
1. Smith, K.	8
2. Poitras, R.	9
3. Wood, M.	12
4. Wake, J.	16
5. Myrter, S.	17
6. Timm, S.	20 3/4
7. Steele, N.	20 3/4
8. Ruiz, R.	22
9. Terry, M.	23
10. Witte, E.	27
11. Thomas, B.	28
12. Lindley, T.	29
13. Kinney, E.	30
14. Staudt, M.	31
15. Woods, W.	33
16. Ducker, N.	34
17. Grimshaw, S.	36
18. Brady, N.	37
19. Churchill, D.	38
20. Brown, R.	39

HOBIE 18B POINTS	
1. Simmons, J.	3 3/4
2. Bauldry, J.	2
3. House, R.	3
4. Jakubowski, W.	4
5. Mueller, R.	5
6. Orantia, F.	6
7. Brown, C.	7
8. Brown, R.	8
9. Shurtleff, T.	9
10. Podry, B.	10
11. Beck, E.	11
12. Haket, F.	12
13. Stapp, R.	13
14. Wells, J.	14
15. Yardley, H.	15

HOBIE 16A POINTS	
1. Howard, R.	6
2. Perrin, R.	7 3/4
3. Mihoky, D.	7 3/4
4. Heath, F.	11
5. McGraw, J.	15
6. Alter, H. Jr.	15
7. Schaefer, W.	16
8. Wake, L.	16
9. Dawson, K.	17
10. Heale, J.	24
11. Wagniere, R.	26
12. Biakanja, K.	30
13. Spindle, K.	42
14. Jeavons, R.	42
15. Criley, G.	46
16. Higgins, J.	47
17. Hernandez, P.	48
18. Oltmans, D.	49
19. Marrin, G.	50
20. Materna, T.	51
21. Hauser, J.	53
22. Olson, J.	54
23. Parizeau, P.	55
24. Casher, J.	56
25. Rossetti, R.	59
26. Alter, J.	60
27. Tilley, J.	61
28. Jansky, G.	62
29. Hernandez, J.	63
30. Clark, A.	64
31. Munsey, G.	65
32. Leo, S.	66
33. Klaidman, L.	66
34. Blauer, S.	70
35. Payne, S.	72
36. Beauchamp, B.	72

HOBIE 16B POINTS	
1. Walsh, S.	3 3/4
2. Nichols, S.	2
3. Kun, D.	3
4. Harju, R.	4
5. Hanlon, D.	5
6. Brown, G.	6
7. Faucher, S.	7
8. Kruger, D.	8
9. Calder, K.	9
10. Lewis, J.	10
11. Leth, L.	11
12. Paul, A.	12
13. Shields, J.	13
14. Poitras, L.	14
15. Rendler, B.	15
16. Crowell, D.	16
17. Dixon, S.	17
18. Robinson, R.	18
19. Moe, C.	19
20. Wheaton, W.	20
21. Weber, W.	21
22. Weisman, R.	22
23. Hay, B.	23
24. Hicks, G.	24
25. Newton, R.	25
26. Evans, J.	26
27. Weir, R.	27
28. Scott, B.	28
29. Patterson, T.	29
30. Rathbun, P.	30
31. Johnson, D.	31
32. Tilger, B.	32
33. Linobloom, N.	33
34. King, W.	34
35. Butts, P.	35
36. Maxwell, G.	36
37. Hampson, P.	37

HOBIE 18 POINTS	
1. Parsons, S.	9 1/2
2. Harris, B.	11 1/2
3. Minasian, J.	11 3/4
4. Woodward, B.	12 3/4
5. Dousman, S.	19
6. Cornell, J.	33
7. Austin, J.	39
8. Platias, J.	43
9. Altman, J.	45

HOBIE 16A POINTS	
1. Rodgers, S.	9 1/4
2. Tobie, P.	12 3/4
3. Montague, J.	16 3/4
4. Porter, J.	19 3/4
5. Cox, S.	25
6. Neathery, R.	32
7. Russell, J.	33
8. Boschma, J.	35
9. Brenny, J.	41
10. Orsi, N.	50
11. Coddington, J.	51
12. Penfield, C.	53
13. Johnson, S.	54
14. Petty, J.	54
15. Duos, R.	58
16. Guston, J.	58
17. Orloff, J.	64
18. Reese, J.	75

HOBIE 16C POINTS	
1. King, J.	3 3/4
2. Rondono, V.	2
3. Prather, S.	3
4. Bond, J.	4
5. Hammer, M.	5
6. Swan, J.	6
7. Agre, L.	7
8. Wilcox, C.	8
9. Winkler, U.	9
10. Corell, D.	11
11. Walker, M.	12
12. Rounds, T.	13
13. French, B.	14
14. Spraker, S.	15
15. Necotome, J.	16
16. Rogers, T.	17
17. Grimes, E.	18
18. Harris, W. T.	19
19. Nioziko, W.	20
20. Hillins, M.	20
21. Trafford, C.	21
22. Munsey, H.	22
23. Andersen, M.	23
24. Chardinal, V.	24
25. Stameisen, G.	25
26. Merklin, B.	26
27. Kalsberg, P.	27
28. Greenwood, M.	28
29. Veneman, A.	29
30. Martin, T.	30
31. Burge, M.	31
32. Benson, B.	32
33. Despain, T.	33
34. Veen, R.	34
35. Hentges, J.	35
36. Kessler, R.	36

HOBIE 16 NOVICE POINTS	
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REGATTA RESULTS

HOBIE 16B POINTS

1. Hoffman, H.	7 1/2
2. Reilly, K.	12 3/4
3. Rosen, S.	16
4. Skvarla, M.	17
5. Montague, E.	26
6. Gabbard, D.	27
7. Stitt, M.	29
8. Wruble, M.	31 3/4
9. Harvey, N.	37 3/4
10. Moor, J.	38
11. Mayo, P.	41
12. Tantillo, J.	42
13. Ross, S.	45
14. Farris, D.	49
15. Snow, B.	56
16. Simin, G.	59
17. Rodgers, E.	61
18. Fowler, D.	65
19. Matthews, P.	65
20. Miller, B.	71
21. Braik, D.	76
22. Starkey, G.	81
23. Ronemus, R.	82
24. Franklin, D.	84
25. Landre, D.	86
26. Powell, B.	92
27. Docter, B.	101
28. Laver, L.	104
29. Roper, C.	114
30. Hill, A.	118
31. Russell, S.	125
32. Clack, C.	128
33. Camoon, B.	129

HOBIE 16C POINTS

1. Benelli, B.	9 1/2
2. Grehohl, R.	15
3. Sommer, B.	15
4. MacDonald, S.	21
5. Lawson, B.	24 1/2
6. Moberg, R.	24 3/4
7. Halsey, S.	28
8. Goodell, B.	35
9. Fields, R.	36
10. Arth, R.	36
11. Forbert, M.	43
12. Wolcott, P.	50
13. Weber, W.	52
14. Woight, T.	53
15. Rutledge, M.	55
16. Umenoto, T.	61
17. Hellier, D.	64
18. Pritt, L.	67
19. Weber, B.	67
20. Ayers, S.	71
21. Gardner, L.	73
22. Edge, D.	73
23. Holmes, R.	73
24. Thompson, S.	74
25. Granata, L.	93
26. Schulz, N.	94
27. Rieger, B.	95
28. Smith, D.	100
29. Goodwin, B.	113
30. Williams, B.	117
31. Juvet, M.	117
32. Strand, P.	120
33. Kirchner, G.	126
34. Wlaker, M.	126
35. Anderson, G.	126
36. Drake, S.	140
37. Orr, G.	142
38. Yeager, G.	153
39. Tillman, C.	154
40. Cacioppo, M.	163
41. Karmann, M.	170
42. Despard, Z.	173
43. Hackett, J.	175
44. Woods, R.	176
45. Eldridge, T.	196
46. Dietrich, T.	196
47. Curry, W.	196
48. Veeckt, J.	196
49. Gaines, R.	196

HOBIE 14A POINTS

1. Allison, L.	6:10
2. Holtze, M.	9 1/2
3. Radakovich, M.	13
4. Taylor, G.	16

HOBIE 14B POINTS

1. Yahalom, R.	3
2. McFarlane, J.	6 3/4

HOBIE 14C POINTS

1. Richmond, H.	4 1/4
2. Wynne, J.	5 1/2
3. Humphries, M.	12
4. Thornberry, S.	13

6. Thompson, B.	31
7. Baggerly, K.	33
8. Stewart, N.	37
9. Dunn, M.	44
10. Moore, F.	46
11. Densmore, D.	47
12. Scholfield, J.	57
13. Carpenter, R.	61
14. Bender, A.	68
15. Rall, S.	70
16. Marshall, T.	73

HOBIE 16A POINTS

1. Baxter, K.	15 1/2
2. Baker, G.	23 3/4
3. Carrie, J.	32
4. Cox, D.	32
5. Paeth, D.	37 3/4
6. Rueter, B.	40
7. Brown, C.	40
8. Butchart, S.	41
9. Dahlin, D.	59
10. Porter, P.	43
11. Reed, D.	46
12. Carter, S.	49
13. Skidmore, D.	52
14. Montague, M.	55
15. Butchart, L.	59
16. Williams, S.	59
17. Newman, P.	76
18. MacLaws, J.	77
19. MacGeorge, S.	78
20. Petersen, A.	85
21. Duos, D.	88
22. Carter, S.	93
23. Mathews, W.	93
24. Wallin, S.	99
25. Carby, C.	99

HOBIE 16B POINTS

1. Kies, P.	16
2. Moore, M.	20 3/4
3. Ruggles, S.	24 3/4
4. Bingham, V.	25 3/4
5. Glover, B.	29 3/4
6. Beach, J.	35 3/4
7. Laejer, L.	36
8. Orth, B.	38
9. Middleton, K.	42
10. Byers, K.	45
11. Cooper, T.	49
12. Rands, D.	50
13. Branshaw, J.	53
14. Briggs, B.	58
15. Gates, J.	61
16. Taylor, S.	68
17. Allen, S.	81
18. Simpson, L.	83
19. Blakenship, A.	88
20. Santorufu, D.	94
21. McCarthy, M.	105

HOBIE 16C POINTS

1. Christensen, D.	16 3/4
2. Goodman, E.	21 1/2
3. Bingham, V.	23 3/4
4. Johnson, J.	27
5. Dearth, D.	28 3/4
6. Mickelsen, E.	32
7. Duran, R.	33
8. Dailey, D.	38
9. Stewart, B.	42
10. Kendrick, M.	42
11. Henry, B.	49
12. Bingham, D.	55 3/4
13. Paige, S.	56
14. Blanchard, C.	63
15. Knight, D.	64
16. Anderson, J.	66
17. Gibbons, W.	68
18. Bunch, J.	69
19. Walluck, C.	78
20. Haub, G.	81
21. George, L.	98
22. Lusey, D.	99
23. Pfister, B.	107
24. Harris, D.	120
25. Thompson, W.	127
26. Tekin, F.	130

HOBIE 14A POINTS

1. Jenkins, R.	6
2. Nelson, S.	16
3. Cohn, S.	17 3/4
4. Klein, T.	20
5. Cross, T.	21
6. Rueter, J.	23
7. Zornow, B.	27 3/4
8. Lyon, C.	31
9. Ursich, G.	41

HOBIE 14B POINTS

1. Christopherson	4 3/4
2. Yaussi, M.	8 3/4

SUNBURST HOBIE REGATTA FLEET #22, DIVISION #4 EDMONTON, ALBERTA, CANADA JUNE 14 - 15, 1980

HOBIE 18 POINTS

1. Kristiansen, M.	6 1/4
2. Manning, J.	8 1/4
3. Luco, K.	12

HOBIE 16 POINTS

1. Van DerLeek, C.	11 1/2
2. Belland, G.	11 1/2
3. Talbot, P.	13 3/4
4. Kristiansen, J.	16
5. Fry, J.	16
6. Nix, D.	30 3/4
7. Requen, G.	34
8. Skov, L.	39
9. Sage, R.	46
10. Cawker, G.	50
11. Johnson, R.	52

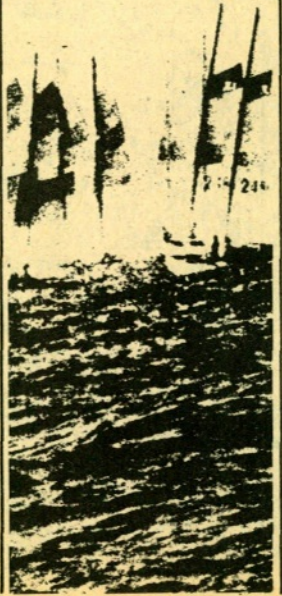
HOBIE 14 POINTS

1. Belland, L.	3 3/4
2. Belland, R.	8 3/4
3. Belland, D.	14

WABAMAUN VILLAGE REGATTA FLEET #22, DIVISION #4 EDMONTON, ALBERTA, CANADA JUNE 21 - 22, 1980

HOBIE 16 POINTS

1. Kristiansen, J.	5
2. Talbot, P.	8 1/2
3. Fry, J.	13
4. Van DerLeek, C.	21
5. Cawker, G.	24



POWER 'N' SAIL REGATTA FLEET #22, DIVISION #4 EDMONTON, ALBERTA, CANADA JULY 5 - 6, 1980

HOBIE 18 POINTS

1. Kristiansen, M.	9
2. Belland, D.	10 1/2
3. Lough, R.	11 3/4

HOBIE 16 POINTS

1. Belland, G.	10 1/4
2. Talbot, P.	13 1/2
3. Kristiansen, J.	18
4. Fry, J.	20
5. Sage, B.	35
6. Martin, J.	36 1/4
7. Buckell, D.	43
8. Nex, D.	45
9. Marshall, B.	48

HOBIE 14 POINTS

1. Belland, L.	4 1/2
2. Belland, D.	11 3/4
3. Belland, R.	16

SUDDEN VALLEY REGATTA FLEET #37, DIVISION #4 BELLINGHAM, WASHINGTON JULY 12 - 13, 1980

HOBIE 18A POINTS

1. Ulibarri, P.	5 1/2
2. Martlin, S.	9 3/4
3. Vosburgh, J.	12 3/4
4. Schmidt, W.	15
5. Bergsma, C.	16
6. Norwood, J.	24
7. Tarleton, T.	26
8. Ling, T.	26 3/4
9. Carpenter, D.	27
10. Halloran, D.	29
11. Allsop, M.	39
12. Scholfield, J.	41
13. Baggerly, K.	48

HOBIE 18B POINTS

1. Philbrook, B.	4 1/4
2. McLeod, B.	5 1/2
3. O'Connor, D.	12
4. Jones, R.	15
5. Juhon	16

HOBIE 16A POINTS

1. Yanciw	5 1/4
2. Baker	5 1/2
3. Peterson	16
4. Smith	20
5. Reed	21
6. Allen	23
7. Butchart	25
8. Carter	28
9. Knight	29
10. Jarratt	29
11. Potter	35
12. LaCroix	35
13. Mitchell	43

HOBIE 16B POINTS

1. Alexander	4 1/4
2. Bingham	7 1/2
3. Knight	15
4. Bingham	24
5. Chamberlain	26
6. Whyte	29
7. Olsen	31
8. Ruggles	31
9. Glvoer	31
10. Orrv	35
11. Lawton	35
12. Howe	37
13. Blankenship	41
14. Curry	43
15. Ward	43
16. Norman	56
17. Wilcox	58
18. Miller	69

HOBIE 16C POINTS

1. Ovsenek	5 1/2
2. Buzzard	14 3/4
3. Middleton	18
4. Taylor	18 3/4
5. Christenson	21 3/4
6. Blaauw	22
7. Potter	27
8. Bingham	32
9. Rathie	32
10. Walluck	45
11. Swarens	45
12. Hallock	47
13. Sproul	50
14. Henry	51
15. Ramsey	52
16. Gallier	56
17. Fowler	57
18. Burns	57
19. Goodman	58
20. Quinn	62

21. Siroven	63
22. Dearth	63
23. Stephenson	75
24. Laughlin	89
25. VanHouten	97

HOBIE 14A POINTS

1. Rueter, B.	6 1/2
2. Cohn, S.	6 1/2
3. Rueter, J.	6 3/4
4. Hansen, L.	19
5. Jenkins, R.	20
6. Klein, B.	22
7. Salinger-Zornow	26
8. Cross, T.	29
9. Ursich, G.	35

HOBIE 14B POINTS

1. Riffel, M.	3
2. Friedlund, E.	7 3/4
3. Wolf, D.	9

HOBIE 12 POINTS

1. Farris, B.	3 1/2
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OCEAN SHORES REGATTA FLEET #95, DIVISION #4 OCEAN SHORES, WASHINGTON MAY 24 - 25, 1980

HOBIE 18A POINTS

1. Engstrom, D.	4 3/4
2. Vosburgh, J.	8
3. Severs, J.	8 3/4
4. Ulibarri, P.	8 3/4
5. Stewart, N.	13
6. Tarleton, T.	18
7. Ling, T.	18
8. Halloran, D.	18 3/4
9. Whistler, B.	22
10. Dunn, M.	27
11. Samson, T.	30
12. Powers, L.	33
13. Spangle, K.	37

HOBIE 16A POINTS

1. Paeth, D.	5 3/4
2. Berg, J.	5 3/4
3. Charlie	6 3/4
4. Butchart, L.	8 3/4
5. Lawton, A.	16
6. Smith, R.	17
7. Butchart, S.	18
8. Allen	19
9. Carter, L.	24
10. Newman, P.	28
11. Olmstead, T.	29

HOBIE 16B POINTS

1. Shelton, D.	6 3/4
2. Simpson, L.	10
3. Stanely, J.	10
4. Kead, D.	10 3/4
5. Skidmore, D.	11 3/4
6. Knight, S.	15 3/4
7. Kies, P.	17
8. Wyant, S.	20
9. Byers, K.	21
10. Briggs, B.	27
11. Orth, B.	27
12. Blankenship, A.	29
13. Greardeno, A.	31
14. Castania, R.	33
15. Nash, S.	33

HOBIE 16C POINTS

1. Moore, M.	3 1/2
2. McCarthy, M.	9
3. August, R.	11 3/4
4. Wenker, G.	12
5. Hamilton, G.	12
6. Baauw, K.	15 3/4
7. Sprout, S.	17
8. Henery, B.	26
9. Dearth, D.	28
10. Bade, B.	28
11. Blanchard, C.	31
12. Brady, J.	32
13. Santorufu, D.	37
14. Gallier, R.	37
15. Hanson, J.	39
16. Pope, B.	39
17. Dinsmore, D.	42

HOBIE 14A POINTS

1. Rueter, B.	3 1/2
2. Rueter, J.	3 1/2
3. Hansen, L.	12
4. Cohn, S.	12
5. Jenkins, R.	13
6. Klein, B.	17
7. Zornow, B.	18
8. Anderson, P.	23
9. McAnally, L.	24
10. Cross, T.	24
11. Severs, L.	33
12. Griffin, T.	33
13. Ursich, G.	33
14. Ryan, A.	42

DIVISION 4

NORTHWEST CHAMPIONSHIPS FLEET #14, DIVISION #4 GOLDEN GARDENS, WASHINGTON JULY 26 - 27, 1980

REGATTA RESULTS

DIVISION 4

SANDPOINT REGATTA CHAMPIONSHIPS
FLEET #95, DIVISION #4
LAKE WASHINGTON, WASHINGTON
JUNE 21 - 22, 1980

HOBIE 18	POINTS
1. Ulibarri, P.	7 1/2
2. Halloran, D.	13 3/4
3. Lund, T.	16 1/2
4. Vosburg, J.	20
5. Norwood, J.	20 3/4
6. Schmidt, W.	24
7. Martin, S.	33
8. Tarleton, C.	41
9. Stewart, N.	45
10. Marshall, T.	47
11. Rose, M.	51
12. Thompson, B.	52
13. Dunn, M.	54
14. McMurray, D.	66
15. Baggerly, K.	67

HOBIE 16A	POINTS
1. Dahlin	10 3/4
2. Vervinder	11 1/2
3. Baker	11 1/2
4. McGeorge	21
5. Potter	30 3/4
6. Lade	35
7. Christensen	41
8. Butchart	42
9. Smith	44
10. Butchart	44
11. Kirby	50
12. Wallin	54
13. Reed	58
14. Shelton	60
15. Mitchell	61
16. Carter	63
17. Olmsted	70
18. Carter	71
19. Allen	82
20. Knight	83

HOBIE 16B	POINTS
1. Skidmore, D.	5
2. Alexander, J.	20
3. Bingham, V.	21
4. Glover, B.	22
5. Moore, M.	23 3/4
6. Beach, J.	24
7. Byers, K.	32
8. Johnson, L.	35
9. Ward, C.	44
10. Taylor, S.	50
11. Briggs, B.	55
12. Chamberlain, S.	55
13. Wilcox, R.	64
14. Blankenship, A.	66
15. Castanias, R.	68
16. Miller, D.	72
17. Nash, S.	74
18. Orth, W.	78

HOBIE 16C	POINTS
1. Ruggles	5
2. Bingham	16
3. Chamberlain	27 3/4
4. Kies	30 3/4
5. Rathie	33
6. Bearth	35
7. Dailey	35
8. Stewart	38
9. 41441	42
10. Middleton	51
11. Henry	57
12. Mosteller	58
13. Anderson	58
14. Goodman	59
15. Spika	60
16. Teutsch	62
17. Bogle	66
18. Bradley	67
19. Sproul	75
20. Gallier	80

HOBIE 14	POINTS
1. Rueter, B.	7 1/4
2. Cohn, S.	12 1/2
3. Jenkins, R.	15
4. Hansen, L.	16 3/4
5. Zornow, B.	23
6. Rueter, J.	24
7. Klein, B.	34
8. Lyon, C.	36
9. Cross, T.	46
10. Anderson, P.	51
11. Ursich, G.	52
12. Christopherson	53
13. Mitchell, D.	62
14. Mirock, H.	66
15. Verrinder, C.	68

LABATT'S HOBIE CHAMPIONSHIPS
FLEET #214, DIVISION #4
LAKE WASHINGTON, WASHINGTON
JUNE 7 - 8, 1980

HOBIE 18A	POINTS
1. Schmidt, W.	6 3/4
2. Ulibarri, P.	10 3/4
3. Ling, T.	11 1/2
4. Vosburgh, J.	14 3/4
5. Martin, S.	16
6. Halloran, D.	16
7. Norwood, J.	19
8. Igeborn, B.	25
9. Carpenter, D.	26
10. Rueggeger, U.	30
11. Thompson, B.	46
12. Garry, D.	53
13. Schofield, J.	54
14. Dunn, M.	57
15. McLeod, B.	61
16. Davidson, M.	62
17. Higgins, G.	66
18. Stewart, N.	66
19. Thomson, J.	68

HOBIE 18B	POINTS
1. Atterton, M.	6 1/2
2. Moore, F.	8 3/4
3. Bingham, M.	9 3/4
4. Walton, R.	14 3/4
5. Bailey, J.	18
6. Roland, S.	22

HOBIE 16A	POINTS
1. Yanciw, P.	5 1/2
2. Baker, G.	11 3/4
3. Brown, C.	13 1/2
4. Butchart, L.	20
5. Woodward, R.	24
6. Frankenfield, D.	25
7. Potter, J.	26
8. Butchart, S.	27
9. Smith, R.	29
10. Corrie, J.	37
11. Lade, H.	45
12. Mitchell, A.	45
13. Kirby, C.	52
14. Carter, S.	56
15. Jarrett, D.	57
16. Newman, P.	58
17. LaCroix, B.	65
18. Carter, S.	68
19. Shelton, D.	71
20. Allen, D.	75

HOBIE 16B	POINTS
1. Peterson, A.	10
2. Reed, D.	12 3/4
3. Karsawitsch	13 3/4
4. Norman, D.	16
5. Knight, S.	20
6. Hamilton, A.	22
7. Stanley, J.	26
8. Lihou, L.	34
9. Simpson, L.	36 3/4
10. Skidmore, D.	37
11. Wolfe, J.	38
12. Gant, G.	69
13. Machtaler, B.	69 3/4
14. Whyte, B.	77 3/4
15. Gauvreau, P.	83
16. Kirby, B.	88
17. Davidson, I.	93
18. Moore, M.	95
19. Briggs, B.	95
20. Bell, R.	95
21. Taylor, S.	101
22. Bridges, A.	101
23. Olson, P.	102
24. Sorensen, R.	102
25. Miller, N.	106
26. Parkin, B.	109
27. Sironen, Z.	111
28. Wyant, S.	113
29. McCarthy, M.	118
30. Blankenship, A.	119
31. Zeller, R.	119
32. Lawton, J.	120
33. Nash, S.	120
34. Brownlow, K.	127
35. August, R.	144
36. Bailey, J.	144

HOBIE 16C	POINTS
1. Alexander, J.	6 1/2
2. Turner, M.	10 1/2
3. Wager, G.	17 3/4
4. Ovsenek, J.	19
5. Hamilton, G.	22
6. Dinnsmore, D.	24
7. Middleton, K.	25
8. Rathie, N.	28
9. Potter, M.	34
10. Goodman, E.	54
11. Stephenson, R.	66
12. Blauw, K.	68
13. Wallock, C.	71
14. Pfister, R.	73
15. McMillan, G.	76
16. Wilcox, C.	76
17. MacArthur, J.	78
18. Upton, D.	82

HOBIE 16C con't POINTS

19. McHugh, P.	87
20. Dearth, D.	88
21. Sproule, S.	91
22. Major, J.	92
23. Quinn, J.	96
24. Kemper, B.	98
25. Burns, K.	103
26. Jensen, A.	104
27. Chapman, P.	106
28. Jessiman, D.	109
29. France, T.	110
30. McKay, W.	112
31. Roch, R.	117
32. Webster, F.	121
33. Donovan, D.	126

HOBIE 14	POINTS
1. Jenkins, R.	6 1/2
2. Rubadeau, R.	8 3/4
3. Salinger-Zornow	8 3/4
4. Conn, S.	11 3/4
5. Klein, B.	16
6. Cross, T.	20
7. Karasowitsch, H.	25
8. Ursich, G.	29
9. Brown, M.	35
10. Morris, T.	38

DIVISION 5

MEMORIAL DAY CLASSIC
FLEET #61, DIVISION #5
BOYD LAKE, COLORADO
MAY 24 - 25, 1980

HOBIE 18A	POINTS
1. Busch	5 3/4
2. Boyer	7
3. Faust	7 3/4
4. Zabel	8 3/4
5. Huser	15

HOBIE 18B	POINTS
1. Cooley	2 1/4
2. Flores	8
3. Hunter	10
4. O'Rourke	13
5. Molino	14

HOBIE 16A	POINTS
1. Bell	3 1/2
2. Shearer, A.	12
3. Shearer, D.	14
4. Seabourn	14
5. LaVallee	18
6. Cotter	18 3/4
7. Beck	28
8. Hitch	28
9. Roybal	30
10. Wilcoxson	31
11. Cauthen	31
12. Seibert	33
13. Chase	34
14. Anderson	35
15. Moyle	44
16. Farrar	46
17. Holmes	48
18. Coleman	57

HOBIE 16B	POINTS
1. Wiseman	8 3/4
2. Henderson	12
3. Clark	13 3/4
4. Fox	14
5. McCrady	19
6. Bauserman	21
7. Lake	26 3/4
8. Puckett	27
9. Booton	30
10. Curtis	33
11. Bruce	35
12. Badger	36
13. Stoll	38
14. Warner	41
15. Vockrodt	41
16. Shedd	41
17. Neste	42
18. Cheatham	51
19. Hill	52
20. Bowler	57

HOBIE 16C	POINTS
1. Fox	9
2. Brown	12
3. Enerud	16
4. Potthoff	23 3/4
5. Luk	25 3/4
6. McCain	26
7. Wetscher	26
8. Spanier	28
9. Roose	29
10. Koliha	29
11. Machette	31
12. Hagney	35
13. Jennett	40
14. Smith	41
15. Teska	42 3/4

16. Fitzgerald	45
17. Bollig	47
18. Thomas	51
19. Tonks	55
20. Loesby	58
21. Hankins	61

HOBIE 14A	POINTS
1. Dewees	5 3/4
2. Elmore	11 3/4
3. Munn	12
4. Bescoby	12
5. Curfman	12 3/4
6. Burke	17
7. LeCocq	18

HOBIE 14B	POINTS
1. Duff	7
2. Kohl	8 1/2
3. Dahl	13
4. Gorce	14
5. Lyons	14
6. Baum	15
7. Weiss	17 3/4
8. Morfit	22
9. Francis	24

MEMORIAL REGATTA
FLEET #48, DIVISION #5
HERON LAKE, NEW MEXICO
MAY 24, 25, & 26, 1980

HOBIE 18	POINTS
1. Carnell, S.	5
2. Sutton, T.	9 3/4
3. Furman, W.	13

HOBIE 16A	POINTS
1. Nelson, T.	10 1/2
2. Prinz, S.	10 3/4
3. Ekhardt, R.	12 3/4
4. Wilson, L.	19 3/4
5. Hughes, M.	22
6. Talpas, R.	23
7. Runkle, H.	27 3/4
8. Nelson, J.	38

HOBIE 16B	POINTS
1. Precit, D.	4 1/4
2. Smith, D.	5 1/3
3. Wilson, B.	12
4. VanCamp, T.	12

HERON LAKE REGATTA
FLEET #48, DIVISION #5
HERON LAKE, NEW MEXICO
JUNE 21 - 22, 1980

HOBIE 16A	POINTS
1. Tully, W.	5
2. Kneier, B.	8 3/4
3. Hills, J.	15
4. Nelson, B.	15 3/4

HOBIE 16B	POINTS
1. Douglas, A.	5
2. Precit, D.	10 3/4
3. Stone, G.	10 3/4
4. Van Camp, T.	18

HERON LAKE REGATTA
FLEET #48, DIVISION #5
HERON LAKE, NEW MEXICO
JULY 4, 5 & 6, 1980

HOBIE 16A	POINTS
1. Eckhardt, R.	11 1/4
2. Nelson, T.	12 1/4
3. Wilson, L.	25
4. Nelson, B.	29 3/4
5. Tully, W.	35
6. Kneier, B.	36
7. Hills, J.	41
8. Zettel, M.	41
9. Shade, T.	42
10. Lederle, F.	47
11. Allen, J.	53
12. Talpas, R.	54
13. Johnson, M.	68

HOBIE 16B	POINTS
1. Jenkins, G.	7 1/4
2. Stone, G.	10 1/2
3. Ward	18 3/4
4. Smith, D.	19

BILLY KIDD REGATTA
FLEET #61, DIVISION #5
STEAMBOAT LAKE, UTAH
JUNE 28 - 29, 1980

HOBIE 18	POINTS
1. Zabel, D.	4 1/2
2. Parton, B.	8 3/4
3. Foust, G.	9
4. Cooley, S.	10 3/4
5. Boyer, G.	13
6. Fuller, Wm.	17
7. Charleville, D.	18
8. Busch, J.	18
9. Christiansen, S.	19
10. Jensen, J.	28
11. Hengen, S.	31
12. Harper, M.	31
13. Bleyl, R.	34
14. Flores, P.	34
15. O'Rourke, K.	35

HOBIE 16A	POINTS
1. Shearer, M.	5 1/2
2. Shearer, A.	5 3/4
3. Jensen, D.	6 3/4
4. Bell, B.	9
5. Cotter, R.	20
6. Seibert, B.	20
7. Andersen, S.	20
8. Seabourn, D.	25
9. LaVallee, W.	26
10. Roybal, R.	27
11. Hitch, T.	28
12. Roybal, M.	28
13. Pace, K.	31
14. Weste, E.	34
15. Shearer, D.	38
16. Thompson, L.	38
17. Beck, V.	39
18. Hill, S.	44
19. Jones, D.	46
20. Baeverstad, D.	46
21. Berg, C.	52
22. Moyle, P.	61
23. Cohon, C.	69

HOBIE 16B	POINTS
1. Henderson, L.	4 3/4
2. Ober, P.	7 3/4
3. Shedd, C.	14
4. Puckett, E.	19
5. Fox, D.	19
6. Booton, E.	20 3/4
7. Puckett, M.	21
8. Mueller, J.	21 3/4
9. Badger, B.	24
10. Reed, H.	27
11. Chetham, G.	27
12. McCrady, K.	30
13. Curtis, H.	30
14. Sorenson, R.	30
15. Stoughton, C.	34
16. Warner, R.	36
17. Stoll, B.	40
18. Kidd, B.	40
19. Morris, T.	45
20. Enderud, J.	51
21. Cook, D.	51
22. Beauregare, B.	52
23. Frisch, P.	59
24. Brown, S.	62
25. Bowler, R.	64
26. Olsen, S.	69
27. Christensen	70
28. Holmes, T.	84

HOBIE 16C	POINTS
1. Kolitta, M.	4 1/2
2. Hagney, T.	7 3/4
3. Sjostrand, L.	11
4. Lambert	12
5. Machette, M.	12
6. Kelly, C.	12 3/4
7. Fletche	20
8. Black, J.	22
9. Murphy, F.	26
10. Tonks, R.	29
11. Travis, D.	31
12. Spanier, A.	33
13. Davidson, S.	34
14. Rawlings, J.	34
15. Clark, R.	35
16. Psarros, P.	40
17. Labrovich, J.	40
18. Ambler, J.	41
19. Puthoff, J.	62
20. McCall, S.	78
21. Kuratkowski, D.	78
22. Beck, D.	78
23. Cantieni, P.	78
24. Hawk, F.	78
25. Poll, D.	78
26. Ratcliff, J.	78

REGATTA RESULTS

BILLY KIDD REGATTA CON'T

HOBIE 14B	POINTS
1. Gorce, M.	2 1/4
2. Kohl, W.	8
3. Morfit, P.	8
4. Baum, J.	8 3/4
5. Bever, G.	11
6. Dahl, R.	16
7. Francis, D.	21
8. Lyons, D.	22
9. Leonard, E.	24
10. Weiss, P.	26
11. Ayer, P.	33
12. Downey, W.	36

DEER CREEK REGATTA FLEET #61, DIVISION #5 DEER CREEK RESERVOIR, UTAH JULY 5 - 6, 1980

HOBIE 16A	POINTS
1. Shearer, A.	5 1/2
2. Shearer, M.	7 1/2
3. Jensen, D.	13 3/4
4. Shearer, D.	14
5. Bell, B.	18
6. LaValle, W.	22
7. Hitch, T.	22
8. Wolf, R.	23
9. Brown, K.	32
10. Perry, J.	34
11. Jensen, M.	39

HOBIE 16B	POINTS
1. Ferre, R.	3
2. Reed, H.	8
3. Lundstrom, S.	13
4. Serenson, R.	16
5. Olpin S.	17 3/4
6. Tuckett, M.	24
7. Hammen, R.	28
8. Barker, C.	29

HOBIE 16C	POINTS
1. Stewart, D.	4 1/4
2. Lambert, J.	7 3/4
3. Neill, Lee, Jr.	9 3/4

DESERT SAILS REGATTA FLEET #67, DIVISION #5 DEER CREEK RESERVOIR, UTAH JUNE 14 - 15, 1980

HOBIE 18	POINTS
1. Christiansen, S.	2 1/4
2. Shoffield, C.	7
3. Cumcock, B.	8
4. Christensen, C.	15
4. Knight, C.	15

HOBIE 16A	POINTS
1. Shearer, M.	2 1/4
2. Bell, B.	8
3. Shearer, A.	8
4. Jensen, D.	11
5. Wolfe, R.	15
6. Pace, K.	17
7. Shearer, D.	21
8. Fulton, E.	26
9. Jones, D.	26
10. LaValle, W.	27
11. Beck, V.	30
12. Bley, R.	32
13. Hitch, T.	34
14. Perry, J.	39
15. Hill, S.	40
16. Wilcoxson, G.	42
17. Seibert, B.	47
18. Thompson, L.	50
19. Brown, K.	51
20. Hatch, K.	57
21. Berg, C.	63

HOBIE 16B	POINTS
1. Neste, E.	6
2. Baeverstaed, H.	6 3/4
3. Johnson, M.	7 3/4
4. Ferre, R.	10
5. Tuckett, M.	11 3/4
6. Badger, B.	16
7. Rowland, J.	19
8. Cheatham, B.	24
9. Sorenson, R.	27
10. Olpin, S.	28 3/4
11. Curtis, H.	30
12. Reed, H.	30
13. Cheatham, G.	32
14. Sundin, R.	36
15. Blair, M.	39
16. McCrady, K.	42
17. Morris, T.	46
18. Staring, M.	54

HOBIE 16C POINTS

1. Barker, C.	3 1/2
2. Stewart, D.	3 1/2
3. Neill, L., Jr.	9
4. Haslam, B.	21
5. Nelson, W.	21
6. Jacobson, K.	21
7. Howell, S.	30
7. Lambert, J.	30
7. Osguthorpe, S.	30
7. Whiteman, S.	30

HOBIE 14 POINTS

1. Kohl, W. M.	2 1/4
2. Besocky, E.	4 3/4
3. Mecham, D.	9

DIVISION 6

WAYWARD WIND POINTS REGATTA FLEET #8, DIVISION #6 GALVESTON ISLAND, TEXAS JUNE 21 & 22, 1980

HOBIE 18	POINTS
1. Huber, T.	3 1/2
2. LeGrande, R.	3 3/4
3. Martinez, T.	5 3/4
4. ????	11
5. Valentine, B.	15
6. Peters, C.	17
7. Yurinak, R.	18
8. Libbey, D.	21
9. Harris, J.	22

HOBIE 16A	POINTS
1. Miller, C.	2 1/4
2. Maurer, F.	10
3. Geisler, B.	15
4. Elizondo, C.	16
5. Yacubik, T.	17
6. Hausmann, C.	18
7. Balfour, D.	19
8. McClure, B.	19
9. Johnson, M.	19
10. McNally, D.	20
11. Schachtel, D.	23
12. McGonigle, R.	24 3/4
13. Bonner, P.	32
14. Edgington, R.	32
15. Bailey, D.	40

HOBIE 16B	POINTS
1. Deskins, R.	3 1/2
2. Ewing, G.	5 3/4
3. Brown, J.	13
4. Nate, B.	13
5. Paulus, B.	16 3/4
6. White, G.	17
7. Richnow, B.	19
8. Peters, J.	19
9. Scott, R.	23
10. Minerva, D.	24
11. Weick, H.	27
12. Woodcock, B.	27
13. Jakson, D.	29
14. Goodman, R.	30
15. Yelton, S.	33
16. Little, C.	36
17. ????	39
18. Ryland, T.	43

HOBIE 16C	POINTS
1. Pollard, W.	8
2. Morrison, R.	12 3/4
3. Chambers, C.	15
4. Whitaker, T.	15
5. Guidry, S.	15
6. Teske, E.	18
7. Jamieson, F.	19
8. Sullivan, K.	20
9. Bernat, J.	22
10. Thomasson, T.	23 3/4
11. Burrington, J.	27
12. Scheunemann, V.	32 3/4
13. Volmert, J.	34 3/4
14. Olesen, J.	39
15. Hudman, J.	39
16. Gloyer, T.	41
17. Stewart, B.	44
18. ????	46
19. Binder, D.	47
20. Reising, S.	48
21. Uran, M.	52
22. Harkins, B.	52
23. Popejoy, J.	53
24. Johnson, D.	60
25. Ross, M.	64
26. Gerahias, L.	65
27. Onken, D.	79
28. Delesandri, T.	79
29. Bergen, D.	80
30. Hiser, R.	82
31. Smith, K.	88
32. Kurz, P.	96
33. StJohn, J.W.	110
34. Creagh, M.	111
35. Hight, C.	125
36. Morris, D.	125
37. Duvall, B.	126
38. Gill, P.	127
39. Wickman, R.	128
40. Andrews, M.	128

41. Ray, J.	128
42. Crawford, S.	128
43. Hutchison, S.	138
44. Paulovich, K.R.	138
45. Corman, D.	138
46. Holcombe, D.	138

HOBIE 14A POINTS

1. Dominy, B.	2 1/4
2. McCrackin, J.	7
3. Wickline, A.	7

HOBIE 14B POINTS

1. Seta, R.	2 1/4
2. Cherico, T.	6
3. Medley, B.	13
4. McPeters, M.	13
5. Smith, J.	15

DIVISION 6 CHAMPIONSHIPS FLEET #64, DIVISION #6 CANYON LAKE, TEXAS JUNE 7 - 8, 1980

HOBIE 18A	POINTS
1. Jakubik, T.	9 1/2
2. Huber, T.	10
3. Garrison, C.	12
4. Martinez, T.	13 3/4
5. Maynard, B.	13 3/4
6. Dominy, B.	18 3/4
7. Acquart, M.	19
8. Peters, C.	31
9. Johnson, J.	34
10. Vanya, T.	39

HOBIE 16A	POINTS
1. Miller, C.	4 1/4
2. Geisler, B.	8 3/4
3. Elizondo, C.	11
4. Lycan, S.	17
5. Bailey, D.	24 3/4
6. Shaddock, J.	25
7. Schachtel, D.	30
8. Thomson, J.	32
9. Johnson, M.	33
10. Hill, R.	34
11. Minerva, M.	40
12. McGonigle, R.	40
13. Maurer, F.	42
14. McClure, B.	44
15. Meymann, J.	48
16. McNally, D.	49
17. Hausmann, C.	60
18. Whittington, R.	62

HOBIE 16B	POINTS
1. D'Abadie	9 3/4
2. Acquart, S.	10 1/2
3. George, B.	14 3/4
4. Frank, J.	16
5. Rieck, C.	19 3/4
6. Seta, R.	23
7. Gautreau, M.	27
8. Kury, K.	33
9. Pierce, J.	34
10. Woodcock, B.	38
11. Bolduc, R.	39
11. Nute, B.	39
13. Schnorr, D.	41
14. Perry, R.	44
15. Quinn, J.	54
16. Deyo, D.	55
17. Rymal, J.	58
18. White, G.	68

HOBIE 16C	POINTS
1. Hill, N.	4 1/4
2. Wynne, R.	9
3. Currier, G.	16
4. Whitaker, T.	18 3/4
5. Stone, J.	21
6. Graham, C.	21 3/4
7. Ikke, C.	25
8. Crook, B.	29
9. Barber, S.	31
10. Dorroh, E. J.	32
11. Baczewski, G.	39
12. Sham, P.	43
13. Smith, M.	48
14. Cox, B.	48
15. Brock, T.	53
16. Quirk, B.	54
17. Buttery, M.	59
18. Woods, W. R.	72

HOBIE 14A	POINTS
1. Dominy, B.	7 3/4
2. Dorchester, B.	10 1/2
3. Schlus, D.	14
4. Ryan, J.	14 3/4
5. Dietz, T.	15
6. Miller, J.	16
7. McFarland, J.	20 3/4
8. Pfeffer, B.	24
9. Kitchen, K.	29
10. McCrackin, J.	35

HOBIE 14B	POINTS
1. Wickline, A.	4 1/4
2. Brown, J.	5 1/2
3. George, J.	11
4. Morrow, R.	15
5. Sores, S.	18



GHOST FLEET REGATTA FLEET #110, DIVISION #6 INDIANOLA, TEXAS JULY 12 - 13, 1980

HOBIE 18A	POINTS
1. Huber	4 1/4
2. Martinez	5 1/2
3. Schultz	12

HOBIE 16A	POINTS
1. Ryan, J.	4 1/4
2. Balfour, D.	14 3/4
3. Miller, C.	15
4. Elizondo, C.	15
5. Wallio, R.	18
6. Hill, R.	19
7. Hausmann, C.	20 3/4
8. Brown, J.	26
9. Maurer, F.	34
10. Rolnick, R.	35
11. Bailey, D.	37
12. McNalley, D.	42
13. Johnson, M.	43
14. McGonigle, R.	47

HOBIE 16B	POINTS
1. Richnow, B.	7 3/4
2. Howe, B.	12
3. Frank, J.	12 1/2
4. Taylor, J.	12 3/4
5. Jackson, D.	16
6. Morrison, R.	17
7. Chambers, C.	26 3/4
8. Hunt, C.	28
9. Anderson, H.	29
10. Yelton, S.	35

HOBIE 16C	POINTS
1. Scheunemann	8 1/2
2. Teske	11 3/4
3. Caudle	11 3/4
4. Harkins	15
5. Stone	21
6. Whittaker	21 3/4
7. Sullivan	26
8. Hilbert	28
9. Osterhold	28
10. Cook	30
11. Popejoy, J.	31
12. Fithian	34
13. Love	43
14. Volmert	53
15. Gilbert	53

HOBIE 14A	POINTS
1. Dominy	3
2. Pfeffer	10
3. Dietz	13
4. Seta	13
5. Kitchen	14
6. McCradun	22

HOBIE 14B	POINTS
1. Bevershausen	3
2. Bright	6 3/4
3. Medley	11
4. Foertch	15

DIVISION 7

HOBIE SPRING REGATTA FLEET #59, DIVISION #7 STOCKTON LAKE, MISSOURI MAY 3 - 4, 1980

HOBIE 18	POINTS
1. Votaw, C.	4 1/4
2. Cerretti, R.	8 3/4
3. Hopper, B.	13
4. Masterson, J.	14
5. Ranz, M.	19

HOBIE 16A	POINTS
1. Bristow, R.	5 1/2
2. Shoffner, D.	6 1/2
3. Ellis, D.	11

HOBIE 16C	POINTS
1. Tinsley, J.	3

HOBIE 14A	POINTS
1. Weidman, B.	6 1/4
2. Bain, J.	7 3/4
3. Page, G.	10

HOBIE 14C	POINTS
1. Ganzkow, S.	4 1/4
2. McClure, B.	6 3/4
3. Dameron, M.	12

MEMORIAL DAY RACES FLEET #59, DIVISION #7 FELLOWS LAKE, SPRINGFIELD, MISSOURI MAY 24 - 26, 1980

HOBIE LADIES	POINTS
1. Jarecke, D.	2 1/4
2. Votaw, H.	8
3. Ganzkow, M.	8
4. Dameron, M.	10
5. Sermersheim, P.	16
6. Rachael	16
7. Armstrong, J.	18
8. Canner, W.	19
9. Vivian	20
10. Dusenberry, C.	29

REGATTA RESULTS

HOBIE 16A	POINTS
1. Mason, R.	9 1/2
2. Bristow, R.	12
3. Ellis, D.	13 3/4
4. Elrod, L.	14 1/2
5. Masterson, J.	15 3/4

HOBIE 16C	POINTS
1. Tinsley, J.	3 3/4
2. Keiner, M.	10
3. Doty, G.	14

HOBIE 14A	POINTS
1. Thiel, S.	6 1/4
2. Shoffner, D.	10 3/4
3. Votaw, C.	14 1/2
4. Bain, J.	16
5. Page, G.	21
6. Ganzkow, S.	26
7. Griesemer, L.	32

HOBIE 14C	POINTS
1. Jarecke, D.	7 1/4
2. McGinnis, M.	10 3/4
3. Dameron, R.	12 3/4
4. McClure, B.	13 3/4
5. Cauher, W.	25

LONG DISTANCE RACE

HOBIE 19	POINTS
1. Votaw, Carl	
2. Hopper, Bill	
3. Thiel, Steve	

HOBIE 16	POINTS
1. Shoffner, Don	
2. Bristow, Rex	
3. Ellis, David	
4. McCleod, Doug	
5. Tinsley, Jim	
6. Cox, Beve	

HOBIE 14

1. Bain, Jerry	
2. McClure, Bob	
3. Laing, Judy	
4. Crable, Ed	
5. Page, Gary	

PAUL MCKEE MEMORIAL REGATTA
FLEETS #84 & #272, DIVISION #7
BIG CREEK, POLK CITY, IOWA
MAY 24 - 25, 1980

HOBIE 18	POINTS
1. Sohn, J.	3
2. Recker, G.	8
3. Anderson, R.	12
4. Clark, B.	18
5. Kachelhoffer, G.	18
6. Newell, J.	22

HOBIE 16A	POINTS
1. Kruse, D.	5 1/2
2. Vanbrunt, N.	9 1/2
3. Watson, C.	9 3/4
4. Camp, R.	23
5. McCain, P.	23
6. Brittain, K.	24
7. Fisher, J.	30
8. Miller, J.	32
9. Moore, F.	33
10. Knworthy, D.	34
11. Dage, B.	38
12. Willett, S.	38
13. Krohn, B.	40
14. Rasley, J.	44
15. McKee, M.	51
16. Horton, J.	55
17. Donahue, S.	57
18. Mitchell, M.	60
19. Oestensstad, L.	61

HOBIE 16B	POINTS
1. Creswell, K.	8 3/4
2. Frieth, L.	10 1/2
3. Schrader, C.	12
4. Fox, L.	17
5. Schneider, D.	21
6. Valere, J.	21 3/4
7. Allison, W.	21 3/4
8. Kenworthy, J.	24
9. Shultz, R.	27
10. Lord, S.	37
11. Krueger, M.	44
12. Goll, F.	46
13. Jespersen, D.	50
14. Matyas, S.	55
15. Davies, T.	58
16. Knievel, C.	58
17. Nelson, W.	60
18. Lovelady, G.	61

HOBIE 14A	POINTS
1. Cunningham, B.	3
2. Durkee, S.	9 3/4
3. Parmenter, M.	12
4. Elsberry, K.	15
5. Liggett, D.	16
6. Fisher, B.	19
7. Fisher, J.	26
8. Moore, J.	29

DIVISION 7 AREA 4 POINTS
FLEET #149, DIVISION #7
LAKE PERRY, KANSAS
JUNE 21 - 22, 1980

HOBIE 18	POINTS
1. Jones, F.	
2. Renner, M.	
3. Cerretti, R.	
4. George, T.	
5. Sherman, S.	
6. Harris, J.	
7. Edwards, B.	
8. Ranz, J.	
9. Newell, J.	

HOBIE 16A	POINTS
1. Schleicher, C.	
2. Hattan, D.	
3. Miller, J.	
4. Mitchell, M.	
5. Loewen, R.	
6. Dage, B.	
7. Cox, B.	

HOBIE 16B	POINTS
1. Valere, J.	
2. White, K.	
3. Fox, L.	
4. Quinn, P.	
5. Myers, R.	

HOBIE 16C	POINTS
1. Cammack, B.	
2. Zweig, K.	
3. Bridgeman, B.	
4. Rays, J.	
5. Henry, R.	
6. Cornett, J.	
7. Milligan, T.	
8. Knorr, B.	
9. Blomquist	
10. VanTrump, D.	
11. Kennedy, P.	
12. Cox, D.	
13. Koca, C.	
14. Allison, M.	
15. Harris, M.	
16. Blackwell, R.	
17. Thackery, B.	
18. Matyas, S.	
19. Ritz, J.	

HOBIE 14	POINTS
1. Durkee, S.	
2. Elsberry, K.	
3. Liggett, D.	
4. Pinaire, A.	
5. Moore, J.	

WHITE BEAR LAKE YACHT CLUB
FLEET #165, DIVISION #7
WHITE BEAR LAKE, MINNESOTA
JULY 12 - 13, 1980

HOBIE 18A	POINTS
1. McNulty, C.	2 1/4
2. Sehasac, J.	7
3. Glick, D.	8
4. Hohn	11
5. Coomes, J.	12
6. Sohn	19
7. Baish	20
8. Tousley	24
9. Rudeeh, R.	24
10. Anderson, R.	25
11. Newell	26
12. Powell	33
13. Fisher, D. M.	36

HOBIE 16A	POINTS
1. Larson, G.	3 1/2
2. Kruse, D.	7 3/4
3. Washburn, D.	11
4. Jagger, T.	14 3/4
5. Watson, C.	16
6. Frederick, O.	17
7. Levins, J.	17
8. Defiel, B.	19
9. Engstrand, M.	27
10. Brewer, D.	33
11. VanBrunt, N.	35
12. Glasrud, T.	35
13. Fillmore	36
14. Haberman, T.	39
15. Locker, T.	39

16. Noble	41
17. Peterson, T.	44
18. Rasley, J.	47
19. Anderson, D.	49
20. Fitzer, R.	49
21. Ness	51
22. McCain, P.	53
23. Klemz	58
24. Willett	60
25. Linnell, C.	63
26. RedPath	63
27. VanNaha	68
28. Burke, J.	72
29. Fisher, J.	72
30. McKee	73
31. Anderson, J.	74
32. Hartman	75

HOBIE 16B	POINTS
1. Paine	6 3/4
2. LaBarre	12
3. Wyland	18
4. Bany	18
5. Franzsen, L.	18 3/4
6. Burkhart	18 3/4
7. Edwards	19
8. Frieseth	22
9. Wright	24 3/4
10. Kenworthy	25
11. Lord	28
12. Wetherbee	31
13. Snyder	31
14. Knowles	33
15. Evans	35
16. Riedle	36
17. Arnold	39
18. Denison	39
19. Evenson	42
20. Kingston	44
21. Lyle	48
22. Crawford	52
23. Mart	54
24. Pierson	59

HOBIE 14A	POINTS
1. Cunningham, B.	2 1/4
2. Liggett, D.	6
3. Elsberry, K.	8
4. Fisher, B.	11

HOBIE 16A	POINTS
1. Birch	5 3/4
2. Sloan	5 3/4
3. Gowdy	7
4. Raditch	9
5. Karran	11
6. McMillen	13
7. Johnson	15
8. Gallagher	17
9. Sanchez	19 3/4
10. Lung	20
11. Rees	21
12. Charlton	24
13. Dickson	26
14. Sell	27
15. Norris	29
16. Gruber	30
17. Chase	34
18. Barrett	34
19. Johnson	38

HOBIE 16B	POINTS
1. Dekreek	5 3/4
2. Pickering	6
3. Carras	6
4. Dickenson	14
5. Jennings	16
6. Cole	23
7. Tong	26
8. Sevier	26
9. Rainwater	27
10. Post	27
11. Danner	28
12. Neidert	29
13. Sturtenbecker	32
14. Plante	34
15. Kroemer	34
16. Terrell	34
17. Morehouse	35
18. Vanlandingham	36
19. Rokos	37
20. Krutek	38
21. Ryan	39
22. McGlinchy	40
23. LeCompte	50
24. Thompson	52
25. Obedzinski	54
26. Smith	56
27. Frazier	56
28. Schermer	56

DIVISION 8

1ST ANNUAL HIGH SEAS
REST. DEAD WIR RACE
FLEET #39, DIVISION #8
JULY 20, 1980

HOBIE 18	POINTS
1. Ellis, P.	3 1/2
2. Johnson, B.	4 3/4
3. Kuiper, R.	9
4. Turner, B.	13

HOBIE 16A	POINTS
1. Martin, K.	7
2. Karran, R.	7 3/4
3. Cole, G.	7 3/4
4. Lewis, D.	9

HOBIE 16B	POINTS
1. Johnson, J.	6
2. Neidert, N.	6 3/4
3. Hood, R.	8 3/4
4. Guarino, J.	9 3/4
5. Fox, S.	14
6. Woods, T.	17

HOBIE 16C	POINTS
1. Murdoch, J.	5 3/4
2. Weaver, R.	8 3/4
3. LeGrange, D.	12
4. Holer, S.	17
5. Rawson, E.	18
6. Harloff, E.	20
7. Anderson, J.	21
8. Smith, T.	24
9. Copper, R.	24
10. Lyle, J.	25
11. Lillibridge, M.	32
12. Louman, K.	34
13. Logston, R.	42
14. Vignocchi, T.	43
15. Crews, J.	44
16. Winder, R.	45
17. Tomeo, C.	46
18. Woeltjen, G.	50
19. Johnston, J.	53

HOBIE 14	POINTS
1. Ferrera, J.	2 1/4
2. Braswell, M.	6
3. Vail, B.	9
4. Johnson, C.	15
5. Vignocchi, M.	16
6. Vanlandingham, K	17
7. Lundgren, C.	18

TAMPA BAY MICHELOB HOBIE CLASSIC
FLEET #42, DIVISION #8
TAMPA, FLORIDA
MARCH 1 - 2, 1980

HOBIE 18A	POINTS
1. Crouse	2 3/4
2. McCann	2 3/4
3. Alfrod	8
4. McKee	9
5. Pearson	9
6. Ellis	10
7. Wiley	14

HOBIE 18B	POINTS
1. Hill	5 3/4
2. Cabassa	5 3/4
3. Bird	6
4. Kester	6
5. Jackson	8
6. Velverton	11
7. Birch	13
8. Di Pipi	23
9. Larkin	24
10. Mobley	24
11. Carras	24

HOBIE 16A	POINTS
1. Birch	5 3/4
2. Sloan	7
3. Gowdy	9
4. Raditch	11
5. Karran	11
6. McMillen	13
7. Johnson	15
8. Gallagher	17
9. Sanchez	19 3/4
10. Lung	20
11. Rees	21
12. Charlton	24
13. Dickson	26
14. Sell	27
15. Norris	29
16. Gruber	30
17. Chase	34
18. Barrett	34
19. Johnson	38

HOBIE 16B	POINTS
1. Dekreek	5 3/4
2. Pickering	6
3. Carras	6
4. Dickenson	14
5. Jennings	16
6. Cole	23
7. Tong	26
8. Sevier	26
9. Rainwater	27
10. Post	27
11. Danner	28
12. Neidert	29
13. Sturtenbecker	32
14. Plante	34
15. Kroemer	34
16. Terrell	34
17. Morehouse	35
18. Vanlandingham	36
19. Rokos	37
20. Krutek	38
21. Ryan	39
22. McGlinchy	40
23. LeCompte	50
24. Thompson	52
25. Obedzinski	54
26. Smith	56
27. Frazier	56
28. Schermer	56

HOBIE 16C	POINTS
1. Daniel	13
2. Lansford	15
3. Fox	19
4. Scully	20
5. Hull	21
6. Lewis	22 3/4
7. Holmes	27
8. Hood	28
9. Frank	29
10. Andrews	31
11. Martin	37
12. Hughes	38
13. Bowerfind	42
14. Bennett	42
15. Myers	42
16. Boyle	45
17. Fuchs	46
18. Hunt	48
19. Carr	53
20. Walsh	53
21. Rathkopf	54
22. Jones	61
23. Robertshaw	66
24. Cronk	70
25. Mitchell	73
26. Weaver	76
27. Underwood	77
28. Woods	78
29. Lester	82
30. Veale	83
31. Overton	86
32. Cooper	86
33. Payne	86
34. Rawson	86
35. Kramer	86
36. Cook	86
37. Young	86
38. Theiry	86

39. Lillibridge	94
39. Anderson	94
39. Hill	94
39. Schulmeister	94
39. Frank	94
39. Dougherty	94
39. Torrance	94
39. DeBolt	94
39. Smith	94

HOBIE 14A	POINTS
1. Curry	1 1/2
2. Tucker	4
3. Tucker	7
4. Enres	9
5. Raditch	10
6. McIntosh	10
7. Ferrera	15
8. Lipka	19
9. Frank	19
10. Spaid	20
11. Bennett	20
12. Miller	25
13. Ourso	26
14. Braun	28
15. Cope	30

HOBIE 14B	POINTS
1. Braswell	2 3/4

REGATTA RESULTS



6TH ANNUAL GULFSTREAM POINTS REGATTA
FLEET #44, DIVISION #8
FT. LAUDERDALE, FLORIDA
JUNE 7 - 8, 1980

25. Oswald, T. 89
26. Homrighoos, B. 93
27. VonStaden, N. 100
28. Trumble, J. 101

HOBIE 14A

HOBIE 14A

1. Brice, R.
2. Brice, A.
3. McIntosh, F.
4. Ferrera, J.
5. Cope, W.
6. Raditch, R.
7. Vanderhook, D.
8. Vail, B.
9. Jesse, J.
10. Miller, B.

HOBIE 14B

1. Sloat, J.
2. Berry, P. J.
3. Weis, S.
4. Cottrill, J.
5. McIntosh, R.
6. Wade, B.

HOBIE 16A

POINTS

1. Cowherd 14 3/4
2. Langley 16 1/2
3. Sunderland 19
4. Collings 19
5. Wilkins, R. 21 3/4
6. Ayscue 22 3/4
7. Dial 26
8. Wilkins, W. 27
9. Jernigan 30
10. Petersen 31
11. Humphrey 35
12. Hartis 37
13. Poteat 41
14. Shepherd 43
15. Kaneft 48
16. Blount 57
17. Loring 59
18. Price 61

HOBIE 16B

POINTS

1. Richardson 7 1/4
2. O'Can 7 3/4
3. Craig 12
4. Neville 17
5. Woodcock 21
6. Power 22
7. Johnson 25 3/4
8. White 29
9. Brooks 36
10. Godbee 46
11. Becker 46
12. Hallman 46
13. Jackson 47
14. Porter 49
15. Duffy 50
16. Boykin 51
17. Woomey 53
18. Baker 57
19. Sharpe 72

DIVISION 9

3RD ANNUAL SANDLAPPER REGATTA
FLEET #53, DIVISION #9
ISLE OF PALMS, SOUTH CAROLINA
MAY 17 - 18, 1980

HOBIE 18

POINTS

1. Kilpatrick, P. 2 1/4
2. Haltiwanger, W. 6
3. Shafer, B. 11
4. Dunn, L. 16
5. Patterson, H. 20
6. Daly, F. 20
7. Haynsworth, S. 20
8. Miller, J. 23
9. Simmons, N. 23
10. Schmitt, C. 26
11. Jessie, B. 31
12. Evans, E. 33
13. Hardwick, B. 45
14. Holmsborg, B. 45

HOBIE 16A

POINTS

1. Wilkins, W. 2 1/2
2. Cowherd, T. 6
3. Brotherton, R. 10
4. O'Can, P. 15
5. Haynesworth's G. 21
6. Bamberg, H. 21
7. Kennedy, D. 25
8. Price, J. 26
9. Heefner, C. 27
10. Harris, J. 30
11. Jernigan, M. 31
12. Humphrey, J. 33
13. Blount, J. 36
14. Wells, A. 41
15. Shepherd, C. 51

HOBIE 16B

POINTS

1. Woodcock, R. 6 3/4
2. Cordina, L. 7 3/4
3. Becker, J. 17
4. Cullins, D. 19
5. Scott, R. 21
6. Porter, B. 28
7. Baker, J. 31
8. Madden, K. 35
9. Power, C. 45
10. Camal, F. 45
11. Woomey, R. 45
12. Huggins, B. 45
13. Witt, S. 45
14. Ridgeway, J. 45

HOBIE 14

POINTS

1. Wellons, B. 3 1/2
2. Driver, H. 4 3/4
3. Hudgins, M. 9
4. Johnson, E. 20
5. Godshalk, D. 24
6. Schaefer, G. 24
7. Stiles, M. 24

SIXTH ANNUAL LAKE MURRAY REGATTA
FLEET #141, DIVISION #9
COLUMBIA, SOUTH CAROLINA
MAY 3 - 4, 1980

HOBIE 18A

POINTS

1. Haltiwanger 6 1/2
2. Kilpatrick 10
3. Myers 11 3/4
4. Walsh 11 3/4
5. Conner 17 3/4
6. Dunn 18
7. Patterson 24
8. Haight 30
9. McCordle 32

HOBIE 16C

POINTS

1. Hill, Robert 6 1/4
2. Haladay, F. 9 3/4
3. Seigniods, S. 18
4. Soule, G. 22
5. Noell, J. 22
6. Anderson, S. 26
7. DeFree, B. 28
8. Schmitz, P. 28
9. Russell, D. 28
10. Momier, J. 34
11. Poppitt, R. 35 3/4
12. Fuchs, Y. 37
13. Poppelers, E. 43
14. Mayo, C. 53
15. Elder, B. 54
16. Hollenberger, J. 58
17. Beier, W. 68
18. Welsh, M. 68
19. Jackson, J. 69
20. Baxter, S. 72
21. McKnight, J. 75
22. DeArmond, B. 79
23. Gifford, W. 86
24. Miller, J. 89
25. Robin, B. 105
26. Fenat, C. 109
27. Beier, C. 113
28. Scholmeister, L. 120
29. Cooper, H. 120
30. Schiller, D. 120

HOBIE 16A

1. Karan, R.
2. Sanchez, P.
3. Barrett, J.
4. Norris, M.
5. Stewart, B.
6. Kern, R.
7. Terrell, J.
8. Rokos, G.
9. Johnson, J. E.
10. Martin, K.
11. Schwarz, W.
12. Charlton, J.
13. Sell, B.
14. Gallagher, M.

HOBIE 16B

1. Cole, G.
2. Danner, S.
3. VonStaden, N. R.
4. Hill, R.
5. Dickinson, R.
6. Robbie, R.
7. Rainwater, C.
8. Boe, S.
9. Carras, P.
10. Neider, N.
11. Corwell, T.
12. Wood, S.
13. Woods, T.
14. Ewart, M.
15. Guarino, J.
16. Daniel, B.
17. Shannon, D.
18. Pollard, P.
19. Shinn, J. H.
20. Kruter, J. H.
21. Payne, B.
22. Hood, R.
23. Haladay, F.
24. Garrish, C.
25. Hummel, G.

HOBIE 16C

1. Russell, D.
2. Anderson, S.
3. Popp, E.
4. Fuchs, Y.
5. DeFree, B.
6. Newlyn, M.
7. DeArmond, B.
8. Weber, B.
9. Walter, D. M.
10. Frank, J.
11. Fend, C.
12. Melvin, J.
13. Weaver, R.
14. Leed, R.
15. Quehl, T.
16. Wood, C. H.
17. McKenzie, B.
18. Dearborn, G.
19. Barfield, P.
20. Vismoski, W.
21. Eveland, B.
22. Johnson, G.
23. Holec, S.
24. Collier, J.
25. Schulmeister, L.
26. Braver, R.

HOBIE 18A

POINTS

1. Stevens, J. A.
2. Duke, Jimmy
3. Davis, J.
4. Crouse, R.
5. Ellis, P.
6. McCann, J.
7. Johnson, B.
8. O'Berman, J.
9. Hill, P.
10. Bird, R.
11. McKee, D.
12. Rafter, P.
13. Cronk, J. W.
14. Davis, Joe
15. Cabassa, E.
16. Carlson, D.
17. Conaty, K.

TWO FINGERS TEQUILA CHAMPIONSHIPS
FLEET #173, DIVISION #8
FT. MYERS BEACH, FLORIDA
JUNE 21 - 22, 1980

HOBIE 18A

POINTS

1. Martin, K. 10 1/2
2. Rokos, G. 11
3. Hull, E. 15 3/4
4. Moorehouse, R. 19
5. Wood, S. 26
6. Pickering, C. 28 3/4
7. Dwyer, T. 31
8. Shannon, D. 32
9. McGlinchy, J. 34 3/4
10. Novak, S. 36
11. Carras, P. 42
12. Johnson, D. 45
13. Robbie, R. 47
14. Ewart, M. 53
15. Corwell, T. 54
16. Arnold, J. 55
17. Livingston, G. 55
18. Selvaggi, A. 64
19. Smith, C. 68
20. Post, D. 70
21. Winiarski, G. 71
22. Krutek, J. 72
23. Boan, G. 75
24. Underwood, G. 80

DIVISION 10

FIRST ANNUAL BLUE RIBBON REGATTA
FLEET #220, DIVISION #10
LAKE KOSHKONONG, WISCONSIN
MAY 17 - 18, 1980

HOBIE 18A

POINTS

1. Reed, T. 3 1/2
2. Robinson, P. 8 3/4
3. Dickinson, D. 10
4. McCarthy, J. 13
5. Morrical, J. 15
6. Bangs, J. 20
7. Theran, J. 21
8. Cutsforth, S. 23
9. Erdmann, T. 25
10. Kreider, K. 27
11. Bufton, J. 32

HOBIE 16A

POINTS

1. Grant, D. 7 3/4
2. Allen, D. 10 3/4
3. Bollenreth, P. Jr. 12
4. Karwowski, T. 15
5. Hartman, T. 23
6. Fischer, W. 23
7. Greenwald, H. 25
8. Kessler, R. 26
9. Chambers, T. 29
10. Rodau, B. 28
11. Fuehrer, M. 29
12. Kordash, J. 30
13. Miller, M. 31
14. Krumberger, P. 31
15. Moran, J. D. 39

HOBIE MIXED B

POINTS

1. Rhash, P. 3 1/2
2. Stachowiak, M. 10
3. Stachowiak, J. 11 3/4
4. Michals, D. 16
5. Mitchell, G. 21
6. Repyak, D. 24
7. Thompson, S. 25
8. Burnell, R. 25
9. Cartwright, K. 26
10. Guenther, P. 31
11. Masters, G. 38
12. McGreen, J. 40
13. Jordan, T. 40
14. Speers, B. 42
15. True, J. 42
16. Scheuerman, G. 44
17. Lee, T. 44
18. Morgan, R. 55
19. Siaasted, J. 56

REGATTA RESULTS

GLADSTONE GOLD CUP
FLEET #223, DIVISION #10
GLADSTONE, MICHIGAN
JULY 12 - 13, 1980

HOBIE 18	POINTS
1. Roberts, G.	2 1/4
2. Heikkila, V.	5 3/4
3. Dickerson, D.	7
4. Baker, Dr.	12
5. Fisher, W.	12
6. Schmidt, D.	18

HOBIE 16A	POINTS
1. Allen, D.	4 3/4
2. Brubaker, S.	5 3/4
3. Whitehouse, B.	7 3/4
4. Henderson, D.	11 3/4
5. LaBine, B.	15
6. Zacks, J.	17
7. Krumberger, F.	18
8. Karwowski, T.	21
9. Joyal, F.	22
10. Bergstrom, C.	26
11. Alimenti, G.	27
12. Miller, M.	28
13. Erickson, T.	30
14. Winders, E.	37

HOBIE 16B	POINTS
1. Chapekis, N.	3/4
2. McAllister, D.	2
3. McCormick, M.	DNS

HOBIE 14	POINTS
1. Yaeso, J.	3 3/4
2. Wall, B.	5
3. Anderson, P.	9
4. Bartz, G.	10
5. Harter, R.	14
6. Norton, M.	16
7. Norton, B.	19
8. Berro, L.	19
9. Cross, P.	21
10. Aklosinski, M.	29

SECOND ANNUAL MID-SUMMER REGATTA
FLEET #282, DIVISION #10
GLEN HAVEN, MICHIGAN
JULY 5, 1980

HOBIE 16	POINTS
1. Brubaker, S.	2 1/4
2. Barnes, D.	8
3. Fulbright, D.	10
4. Barker, R.	11
5. Beck, G.	12
6. Oswald, J.	15
7. Kuhn, W.	16
8. Russell, B.	17
9. Bott, D.	18
10. Entwistle, R.	18

HOBIE 18	POINTS
1. Jarvis, B.	3/4

WINDJAMMER'S MULTIHULL REGATTA
FLEET #413, DIVISION #10
GREEN BAY, WISCONSIN
JUNE 21 - 22, 1980

HOBIE 18	POINTS
1. Dickinson, D.	13 3/4

HOBIE 16A	POINTS
1. Van Brunt, N.	5
2. Allen, D.	11 3/4
3. Klenz, J.	24
4. Karwowski, T.	25
5. Krumberger, F.	26
6. Zacks, J.	32
7. Berg, L.	35 3/4
8. Bergstrom, C.	38
9. Doan, T.	43
10. Fairgrieve, J.	43
11. Whitehouse, B.	44
12. McCain, P.	47
13. Heath, L.	52
14. Fischer, W.	63
15. Jordan, T.	64
16. Miller, M.	69
17. Morris, R. C.	71
18. Kessler, R.	92

HOBIE 16B	POINTS
1. Alimenti, G.	6 1/4
2. Riedle, J.	9 1/5
3. Lardinois, R.	17
4. Mitchell, G.	18 3/4
5. Boelkman, G.	24
6. Wentworth, J.	35
7. Brooks, R.	41
8. Frank, M.	43

HOBIE 14	POINTS
1. Yaeso, J.	5
2. Stachowiak, J.	11 3/4
3. Bitters, L.	14
4. Stachowiak, M.	18 3/4
5. Harter, R.	22
6. Doan, M.	29
7. Peeters, S.	35

DIVISION 11

SEVENTH ANNUAL BARNEGAT BAY
SPRING POINTS REGATTA
FLEET #65, DIVISION #11
BRICKTOWN, NEW JERSEY
MAY 31 - JUNE 1, 1980

HOBIE 18	POINTS
1. Cutillo, J.	3
2. Mazzacane	6 3/4
3. Gauthier	12
4. Morton	16
5. Manganello	17

HOBIE 16A	POINTS
1. Shoemaker	5 1/2
2. Bengier	8 1/4
3. Meyers	17
4. Campbell	18
5. Whitted	22
6. Glanden	23
7. Schweizer	27
8. Christopher	29
9. Hayward	30
10. Lippincott	36
11. Lenshoek	39
12. Post	39
13. Ferguson	43
14. Hartung	47
15. Rochelle	51
16. Smith	54
17. Hartmann	54
18. Kron	56
19. Cooley	59
20. Rudnick	61

HOBIE 16B	POINTS
1. Schlecker	7 1/4
2. Schnidbauer	8 3/4
3. Christy	13 3/4
4. Karwacki	15
5. Beveridge	15
6. Coleman	16
7. Aldian	28
8. Witt	29
9. Dees	32
10. Leadem	32
11. Sikora	38
12. Eppelman	44
13. Davis	49
14. Jose	49
15. McCracken	52
16. Yurowski	61

HOBIE 14A	POINTS
1. Hiller	3
2. Biddle	9
3. Campbell	13
4. Hammill	14
5. Hart	15
6. Crozer	25
7. Gaviria	26

DIVISION 12

MICHELLO/ERIE MARINE
LAKE ERIE CHAMPIONSHIPS
DIVISION #12
JUNE 28 - 29, 1980

HOBIE 18A	POINTS
1. Walker, R.	2 1/4
2. Taylor, A.	6
3. Peterson, J.	9
4. Venter, J. C.	12

HOBIE 16A	POINTS
1. Klahr, C.	2 1/4
2. Stephen, M.	6
3. Elve, C.	11
4. Chamberlin, R.	17
5. Caster, P.	18
6. Clark, J.	18
7. Rudd, J.	19
8. Loesel, D.	26
9. McNamara, M.	26
10. Hansel, J.	28
11. Amther, H.	34
12. Berry, D.	34

HOBIE 16B	POINTS
1. Rickloff, J.	2 1/4
2. Korzeniewski, T.	10
3. Critchfield, T.	12
4. Snodgrass, T.	12
5. Kostecki, T.	15
6. Welch, D.	19
7. Emerson, J.	24
8. Graff, R.	25
9. Bernardini, R.	28
10. Gordon, J.	33
11. Cuzydeo, M.	37
12. Phillips, T.	48
13. Smith, D.	53
14. Vandever, M.	58
15. Klahr, P.	66
16. Meier, R.	66
17. Watkins, G.	67
18. Wilcox, S.	68
19. Duffy, P.	69
20. Kurtzman, T.	70
21. Popoff, L.	81
22. Brown, C.	81
23. Cutter, J.	81
24. Schloss, D.	81
25. Russell, P.	81
26. Leon, R.	81
27. Havrilla, T.	81

HOBIE 14A	POINTS
1. Doyle, R.	3 1/2
2. Rosenberg, G.	4 3/4
3. Hazlett, B.	9
4. Hill, F.	16
5. Onderko, J.	17
6. Yount, Y.	18
7. Morschauer, D.	22
8. Coyne, B.	24
9. Kraut, T.	26

SUNDANCE '80
FLEET #78, DIVISION #12
CHAUTAQUA, LAKE, NEW YORK
JULY 26 - 27, 1980

HOBIE 18	POINTS
1. Sprague, G.	2 1/4

HOBIE 16A	POINTS
1. Chamberlin, R.	4 3/4
2. Clark, J.	5 3/4
3. Klahr, C.	8 3/4
4. Grove, G.	11
5. Sloan, M.	14
6. Rotsko, J.	15 3/4

HOBIE 16B	POINTS
1. Kostecki, T.	3 1/2
2. Lee, R.	7 3/4
3. Fischer, J.	9 3/4
4. Gary, R.	17
5. Moynihan, S.	17
6. Brugge, M.	18
7. Chiplock, P.	19
8. Clark, K.	20
9. Wiethorn, B.	21
10. Kelly, M.	22
11. Rodgers, C.	26
12. Cuzydeo, M.	33
13. Humphreys, D.	33
14. Mikeerastine	38
15. Wilkinson, J.	39
16. Cray, B.	50

HOBIE 14	POINTS
1. Rosenberg, G.	3 1/2
2. Ratti, D.	4 3/4
3. Doyle, R.	5 3/4

TWIN STATES DIVISION POINTS
FLEET #135, DIVISION #12
HEWITT, NEW JERSEY
MAY 31 - JUNE 1, 1980

HOBIE 18	POINTS
1. Gibson, J.	7 3/4
2. Peter, G.	7 3/4
3. Palmer, P.	10 3/4
4. Brawn, P.	11 3/4
5. Koslow, B.	14 3/4
6. Wolosn, R.	27
7. Gerhold, J.	27

HOBIE 16A	POINTS
1. Carpenter, B.	4 1/4
2. Becker, D.	10
3. Pilcer, P.	11 3/4
4. Carpenter, C.	12
5. Kringel, G.	16 3/4
6. Schuchardt, J.	25
7. Riley, P.	26
8. Wulff, J. Jr.	28
9. Olsen, B.	29

HOBIE 16B	POINTS
1. Barnes, R. Jr.	6 3/4
2. Hanlon, L.	8 3/4
3. Bradford, K.	9 1/2
4. Cox, D.	14 3/4
5. Hermann, P.	26
6. Vandergryn, J.	27
7. Walsh, K.	28
8. Davis, L.	30
9. Felderman, D.	32
10. Gantz, A.	35
11. Cocotos, P.	37
12. Portanova, P.	39
13. Dominy, C.	41
14. Miller, T.	46
15. Oetking, J.	57
16. Jordan, S.	58
17. Biewald, G.	68

HOBIE 14A	POINTS
1. Knorr, G.	3
2. Fulton, J. N. Jr.	6 3/4

FOURTH ANNUAL MADCATTER REGATTA
FLEET #204, DIVISION #12
ONEIDA SHORES PARK, NEW YORK
MAY 17 - 18, 1980

HOBIE 18	POINTS
1. Hall, J.	7 3/4
2. Davis, P.	8 3/4
3. Gibson, J.	12
4. Harrington, D.	13
5. Manganello, J.	13 3/4
6. Illi, T.	17
7. Caster, J.	18
8. Harris, P.	20
9. Klein, A.	29
10. Smith, K.	29
11. Moyer, J.	32

HOBIE 16A	POINTS
1. Elve, C.	12 3/4
2. Christopher, E.	12 3/4
3. Berger, G.	12 3/4
4. Chamberlin, R.	13
5. Klahr, C.	15
6. Caster, P.	16
7. Clark, J.	17
8. Haun, E.	24
9. Rudnick, M.	26
10. Campbell, A.	27
11. Alderman, M.	29
12. Hansel, G.	33
13. McNamara, M.	38

HOBIE 16B	POINTS
1. Demaline, T.	9
2. Sinclair, D.	14 3/4
3. Maxwell, B.	16
4. Korzeniewski, T.	18 3/4
5. Gunn, D.	23
6. McCobb, T.	24
7. Moss, T.	28
8. McCarthy, D.	28
9. Tierson, D.	31
10. Moncreiff, S. D.	34
11. Fournier, M.	40
12. Emerson, J.	41
13. Snodgrass, T.	45
14. Cisar, D.	46
15. Murphy, G.	46
16. Graff, R.	54 3/4
17. Christopher, T.	59
18. Wedow, D.	59
19. Toensing	61
20. Thames, A.	63
21. Kelly, T.	64
22. Ambrose, M.	64
23. Pappard, P.	68
24. Shutter, B.	69
25. Davies, P.	72
26. Korzeniewski, S.	74
27. Lemmer, J.	74
28. Niden, G.	78
29. Menepace, J.	78
30. Kelley, T.	79
31. Young, G.	80
32. Hiscocock, C.	84
33. DeGaris, V.	91
34. Walsh, T.	93
35. Potter, D.	96

HOBIE 14	POINTS
1. Lyttle, D.	4 3/4
2. Smith, S.	5 3/4
3. Doyle, R.	7 3/4
4. Ferguson, M.	13
5. Tillett, J.	14
6. Dwyer, P.	18
7. Donnelly, C.	21

HOBIE 16A	POINTS
1. Lyttle, D.	4 3/4
2. Smith, S.	5 3/4
3. Doyle, R.	7 3/4
4. Ferguson, M.	13
5. Tillett, J.	14
6. Dwyer, P.	18
7. Donnelly, C.	21



4TH ANNUAL AREY'S OPEN REGATTA
FLEET #209, DIVISION #12
MOULTONBORO, NEW HAMPSHIRE
JUNE 21 - 22, 1980

HOBIE 18A	POINTS
1. Cutillo, J.	3 1/2
2. Dugas, P.	8
3. Gibson, J.	8 3/4
4. Atherton, E.	10
5. Mazzacane, R.	13 3/4
6. May, D.	14
7. Dupuis, G.	16
8. Trunca, E.	21
9. May, J.	21
10. Manganello, J.	25
11. Crowley, J.	28
12. Palmer, T.	36
13. Mone, T.	39

HOBIE 18B	POINTS
1. Hilton, M.	5 3/4
2. Noyes, S.	6 3/4
3. Vizzo, V.	7 1/2
4. Paige, P.	9
5. Selfridge, E.	17
6. Tripp, A.	18
7. Burns, P.	19
8. Bowen, J.	21 3/4
9. Chervinski, B.	23
10. Anderson, G.	24
11. Rodomista, G.	27
12. Gale, J.	30
13. Anderson, T.	32
14. Wright, D.	36

HOBIE 16A	POINTS
1. Berger, G.	4 1/2
2. Kringel, G.	4 3/4
3. Fritch, S.	12
4. McKay, W.	14
5. Knowlton, T.	16
6. Rudnick, M.	16
7. Christopher, E.	17
8. Barr, R.	22
9. Weisel, M.	23
10. Gale, L.	25
11. Peeble, W.	26
12. Thompson, B.	30
13. Roberts, J.	31
14. O'Rourke, S.	33 3/4
15. Whitcomb, B.	36
16. Dugas, B.	40
17. Thacher, J.	40
18. Morrill, G.	43
19. King, B.	46
20. Nelson, P.	47
21. West, B.	53
22. Mais, A.	57
23. Eddison, D.	57
24. Bonia, R.	59
25. Fisher, T.	75

<u>HOBIE 16B</u>	<u>POINTS</u>
1. Stone, P.	6 3/4
2. Lennon, R.	7 1/2
3. Fairweather, J.	9
4. Haigh, P.	12 3/4
5. Reuland, J.	15
6. Mullen, P.	20
7. Niboli, P.	20
8. Dubord, D.	22
9. Kustes, T.	25
10. McLaine, D.	26
11. Mallory, F.	27
12. Davis, A.	30
13. Menard, R.	32
14. McNeill, R.	38
15. Flora, N.	44
16. Fitzpatrick, R.	45
17. Koup, B.	49
18. Lemmer, J.	49
19. Ammon, B.	50
20. Tompkins, D.	51
21. Moreau, D.	52
22. Knoll, J.	58
23. Pritchard, T.	61
24. Knapp, J.	70
25. Clerkkin, C.	72
26. Byberg, N.	73
27. Morgan, M.	74

REGATTA RESULTS

HOBIE 16C

POINTS

1. Stecher, M.	4	3/4
2. Lariwiere, A.	8	
3. Good, J. R.	11	
4. Van Huesen, R.	18	3/4
5. Zarse, J.	20	
6. Purington, T.	27	
7. Ambrose, M. Jr.	28	
8. Carroll, B.	29	
9. Herring, A.	29	
10. Mills, J.	29	3/4
11. Clark, R.	30	3/4
12. Roberts, R.	32	
13. Brooks, L.	32	
14. Bouwmeester, B.	35	
15. Trauernicht, P.	41	
16. Spruit, D.	41	
17. Morrison, B.	45	
18. Hayden, R.	45	
19. Silva, M.	50	
20. Egan, T.	50	
21. Davidson, A.	52	
22. Gabree, D.	53	
23. Bascetta, G.	55	
24. Brown, W.	57	
25. Beck, P.	58	
26. Brosofske, G.	60	
27. Smith, M.	65	
28. Kern, B.	81	
29. Grover, W.	87	
30. Chin, G. L.	88	
31. Canfield, B.	93	

HOBIE 14

POINTS

1. Sears, G.	2	1/4
2. Smith, S.	5	3/4
3. Knorr	10	
4. Bailey, A. Jr.	13	
5. Pickett, B.	14	
6. Livdofors, C.	16	
7. Spinazzola, T.	21	
8. McDermott, D.	21	
9. Atherton, J.	21	
10. Dugas, K.	22	
11. Pickett, R.	33	
12. Hewitt, J.	33	
13. Davis, T.	33	
14. Lanzer, A.	45	
15. Sears, J.	48	
16. Grush, J.	48	

SAN JUAN CUP '80 FLEET #133, DIVISION #13 PUERTO RICO JUNE 22, 1980

HOBIE 16

1. Torruella, J. Jr.	
2. Figueroa, A.	
3. Pyffe, G.	
4. Gonzalez, C.	
5. Mora, F.	
6. Gil, J.	
7. Arande, T.	
8. Lopez, P.	

HOBIE 14

1. Suarez, E. F.	
2. Torres, E.	
3. Junco, E.	
4. Junco, C.	
5. Ortiz, J.	
6. Junco, J.	
7. Gonzalez, R.	
8. Lindin, H.	
9. Cabiya, A.	
10. Hernandez, J.	
11. Malatrasi, C.	
12. Carus, L.	
13. Soler, P.	
14. Sastre, P.	
15. Damiani, A.	

2ND BUDWEISER CUP FLEET #133, DIVISION #13 PUERTO RICO MAY 31 - JUNE 1, 1980

HOBIE 16

POINTS

1. Pyffe, G.	3	1/2
2. Figueroa, A.	8	
3. Vassallo, E. Jr.	9	3/4
4. Goldberg, D.	11	
5. Gonzalez, C.	12	
6. Aearon, W.	19	

HOBIE 16C

POINTS

1. Butler, M.	5	1/4
2. Kimbrough, C.	18	
3. Stout, D.	19	
4. Ellis, D.	19	
5. Walker, R.	19	
6. Foelsch, M.	21	
7. Stewart, B.	29	
8. Ort, C.	33	
9. Borne, L.	35	
10. Vick, B.	37	
11. Murphy, D.	37	3/4
12. Payl, W.	45	
13. Skelley, H.	49	
14. McCall, M.	51	
15. Key, R.	52	
16. Scarbrough, S.	61	
17. Tye, D.	62	
18. Knox, B.	63	
19. McCollum, S.	64	
20. Cole, T.	66	
21. Macquarrie, B.	72	
22. Bloodgood, R. M.	81	
23. Kocsis, B.	92	
24. Tiger, J.	97	
25. Palmer, N.	98	
26. Zepp, E.	100	

HOBIE 14A

POINTS

1. Balthaser, D.	3	
2. McCardie, D.	9	3/4
3. Schlig, D.	10	
4. Welsh, J.	18	
5. Stacy, M.	22	
6. Atchison, G.	24	
7. Sanders, R. A.	25	
8. Whitehead, R.	26	
9. Hayes, B.	34	
10. Myner, J.	35	
11. Myner, G.	37	

HOBIE 14B

POINTS

1. Dowis, M.	5	1/2
2. Stout, G.	9	3/4
3. Lewis, H.	10	3/4
4. Tynon, A.	14	
5. Owen, J.	14	3/4
6. Richardson, B.	19	

HOBIE 14C

POINTS

1. Moore, R.	3	
2. Sherrod, J.	8	3/4
3. Jackson, M.	10	
4. Smith, L.	12	
5. Martin, B.	21	
6. Anderson, K.	22	

11TH ANNUAL FLEET 23 REGATTA FLEET #23, DIVISION #14 LAKE LEWISVILLE, TEXAS JULY 19 - 20, 1980

HOBIE 18A

POINTS

1. Broyles, S.	4	1/4
2. Smith, S.	10	3/4
3. Howeth, R.	11	3/4
4. Winhal, D.	15	
5. Bailey, R.	19	
6. Hromadka, J.	22	
7. Curtis, J.	24	
8. Bruce, D.	26	
9. Gillard, B.	28	
10. Alden, J.	35	
11. Peterson, B.	37	
12. Royals, I.	38	

HOBIE 18B

POINTS

1. Ekholm, I.	4	1/4
2. Fields, D.	13	3/4
3. McCamey, R.	15	
4. Murray, R.	16	
5. Palmer, N.	16	3/4
6. Dudley, D.	22	
7. Seidel, T.	24	
8. Carmichael, C.	27	
9. Cobb, R.	28	
10. Gasland, D.	29	
11. Jaross, S.	30	
12. Alsbrook, H.	46	
13. Suzuki, P.	46	

HOBIE 16A

POINTS

1. Dickerson, M.	6	1/2
2. Freed, D.	8	3/4
3. Kelley, N.	16	
4. Ralph, M.	16	
5. Smith, C.	18	
6. Forsyth, J.	21	3/4
7. Bateman, N.	22	3/4
8. Collins, P.	24	
9. Henning, D.	26	
10. Jones, B.	43	
11. Harvey, E.	46	
12. Davis, T.	46	
13. Woodworth, W.	50	
14. Boyer, J.	55	
15. Pierce, J.	56	

HOBIE 16B

POINTS

1. Milner, C.	5	1/2
2. Washburn, P.	20	3/4
3. Freed, L.	21	
4. Oliver, J.	21	3/4
5. Kelly, G.	22	
6. Reddick, R.	22	3/4
7. Johnston, C.	23	
8. Fuller, T.	25	
9. Crockett, M.	28	
10. Cogburn, D.	28	
11. Chen, E.	32	
12. Beydlor, T.	43	
13. Escobar, J.	44	
14. Cannella, M.	48	
15. Stout, D.	54	
16. Crockett, D.	62	
17. Levy, R.	63	

HOBIE 16C

POINTS

1. Diem, J.	16	1/2
2. Scott, B.	16	3/4
3. Tarkington, R.	18	1/2
4. Michale, R.	22	
5. Foster, G.	26	
6. Gryden, J.	30	
7. Tye, D.	30	
8. Vick, B.	32	
9. Walker, R.	38	
10. Rodger, M.	39	
11. Bloodgood, M.	40	
12. Key, R.	41	
13. Koesis, B.	43	
14. Dominguez, C.	44	
15. Leveritt, C.	46	
16. Wallo, G.	50	
17. Gibson, J.	50	
18. Lomax, P.	55	
19. Eagle, J.	63	
20. Foelsch, M.	72	
21. Majewski, J.	73	
22. Skelley, H.	73	
23. Mortensen, G.	77	
24. McDermott, B.	80	
25. Stiles, K.	82	
26. McWilliams, G.	85	
27. Smith, F.	96	
28. Rayfield, G.	107	
29. Harris, S.	116	

HOBIE 14A

POINTS

1. Balthaser, D.	4	1/2
2. Schlig, D.	11	
3. Sanders, A.	13	3/4
4. Abbott, A.	14	3/4
5. McCredie, D.	19	
6. Welsh, J.	20	
7. Richardson, E.	25	
8. Myner, G.	28	
9. Stacy, H.	31	
10. Whitehead, R.	31	
11. Bigelow, C.	35	
12. Myner, J.	39	

HOBIE 14B

POINTS

1. Hamilton, G.	7	1/2
2. Owen, J.	13	3/4
3. Lewis, H.	13	3/4
4. Richardson, B.	14	
5. Buxton, T.	17	3/4
6. Fulkerson, J.	18	
7. Stout, G.	19	
8. Rainbow, B.	20	
9. Tynon, A.	30	

HOBIE 14C

POINTS

1. Petersen, K.	4	1/2
2. Sherrod, J.	6	3/4
3. Feverborn, C.	9	3/4
4. Ferraro, F.	15	
5. Anderson, K.	17	
6. Read, T.	21	

4TH ANNUAL KEYSTONE CATFIGHT FLEET #25, DIVISION #14 TULSA, OKLAHOMA JULY 5 - 6, 1980

HOBIE 18

POINTS

1. Howeth, R.	3	
2. Miller, R.	15	
3. Curtis, J.	16	
4. Bailey, R.	17	
5. Poston, M.	18	
6. Russell, S.	21	
7. Herout, C.	23	
8. Bristown, R.	30	
9. Hamman, D.	31	
10. Wladyka, B.	31	
11. Hopper, B.	39	
12. Jones, D.	46	

HOBIE 16A

POINTS

1. Forsyth, J.	9	1/2
2. Freed, D.	10	1/2
3. Kelley, N.	10	3/4
4. Henning, D.	12	
5. Smith, C.	20	
6. Ralph, M.	21	
7. Downham, S.	22	
8. Dickerson, M.	25	
9. Freeman, S.	31	
10. Hattan, D.	32	
11. Means, R.	38	
12. Ingram, R.	46	

HOBIE 16B

POINTS

1. Bateman, N.	8	1/2
2. Hill, J.	13	1/2
3. McCloud, D.	16	
4. King, R.	17	3/4
5. Washburn, P.	18	
6. Reddick, R.	20	
7. Ledy, B.	23	
8. Rogolish, T.	25	
9. Randall, W.	26	
10. Burris, B.	33	
11. Neal, W.	33	
12. Davis, B.	41	
13. Escobar, J.	41	

HOBIE 14C

POINTS

1. Wilson, D.	7	3/4
2. Conrad, G.	8	3/4
3. Daag, D.	11	3/4
4. Ganzkow, S.	13	3/4
5. Miller, D.	13	3/4
6. Peterson, D.	18	
7. Lowery, D.	18	
8. Knight, B.	29	
9. Williams, S.	36	

HOBIE 16C

POINTS

1. Lewis, R.	9	3/4
2. Shapird, M.	10	3/4
3. Cornett, J.	11	1/2
4. Wood, W.	27	
5. Ryhal, D.	31	
6. Foelsch, M.	33	3/4
7. Twyman, B.	34	
8. Brackeb, J.	36	
9. Beatty, D.	36	
10. Vicki, B.	37	
11. Wallo, G.	38	
12. Newcomb, F.	38	
13. Nowak, C.	40	
14. Hutchings, B. G.	46	
15. Bridgman, B.	46	
16. Davis, E.	52	
17. Fusco, M.	56	
18. Smith, S.	57	
19. George, D.	57	
20. Klein, T.	61	
21. Koehn, S.	63	
22. Way, R.	65	
23. Cedar, P.	86	
24. Stone, R.	87	
25. Crowe, R.	111	

HOBIE 14A

POINTS

1. Schlig, D.	6	1/2
2. Votaw, C.	13	
3. McCredie, D.	15	
4. Sanders, R. A.	17	1/2
5. Myner, J.	25	
6. Abbott, A.	26	
7. Welsh, J.	27	
8. Myner, G.	27	
9. Richardson, E.	28	
10. Stacy, M.	29	3/4
11. Langston, C.	30	
12. Bigelow, C.	32	
13. Whitehead, R.	33	
14. Webb, D.	45	

HOBIE 14B

POINTS

1. Garrison, D.	6	1/4
2. Henry, B.	6	1/2
3. Hale, A.	13	
4. Moore, R.	15	
5. Tynon, A.	21	
6. Richardson, B.	21	
7. Rainbow, B.	22	
8. Wagner, M.	23	
9. Fulkerson, J.	26	

REGATTA RESULTS

HOBBIE 16B	POINTS
1. Claborn, P.	4 1/2
2. Roach, B.	4 3/4
3. Lovings, J.	4 3/4
4. Reddick, R.	14
5. Washburn, P.	14
6. Fuller, T.	14
7. Spittler, C.	15

HOBBIE 16C	POINTS
1. Lattman, J.	3 1/2
2. Calhoun, J.	8
3. Leidy, B.	10 3/4
4. Vick, B.	12
5. Davis, E.	12
6. Postlethwaite	16
7. Foelsch, M.	17
8. Diem, J.	19 3/4
9. Neela, S.	24
10. McDermott, B.	26
11. Lewis, R.	26
12. Oakes, R.	32
13. Scothorn, J.	38
14. Wallo, G.	39
15. Beatty, D.	40
16. Newcomb, F.	42
17. Roche, M.	44
18. Way, R.	46
19. Shapiro, M.	52
20. Strebig, S.	63
21. Zepp, E.	65
22. Thomas, B.	72
23. Sisson, N.	72

HOBBIE 14A	POINTS
1. Langston, C.	7 1/2
2. Stacy, M.	7 1/2
3. Morris, M.	8
4. Hayes, B.	14
5. Welsh, J.	15
6. Webb, D.	16
7. Bigelow, C.	17
8. Whitehead, R.	17
9. Myner, J.	17
10. Laster, E.	20
11. Myner, G.	31
12. Bass, B.	35
13. Richardson, E.	39

HOBBIE 14B	POINTS
1. Abbott, A.	2 1/4
2. Tynon, A.	8
3. Rainbow, B.	8
4. Garrison, D.	9
5. Billingsley, M.	15
6. Wagner, M.	17

HOBBIE 14C	POINTS
1. Buston, T.	3 1/2
2. Stout, G.	6 3/4
3. Fulkerson, J.	7 3/4
4. Beaver, G.	8
5. Moore, R.	9
6. Feuerborn, C.	19
7. Conrad, G.	19
8. Holasek, J.	22
9. Wilson, D.	24
10. Lee, D.	25

HEART OF TEXAS CHARITY REGATTA
FLEET #162, DIVISION #14
WACO, TEXAS
JUNE 7 - 8, 1980

HOBBIE 18A	POINTS
1. Howeth, R.	4 1/2
2. Morris, B.	4 3/4
3. Alden, J.	6 3/4
4. Broyles, S.	8
5. Hromadka, J.	14
6. Royals, I.	17
7. Peterson, B.	18
8. Butler, M.	22

HOBBIE 18B	POINTS
1. Fields, D.	4 3/4
2. Seidel, T.	6 3/4
3. Murray, R.	7 3/4
4. Cobb, R.	8
5. Ekhole, I.	8 3/4
6. Larsen, D.	21

HOBBIE 16A	POINTS
1. Dickerson, M.	4 1/2
2. Forsyth, J.	8 3/4
3. Ralph, M.	9
4. Freed, D.	10
5. Hennings, D.	12
6. Boyer, J. B.	16 3/4
7. Bigelow, C.	17
8. Jones, B.	20
9. Kelley, N. III	21
10. Schmid, D.	22

HOBBIE 16B	POINTS
1. Douglas, K.	2 1/4
2. Johnston, C.	5 3/4
3. Milner, C.	9
4. Bateman, N.	10
5. Bryant, J.	14
6. Jones, D.	15
7. Vasquez, S.	16
8. Barner, B.	20
9. Reddick, R.	24
10. Kelly, G.	26
11. Cannella, M.	29

HOBBIE 16C	POINTS
1. Butler, M.	2 1/4
2. Oliver, J.	4 3/4
3. Allen, J.	12
4. Diem, J.	12
5. Benoit, L.	14
6. Wolk, B.	15
7. Gryden, J.	19
8. Heim, M.	20
9. Smith, D.	28
10. Downing, G.	29
11. Walle, G.	31
12. Hine, G.	33
13. Allen, B.	38
14. Moorhouse, C.	40
15. Kocsis, B.	41
16. Bouska, D.	42
17. Zepp, E.	52
18. Kallenberg, D.	55

HOBBIE 14A	POINTS
1. Balthaser, D.	4 3/4
2. McCredie, D.	5 1/2
3. Myner, G.	5 3/4
4. Stacy, M.	8
5. Whitehead, R.	13
6. Welsh, J.	16
7. Myner, J.	18

HOBBIE 14B	POINTS
1. Sanders, A.	2 1/4
2. Atchison, G.	6
3. Lewis, H.	6
4. Stout, G.	13
5. Dannis, M.	14
6. Buxton, T.	16
7. Anderson, K.	20

HOBBIE 14C	POINTS
1. Clancy, M.	3 1/2
2. Black, G.	4 3/4
3. DeBlanc, R.	12
4. Kidder, J.	14 3/4
5. Drew, R.	18
6. Boudreaux, K.	18
7. Harrison, B.	19
8. Lentz, H.	23
9. Brennan, S.	23
10. Friedman, S.	23
11. Barfield, P.	33
12. Kern, W.	33
13. Chitty, R.	33
14. Byrd, D.	36
15. Foster, M.	43
16. Lewis, S.	44
17. Lee, A.	50
18. Efferson, B.	53

HOBBIE 14	POINTS
1. Clancy, M.	3 1/2
2. Aryler, E.	6 3/4
3. Porter, D.	8
4. Groves, B.	10
5. Gryczewski, L.	12 3/4
6. Frazier, J.	14
7. Carlee, B.	15
8. Matrangola, J.	24
9. Fitzjarrell, G.	26

PENSACOLA OPEN
FLEET #35, DIVISION #15
GULF OF MEXICO, PENSACOLA,
JUNE 7 - 8, 1980 FLORIDA

HOBBIE 18	POINTS
1. Suarez, J.	4 1/4
2. Whitehurst, B.	6 3/4
3. Kaeding, G.	8 3/4
4. Cowing	15
5. Duke	24
6. Ruthven	28
7. Nichols	29
8. Clark	29
9. Richards	36
10. Tomao	DSQ

HOBBIE 16A	POINTS
1. Gaston	7 1/2
2. Whitehurst, B.	8 1/2
3. Whitehurst, T.	10 3/4
4. Kalata, L.	13
5. Zorn	13
6. Gaston, B.	24
7. McRee	27
8. Black	27
9. Cumby	31
10. Sheehan	31
11. Holliman	37
12. Salmon	41
13. Phillips	42
14. Foote	54

HOBBIE 16B	POINTS
1. Hueschen	4 1/4
2. Busby	11
3. Martin	13 3/4
4. Edwards	15
5. Record	21
6. Clifford	21 3/4
7. Drew	25
8. Bradley	31
9. Finn	33
10. Dye	45
11. Estabrooke	45
12. Dietrich	47
13. Elliott	50
14. Carr	53
15. Fitzsimons	56
16. Roberts	58
17. Atwell	58
18. Doerr	59
19. Cook	64
20. Baute	66
21. Rogers	67
22. Culpepper	71
23. Hill	71
24. Headley	83
25. Gincauskas	98
26. Priestner	99
27. Rooney	103
28. Daniels	DNS

HOBBIE 16A	POINTS
1. Hueschen	4 1/4
2. Busby	11
3. Martin	13 3/4
4. Edwards	15
5. Record	21
6. Clifford	21 3/4
7. Drew	25
8. Bradley	31
9. Finn	33
10. Dye	45
11. Estabrooke	45
12. Dietrich	47
13. Elliott	50
14. Carr	53
15. Fitzsimons	56
16. Roberts	58
17. Atwell	58
18. Doerr	59
19. Cook	64
20. Baute	66
21. Rogers	67
22. Culpepper	71
23. Hill	71
24. Headley	83
25. Gincauskas	98
26. Priestner	99
27. Rooney	103
28. Daniels	DNS

HOBBIE 14	POINTS
1. Townsend	4 1/4
2. Cutler	6 1/2
3. Clancy	16
4. Groves	17
5. Frazier	19
6. Myers	20
7. Carlee	25
8. Gryczewski	27
9. Blagg	29
10. Rashka	33

SUMMER FROLIC '80
FLEET #41, DIVISION #15
NEW ORLEANS, LOUISIANA
JULY 19 - 20, 1980

HOBBIE 18	POINTS
1. Thomas, G.	2 1/4
2. Jablonowski, W.	4 3/4
3. Lambuth, R.	9
4. Jones, D.	14
5. Murphy, D.	14
6. Baudier, W.	16
7. Rich, J.	17
8. Ropelewski, M.	24
9. Smith, A. K.	24
10. Tudury, T.	26
11. Dofny, J. M.	34
12. Suarez, J.	36

HOBBIE 16	POINTS
1. Zorn, G.	3 1/2
2. Black, G.	4 3/4
3. DeBlanc, R.	12
4. Kidder, J.	14 3/4
5. Drew, R.	18
6. Boudreaux, K.	18
7. Harrison, B.	19
8. Lentz, H.	23
9. Brennan, S.	23
10. Friedman, S.	23
11. Barfield, P.	33
12. Kern, W.	33
13. Chitty, R.	33
14. Byrd, D.	36
15. Foster, M.	43
16. Lewis, S.	44
17. Lee, A.	50
18. Efferson, B.	53

HOBBIE 14	POINTS
1. Clancy, M.	3 1/2
2. Aryler, E.	6 3/4
3. Porter, D.	8
4. Groves, B.	10
5. Gryczewski, L.	12 3/4
6. Frazier, J.	14
7. Carlee, B.	15
8. Matrangola, J.	24
9. Fitzjarrell, G.	26

APRIL POOLS REGATTA
FLEET #70, DIVISION #15
OCEAN SPRINGS, MISSISSIPPI
JUNE 14 - 15, 1980

HOBBIE 18	POINTS
1. Suarez, J.	4 1/4
2. Jablonowski, W.	8 3/4
3. Kaeding, G.	8 3/4
4. Thomas, G.	13
5. Lambuth, R.	18
6. Thorjussen, P.	21
7. Tennison, D.	23
8. Richards, T.	30

HOBBIE 16A	POINTS
1. Verhoeven, G.	10 3/4
2. Zorn, G.	10 3/4
3. McRee, M.	10 3/4
4. Holliman, L. B.	14 1/2
5. Gaston, S.	15
6. Kalata, L.	16
7. Salmon, J.	22
8. Moore, R.	26
9. Gaston, B.	31
10. Phillips, F.	32
11. Hefner, M.	39
12. Hueschen, R.	44
13. Boothe, G.	50
14. Stewart, K.	55

HOBBIE 16B	POINTS
1. Edwards, J.	8 3/4
2. Bargas, M.	14
3. Sasser, J.	15 3/4
4. Drew, R.	18 3/4
5. Sampson, S.	20
6. Record B.	20
7. Laney, T.	20 3/4
8. Kern, W.	24
9. Welch, J.	25
10. DeBlanc, R.	27
11. Daniels, T.	33 3/4
12. Schwing, B.	44
13. Rogers, D. A.	48
14. Howell, S.	48
15. Baute, J. M.	60

HOBBIE 16C	POINTS
1. Hall, G.	6 1/4
2. Fitzsimons, C.	11 3/4
3. Harris, J.	11 3/4
4. Allen, D.	12
5. Finn, T.	18
6. Schende, P.	21
7. Egan, J.	22
8. Segura, B.	24
9. Harris, D.	27
10. Iselt, G.	34
11. Sikora, R.	43
12. Pollard, K.	48

HOBBIE 14	POINTS
1. Cutler, E. Jr.	3
2. Gyazewski, L.	7 3/4
3. Clancy, M.	11
4. Frazier, J.	15
5. Myers, J.	19
6. Rashka, S.	23
7. Carlee, B.	24
8. Fitzjarrell, G.	32

BROKEN MAST POINTS REGATTA
FLEET #134, DIVISION #15
MEMPHIS, TENNESSEE
JUNE 28 - 29, 1980

HOBBIE 18	POINTS
1. Steel, Scott	
2. Bolt	

HOBBIE 16A	POINTS
1. Massey, George	
2. Humphries, Ken	
3. Zinkand, Bert	
4. Young, Ross	
5. Burr, Griff	
6. Martino, Angelo	
7. Parrish, Norman	
8. Keith, John	

HOBBIE 16B	POINTS
1. Egans, J.	
2. Fly, Louis	
3. Lexens, Louis	
4. Wise, Jim	
5. Hall, G.	
6. Denton, B.	
7. Nelson, John	
8. Lockett, S.	
9. Day, B.	
10. Vandiveer, Joan	

HOGS BREATH HOBBIE REGATTA
FLEET #178, DIVISION #15
FORT WALTON BEACH, FLORIDA
MAY 24 - 25, 1980

HOBBIE 18A	POINTS
1. Kaeding, G.	4 1/4
2. Thomas, G.	5 1/2
3. Jones, J.	16
4. Duke, T.	17
5. Geisen, B.	20
6. Kaitine, J.	23
7. Cowing, J.	26
8. Clark, P.	28
9. Russell, N.	32

HOBBIE 18B	POINTS
1. Ruthven, L.	3
2. Tucker, L.	6 3/4
3. Gillette, L.	12
4. Horjussen, P.	15
5. Nichols, J.	20
6. Ballmes, M.	20
7. McDonald, L.	26
8. Edwards, J.	27
9. Breuer, J.	29
10. Scott, L.	31

MOBIE 16A	POINTS
1. Whitehurst, B.	7 1/2
2. Johnson, M.	9 3/4
3. Kalata, L.	15 3/4
4. Gaston, S.	16
5. Foote, D.	18
6. Tucker, C.	27 3/4
7. Moore, R.	30
8. Zorn, G.	30
9. McRee, M.	31
10. Allen, B.	34
11. Salmon, J.	42
12. Mason, B.	45
13. Garner, T.	47
14. Black, G.	47
15. Sheehan, M.	52
16. McDonald, Jr.	58
17. Cumby, R.	58
18. Currie, D.	63
19. Carlson, D.	65
20. Corabro, M.	71
21. Boyd, L.	71
22. Goodall, E.	76
23. Gaston, B.	76
24. Benton, H.	86
25. Davis, B.	90
26. Koch, B.	92
27. Barter, F.	94
28. Zern, R.	96
29. Phillips, F.	96
30. Massey, G.	101
31. Kidder, J.	102
32. Tison, C.	107
33. Evans, K.	109
34. Alan, M.	131



HOBIE CAT OWNERS SURVEY

DEAR HOBIE SKIPPER:

As a Hobie Cat owner we seriously hope you enjoy your sailboat. To help us better serve you, our customer, we would appreciate some information about you and your boat.

It will take only a few minutes to complete this survey. Then, I'd appreciate your returning it to me as soon as possible.

Your response will remain anonymous and will be held in strict confidence. Thank you for your help!

Sincerely,

Hobie Alter

1. What model of Hobie Cat did you most recently purchase?

- ☐ Hobie 14 ☐ Hobie 18
☐ Hobie 16 ☐ Other (older model)
 Who purchased the Hobie? ☐ Self ☐ Parent(s)
☐ Other (Please Specify) _____

2. When did you purchase that model? Mo. _____ Year _____

3. Do you or anyone in your immediate household own a 2nd Hobie?

- ☐ Yes (Please write in model) _____
☐ No, only one Hobie owned

4. How did you first become interested in a Hobie Cat? _____

5. What factors convinced you to eventually buy a Hobie Cat? _____

6. How long had you been active in sailing before you bought your Hobie?

- ☐ Never sailed before ☐ 7-8 years
☐ Less than a year ☐ 9-10 years
☐ 1-2 years ☐ 11-15 years
☐ 3-4 years ☐ 16-20 years
☐ 5-6 years ☐ Over 20 years

7. Is the Hobie your first sailboat, or did you own some other boat(s) (power or sail) before buying a Hobie?

- ☐ Yes, the Hobie is my first boat (Skip to question 8)
☐ No, I have owned other boat(s) in the past
 Please list other boats which you have owned.

MANUFACTURER	SIZE	POWER OR SAIL (circle below)	CHECK BOX IF STILL OWN BOAT
1. _____	_____	Power/Sail	<input type="checkbox"/>
2. _____	_____	Power/Sail	<input type="checkbox"/>

8. What other makes of boats or catamarans did you consider before eventually buying the Hobie? _____

9. How do you use your Hobie Cat? (check as many as apply)

- ☐ Class racing ☐ Overnight cruising
☐ Day sailing ☐ Other _____

10. Do you belong to a Hobie Fleet? ☐ Yes ☐ No

11. On the average, during the boating season, how often do you use your Hobie Cat?

- ☐ Once a week or more often ☐ Once every other month
☐ 2-3 times a month ☐ 3-5 times a year
☐ Once a month ☐ Less often than that _____

12. Not including travel to regattas, how many miles, on the average, do you drive (one way) to day sail or practice?

- ☐ None, water and boat within walking distance ☐ 11-20 miles
☐ Less than 1 mile ☐ 21 to 30 miles
☐ 1 to 5 miles ☐ 31 to 40 miles
☐ 6 to 10 miles ☐ 41 to 50 miles
☐ Over 50 miles _____

13. Where do you use your boat most of the time?

- ☐ Ocean ☐ Bay ☐ Lake ☐ River
☐ Other (Specify) _____

14. What if anything, do you particularly like about your Hobie Cat? _____

15. And what, if anything, do you particularly dislike about your Hobie Cat? _____

16. Would you like to see Hobie build a larger catamaran?

- ☐ Yes ☐ No

What size of larger catamaran would you like Hobie to offer?

- ☐ 20-23 feet ☐ 24 to 28 feet ☐ Larger than 28 feet

If you were to purchase this size of Hobie Cat, how do you think you would use it?

- ☐ Class racing ☐ Day sailing ☐ Overnight cruising
☐ Other (Please specify) _____

17. Do you intend to buy a larger boat someday?

- ☐ Yes — Size range _____ ☐ No

18. What type of boat will you be interested in?

- ☐ Larger Hobie Cat ☐ Cruising sailboat with full accommodations
☐ Larger catamaran, but not a Hobie ☐ Racing sailboat
☐ Power cruiser ☐ Racing power boat _____

19. Would you consider buying the Hobie 33 monohull to be released in 1981? ☐ Yes ☐ No

20. Is sailing your Hobie Cat your primary hobby or sport?

- ☐ Yes ☐ No — (Please specify your primary hobby or sport) _____

21. What hobbies or sports did you enjoy before you bought your Hobie?

- ☐ Tennis ☐ Dirt Bike Riding
☐ Golf ☐ Dune Buggy
☐ Camping/Backpacking ☐ Fishing
☐ Snow Skiing ☐ Skin/Scuba Diving
☐ Water Skiing ☐ Surfing
☐ Bicycling ☐ Swimming
☐ Hang Gliding ☐ Others (specify) _____
☐ Skate Boarding
☐ Motorcycling/Street Biking _____

22. Do you read newspapers regularly? ☐ Yes ☐ No

Which section of the Daily or Sunday newspaper is your favorite?

- | | D | S | | D | S |
|--------------------------------------|--------------------------|--------------------------|-----------------|--------------------------|--------------------------|
| Main news | <input type="checkbox"/> | <input type="checkbox"/> | Financial | <input type="checkbox"/> | <input type="checkbox"/> |
| Women's section | <input type="checkbox"/> | <input type="checkbox"/> | Travel | <input type="checkbox"/> | <input type="checkbox"/> |
| Sports | <input type="checkbox"/> | <input type="checkbox"/> | Book Review | <input type="checkbox"/> | <input type="checkbox"/> |
| Comics | <input type="checkbox"/> | <input type="checkbox"/> | Real Estate | <input type="checkbox"/> | <input type="checkbox"/> |
| Entertainment | <input type="checkbox"/> | <input type="checkbox"/> | Classified | <input type="checkbox"/> | <input type="checkbox"/> |
| Editorial | <input type="checkbox"/> | <input type="checkbox"/> | Sunday Magazine | <input type="checkbox"/> | <input type="checkbox"/> |
| None, do not have a favorite section | <input type="checkbox"/> | <input type="checkbox"/> | | <input type="checkbox"/> | <input type="checkbox"/> |

23. Which of the following publications did you subscribe to or read before you bought your Hobie?

- | | | |
|---|---|---|
| <input type="checkbox"/> Hobie Hot Line | <input type="checkbox"/> Time | <input type="checkbox"/> Road & Track |
| <input type="checkbox"/> Multihulls | <input type="checkbox"/> Newsweek | <input type="checkbox"/> Car & Driver |
| <input type="checkbox"/> Sail | <input type="checkbox"/> People | <input type="checkbox"/> Dirt & Bike |
| <input type="checkbox"/> Sailing | <input type="checkbox"/> Sports Illustrated | <input type="checkbox"/> Pickup, Van, 4 WD |
| <input type="checkbox"/> Yacht Racing/Cruis | <input type="checkbox"/> Playboy | <input type="checkbox"/> Popular Science |
| <input type="checkbox"/> Yachting | <input type="checkbox"/> Penthouse | <input type="checkbox"/> National Geographic |
| <input type="checkbox"/> Skindiver | <input type="checkbox"/> Playgirl | <input type="checkbox"/> Others (Specify) _____ |
| <input type="checkbox"/> Surfer | <input type="checkbox"/> High Times | |
| <input type="checkbox"/> Ski | <input type="checkbox"/> Rolling Stone | |
| <input type="checkbox"/> Skiing | <input type="checkbox"/> Outside/Mariah | |
| <input type="checkbox"/> Powder | | |

24. Since you've purchased your Hobie Cat, which additional publications have you subscribed to or begun to read? (Please Specify) _____

25. About how often do you go to the movies (walk-in or drive-in)?

- ☐ Once a month or more ☐ Once every other month
☐ 2-3 times a month ☐ 3-5 times a year
☐ Once a month ☐ Less often than that _____

26. When you listen to the radio, do you prefer AM or FM?

- ☐ AM ☐ FM ☐ Do not listen to the radio

What type of radio program do you enjoy most?

- ☐ Easy Listening ☐ Popular
☐ Country/Western ☐ Classical
☐ Top 40 tunes ☐ All News
☐ Hard rock/Acid rock ☐ Talk programs/Forums _____

27. Which of the following types of television programs do you enjoy watching?

- ☐ Sports Specials ☐ Adventure/Wildlif ☐ Movies
☐ News ☐ Soap Opera ☐ Detective Shows
☐ Variety/Comedy ☐ Game Shows ☐ Westerns
☐ Situation C'mdy ☐ Lt. Nte Talk ☐ Others (specify) _____
☐ None, never watch _____

Please tell us about yourself. This information is completely confidential and will be used only for statistical purposes.

28. What is your sex? ☐ Male ☐ Female

29. What is your age?

- ☐ Under 18 yrs old ☐ 31-35 yrs old ☐ 46-50 yrs old
☐ 18-24 yrs old ☐ 36-40 yrs old ☐ Over 50 yrs old
☐ 25-30 yrs old ☐ 41-45 yrs old _____

30. What was the last grade of school you completed?

- ☐ 8th grade or less ☐ Some college
☐ Some high school, ☐ College graduate
but did not graduate ☐ Post graduate or more
☐ High school graduate _____

31. What is your approximate annual family income before taxes, all working members combined?

- ☐ Below \$8,000 ☐ \$18,000 to \$24,999
☐ \$8,000 to \$11,999 ☐ \$25,000 to \$29,999
☐ \$12,000 to \$14,999 ☐ \$30,000 & over
☐ \$15,000 to \$17,999 _____

32. What is your occupation (Please specify)? _____

33. Are you—

- ☐ Unmarried and living with your parents
☐ Unmarried and living away at school
☐ Unmarried with house or apartment of your own (not in school)
☐ Married ☐ Widowed ☐ Divorced _____

Thank you for your cooperation! Please let us know where you live:

City _____
State _____ Zip _____

Please return this survey promptly to: HOBIE SURVEY
P.O. Box 1008, Oceanside, CA 92054. In return, Hobie
Cat will send you a beautiful, laminated luggage tag to
use in your travel to Hobie Cat regattas. Thank you!

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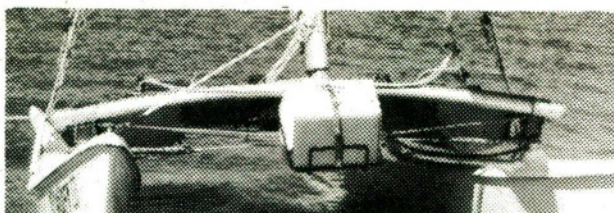
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ROUND TEXEL CATAMARAN RACE

Impressive Hobie Cat Victory



NOTE: THE HOBIE CLASS ASSOCIATION STRONGLY DISCOURAGES LONG DISTANCE RACING AS DESCRIBED IN THIS ARTICLE.

The 1980 Round Texel Race — one of the world's biggest catamaran races attracting 410 participants this year — has turned out to be a gigantic Hobie Cat affair with more than 25% of the registered cats being Hobies. With 82 Hobie 16s entered, the 16 foot class was the biggest in the field of seventeen.


The competitors didn't succeed in breaking the 1979 record made by two Dutch sailors from Texel. They sailed the 100 kilometers (approx. 65 miles) in 2.47, while the Supercat of Bill Roberts clocked this year at 2.53.58. Weather circumstances were not ideal as the cats struggled their way against strong winds. Aside from that, the skippers had to deal with low tide, dangerous stream, sand banks and narrow gullies. At the first buoy in the South, 120 cats were sent back by the racing committee, because they arrived too late to cross the sand banks in the North on time. In between, more than 150 cats had given up the race because of damage to rudders and boards.

Dutch Hobie-crack Robert Heilbron and his charming partner, Marleen de Wilde ignored all these problems. They sailed right on to the finish line in first place. His experience of the previous two years were due to his victory now. He

knew exactly where to sail and where not. The first year he won third-place, second year, sixth-place and now a well-deserved first-place. Not only in their own class were they first, but won overall.

For Marleen de Wilde it was the first time she sailed around the island on a Hobie 16. She was rather scared for this monster-race, where the utmost was wanted from their sailing capacities. Afterwards it was better than she had expected. "For a woman the Hobie 16 is easy to sail with. Especially during the hard windblows, the Hobie was perfectly under control" says proud Marleen. Planned as a cozy performance for cruising cat sailors, the Round Texel Race has now become a matter of prestige for the multihull industry.

Enormous commercial interests are playing a big role in this event. The number of participants is expanding rapidly and by 1981 between 700 and 800 cats are expected to take part. Hobie Cat has ruled this race since the beginning. While the first two races were won by a Hobie 14, the first six places over all were occupied by Hobie 16s!

With these hard facts on their lists, the Hobie Cat has proven again its worth in the field of catamarans. Just the best. 

You'd have to be very adventurous to sail 1,000 miles on little catamarans that were designed for sailing on and off the beach, but you'd have to be crazy to sail day and night for almost five days! But that's exactly what nine three-man teams did in the annual Worrell 1000 race on Hobie 16s from Ft. Lauderdale to Virginia Beach. As designer of the sailboats, Hobie Alter Sr. was concerned about the dangerous and grueling challenge, but was impressed with Mike Worrell's organization of ground crews and strong component of onshore logistics that followed the racers along the Atlantic seacoast . . .

THE WORRELL 1000

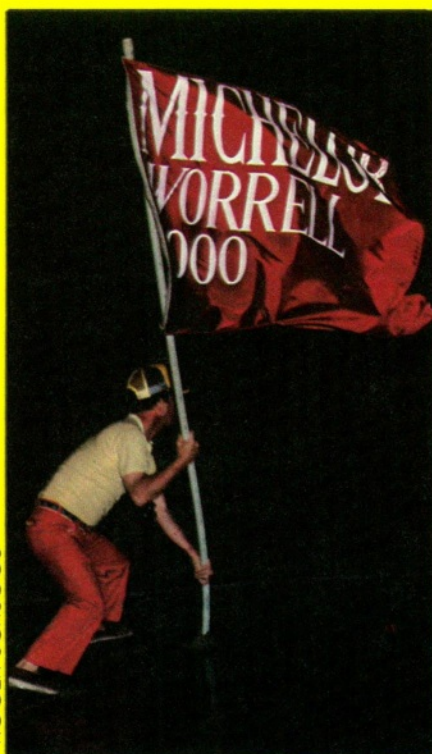
Could be Dangerous to Your Health!

BY HOBIE ALTER SR.
WITH PAULA ALTER

I have never been in favor of this race or any long distance sailing on a Hobie Cat for it is not the purpose of the boat nor is it equipped in any way to handle the variety of problems that can arise in a long-distance cruise or race. This year, Hobie Jr. was invited to race with the Shack Restaurant team. I expressed my feelings to him about the race and the inherent dangers, but in the end he wanted to do it anyway. This type of offshore sailing is not recommended for any sailor on his own — in fact I'm strongly against it. But I've learned about the preparation, equipment and safety features that Mike Worrell, creator of the race, considers to assure utmost safety. Worrell said, "I go overboard in this area. We go way out of our way to do what we can to point out the precautions when we undertake this."

There will always be an element of danger, that's part of what makes the Worrell 1000 so fascinating and what makes attempting this kind of thing foolish and dangerous without such an intricate support system as Worrell's.

That desire to extend oneself past what is thought to be the limit, compels some people to go for radical adventure. The Worrell 1000 is that kind of endurance run. Ron Anthony, last year's winner and four-year veteran of the race explains, "Once I get past the endurance and torture part I really enjoy the companionship and all the elements of the race. You also can't help being impressed by Mike Worrell.



ROGER SCRUGGS

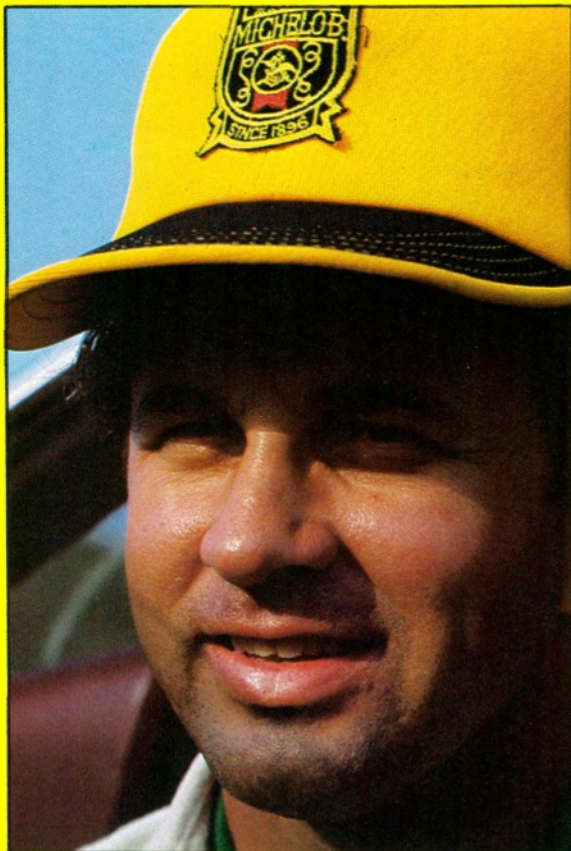
This is his job; it's all he does all year long. I think what impressed Hobie was how well-planned and thought-out the race is, along with all the safety requirements."

The field of participants this year ranged from such Worrell veterans as Ron Anthony, Bill Newton, Jim Lecain, Richard Wallio and Sled Shelhorse, to Hobie 16 Worlds champion Mick

Whitehead and his team from South Africa, Eric Hasselbach and Harry Fuchs. It's predicted that an Australian team will match the challenge next year and the South Africans will be back with a better organized ground crew with one-year of experience under their wet-suits. A few Californians sailed this year including top A fleet racers Hobie Jr., Miles Wood and Rob Perrin. Perrin's team also qualified in the international category as he and his team members, Rob Jeavons and Andy Stagg, are also from New Zealand.

The race began on May 28 at 10:00 a.m. at Ft. Lauderdale, Florida. I called race headquarters as soon as I got home from work and learned that the boats were already past Cape Canaveral with the Peabody T-Shirt team in the lead. Perrin, a New Zealander-turned-Californian, led his team further out into the gulf stream than the rest of the boats and took an early lead. He had raced the year before on the winning Heritage team and had gotten his own crew together for this year's challenge.

Although each team consisted of three people, only two were on the boat at a time. The third member traveled up the coast with the team's ground crew, ate and rested, then got back on the boat at the next checkpoint, which were 70-150 miles apart. Each team was required to check in at each point. If they were unable to reach the next checkpoint within 24 hours from the last one, they had to stop somewhere along the coast and call race headquarters. The boats were equipped with radios so



There will always be
an element of danger . . .
that's what makes the
Worrell 1000
so fascinating . . .



Gettin' Ready

Creator of the race,
Mike Worrell (above),
takes time out to
smile for the cameras.

Hobie Jr. (right)
checks things over
before hitting the
water again.



First Place Victory

The Peabody's
T-Shirt Team, Rob
Perrin, Rob Jeavons
and Andy Stagg,
was first to shore.

NOTE: THE HOBBIE CLASS ASSOCIATION STRONGLY DISCOURAGES LONG DISTANCE RACING AS DESCRIBED IN THIS ARTICLE.

that the pit crews could be contacted as the boats neared the checkpoints. It was vital for the pit crew to beat their boat to the next checkpoint and be ready with spare parts and fresh crew.

The first checkpoint was Cocoa Beach and the Peabody team had sailed the 165-mile leg in 13 hours, 42 minutes. They were 22 minutes ahead of last year's winner, the Heritage team with Ron Anthony, Tom Reed and Miles Wood. The Shack Restaurant team with Bill Newton, Sled Shelhorse and Hobie Jr. were one hour behind the leaders, having lost some time by making an intermediate crew change between checkpoints. This was common practice in past races; this year's race was so fast that extra time-outs cost too much. Wood said, "When Ron Anthony asked me to sail in the race he said that we would hit the beach every eight hours. My first shift was 29 hours and the next time I saw him I said, 'Hey Ron, I thought you said we were going to hit the beach every eight hours, not just see the beach every eight hours!'"

My first calls to race headquarters were out of pure concern for my son's well-being. But after the first checkpoint, my concern began to turn to mild interest about how the race was actually going. The next morning I called before going to work, thinking that they could be in Jacksonville by now at the rate they were going the night before. And the leaders were just short of Jacksonville, meaning they must have had a real *sleigh ride* through the night covering 200 miles in 24 hours from the start. They were a quarter of the way there and making great progress!

By the time I reached work I had forgotten some of the times and distances, so I called race headquarters again to find out that they had just arrived at checkpoint #2. At this point, I realized I was hooked! I wasn't just called to see if Hobie Jr. was still alive, but to find out how everyone was doing, the speeds they were averaging and the distances covered. So far, the boats had averaged 10.95 m.p.h. and had sailed 315 miles. I was excited and from then on I called every morning and every night.

While the boats were racing and the pit crews were tearing up the East coast, race headquarters was buzzing too. A weather machine allowed the race committee to see what was coming up for the racers. Phones were ringing with interested spectators, the press and worried parents calling to find out how the racers were doing. By nightfall, Worrell was down the coast with a huge spotlight, racing from checkpoint to checkpoint to guide the boats to shore.

Checkpoint #3 was at Savannah, Georgia. Hobie Jr. was off the boat and

IMPORTANT NOTE FROM THE HOBIE CLASS ASSOCIATION

This issue of the *Hobie Hot Line* features three articles on long distance racing that is of great concern to the Hobie Class Association. Because of the simple fact that the Hobie Cat was not designed for such long distance racing or cruising, I would like all readers to be forewarned that the HCA does not approve of such races.

The HCA recognizes the fact that the Worrell 1000 is a very well-organized long distance race with the safety of the competitor foremost in the organizer's mind. And as Hobie Alter points out in his article, attempting this kind of race without an intricate support system would be foolish and dangerous. Mike Worrell extensively plans the race year around, making seven check points with adequate ground crews, requiring safety gear and making sure that spare boats are readily available. He insists that teams have radio contact with ground crews, provides helicopter assistance, plus a 24-hour manned weather station complete with maps and chart data so that they do not have to rely on the Coast Guard. In addition, the coastline of the course is virtually all sandy beach with small surf which provides easy beaching in case of emergency. Participation in the Worrell 1000 is by invitation alone and Worrell invites only those skippers that not only have the national standings, but those he feels have the general knowledge, sailing ability and experience to attempt such an enduring race. Even with all these factors considered, the Worrell 1000 is a highly dangerous race. Worrell, himself, discourages anyone else that does not meet such criteria from participating in similar races and states that he would hate to be responsible for anyone that might.

Although the HCA is not too familiar with Holland's Round Texel, an open catamaran race, it is concerned about the mere size of the race. With almost 450 participants, the HCA hopes that the race committee takes extraordinary precautions to assure the utmost safety of such a large fleet of competitors.

The Quest de Baja trip is a prime example of one that should never be attempted chiefly because the three skippers single-handed *two-man* boats! Their course traveled along a dangerously rocky coastline with a potential large surf. The stretch of coastline was barren and sparsely populated, thus, they could have been easily stranded and at one point, even lost each other during one night! Luckily, they survived. Others may not be as lucky. For these reasons, the HCA nor Coast Catamaran cannot endorse these types of racing and strongly discourages sailors to attempt such feats!

Sandy Banks
HCA Director

called after having sailed for 26 hours straight. Although he had never been so tired in his life, he couldn't wait to get back on the boat. The boats were making such good time the pit crews had to drive straight through at 70-80 m.p.h. to keep up with them. While the boats sailed almost a straight course from checkpoint to checkpoint, the motorhomes took the inland route which wound around the waterways. The boats sailed close to 1,000 miles while the pitcrews covered around 1,500. As Anthony commented "The ground crews are the unheralded people of this race. They're just as involved and are a part of the team — particularly in the middle and the last part of the race."

Jim Sellers, the captain of Anthony's ground crew since the very first Worrell

race, reflected, "This year's race was like a real fast car race. We were going up the coast as fast as we could. And the weather was so beautiful. Three years ago, my team was shipwrecked for two days. This year, a helicopter flew twice a day and followed the boats all the way up the coast. We always knew where our boat was, which enabled us to get some sleep. In past years, we were always wondering where our sailing team was. We had five people on our ground crew; it's gotten to where you need that many people."

At the checkpoints the ground crew flashed mirrors and strobe lights, and used radios to help the racers locate them. As they hit the beach, the tired sailors dragged their boats to a certain point without assistance. Once there, new food stores were loaded, boats drained if needed and parts checked. During fast breaks it was food, new crew and off the beach again.

After numerous calls to race headquarters we were beginning to be old friends. On Thursday night, Nancy Shelhorse, wife of one of Hobie's teammates, asked, "Why don't you all come back here for the finish?" I assured her that I was very busy, but 15 minutes later, made a reservation on a late Saturday night flight. It looked like the finish would be early Monday morning if the conditions held up.

Meanwhile, the racers were making their way up the coast. Perrin and team were always out in front while the other teams tried to lose each other through the night. Between checkpoints #3 and #4 the boats were averaging only 5.8 m.p.h.; it was a slow leg compared to the others.

The conditions most of the way were moderate breezes from five-15 m.p.h. with a lot of downwind reaching. The nights were lit by a full moon with more wind, no clouds, no storms... near perfect sailing. The week before the start had seen thunder and lightning storms in Ft. Lauderdale, but during the four days of the race, the East coast had exceptionally good weather.

The Peabody team checked in at 4:50 a.m. at Myrtle Beach, South Carolina, checkpoint #5. The Shack team had moved into third with the Heritage team, fourth. From the Carolinas upwards to Virginia, capes with long sand bars, shoals and breaking surf became the difficulty. Local knowledge and past experience was invaluable. One team dragged their boat over a 30 ft. sand spit, avoiding the rough water beyond it and saving valuable time. Navigating through the shoals at night was an extra tenuous task. The boats stayed fairly close to the beach to keep out of the current and to avoid sailing extra miles to the next

checkpoint. Thus, picking a line around the shoals and capes, avoiding the rough water, then judging when they've gone far enough and can come back towards the beach — in the dark — is a crucial bit of navigation.

The pit stops were taking a minimum amount of time. The Michelob team made the fastest time of the race with a 22-second pit stop at checkpoint #4 while other teams, like the winning Peabody team, occasionally took as much as 23 minutes for such repairs as replacing a cracked corner casting. Towards the end of the race, the majority of teams had it down to one to two minutes. At the end of the race, the total time spent on the beach in four and a half days for the Michelob team was 10 minutes, 11 seconds, with the Seafare Restaurant team taking the most time — 66 minutes.

By Saturday morning, the boats were on their way to Wrightsville Beach, North Carolina, checkpoint #6. I had scheduled a race on the 33' prototype and was hoping the wind would blow so that I could leave for my flight to Virginia Beach. Everything worked out perfect. I got home and called for my last progress report before heading for the airport. Things were still looking good for a Monday finish, the wind was blowing 18-22 at checkpoint #6. Positions were exactly the same as at #5. Wood, sailing with the Heritage team, said, "This has to be the most thrilling sailing I've ever done! It was blowing 20-25 with a 4-6 ft. sea. The jib and main were traveled out. I saw the sun set, the moon rise, a full moon through the night and then the sun rise while surfing waves for 28 hours. It was definitely the most inspirational night of my life!"

By late Saturday night and early Sunday morning the boats started pulling into Atlantic Beach, North Carolina, checkpoint #7. The wind was still blowing good. The lead boat had averaged 12.53 m.p.h. and sailed the 70-mile-leg in five hours, 35 minutes. Next stop was Cape Hatteras. Hobie Jr. explained, "Hatteras looked mean where the two to three knot currents hit each other, blasting water about six feet into the air. And this was considered a *mild* day. It was like sailing through 10 feet of washing machine water!"

I arrived in Virginia Beach and was just starting to look for a place to stay when I saw this huge banner across the street that read, "Worrell/Michelob 1000 Finish Line." Race headquarters was just across the street and I went over to check in and meet the people I had been talking with over the phone so much. And as I had expected, they were super people. They showed me the charts and positions of the racers.

Christopher Cunningham, one of the finest photographers, who shoots for Hobie Cat, had just come back from Nags Head where he was shooting aerial pictures from a helicopter. He exclaimed, "You can't believe how fast they're going at Hatteras! It sure looks like it's blowing 35-40 m.p.h." After the finish, this report was verified by Hobie Jr. He told me, "Dad, at Hatteras it was blowing 35-40 offshore and we were

WORRELL 1000 Ft. Lauderdale to Virginia Beach May 28-June 2, 1980		
1. Peabody's T-Shirt Team	Sunday, June 1 — 9:54 p.m.	
Rob Perrin	California	
Rob Jeavons	California	
Andy Stagg	California	
2. Shack Restaurant Team	11:26 p.m.	
Bill Newton	Virginia	
Siedd Shelhorse	Virginia	
Hobie Alter Jr.	California	
3. Heritage Transmission Team	11:34 p.m.	
Ron Anthony	Virginia	
Tom Reed	Virginia	
Miles Wood	California	
4. Michelob Team	11:36 p.m.	
Ron Tucker	Florida	
Merrick Endres	Florida	
Dave Sloan	Florida	
5. Sir Galahad Realty Team	Monday, June 2 — 12:53 a.m.	
Richard Wallio	Virginia	
Joe Bousquet	Virginia	
Carlton Tucker	Florida	
6. Courtney's Restaurant Team	1:21 a.m.	
Roger Huffman	Virginia	
Mike Walsh	North Carolina	
John Furman, Jr.	Florida	
7. LeCain Team	3:20 a.m.	
Jim LeCain	Virginia	
Pat Cabaniss	Virginia	
John LeCain	Virginia	
8. Whitehead, Team South Africa	3:29 a.m.	
Mick Whitehead	South Africa	
Harry Fuchs	South Africa	
Eric Hasselbach	South Africa	
9. Seafare Restaurant Team	6:39 a.m.	
Everett Thompson	North Carolina	
Steve Nixon	North Carolina	
Mike Hayman	North Carolina	

going right down the beach about 10 degrees off downwind — not really reaching, but sitting on the rear crossbar and just smoking!" His team sailed 68 miles in three hours, 15 minutes. He continued, "It was the best, most fantastic time we'd ever had on a boat — the thriller of my life on a Hobie 16. Putting in all those miles just skimming along the sand for about 80 miles, we were averaging around 22 m.p.h.!"

From the checkpoint at Cape Hatteras it was 125 miles to the finish. The Peabody team was still in the lead by one and a half hours, the Michelob team was second, 72 minutes ahead of the third place Shack team. The last-place team was nine hours and 17 minutes behind the leaders.

It was almost time to get over to the finish line when there weren't any more checkpoints and the leading team was


due in by various estimates from Sunday at 8 p.m.-12 midnight. The pit crews for the lead boats were just pulling in with their mobile homes and vans which towed their extra boats. As the ground crew caravans started lining up on the street, people were gathering on the boardwalk and there were still a couple of hours left until the first boat was expected. All of us sat around and listened to pit crew stories. One team had an elaborate radio system that would honk the horn of their van when they got a call on the radio. In one case, the Peabody ground crew underestimated their boat's arrival time, making their sailing team sail to the next checkpoint without a crew change. Some ground crews had small pumps to drain the hulls faster, and another had a food-sealing machine to package the next shift's food. Worrell then arrived with his huge spotlight in tow.

By now, 2,000 people had gathered on the beach to welcome the winning team. Perrin's Peabody team was the first to finish at 9:54 on Sunday night. They broke the previous record by 14 hours, 58 minutes. The crowd went wild as they hit the beach, champagne appeared and the celebration started!

The air was light for the second half of the last leg. In the dark, the Shack team had caught up to the second-place Michelob team. The Michelob team, not realizing that the Shack team was so close behind, made the traditional stop to pick up their third member to sail across the finish line together. Not only did the Shack team pass them, but the Heritage team as well had caught up and passed them! The boats had drifted into a pile with the Shack Restaurant team finishing second at 11:26 p.m. Eight minutes later, the Heritage team finished third at 11:34 p.m. and the Michelob team sailed in for a surprise fourth-place finish. The last team finished at 6:39 a.m., breaking last year's record by six hours, 13 minutes.

This was the first year that every boat which started finished the race. The average speed for the entire race was 8.85 m.p.h. The second, third and fourth-place boats finished within 10 minutes of each other.

Some of the hard core racers thought it was too easy this year — no storms, sailing only four and a half days (past years have seen races as long as 10 days), and just a lot of great sailing. "This race has come a long way," said last year's winner Ron Anthony. "The racers are more prepared and so are the ground crews."

Worrell proved again that with enough hard work, planning, organization and love, the Worrell 1000 is not such a crazy idea after all! 

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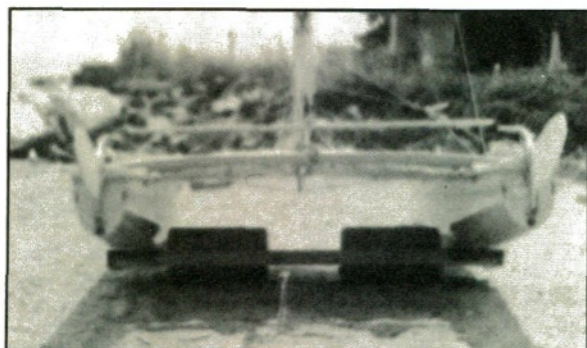
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Tres Conquistadors
Posing for a "Bon Voyage" group photo before departing are (L-R) Jeff Hardgrave, Dan Mangus and Eric Guenther.

It's been said that it couldn't be done. Shouldn't be done. Especially on a Hobie Cat. But an adventurous trio tried it anyway. And made it! From San Diego to south of the border, down Mexico way. But it wasn't all smooth sailing. Here is their story . . .

BY ERIC GUENTHER WITH JEFF HARDGRAVE AND DAN MANGUS

NOTE: THE HOBIE CLASS ASSOCIATION STRONGLY DISCOURAGES LONG DISTANCE RACING AS DESCRIBED IN THIS ARTICLE.

The "Tip Trip" . . . to sail the Pacific Coast of Baja. It was an adventure that many people talked about. During the Todos Santos Regatta last summer the talk got started after Jeff Hardgrave and I sailed 80 miles from San Diego, California to the regatta site, south of Ensenada, Mexico. Sailing out to meet us on our arrival was Dan Mangus. The festive Mexican atmosphere of the regatta was an excellent environment for planting the thoughts of such an adventure!

**BALLAD OF
THE QUEST DE BAJA**
(sung to the melody of MTA by
Kingston Trio)
Will they every believe?
No, they'll never believe
And their eyes will not be turned
They'll continue on in their quest de
Baja
Those sailors will never learn

As the next few months passed, we seriously considered the venture. It was February of this year when the first dinner meeting was arranged to begin planning what would become the first conquest of the Pacific Coast of Baja by a Hobie Cat. *Quest de Baja* was underway! A series of

homemade Mexican dinners provided the setting for briefings with surfers and sailors familiar with Baja. Only one individual was able to discuss sailing the coast of Baja in a small catamaran, Ken Collins, who had attempted the trip in 1975. Self-contained with only his crew, Steve McGarrett, Collins' efforts were thwarted by light winds and lack of time. From his experience, he was able to offer us many tips and tricks that proved valuable along the way.

In organizing the trip we had to consider several things. First of all, our Hobie 16 sailboats had to be prepared — Dan's "Tequila," Jeff's "Gravy" and my own, "The Question" . . . all appropriately christened with nicknames. Then, there was clothing and personal gear, food and camping equipment to worry about. Not to mention the necessity of organizing a beach crew and obtaining navigation papers, permits and insurance. In addition, we had to handle publicity and sponsors, story and photography costs, etc. These areas were divided among us according to experience and expertise. Four notebooks, one for each of us, plus the beach crew, were assembled with all of the information as it was accumulated. We then concentrated on our sailing techniques and began practicing for the long journey.

THE TIP
TRIP

Original plans included a fourth person on the water to assist in sailing emergencies. But as potential candidates seemed unable to schedule enough free time for the trip, the idea of each of us sailing solo on our own cats for the entire voyage was realized. This arrangement proved quite acceptable and in reflecting on the entire trip, even preferable.

Assembly of a beach crew to drive the length of Baja began and proceeded slowly.

Jeff's father, Jack Hardgrave, began to spark with interest. After a couple of meetings, he was soon on fire with the Quest. Jack's crew included a 20-year-old surfer from Goleta, Rich "Reef," and a friend, 60-year-old Steve Knapp of Solana Beach. When the official word of the trip was finally released at a Fleet 4 meeting, the fire took hold of three of the finest people Hobie Catting has attracted, Doug and Mary Halliday, and their son, Mark, who served as the second support crew for the Quest.

selected for the trip prevented several delays and potential catastrophies. Safety procedures were discussed while planning and additional procedures were developed and implemented during the trip. Our mode of dress in certain conditions and situations became a safety procedure and multiple changes during the day were handled without too much difficulty. Foul weather gear and O'Neill BreezeBreakers made the long wet days fairly comfortable for us.

Food and water were carried in quantities sufficient for nine-day periods, although anticipated meetings with the beach crew were scheduled about every four days. Fresh tortillas were fairly easy to acquire, but those cold beers were few and far between! Trading with local fishermen was the most rewarding method of procuring seafood. Evel Knievel's Enerdine, an excellent vitamin source with minerals, trace elements and fiber were acquired to help us maintain a balanced diet and healthy condition.

sailing gear ever assembled into bags tied to the trampolines, we departed on Wednesday, June 25 at 1:30 p.m. from Santa Clara Point on Mission Bay, San Diego. Destination — Cabo San Lucas, 1,000 miles south of the border.

The first two days were virtually a repeat of Collins' trip one year before which had inspired our adventure. A camp in the dunes south of Ensenada was the site of our first rendezvous with the beach crew. Jack, with his Cuervo Gold greeting, and the beach crew's big black truck and camper, "Night Train," became welcome sights for the next month.

It didn't take long for the light winds to welcome us. It was a fluke morning as we rounded Punta Banda. A nice breeze around the point produced a little excitement when my trapeze wire broke. I didn't capsize thanks to the Jim Buoy safety harness which held me close enough to the boat to unsheet and climb back aboard. Whew! Soon after rounding the point through the

JACK HARDGRAVE



DAN MANGUS



Bob McFarland of the Hobie Sports Center, Pacific Beach, was of valuable assistance in preparing our boats. The boats were basically stock, although rigged for racing. New wires replaced the old wires which were taken along as spares. Over-sized shrouds were used on the Hobie 16s and all boats received several layers of glass on the bottoms to prepare for the beach draggings. Assorted spare Hobie parts were gathered, along with some general repair parts and materials.

We carried a variety of tools including a hand drill, swedging tool and rivet gun, which proved useful and necessary. Fiberglass repair materials were kept on hand by the beach crew, plus some large and heavy spare parts. Epoxy, silicone sealer and duct tape were useful repair materials between meeting points with our beach crew, which we communicated with via hand-held VHF and CB radios.

The safety equipment and rigging

In remembering that this trip was also a vacation, we brought along items of comfort and play. Each of us had a beach chair and diving gear. Fishing equipment, a Wiffle ball and a Frisbee were some of the other necessary toys. Dan brought a Nikonis III with an 80mm lens and Jeff had a Minolta Weathermatic 110 camera for those special occasions (usually coming every five minutes) that we wanted to capture on film.

Each boat was packed differently. Jeff and Dan had some custom bags designed by Dale Braegger of Westerly Sails of San Diego and I brought standard nylon duffle bags. All of us used heavy plastic and zip-lock bags with fair to good success. Jeff used the hulls of his Hobie 18 for storage. Packing and securing techniques were modified several times during the trip and the magnitude of the task grew tremendously through every phase.

After stuffing the largest pile of Hobie

rocks, the air was gone.

As we approached the selected beach in the dimming light, the shorebreak wasn't all too obvious. The thrill started when we caught the wave. Then our eyes got bigger than they had ever been before as we looked out, between and beyond our bows, to scattered rocks and sand. The only water was behind us. Happy Landings!

Nights were always wet and sleeping on the boats was even wetter! A ground cover on sand was our typical bed. We used sleeping bags every night. On one particular night there was no sand. Dan described it best the next morning in response to Jeff's question, "How did you sleep?" Dan replied, "Like a rock!"

The mood livened a bit when we departed on a walk that a local Mexican Gustabo told us about the previous evening. Up a river bed, joining with the main stream was a hot creek of 90 degrees plus. It was a treasure of pleasure!

Every day produced something new and different. One day, we developed rafting techniques and began to practice often. A slow day came with a little extra chop on the water — those conditions get the boom a swayin', the mast a rotatin', the halyards a bending', and . . . well, the verse says it best.

*The day became a drifter, the sail fell
so they called for a tow and got
ready.
Paddled in through the dark
to a real mean beach
And they woke up, parked upon a
jetty.*

It had been over a week since a good morning blow had given us a few hours of some great wild reaches. We were two days late when the wind picked up to escort us to checkpoint #2, Punta Baja. Most of the sand in the area was guarded by exposed and submerged rocks, making beach encounters very difficult and hazardous.

The next day the boats were tipped over, revealing the scars of the first eight days.

Dan was the first to go over. Jeff tried to position himself for a mast lift maneuver, but the wind and swells made it too difficult. I jumped in and they were a couple of attempts. Dan took me to his boat which Jeff had corralled and we were soon sailing again.

About an hour later I was the next to go over. As with Dan earlier, I was driven down a swell by the strong winds and struck both bows into the swell ahead. While returning to help, Dan blew over and then dis-masted trying to right his boat. With two boats over, the pressure centered on Jeff to keep his boat up in the overpowering sailing conditions.

With Jeff playing water taxi my boat was righted. Night began to fall as I headed in, trying to find a beach while Jeff towed Dan. Darkness and cloud cover soon separated our boats from visual contact. After locating a potential beach, I headed back out to direct the other two. Getting air over every swell with intense wind in the dark was beyond fun and beyond thrilling. In fact, it was damn scary when your friends aren't there to help. You have only to select your method of survival . . .

Jeff and Dan had decided to anchor Dan's boat. The maneuver was not easy in the rough weather. With jibing as the only method of turning around, it took over an hour to get Dan and his equipment on Jeff's boat. Several hours had passed by the time Jeff and Dan passed the area where I was expecting them.

By this time, I decided against further maneuvers due to capsizing hazards and also against beaching due to the uncertain nature of the beach and the large waves I could see in the dark. I put my anchor out and my sail down as a canopy over the trampoline to shield the wind and chill. Needless to say, I slept very little that night.

Jeff and Dan found an arroyo on the dim horizon and beached their cats. They had found a fishing camp and changed into dry clothes, then headed out to search for me. With grave concern and thoughts that the trip was over, they searched miles of rocky beach and coves in the direction from which they had come. Tired and weary, they finally abandoned their search for the night and put their blistered feet and tired bodies to bed. Feelings were low.

When morning came, the light revealed an anchored boat off the beach! But the distant white caps and canopy prevented the two from recognizing my boat. So off they went again, repeating the hike of the night before. They went further this time and their feelings sank even lower. Six miles around the point, Dan's boat was holding just outside the surf line. Fortunate timing got them a ride back to the fishing camp. And what a beautiful and relieving sight it was when they spotted the Question sitting on the beach!

Reunited, our greetings were warm and happy. We decided to spend the day on the beach for it was too windy to sail. The Question had blown over with only a bare mast up! We decided to take a well-deserved rest and celebrate the Fourth of July weekend. We checked into a local "condo," one of your basic 8 x 16 tar paper models, which let most of the wind go right through — which was probably why it was still standing! But at least, it was clean.

As we spent the holiday relaxing, we were able to evaluate our journey thus far, and were thankful that we carefully took thorough measures in the planning and preparation of our conquest. We had averted many disasters, yet did have a few hairy moments. Through it all, the word of the minute was survival . . .

Eric Guenther, 27, of La Mesa, California, has been sailing Hobies for five years and won first place in the 16B fleet at the 1978 Midwinters in San Felipe, Baja. Jeff Hardgrave, 28, of San Diego, has sailed Hobies for five years and finished 14th in the 1978 Hobie 18 Nationals and 19th the year before. Dan Mangus, 31, of Cardiff by the Sea, has been sailing Hobies for two years, has won several novice and C fleet races and will crew for Miles Wood at the 18' Nationals. This trio's saga of the Quest de Baja will be continued in the next issue. Two of the three completed the trip. NOTE: The Hobie Class Association does not endorse this type of long distance sailing.

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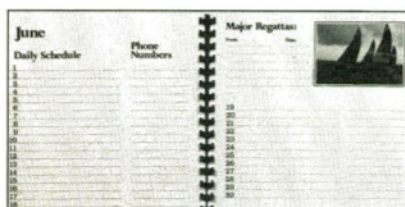
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Winners Circle

BEN MILLER

West Palm Beach, Florida

BY JENNIFER JACKSON

Ben Miller, one of the nation's most avid Hobie Cat sailors, just turned 70 years-old. That's right, 70!! Born May 5, 1910, in Salem, New Jersey, Miller moved to Lake Worth, Florida at age eight, just after World War I. Shortly after moving to an area that was then an undeveloped, tropical paradise, his sailing career began.

Money for sailboats was scarce in the 1920s, too. Miller's sailing ingenuity sparked early, and he took his first sail on Lake Osborne, Lake Worth, Florida in 1924 while attending Boy Scouts camp — in a rowboat with a coat suspended between two oars! He began to learn the formal principles of sailing with a British sailing club on Germany's Dummer Sea in 1949. And he was hooked from then on.

Miller has sailed many boats in his 62-year sailing career. He became interested in competitive sailing after retiring from the U.S. Army as a colonel in 1970. He raced Lido 14s, Jet 14s, Hampton 1s, Windward 21s and Catalina 22s, but these boats weren't enough for him. In 1970, at the age of 60, he bought his first Hobie 14. At that time, he became "sailing representative" for Coast Catamaran in Monroe, Alabama. A year later, he raced in his first Hobie regatta in Lake O'Pines, Texas, where he achieved the "B" fleet's dream of making "A" fleet at the start of the season — he took first place in "B" fleet and lapped the entire "A" fleet in three out of six races.

The Hobie racing bug really hit him then and he traveled over Louisiana, Texas, Alabama, Arkansas and Florida to race his Hobie 14. In 1977, he trailed his Hobie 10,000 miles to the Pacific Northwest and returned to a regatta in Daytona Beach. He has attended Hobie Cat Nationals nearly every year since 1970; his racing interrupted twice for medical reasons.


In June of 1977 Miller and his new bride, Jean, headed for a vacation in the Canadian Atlantic Provinces, but became delayed in Mystic, Connecticut. Miller had contracted Legion-

naire's Disease, the strange, phantom killer that folks didn't expect to get and weren't expected to survive. After several operations and many weeks of recuperation, he returned home to Lantana, Florida. During the long weeks he was grounded and recuperating, he attended races as a spectator, and you could almost see his mouth water with eagerness to get out there and sail. Nine months after his near-fatal ordeal began, he was back out sailing his Hobie 14 again.

Miller's home has a room just for trophies. And trophies he has — more than 40, ranging from first place to tenth place, including one awarded by the D'Arbonne Yacht Club of Monroe, Louisiana for "Sailor of the Year". He is presently a member of the United States Yacht Racing Union, the Palm Beach Power Squadron, the Palm Beach Sailing Club, the Florida Multihulls, Hobie Cat Fleet 34 as a lifetime member, and is chaplain and chairman of the Power Squadron Sail Course. Miller has taught many people to sail, and he certainly taught many to sail better because he either beat them or gave them a good run for their money.

After 62 years of sailing, he decided that his 70th birthday was going to be the day he "semi-retired from active Hobie racing." Knowing Miller, that could mean racing three out of five races at all the major regattas! Hobie Cat sailing has been good to him, and he's certainly been an asset to Hobie sailing. He insists that he would have been another fatality on the long list of Legionnaire's victims had it not been for his being a Hobie sailor — active, well-conditioned and enjoying every day.

Miller feels "older people should give it a try and learn that they can also live life to the fullest." At age 70, he's as enthusiastic about sailing today as he was 62 years ago when he gave his coat (and his heart) to the wind.

Proof enough? 



*So, you think Hobie Catting is just for the young?
Baloney! And here's proof. . .*

Racing Clinic

TUNING THE HOBIE 16

Part II: Sail Shape and Batten Tension

This is the second of a two-part interview conducted by Paula Alter with Wayne Schafer of Capistrano Beach, California. Schafer, one of Hobie Cat's top sailors, discussed mast rake and rig tensions in the first installment.

Let's start off with basic air flow . . . How does the Hobie 16 jib affect the wind flow to the main?

The main is the biggest power unit on the Hobie 16. The jib plays a supplementary role to the main and can be used as a secondary source of power when needed. My approach in combining these two sails in upwind sailing is to carry as flat a jib as I can. I attempt to achieve this by using untapered battens in the jib. The jib sees the wind first. I like to have the jib redirect the flow of the air across the main with as little disturbance as possible. By utilizing a flatter jib I can sail closer to the wind, and at the same time, redirect the flow of wind across the main.

With the full batten main we cannot read the luff as easily as a soft sail without battens. Moving from the bottom of the mast to the top, the slot between the jib and the main progressively closes. The slot is so closed at the point where the jib comes into the mast that there is a disturbed flow of air across that portion of the mainsail. This occurs only when closehauled. It's unfortunate because that portion of the sail is contributing drag instead of lift. We can only attempt to reduce this condition in the following ways. Tacking the jib as low as possible to the bridle tends to open the slot at the top. Another approach, although this one is questionable, is to put a limber batten in the top.

Above the jib tang the sail doesn't have a jib in front of it, so there is a totally different condition up there. The upper 20% of the sail is looking at the wind from a different angle and has to be shaped a different way.

How do you tune the upper portion of the main?

Very little of the upper portion of the sail is giving much drive compared to the heeling moment it causes. One method is to flatten the upper portion of the sail by using stiffer battens. Having a flatter sail at the top tends to reduce turbulence and heeling by keeping the boat on a more level plane and utilizing the power in the lower area of the sail.

The bad part about having stiff battens at the top is that it is harder to achieve twist in the upper part of the sail. A second approach is to use the softer battens in the top three panels which creates a fuller shape and facilitates twist. However, a fuller section increases heeling and pitchpoling tendencies. It is also a proper shape in very light airs (zero to five knots) because there is more drag in a fuller shape.

What is the advantage of having twist at the top of the sail?

As you look at the profile of the sail, you'll see it's an arc. If we can let the sail twist somewhat along the upper leech it will relieve the trailing edge and reduce drag without decreasing power. Remember, *too much* twist is not good. The reason for the twist, especially in the upper part of the sail from the top of the mast to the jib tang, is because the wind is hitting the mast and mainsail slightly aft as compared to the wind hitting the lower portion of the sail . . . so, the twisting at the top gives a better angle of incidence. The wind is influenced by drag from the water, leaving the top of the sail in freer air. What often happens when closehauled, is the top of the sail stalls while the lower portion reads true. Many times I find I have a lot of trouble trying to get that top part to twist off. A lot has to do with how you sheet — the harder you sheet, the tighter the leech and the less twist you'll get.

Sheeting is obviously one of the

important aspects of sail shape . . . What is the secret to sheeting?

There are two sins when it comes to sheet tension: oversheeting and undersheeting. You need to be alert in adjusting the sheet tension at all times. On upwind legs the tendency is to oversheet, using the mainsheet like a throttle. I'm just as guilty of this as anyone. I've found that if I release a little tension, the leech frees up, the helm frees up and the boat picks up speed. In doing so, the boat will tend to sail freer and point higher. The tendency then is to think if cracking off a little is good, then more must be better. Not so! Guard against undersheeting also. The best way of all is the compromise between the two sins. Although, when in doubt, sheet out! It's better to release tension than to oversheet. Sometimes the tell-tails may not read correctly. If you're going good, don't mess with it. If you're losing ground, then you want to try re-trimming.

As far as pinching off a mark, I have found that oversheeting is not the answer. I'll sheet out a little and move forward through the water rather than sheet in and go sideways. I then have a greater chance of getting around it than if I had squeezed and oversheeted. What happens when we oversheet is the leech stalls out. If it's light air, have your crew roll over to the leeward side. It tends to give the leeward hull a little more bite, carving the boat right up.

Do you recommend using different sets of battens at the top for different conditions?

I think it's up to the individual. Personally, I like what Hobie Jr. does. Hobie sails with one set of battens all the time. He knows just how much to sheet for every condition he's going to encounter, and how much he can compromise with the settings he's given. I like that style because he doesn't have to sit and fiddle with his battens all the

time. He goes out and sets up his boat for what he thinks he's going to encounter and does all the rest of his adjusting out on the boat by using the downhaul and outhaul.

One thing to remember when you're using one set of battens is that batten tension will alter the sail shape. I generally set my battens up with a medium tension, just enough to get the wrinkles out. That way I can increase or decrease the draft by the amount of downhaul and outhaul. If I elect to have a fuller sail, then I increase my batten tension.

Getting a little more specific, what kind of sail shape do you use for light airs?

Generally, I would set up a sail the same way in very, very light airs as I would in heavy winds. The wind is so weak that it doesn't have enough strength to stick to a deep shaft sail. It needs a flatter curve to adhere to. In a deep draft sail the wind hits the leading edge with the mast setting up some turbulence. What little strength the wind has is robbed at the mast as it tries to get around the curve of the sail. When it can't make it, it tends to separate. The flatter the entry, the more drive it gives in very, very, weak wind. What you're

trying to do is get whatever power you can out of it. The air will always want to separate at the deepest part of the draft, at that camber where the deepest part of the sail begins to return to the leech. Therefore, if the entry is flattened and the draft moved back, the wind will adhere to the sail longer. If the draft is forward and the air doesn't reach that point, you're only using 15 to 20% of the sail and have effectively reduced your ability to sail in light airs. On a lake or bay with smooth water, the mast rake could be reduced somewhat, along with using a very shallow draft sail. You'd want very light downhaul tension to keep the sail flat and the draft back with a snug outhaul. Battens need only enough tension to get the wrinkles out. You particularly want to pay special attention to the sheet tension, keeping it light while sailing upwind.

As the wind picks up, do you increase the draft?

If the conditions are light to medium you want a fuller sail. In choppy conditions the fullness is needed for power to punch through the chop. As the wind begins to build from six to 10 knots, you begin to increase the draft of the sail in very small amounts. There's more wind to work with; therefore, you can

put more downhaul in the sail and get more power out of it and maybe let the outhaul out slightly. This would give a little more fullness, a softer, more forgiving leech. This is where you get into the technical part of sail trim and where you have to work with it.

One of the best things I know to do is an experiment with tell-tails. Beginning at the mast, put a set of tell-tails across the panels at intervals until you reach the leech. These tell-tails will allow you to see what the air flow is doing all the way up and across the sail. As you're sailing, ignore the windward side up close to the mast and mainly concentrate on the leeward side of the sail which is almost everything. I did this once on a Hobie 14 and found out that going upwind, I was only using about 30% of the forward part of the sail. At the point of maximum draft the air began to separate, and all the rest of the sail was just drag. Normally, we use one tell-tail here and there so we only know what the air is doing at these points.

Once the tell-tails are placed, spend some time on your own just sailing the boat and trying different mainsheet settings. Take a mark and sail upwind to it, experimenting with the different

Continued on page 42



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CHRISTIAN BANKS FEATURED ON BIG BLUE MARBLE

BY BELLA LAGMAY-SINGH

Christian Banks, son of Sandy Banks, director of the Hobie Class Association, will be featured as a young Hobie Cat sailor on the *Big Blue Marble*, an Emmy and Peabody award-winning children's television series. Shown internationally as a public service of ITT, the segment will be seen sometime during the fall season on over 250 stations and in 60 foreign countries.

Producer of the feature, J.J. Linsalata, was inspired to do the feature when a sportscaster for the U.S. Olympics described watching the sailing events was "like watching the grass grow." And the freelance producer was determined to prove him wrong.

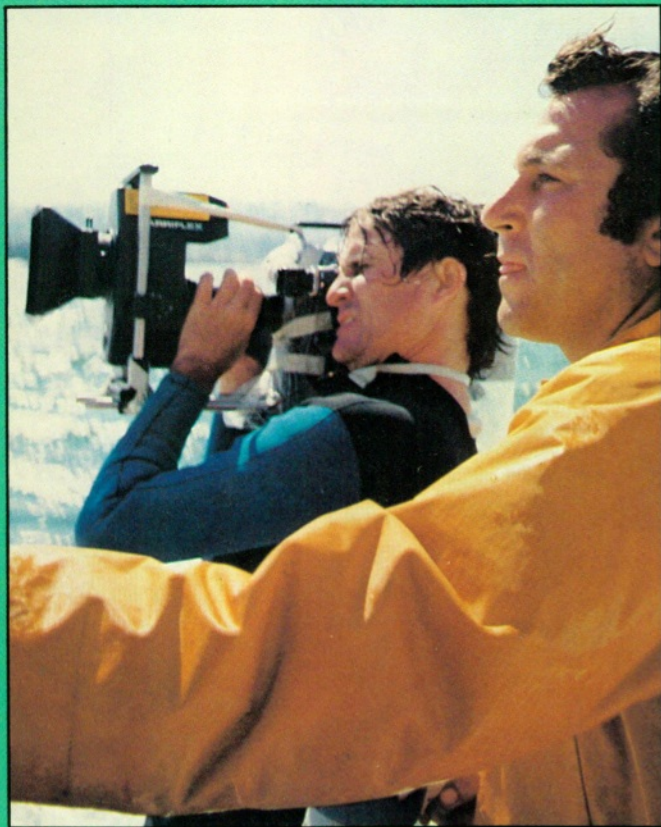
"I didn't want to make a film that was a how-to-sail... but rather one that would show racing to be an exciting and exhilarating sport," he explained. He found

the perfect concept to show grass grow in an exciting way — *the Hobie 16*. He selected the Hobie for it enabled him to show two people on a trapeze, sailing at speeds from 15 to 20 m.p.h. and depicted the skipper/crew relationship that develops while racing.

In order to accurately capture the sailing experience, Linsalata decided to take a cruise himself and was treated to a sail by one of the instructors at the Hobie dealership in Dana Point, California. "The first thing that struck me about the Hobie was its acceleration. It took off in the harbor with the slightest puff of winds so quickly and forcefully that I had the impulse to hold on to my neck to prevent whiplash. When we got out of the harbor and out into the Pacific, I started to feel what catamaran sailing was all about!" he said.

In producing the film, he wanted the audience to be able to experience the excitement of sailing on a Hobie. "I wanted the audience to taste the water, the wind, the blocks, the thrill of the trapeze." He knew he would be able to get beautiful visuals if the wind was blowing and the weather was good. However, he was concerned about the soundtrack, wanting to capture such sounds as water rushing and the dialogue between the skipper and crew while racing.

A 15 or a 16-year-old sailing in the Caribbean Islands, Hawaii or San Francisco Bay would have been ideal for his feature. However, these locations were ruled out for various reasons. He then sought the assistance of Bob Brown, director of advertising and public relations for Hobie Cat, to help him locate a skipper in an optional location that had similar



PHOTOS COURTESY OF BLUE
MARBLE COMPANY INC.



wind regularity as the previous sites. Brown proposed 16-year-old Christian Banks of Dana Point, California, to crew with Hobie Alter Jr. at a L.A. Harbor regatta.

Young Banks had often crewed with Hobie Jr. and usually does quite well when skippering a Hobie 14. Linsalata questioned what kind of wind was to be expected in the L.A. Harbor and Brown assured him that it wasn't called "Hurricane Gulch" for nothing.

When the producer called Banks from New York regarding the feature, he was unable to reach him, learning that the best time to catch him was at 5 a.m. — when he got ready to go surfing, as he did every morning for his high school surfing team. When the two finally connected, the producer described him as "a real good kid, intelligent, articulate, not shy and full of a California vocabulary."

Because the age cutoff for a *BBM* feature was age 18, Linsalata was concerned that perhaps Banks might seem too old for the show's young audience and asked the teen to send a photograph. Busying himself with another project, he did not pursue the Hobie feature for a while and Banks thought the project was canned because the producer didn't like the photo! Linsalata assured him, however, that all systems were still go and asked him to be sure that he was still going to crew with Hobie Jr. at Hurricane Gulch. But Hobie Jr. had already lined-up a crew for that weekend. The producer had his story, the crew, but no boat!

But the show must go on. And it was soon arranged for Banks to crew for Hobie Jr.'s younger brother, Jeff. While Hobie Jr. is a very vocal skipper who carries loud dialogue with his crew, Jeff was

just the opposite, but tries just as hard as the next guy to win. The producer also lucked out when trying to reach the youngest Alter. Hobie Sr. told him the best time to call his son was 7 a.m. and by then, the producer was convinced "all California teenagers were home early in the morning and after that, who knows?"

The wheels were finally set in motion and Linsalata hopped a plane for sunny California. While in flight, he wrote the script. *BBM* wanted him to film a 10-12 minute feature and his shooting ratio was to be about 12 times that footage or about 140 minutes. He hired Pat Darrin, an accomplished sports cameraman who had previously captured skateboarding and hang gliding on celluloid, and Bob Ever, who was reputed to be a technical genius, to handle audio and act as assistant cameraman.


Opening frames of the feature show Banks surfing, sailing his Hobie 14 as his father coached him, at work as a restaurant busboy, preparing his boat for the regatta and finally, focuses on the race itself.

The production crew filmed three races, following Banks and Alter around the course. They wired radio microphones on them, plus a few on the boat. Alter said it would be okay as long as they didn't hinder his movement on the trapeze. The mikes were wrapped in plastic so they wouldn't get wet. They had purchased 10 cheap mikes, expecting to lose two or three per day to the salt water. Protecting the camera was another major problem and they resorted to using two, alternating them when one got soaked.

To assure that the film crew didn't interfere with the racers, a member of the race committee was aboard their boat.

"The last thing I wanted to do was to have a lot of unhappy sailors waving their fists at us as they went by!" he said. He also informed the sailors that they would be filming and requested that they not wave into the camera. The film crew then selectively shot at different spots on the course and the film was edited together to make one race.

Following the action of the race in an open cockpit swordfishing boat, the film crew was unable to keep up with Alter and Banks. They had to anticipate where the team would be and accelerated to full throttle in order to stay with them. However, the noisy diesel engine was picked up by the mikes. To solve this problem a cassette tape recorder was placed on their boat and the racers were instructed to start it at the five-minute gun. While shooting the start, the producer asked his audio man what Alter and Banks were talking about. But he replied that the two were busy cursing him out for following too closely. He listened to the ear-phone himself and learned that his soundman wasn't kidding. "I felt bad because I didn't want to get in anyone's way, especially in the way of the boat that had the chance to win the regatta!" As the film crew began to wrap it up, Hobie Jr. was just finishing the last race in first, but his brother, Jeff, and Banks were right behind him in second place. But it was all they needed to clinch the *overall first-place*, winning by one point.

The stars of Linsalata's feature were to portray an intense drama between sailors good enough to win in the top five. But the producer got more than what he bargained for. His stars *won* the regatta! 

TUNING HOBIE 16

Continued from page 39

mainsheet settings. Then, noting what the tell-tails read and how the boat responds to the sail setting, put it all together, record it in your notebook and maybe even make markings on the sheet line. Once you're familiar with what the boat is doing, then the information you've learned can really be used in a race.


Another thing that can be done is to put tell-tails *right along* the leech so that you can see what the discharged air is doing once it gets to the leech. This is a great way to learn about sail shape; later, you'll know which tell-tails are strategically placed and should be left on the sail and which ones can be taken off.

What is your sail shape when it's really blowing?

When conditions are really bad — to the point where you're considering staying on the beach — it's time to start de-powering the rig. Sail shape is the same for heavy air as in the very, very light airs. The object is now the opposite; we're de-powering the sails to a manageable shape. We want to go back to a flatter sail shape using less downhaul and less batten tension.

I've generally used a snug outhaul to facilitate a flatter sail shape. However, I have seen Dutch sailors — whose normal condition in the North Sea is very heavy — carry a loose outhaul with a soft leech. This goes back to the give-something-to-get-something rule. Coupled with a loose downhaul, the loose outhaul may not change the shape but will relieve the leech tension and start spilling the air.

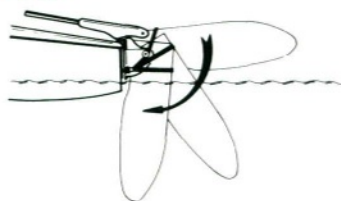
The crew and skipper weight will determine the amount of power that you can carry in heavy airs. Heavier crew weights can carry fuller sails than those sailing with lighter crew weights.

Summarizing this all up, I know it may feel like you're back to square one. Sailing is an art and you cannot achieve one goal without giving something away. Although the choices may look confusing, knowing the possibilities can open the doors for discovering what is going to work for you. It is a balance between learning how to sail the boat and knowing when and what you can get out of your sails in different conditions. Hopefully, this has broadened your viewpoint! 



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KICK BACK™ RUDDER RETURN KIT (pat. pend.)



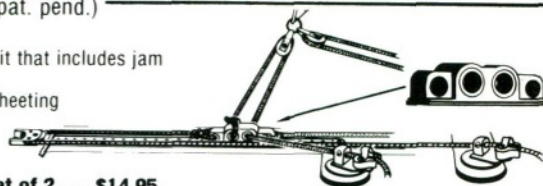
- Eliminates rudder kick-up in heavy airs
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- Class legal

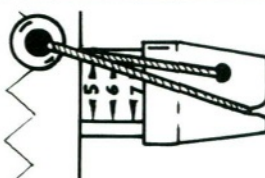
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Extensive research and testing enabled us to mathematically calculate a scale for each individual batten which you can use to assure yourself of consistent batten tensioning. Durable Vinyl. Race Proven. Class Legal.

HC-14	\$2.95 set
HC-16	\$4.95 set
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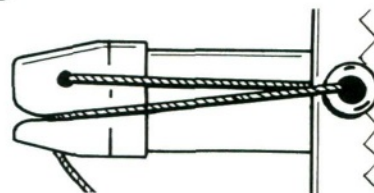


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Enables quick adjustment of batten tension for maximum sail performance

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 - Guaranteed slip proof
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- For Stock Hobie® Battens

HC-14	\$ 8.95
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HC-16 Jib	\$ 6.95
HC-18	\$14.95



DECAL

Just for the fun of it we made this 4½" x 5½", 4-color window decal. If your local catamaran dealer doesn't have it in stock, you may order direct.

95c each



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TrenTec products are available at most Hobie dealers, or use order form below.

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Please send the following:

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0830

SEA & SKI/MICHELOB HOBIE 14 NATIONALS

St. Petersburg, Florida
October 15-18 and 19-25, 1980
Sponsored by Sea & Ski and Michelob

RACES

SEA & SKI WOMEN'S—Two pre-qualified women from each division will compete. Wednesday will be the only day of qualifying. Each division will receive \$200.00 to assist their pre-qualified ladies.

MICHELOB OPEN—Monday will be qualifying. Tuesday through Thursday will be round-robin competition. Friday and Saturday will be the finals with the top 36.

ENTRY FEES

All skippers, whether pre-qualified or not, will pay a \$30.00 entry fee.

BOAT INSURANCE

A \$75.00 refundable boat deposit will be required upon registering at the event. This deposit will be refunded at the event if no damage is done to the Hobie Class Association boat by you. The money will become your deductible in the event of damage or loss of equipment.

REQUIRED TO BRING

Life jackets and weights (if necessary).

Upon receipt of your pre-registration, you will be sent a pre-registration packet. The packet will include the special rules and conditions, and a schedule of events.

SCHEDULE OF EVENTS

WOMEN'S NATIONALS/OCT. 15-18

Tues., Oct. 14
2:00 - 5:00 p.m.

Wed., Oct. 15
7:00 - 9:00 a.m.
8:30 a.m.
10:00 a.m.
2:00 - 5:00 p.m.
7:00 p.m.

Thurs., Oct. 16
8:30 a.m.
10:00 a.m.

Registration

Registration
Skippers meeting
Qualifying races
Registration
Welcome party

Skippers meeting
Championship series

Fri., Oct. 17
8:30 a.m.
10:00 a.m.

Sat., Oct. 18
8:30 a.m.
10:00 a.m.
7:30 p.m.

All skippers must be registered by Wednesday, October 15. The above schedule is subject to change. Please check the bulletin board in the skippers meeting area daily.

Skippers meeting
Championship series

Skippers meeting
Championship series
Awards banquet

OPEN NATIONALS/OCT. 19-25

Sun., Oct. 19
2:00 - 5:00 p.m.

Mon., Oct. 20
7:00 - 9:00 a.m.
8:30 a.m.
10:00 a.m.
2:00 - 5:00 p.m.
7:30 p.m.

Tues., Oct. 21
8:30 a.m.
10:00 a.m.

Wed., Oct. 22
8:30 a.m.
10:00 a.m.

Registration

Registration
Skippers meeting
Qualifying races
Registration
Welcome party

Skippers meeting
Championship series

Skippers meeting
Championship series

Thurs., Oct. 23
8:30 a.m.
10:00 a.m.
7:30 p.m.

Fri., Oct. 24
8:30 a.m.
10:00 a.m.

Sat., Oct. 25
8:30 a.m.
10:00 a.m.
7:30 p.m.

All skippers must be registered by Monday, October 20. The above schedule is subject to change. Please check the bulletin board in the skippers meeting area daily.

Skippers meeting
Championship series
Finalists announced

Skippers meeting
Finals series

Skippers meeting
Finals series
Awards banquet

HOBIE 14 NATIONALS HOTEL RESERVATION

NAME _____

ADDRESS _____ Street _____ City _____ State _____ Zip _____

PHONE () _____ ARRIVAL DATE _____ DEPARTURE DATE _____ NO. IN PARTY _____

☐ SINGLE ROOM \$36.00 ☐ DOUBLE ROOM \$36.00 ☐ EFFICIENCY UNIT \$46.00 ☐ EXTRA PERSON \$10.00

Reservations must be made by October 1, 1980. One night's deposit is required along with your reservation. Mail to: HILTON INN, 5250 Gulf Blvd., St. Petersburg, Florida 33706.

HOBIE 14 NATIONALS PRE-REGISTRATION

NAME _____

ADDRESS _____ Street _____ City _____ State _____ Zip _____

PHONE () _____ CREW'S NAME _____ COMBINED WEIGHT _____

☐ I wish to attempt to qualify in the Women's Nationals from Div. _____ ☐ I am pre-qualified for the Women's Nationals from Div. _____

☐ I wish to attempt to qualify in the Open Nationals from Div. _____ ☐ I am pre-qualified for the Open Nationals from Div. _____

☐ I am the high points earner from Div. _____

Please make check payable to Hobie Class Association and mail to: HOBIE 14 NATIONALS, Hobie Class Association, P.O. Box 1008, Oceanside, California 92054.

THIRD HOBIE 16 WORLDS

SPONSORED BY WRANGLER/SCHLITZ, PROJECT ST. CROIX AND U.S. VIRGIN ISLANDS
Division of Tourism

Yesterday, precious gems and Spanish gold lured privateers and buccaneers to the U.S. Virgin Islands. This year, the Island of St. Croix, U.S. Virgin Islands and the city of Christiansted will be home to Hobie Cat skippers, crews, families and friends, November 17-23 for the Third Hobie 16 World Championships. Come visit St. Croix, blessed with gentle tradewinds and warm water, restaurants that feature fresh seafood and open air dining, small intimate hotels and shopping in quaint, but inexpensive, free port shops.

Kicking off the festivities on Monday will be the welcome party featuring an island style barbecue with Calypso entertainment and a limbo contest (part of the Hobie Olympics). The championship series starts Tuesday with the rac-

ing being viewed from a 150-passenger spectator boat which cruises the entire race course daily. The finishes can be viewed from atop spectator hill where food and beverages will be available.

Adding to the excitement of racing will be a Cruzan picnic hosted by the local islanders with Quadrille dancers and a scratch band to provide entertainment along with the announcement of the top 48 teams that will compete on Friday and Saturday. The week will climax Saturday night with a banquet at Hotel on the Cay and entertainment provided by the St. Croix Philharmonic Steel Band, and of course, the crowning of the Third Hobie 16 Worlds Champion.

SCHEDULE OF EVENTS

Saturday, November 15

12:00 - 5:00 p.m. Registration
Hotel on the Cay

Sunday, November 16

7:00 - 9:00 a.m. Registration
10:00 a.m. Start of qualifying series
12:00 - 5:00 p.m. Registration
8:30 a.m. Skippers meeting

Monday, November 17

8:30 a.m. Skippers meeting
10:00 a.m. Continuation of qualifying series
7:00 p.m. Island-style barbecue/Welcome party
12:00 - 5:00 p.m. Registration

Tuesday, November 18

8:30 a.m. Skippers meeting
10:00 a.m. Start of championship series

Wednesday, November 19

8:30 a.m. Skippers meeting
10:00 a.m. Continuation of championship series

Thursday, November 20

8:30 a.m. Skippers meeting
10:00 a.m. Continuation of championship series
7:00 p.m. Crucian picnic/Announcement of top 48 teams

Friday, November 21

8:30 a.m. Skippers meeting
10:00 a.m. Start of finals series

Saturday, November 22

8:30 a.m. Skippers meeting
10:00 a.m. Final races
7:30 p.m. Awards banquet

The above schedule is subject to change. Please be sure to check the bulletin board daily in the skippers meeting area.

THE RACES

Qualifying races will be held on Sunday and Monday for the skippers who wish to try and qualify on-the-spot. Skippers wishing to participate in the qualifying series should send their sailing history to the Hobie Class Association, along with their entry form.

The championship series will be held Wednesday through Thursday. On Thursday night the fleet will be cut to the top 48 teams. These teams will compete on Friday and Saturday for the championship title of Third Hobie 16 Worlds.

ENTRY FEES

Pre-qualified teams will pay \$50.00 and teams attempting to qualify will pay \$75.00. All pre-qualified skippers must be registered by Monday.

BOAT DAMAGE DEPOSIT

A \$100.00 refundable boat damage deposit will be required upon registering at the event. This deposit will be refunded at the event if no damage is done to your boat by you. The money will become your deductible in the event of damage or loss of equipment.

Skippers will be required to bring:

U.S.C.G. approved life jackets, trapeze harnesses and weights (if necessary).

HOBIE OLYMPICS

Registration for the Hobie Olympics will be held at the registration desk of the event. Hobie Olympics will include a Limbo contest, water walking contest, tennis tournament and more...

THIRD HOBIE 16 WORLD CHAMPIONSHIPS PRE-REGISTRATION

NAME _____ CREW _____
ADDRESS _____
CITY/STATE/ZIP/COUNTRY _____
CREWS HOMETOWN _____ WEIGHT _____ (Skipper & Crew)

() I am pre-qualified from _____ (country)
() I would like to participate in the qualifying series. I am from _____ (country). My sailing history is attached.

HOBIE 16 WORLDS P.O. Box 1008 Oceanside, CA 92054

WORLD PACKAGES

QUALIFIER (NOV. 15-18)

Hotel (3 nights)
World championship I.D.
Transfers
Bag handling
Island-style barbecue/Welcome party
All gratuities
Transfer to the Cay
Spectator boat
Transfer to Spectator Hill
Beach lunches

COMBINATION (NOV. 15-23)

Hotel (8 nights)
Transfers
Bag handling
All gratuities
Island-style barbecue/Welcome party
Cruzan picnic
Awards banquet
Transfers to the Cay
Spectator boat
Transfer to Spectator Hill
Beach lunches

World championship I.D.

CHAMPIONSHIP (NOV. 17-23)

Hotel (6 nights)
Transfers
Bag handling
All gratuities
Island-style barbecue/Welcome party
Cruzan picnic
Awards banquet
Transfers to the Cay
Spectator boat
Transfer to Spectator Hill
Beach lunches
World Championship I.D.

ON ISLAND PACKAGE (NOV. 15-23)

Island-style barbecue/Welcome Party
Cruzan picnic
Awards banquet
Beach lunches
Transfers to the Cay
Spectator boat
Transfer to Spectator Hill
World championship I.D.

1980 HOBIE CAT 16 WORLD CHAMPIONSHIPS CHRISTIANSTED, ST. CROIX, U.S.V.I.

WE'RE COMIN' TO THE THIRD HOBIE 16 WORLD CHAMPIONSHIPS.

() MR. & MRS. () MR. () MS.

LAST NAME

FIRST NAME

MAILING ADDRESS

TELEPHONE

CITY

STATE

ZIP

OFFICIAL CHAMPIONSHIP PACKAGES

HOTEL	QUALIFIER	CHAMPIONSHIP	COMBINATION
(Package Price based on double occupancy)	Nov. 15-18	Nov. 17-23	Nov. 15-23
King Christian/Deluxe	\$185.00	\$284.00	\$358.00
King Christian/Standard	169.00	252.00	292.00
Hotel on Cay	227.00	370.00	449.00
Charte House	165.00	245.00	283.00
Club Comanche	169.00	252.00	293.00
The Buccaneer	236.00	386.00	462.00
Kings Alley	191.00	297.00	353.00
Caravelle	220.00	354.00	428.00
Royal Scotia	180.00	275.00	323.00
Cruzana Manor	180.00	275.00	323.00
Royal Roost	180.00	275.00	323.00
Lodge	175.00	264.00	309.00
Anchor Inn	217.00	350.00	423.00
On Island Package \$70.00			

CHRISTIANSTED



SIGN US UP FOR (CHECK APPROPRIATE BOX)

() Qualifier's Package

() Championship Package

() Combination Package

() On Island Package

HOTEL

PACKAGE COST

1st Choice

2nd Choice

3rd Choice

() Double occupancy - (Sharing with)

() Make our airline reservations from _____ airport.

Dates _____ (Travel headquarters will handle ticketing for package dates only)

Enclosed is my deposit of \$_____. (Note: \$70.00 per person for hotel reservations). Make checks payable to "Maritz Travel Company". You will be invoiced for the balance of your trip in August 1980. Cancellations prior to September 15th fully refunded. Cancellations between September 15 and October 1st will result in forfeiture of your above deposit (\$70.00 per person). Cancellations after October 1, 1980 will be charged \$200.00 per person based on double occupancy; \$300.00 per person based on single occupancy.

DO NOT WRITE BELOW THIS LINE

PROGRAM NO. MAN NO. STAG NO. CH GRP. H DEP. F/O M TYP. MISC. A MISC. B MISC. C MISC. D

71282/4

P/P = ARR / DEP

REF	ORDER NO.	ACCT NO.	QUANTITY	VALUE	STD : QTY	ID	QTY	ID
					NSTD: QTY	ID	VALUE	N/S
					1			
					2			
					CH		SEQ. ID	

ACCOMMODATIONS

Most of the hotels are small and rooms are limited. See map for location.

- Hotel on the Cay** - Race headquarters, sand beach, pool and tennis
- King Christian** - On the waterfront, center of the action, some with view balconies
- King Alley** - Open-air bar and entertainment on the waterfront
- Anchor Inn** - Restaurant, bar on-the-water, close to the action
- Charte House** - Newly-remodeled, court yard with pool
- Club Comanche** - Excellent restaurants and shopping
- Lodge** - In the center of shopping and restaurants
- Caravelle** - Restaurant with view of the water
- Royal Scotia** - Unique design
- Cruzana Manor** - Edge of town with view
- Royal Roost** - In the center of shopping and restaurants
- Buccaneer** - View of the race, private beach, golf course and tennis, five minutes from town

Hobieetorial

More women are racing Hobie Cats than ever before and many have reached the point where they're winning regattas. Making the best choices, concentration, good starts and just plain ol' sailing fast is what it takes to win races, and some ladies are discovering that they can do it as well as the guys!

Checking the racing results around the country, it seems that the first Women's Nationals held last year inspired many women skippers to get out there and go for it. The results also show that many are doing really well. Last year at this time Sue Brenny from San Jose, California, was just learning how to tack a Hobie 14 in preparation for the Nationals. This year, she's winning 14A fleet races in Division 3. Kathleen Calder won the 16C class at the Midwinters West and in Florida, Linda Ellis won the 14B class in the Midwinters East. A special race on Mothers Day brought out several new lady skippers in San Diego, California with other women's regattas being well attended elsewhere in California, Texas and Florida.

The second Hobie 14 Women's Nationals will be in St. Petersburg, Florida October 15-18. At last year's Nationals, both the women who sailed in it and the guys who assisted as pit crews and coaches, considered it one of the finest regattas.

This is truly an invitation to every lady sailor to come out and race. Contact your division chairperson and find out whether there are qualifying races being held in your area. Each division will send two pre-qualified skippers. The Hobie Class Association is again contributing \$200 to each division for the traveling expenses of the pre-qualified women. Last-minute qualifying races will be held on October 15 in St. Petersburg for the available spaces.

The more boats and skippers registered, the greater the regatta will be. There's plenty of time to sail in your local fleet or division races to prepare for the Women's Nationals. As in every race, only one person gets to win the first-place trophy, but everyone gets to have a good time. Just having a Women's Nationals is "a win" for all of us, so come sail with us!



Paula Alter
1979 Hobie 14 Women's Champion

Gougeon Brothers, Inc. WEST SystemTM epoxy

A take along Kit to repair minor structural damage to centerboards, masts, hulls, rudders, etc. . . on wood, fiberglass or aluminum.



\$30.00 PLUS UPS SHIPPING

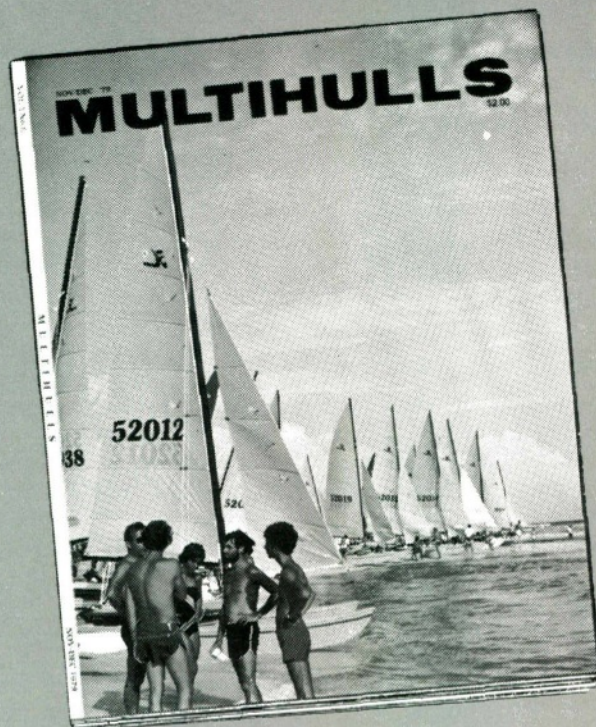
The MENDING KIT

The Kit contains: 2.5 lbs. resin - 5 lbs. 205 hardener - 4 oz. solvent cleaner - 20' reel carbon fibers - 1 bag each of 403 microfibers, 406 coloidal silica, 409 microspheres - 6 each mixing pots, mixing sticks, applicator brushes - 1 spreader - 1 syringe - 2 pr. disposable gloves - fiberglass cloth.

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431 Hancock St. / N. Quincy, (Boston) MA 02171

BreezeBreaker™ and Cat John™ Raise Hull!



PHOTO: DAN DEVINE

Featured Hull-Raiser: Keith Baxter!

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O'Neill's state-of-the-art Windskins™ are taking the multi-hull world by storm! This revolution in comfort and style is the culmination of over 25 years of watersportswear evolution at O'Neill.

Designed and built for the high-performance lifestyles and watersports of the 1980s, the BreezeBreaker™ is the perfect marriage of today's action materials. 2mm thin nylon-2 neoprene keeps your torso snug and cushioned (but not too tight!), and the arm, shoulder and collar material is light, loose and waterproof!

The BreezeBreaker™ has been tailored for unrestricted arm movement, making it perfect for sailing, windsurfing, and other active sports. It has neoprene wristbands to keep water out; the pockets zip securely closed; and it comes in a choice of two collar designs.

The Catamaran John™ is the perfect complement to the BreezeBreaker™; 2mm thin nylon-2 neoprene with a butt patch (inset) to give you extra wear where there's extra wear! O'Neill's Thin Boots™ complete the full coverage comfort!

O'Neill: We're raising hull wherever hulls are being raised!



Dealer inquiries invited!



OSCAR® BY COLEMAN.® IT BEATS THE OTHER...COLD.

We know you're tired of lukewarm claims. So we commissioned a lab at a major state university to test Oscar against the other leading compact cooler.

COLD TEST RESULTS

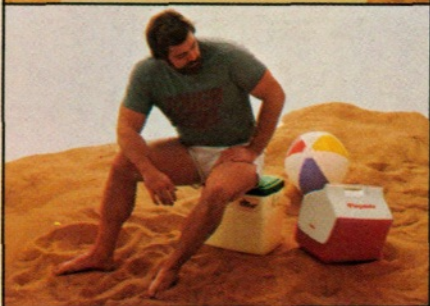
Coolers were loaded with one 8-lb. block of ice, closed, and held at 100° F room temperature.

Time to go from 40° F to 60° F.

Oscar	42 hours
The Other Compact	32 hours

Test report available on request.

The winner: Oscar. And you. If even the lower figures seem "comfortable" to you, remember this. A cooler may be exposed to much higher heat, especially in a parked car or car trunk. So whether you're



spending a hot day at the beach, or using it as a second cooler on an extended camping trip, Oscar gives you an extra margin of cool. You can use less ice, have more room for food and drinks. And with the price of ice today, that's cool too.

Drink holders are built into the "flip-side" of Oscar's lid. A very neat feature, especially for boats or traveling.

Lid-locking handle makes Oscar secure when shut, easy to open. That handle is broad and contoured for comfortable carrying too.

Sit on it. Oscar's lid is extra-strong, and flat so you can sit on it. (Try that with the other compact!)

Good breeding shows. Oscar is built like its "big brothers" in the Coleman cooler lineup. And if you've ever been outside with any Coleman product you know...



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