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World Council Meeting Minutes of World Hobie Class Association meeting 7
REGATTA REVIEW
Third Hobie 16 Worlds Hobie Catters from all the waters of the world converge on St. Croix in the U.S. Virgin Islands 8 U.S. Hobie 14 Open Nationals Bob Curry of Florida wins championship in St. Petersburg Beach, Florida
U.S. Hobie 14 Women's Nationals Defending champion Paula Alter retains title in unprecedented back-to-back national win
FEATURES
Sailing to Get Away When off the set of "Dallas," Larry Hagman (alias J.R.Ewing) relaxes by sailing Hobies off his Malibu beachfront
DEPARTMENTS
Letters to Editor
Racing Clinic Mike Garrett explains basic principles in predicting the wind
Photo Gallery41
Winners Circle Spotlights Brett Dryland, champion of the Third Hobie 16 Worlds held in St. Croix
Hobie Hot Tips45
Hobie Briefs 46



#### ON THE COVER

Enjoying the nationwide obsession with "Who Shot J.R.?," Larry Hagman takes it easy at his home by sailing Hobies. Photo by Bella Lagmay-Singh.

# Letters to the Lattor

### MOVIN' TO ST. CROIX

I was one of those lucky people who was able to go to the 1980 Hobie 16 Worlds in St. Croix. I must commend the Hobie Class Association for picking such a beautiful spot for the race. Christiansted is a unique city and Hotel on the Cay was a fabulous setting for the race. I enjoyed St. Croix so much that I will return there this spring, possibly to stay. I would like to contact local Fleet 182 in hopes of meeting them and possibly sailing with them during my stay. Can you tell me who the commodore is and how I can contact him?

Janice Lawson Scottsdale, Arizona

EDITOR'S NOTE: Please refer to the fleet listing of commodores included in this issue's racing section.

### DAY SAILING

As avid day sailors in the Currituck Sound of North Carolina, we have found the Hobie Cat to be a most enjoyable and relaxing activity. We do not go in for racing, but as one of your recent articles from another "day sailor" stated, we just find that the Hobie Cat makes for a delightful day upon the waters. Since the Currituck Sound is very shallow (at times our rudders bounce along on the bottom) the Hobie Cat is especially fine to use in this most beautiful and very large body of water.

Not only do my wife and I enjoy the sailing, but our Golden Retriever ("Hobie" also) is an avid sailor, or more accurately, "sleeper" aboard the trampoline. Many times, just the two of us will rise early in the morning and take off on a jaunt. He also makes excellent ballast on days when the Sound gets rough. He takes orders well and never talks back as other crew members often do!

All of the above is just to let you know that not all Hobie Catters are racers. We just enjoy the maneuverability, comfort (I've been known to fall asleep at the helm and not wake up until I hear my sail luffing.) The Currituck Sound has not yet been discovered as a great place to sail a Hobie Cat (they are all over racing in the ocean), and therefore is deserted. So, I am no menace to navigation. We find that a wind of about 10-12 knots on the Sound is a fine "Hobie day" for us.

Joe Sanderlin Virginia Beach, Virginia

### HOBIE FEVER

As a new Hobie 14 owner I would like to congratulate you on your informative

magazine which has been very helpful. When I bought my Hobie I thought that sailing it would be just enjoyable. I was wrong, the first time I flew a hull the excitement I felt was indescribable!

I have to admit I ended up rolling the boat end over end. After this, I learned how to hold it up on one hull and could enjoy the speed. After running circles around all the monohulls on the lake, you get the sensation of flying! I only have one regret — that I didn't get a Hobie five years ago. I, too, am another victim of Hobie fever!

Glenn Rieker Rockford, Illinois

DANGER



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

Our son, Scott is now 13½-years-old. He has enjoyed the Hobie life for several years now. As you can see by his poem it has even influenced his school work.

Judith Townley Redding, California

Sailing is so much fun whether it be in rain or sun. The wind whistling by,' the water sloshing at the hulls, hanging out on the trapeze and water lapping at your knees. And after the race when you've done your best, it feels so good to take a rest.

—Scott Townley— Age 12

### BOUNTY PROGRAM

I am writing this note because I am concerned about safety of Northwest sailors. While attending a Fleet 72 regatta at Devil's Lake on the Oregon Coast an

accident occurred which could have been fatal. A Hobie 16, which was trying to make room for other boats, struck a low power line with his mast while pulling his boat out with the trailer. Luckily, no one was hurt, but big holes were blown into the mast by the explosion that occurred. This happened at the boat launch opposite the state park at Devil's Lake in Lincoln City, Oregon. Please bring this to the attention of your Hot Line readers!

Roger G. Jenkins Covallis, Oregon

EDITOR'S NOTE: Thank you for bringing this incident to the attention of Hot Line readers. All readers are strongly urged to contact local utility companies regarding the location of low power lines to avoid further accidents as the one described here. Always keep in mind the Hobie Bounty Program!

### LADY SKIPPERS

Last July three women sat on a dock frustrated because none of them were able to skipper a Hobie and therefore, unable to take a boat out. It did not take us long to remedy the situation. Throwing all caution to the winds, the three of us put one of our boats in the water. That was all it took for an idea to take hold—we wanted to form a fleet of women for the education and support of women as skippers in their own right.

One month later, we had boats on a starting line, four brand new and eager skippers, as well as a group of women training as crews. After a month of racing behind us, three of our boats entered the "Haul Out," a local regatta. All of us survived the 30-35 knot winds on the Niagara River. And when all was said and done, all of us were winners having come so far in such a short time. And none of us had placed *last* either!

We are anxious to race the 1981 season now that we are "veterans" going for the silver. Our fleet is composed of nine boats from two cities and five towns, all anxious for a place in the Hobie fleet system. After the election of officers, several goals have been set for this winter. To certify all fleet members in basic first aid and C.P.R., an instructor from the proposed fleet has already volunteered to organize this program. And to inform each skipper and crew about racing rules, Douglas Hooper, a U.S.Y.R.U. judge, has offered his services as a lecturer. Our one long range goal is to host a women's regatta in two years at a nearby state park. Hopefully, by that time we will have trained crews and skippers to draw from outside of our own fleet.

Jane Loquasto Grand Island, New York

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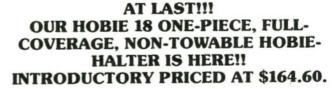
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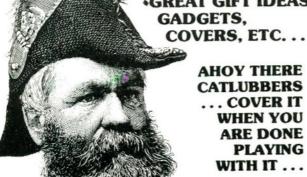
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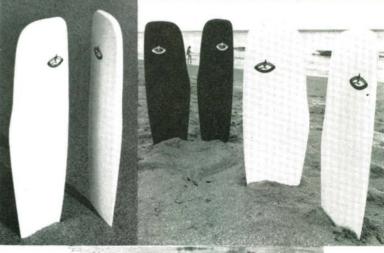
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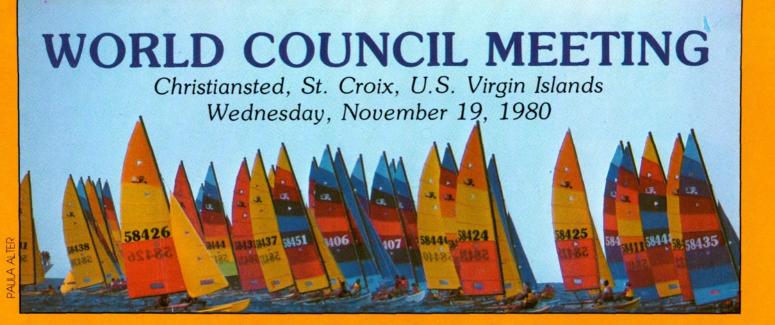
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### REPORTS OF ASSOCIATIONS

**EUROPE** — The Hobie 16 is now a national class in France. The Hobie Class Association in Italy is now official and 125 boats attended the European Nationals there. There are approximately 150 Hobie Cat sailors in Greece.

JAPAN—The Japan Hobie Class Association has considerably, with 90 Hobie 14 and 16 boats sold in 1980.

**SOUTH AFRICA** — There are new Hobie Cat sailing clubs in Cape Town and Port Elizabeth. The national class in both the Hobie 14 and 16 is the fastest growing class in South Africa. The South African Nationals drew 145 boats.

SOUTH AMERICA —There are 10 fleets in Brazil and more growth is anticipated in 1981. Seventy boats participated in the Hobie 14 Brazilian Nationals and 50 boats in the Hobie 16 Nationals. There is now a fleet in Argentina and Paraguay.

AUSTRALIA/NEW ZEALAND — There are 6,000 Hobies in Australia, 200 of which are Hobie 18s. Each state has its own Association under the national body. New Zealand has 140 Hobie Cats and is growing. New Guinea now has a large fleet and New Caledonia is ever growing.

NORTH AMERICA — Growth in U.S. continues. Thirty-six women attended the second Hobie 14 Women's Nationals and the Hobie 18 class is growing rapidly. The U.S. Hobie Class Association has now been in existence for 12 years.

### IN ATTENDANCE

Hobie Alter, Permanent Life Member Sandy Banks, Executive Director Doug Campbell, International Representative Michele Krcelic, Class Secretary Miles Wood, U.S. Elected Representative Wayne Schafer, U.S. Appt. Licensee Representative Hanjo Zimmerman, European Elected Representative Hank Pauloo, European Licensee Representative Canadian Association has 27 fleets with the Maritimes as the biggest growth area.

### RULES

Each member of the World Council was given a copy of the new revised Hobie Class Association Racing Rules. Each association will review the rules and report back to the executive director by February 1st with the exception of Brazil which is scheduled to report by the 28th of February.

### FUTURE WORLDS SITES

1981 — The First Hobie 18 Worlds will be held in Daytona Beach, Florida. This will be ocean sailing with a beach front hotel. Ten countries are expected to participate.

The Sixth Hobie 14 Worlds may be held in Brazil, which has been asked to expedite its final proposal.

1982 — The Fourth Hobie 16 Worlds may be held in one of the following countries which have expressed interest and proposals are expected from them within the near future: Sydney, Australia; Lake Garda, Italy; and Tahiti.

### ELECTIONS

Miles Wood, the elected representative from the U.S., was elected president of the World Council.

Hanzo Zimmerman, the elected European representative, was elected vice-president.

Sandy Banks was ratified as executive director.

Norio Mukai, Japanese Elected Representative
Tsutomu Miki , Japanese Licensee Representative
John Collier, South Africa Elected Representative
Geoff Fish, South African Licensee Representative
Manfred Von Schaafhausen, Brazilian Elected Representative
Bill Worrell, Australian Elected Representative
Malcolm McCartney, Australian Licensee Representative

SPECIAL NOTE: 1st Hobie 18 World Championships will be held in Daytona Beach, Florida May 24-30, 1981.

Additional information in the March/April issue of the Hobie Hot Line. 🔏



# AUSSIES SWEEP HOBIE 16 WORLD CHAMPIONSHIPS

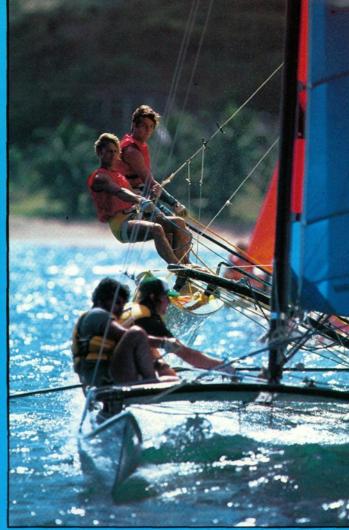


January/February 1981 9

Watch out Below!
Klaus Peters and
Thomas Pousains of
Brazil fly high as they
advance on Mike
Lemon and his crew
of the U.S. Virgin
Islands.







CHRISTOPHER CUNNINGHAN

White Water
Wayne Rogerson and
Geoff Partridge of
Australia get splashed
as they head for the
mark.



A

ustralia's Brett Dryland sailed to an outrageous victory in the Third Hobie 16 World

Championship held November 16-22 in St. Croix in the U.S. Virgin Islands, winning by an outstanding  $27\ 3/4$  point lead over the second-place finisher. And he was not the only Australian in the Top 10 — in fact, this could be said to be the year of the Aussie for six of the Top 10 finishers were from Team Australia, along with two South Africans, one Puerto Rican and one lone American.

Representatives of 23 countries raced five races each in a round-robin series before the top 48 teams raced another five races in the finals. Among the countries represented were Germany, United States, Australia, New Caledonia, South Africa, Holland, New Guinea, Brazil, France, Puerto Rico, Canada, Hong Kong, U.S. Virgin Islands, UAE, Belgium, Philippines, Guam, Curacao, Spain, Tahiti, Japan, Dominican Republic and Switzerland.

A welcome party was held at race headquarters at the Hotel on the Cau complete with Calypso music and an island-style barbecue. To introduce the Hobie Catters to the Virgin Islands lifestyle, a Java Wraps fashion show was held, followed by a limbo demonstration. "King Henry" demonstrated the art of low limboing. fire eating and dancing on pieces of broken glass with his bare feet. This colorful character dragged several people from the audience like DeeDee Beauchamp and Samantha Fuchs to try a shot at the limbo bar. He also invited Hobie Sr. who walked up on stage, cooly lowered the bar one notch and slunk right underneath it like a pro. And the crowd went wild! King Henry was stoked that somebody else could do it too!

In total, 338 people raced with 96 teams vying in the qualifying races for 23 available spaces. Maritz Travel, which was responsible for hotel arangements in Christiansted said that they had placed over 700 people in rooms — that's not counting the people who had their own arrangements. Plus, there were numerous locals on hand to enjoy the races, making for one heck of a party all week long!

The general wind pattern for the first few days of racing was light wind in the morning, about 10 knots, increasing as the day progressed. By the afternoon, it was generally blowing so that the lighter teams were double trapped and the heavier teams were in and out of the trapeze. It was easy sailing on smooth waters.

There was something special about double trapezing over a sand and coral bottom that often could be seen through the clear water. The colors changed from different shades of green to a deep blue as the bottom and depths varied. Then, with a warm wind on your back and an occasional cloud blocking the sun just in time for a little shade, it seemed to be the perfect place for sailing. There was always wind, some squalls and lots of Caribbean sunshine.

As the week went on, the wind began to pick up, with the last two days of the finals having some good 20 knot winds. The heavy air talents of the Australians and South Africans became very obvious early in the series. In fact they didn't even consider it heavy air. Although Dryland's lead was quite large, by the end of the week, the racing was very tight up to the last day. Many past Hobie 16 champions finished far back in the fleet. According to Hobie Alter Sr., "There were many boats that were going fast out there! There were no slugs; everyone was going good!"

This could be said to be the year of the Aussie for six of the Top 10 finishers were from Team Australia

Enrique Figueroa of Puerto Rico won the qualifying races with two firsts and a second and was looking tough after the first two days of racing although close on his heels was Blaine Dodds of South Africa and the Australian contingency of Phil Knight, Ian Bashford and Dryland. The racing was always tight as in the third race of the series when Rod Waterhouse of Australia had what looked like a comfortable lead the first time around the C-mark, but with everyone splitting tacks both upwind and downwind, it disappeared fast. Bashford went inside downwind, and Figueroa came in from the outside sandwiching Waterhouse in between. From Spectator Hill, it looked like a real battle, and a very close one at that as they neared and rounded the leeward mark. Waterhouse was around first by an inside overlap with Bashford and Figueroa fighting it out for second place. Figueroa eventually tacked earlier

to the finish line, coming in second behind Waterhouse.

After the first day of racing the Aussies already had a jump on the pack with Dryland, Knight and Waterhouse all scoring first-places. The Americans were still holding their own at this point with Alter Sr., Mike Shearer (Utah) and Carlton Tucker (Florida) receiving some fairly good races. The wind blew around the course in such a way that there was often a lot to be gained and lost on each leg of the course. In the second race Ricky Eddington of the USA went from 15th to third on one downwind leg while Howard Young of Australia lost a nice long lead to teammate Knight the second time to the leeward mark.

On Wednesday, three races were held - all course 7 (A-C-A-B-C-A-C). The wind blew 15 knots for the first two races. In the first race Mike Shearer led most of the way around the course, finishing with less than a boat length between he and Tom Materna of the USA. In the next race, Dodds took over the lead then proceeded to win with Figueroa and Tucker close behind. Only on one mark rounding did Dodds lose the lead to Tucker, but regained it and sailed to a very close finish with Figueroa finishing right behind him. In the last race of the day, the youngest of the Alter family, Jeff, finished first with a very long lead. Second and third went to Americans Wally Myers and Chuck Miller. At the end of Wednesday with every racer having three races, the standings were:

1.	Enrique Figueroa	Puerto Rico 8 pts.
2.	Phil Knight	Australia 12 3/4
3.	Blaine Dodds	South Africa 13 3/4
4.	Mike Shearer	USA 15 3/4
5.	Hobie Alter Sr.	USA 16

Thursday was the last day of racing before the fleet was cut in half for the finals. The race committee's goal was to hold four races so that everyone would have five races going into the cut.

It was a very clear day and the wind had clocked enough that the race committee moved the weather mark closer to the shore. The spectator boat. the Carribe Time, was packed with racers on the open top deck along with friends, camera crews and several photographers. This huge, white ferry would sit at the port end of the line so that the spectators had a perfect view of the start, then cruise up to A-mark to catch the first roundings. It was a windy morning and the waves were already white capping. On shore, the teams with two heavy guys were in ecstasy. An A-C-A-B-C course was called and the Aussies were showing their style once again. Young led for the first half

#### By Land and Sea

Members of the media followed the race course on a special press yacht (right) while observers were able to view the races via a spectator boat (below). Those relaxing on the beach were entertained by steel drum music (below) while some found other ways to amuse themselves as Kitty Salmon of Tahiti did.









LA LAGMAY-SINGH

of the race but was passed by Knight who collected another win. Young finished fourth with David Freed of the USA and Colin Hancox of South Africa in second and third.

In the second race of the day Tucker demonstrated the heavy air abilities he had flaunted before at the U.S. Hobie 14 Nationals in Florida by winning three heavy air races in a row, and went on to win this one at the Worlds although Australians Bashford and Dryland did not let up any and finished second and third. In the third race Jeff Alter added another first to his score with Hiro DeMaeyer of Tahiti in second and Gerard Loos of Holland in third. In the fourth and last race of the day, Waterhouse sailed another brilliant race, leading from the start and finishing in first. Behind him was Dodds and

Miles Wood (USA).

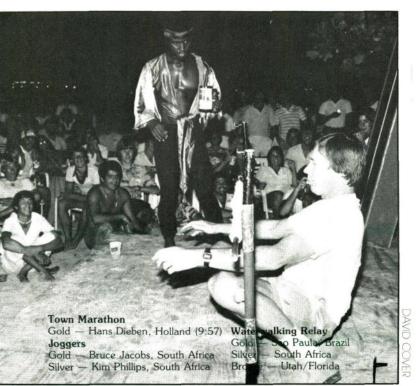
The first half of the championship was complete and it was time to party again. Up one of the narrow streets of St. Croix, behind some faded historical looking cement walls was a feast for everybody. A Crucian picnic put together by the local people for at least 700 to 800 people was magnificent! Grilled fish, meats and tables covered with salads, fruits and other Crucian specialities made up this picnic. It was no small job feeding this crowd of people.

Later, everyone wandered down to the town park to await the announcements of the top half of the fleet to race in the finals. On the gazebo stage was a band accompanying a demonstration of Quadrille dancing, a form of folk dancing from the earlier days of St. Croix that looked somewhat like American square dancing. Due to many protest hearings the announcements were late. But when they finally came, the excitement was no less. The top 10 at this point were:

1 DhiliVaight	Australia	13 3/4 pts.
1. Phil'Knight	Australia	14
<ol><li>Ian Bashford</li></ol>		
3. Blaine Dodds	South Africa	14 3/4
<ol><li>Enrique Figuroa</li></ol>	Puerto Rico	15
5. Brett Dryland	Australia	17 3/4
6. Jeff Alter	USA	19 1/2
7. Mike Shearer	USA	25 3/4
8. Hobie Alter Sr.	USA	26
9. Howard Young	Australia	26
10. Rod Waterhouse	Australia	$26 \ 1/2$

At the announcement party, probably the most excited and relieved person was young David Kruyt from South Africa. He was not only the last guy to



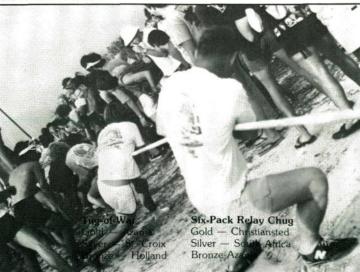


#### **Hobie Olympics**

When not racing, Hobie Catters participated in such special events as a town marathon, tug-of-war and a limbo contest where Hobie Alter showed the crowd "how low he could go."



BELLA LAGMAY-SINGH



make the cut, but was the youngest skipper in the regatta and has only been sailing a few years. In celebration, he whooped, hollered and rolled on the ground after receiving his boat assignments for the next day.

At this point, all the little things that can go wrong had been corrected—the hotels had water again (water is a problem when it doesn't rain there), more ferries were transferring the people from Christiansted across the short distance to the Hotel on the Cay where all the boats, beer and action was for the week. The beach bar at Hotel on the Cay was constantly packed with people eating, drinking and telling stories about the races or about their favorite racers. Large groups of people from all over the world were there, 64 people came from South Africa for this

Worlds with 30 in the Australian contingency.

Everyone seemed pleased with the many open air garden restaurants in town, and there was plenty of shopping up the cobblestone streets of

Christiansted between races. The St. Croix Philharmonic Steel Band would sometimes play in the afternoons out on the Cay while spectators and would-be racers kept busy with pina coladas, rum punch and beer. Hobie Olympic events were also a strong attraction each day.

The wind was blowing hard on Friday, roundings at B-mark were of the radical variety in the 25 knot wind. Dryland had a perfect day of racing, finishing first in all three races! Dodds had a good day too with a second, third and fifth. The Australians and South Africans certainly had their kind

of conditions.

In the second race, B-mark was dragging its anchor down the course. The lead boats were headed out towards the area that the mark had been while back-in-the-pack boats began to discover that it wasn't where it was supposed to be! Some places in the top few positions were exchanged, but the race went on. Dryland came out in the lead again with Bashford, Dodds and Knight finishing behind him.

In the third race, Dryland poured it on once again by being first to the weather mark and finished there also. Knight, again, was right up there, finishing third.

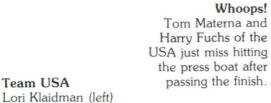
Going into the last day of racing, Dryland was in the lead with 20 points,







Top Three Brett Dryland (second in far left photo) and crew Jason Hardman (far right) accept the perpetual trophy from Hobie Alter and Harvey Giurbino. Blaine Dodds and crew Shaun Ferry (above) celebrate their second-place while Enrique Figueroa (left) is pleased about his third.





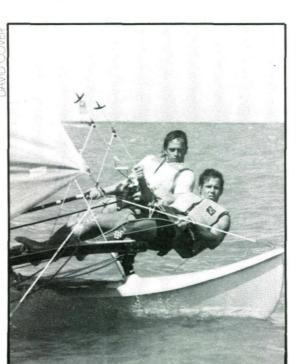




Team USA

skipper that competed. Carlton Tucker and Rick Bennette (center) double trap. Jeff Alter (right) was the only

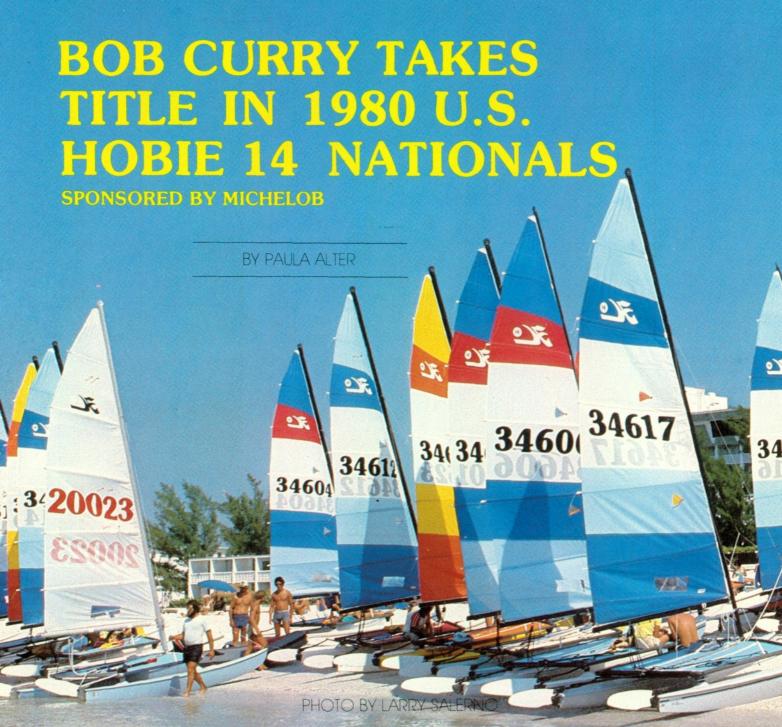
was the only woman







WRANGLER THIRD HOBIE 16 WORLDS St. Croix, U.S. Virgin Islands November 16-22, 1980												
SKIPPER & CREW	COUNTRY	1ST	2ND	3RD	4TH	5TH	6TH	7TH	8ТН	9ТН	10TH	ТО
Brett Dryland / Jason Hardman	Australia	3/4	11	5	3	9	3/4	3/2	3/4	7	2	2
2. Blaine Dodds / Shaun Ferry	South Africa	38	9	3/4	4	2	2	3	5	20	11	5
3. Enrique Figueroa / Carlos Junco	Puerto Rico	4	2	2	7	12	11	10	8	4	17	6
4. Phil Knight / Wayne Horne	Australia	3/4	4	8	3/4	22	12	4	3	17	12	617
5. Ian Bashford / Brent Wise	Australia	5	3	10	2	4	25	2	20	13	16	7
6. Mark Pryke / Neil Kirk	Australia	7	10	10	18	17	7	9	4	6	8	78
7. Howard Young / Colin Grace	Australia	2	16	15	4	5	14	6	10	11	38	83
8. Rod Waterhouse / Verry Wood	Australia	13	3/4	15	12	3/4	9	17	13	25	3	83
9. Jeff Alter / Christian Banks	United States	28	5	3/4	13	3/4	41	7	32	3/4	9	96
10. Michael Collier / W.L. Collier	South Africa	8	14	17	23	13	4	34	16	2	7	104
11. Carlton Tucker / Rick Bennette	United States	20	4	3	3/4	19	23	47	2	22	13	106
12. Colin Hancox / O. Hughes	South Africa	32	20	12	3	9	5	8	15	33	9	113
13. Evan Borges / Curt Burger	Puerto Rico	14	21	18	19	27	10	11	9	10	5	117
14. Mike Shearer / Pat Evans	United States	6	3/4	9	10	16	6	42	31	5	47	125
15. Henere Salmon / Nino Salmon	Tahiti	4	22	12	5	17	28	12	27	32	3/4	127
16. Dean Froome / Jim Pate	United States	15	5	28	30	15	19	23	17	14	10	146
17. Gerhard Koper / Robble Johnston	South Africa	9	7	11	21	6		28	14	15	44	146
18. Hobie Alter / Paula Alter	United States	2	8	6	14	10	17	30	39	24	39	150
19. Gerard Loos / Hans Dieben	Holland	21	16	41	5	3	20	5	22	17	41	150
20. Peter Jeffrey / Gideon Scott	South Africa	18	14	20	15	4	45	16	18	23	25	153
21. Klaus Peters / Thomas Pousains	Brazil	21	32	6	8	48	15	31	11	26	4	154
22. Tom Materna / Harry Fuchs	United States	33	2	4	7	24	20	45	24	21	21	156
23. Wayne Rogerson / Geoff Partridge	Australia	33	11	27	10	14	37	15	7	19	24	160
24. David Kruyt / Peter Kruyt	South Africa	49	25	10	26	19	- 3	24	29	3	22	161
25. Robert Heilbron / Marlene deWilde	Holland	23	12	25	16	15	8	39	15	36	15	165
26. Eric Hasselbach / Anton Stephens	South Africa	16	13	14	29	7	16	20	33	34	20	168
27. Don Algie / K. Brulisauer	Australia	10	7	21	14	12	40	18	22	37	29	170
28. Rob Perrin / Chris Perrin	United States	29	13	7	32	8	22	48	15	28	18	172
29. Peter Spijker / Peter Manvis	Holland	27	22	19	9	11	32	19	23	12	32	174
30. Mick Whitehead / Colin Whitehead	Australia	33	15	11	15	18	31	46	6	18	30	177
31. David Freed / Steve Broyles	United States	5	24	14	2	29	18	37	42	40	23	192
32. Eric Paofai / Lot Arte	Tahiti	11	18	4	22	22	33	25	34	31	27	193
33. Bill Worrell / Peter Crisan	Australia	29	12	23	6	28	38	44	37	16	6	195
34. Russell Eddington / Greg Drum	United States	3	28	9	30	5	36	13	26	46	48	196
35. Dave Lung / Brian Schatz	United States	6	40	26	24	21	26	35	36	9	19	202
36. Howard McNeill / Lee Murray	Australia	32	23	13	21	8	29	22	30	27	31	204
37. Wally Myers / Lynn Pearson	United States	17	10	2	34	6	43	32	25	43	35	204
38. Chuck Miller / Bill Dominy	United States	26	29	3	25	11	21	21	41	30	43	207
39. Rick Eddington / Dee Dee Beauchamp	United States	3	20	22	12	10	24	48	45	42	34	212
40. Hero DeMaeyer / Petras Francis	Tahiti ·	31	9	19	13	2	30	43	40	45	28	215
41. Norbert Petschel / Klaus Kitzmuller	Austria	30	6	37	17	21	13	36	21	39	45	220
42. Frank Meneses / L. Mann	South Africa	20	26	24	11	16	48	29	19	29	37	222
43. Miles Wood / Carla Mezo	United States	13	17	13	28	3	46	26	38	44	40	222
44 Kurt Skacei / Rainer Herrmann	Germany	12	26	5	33	33	34	33	35	38	14	225
45 John McCartney / Joe Wiegand	Australia	25	24	7	7	14	39	41	45	35	33	225
46. Mike Montague / Wratt Matlews	United States	9	8	41	11	38	27	40	43	8	46	225
47. Hobie Alter Jr. / David Frank	United States	24	3	25	6	30	46	27	28	46	42	231
48. Russ Veenema / Robyn Veenema	U.S. Virgin Islands	16	37	16	17	30	42	38	44	41	26	263



t. Petersburg Beach, Florida provided the finest of all factors important in having a good national championship. Light, medium and heavy wind, complemented by warm air and water, plus plenty of warm, friendly locals made this year's U.S. Hobie 14 Nationals, held October 20-25 at the beachfront city, an excellent regatta.

Throughout the week the wind oscillated and A-mark was moved and placed in almost every direction around

the clock at one time or another.

Sometimes it was either up the beach, down the beach, moved to the outside, or from one side of the course to the other. There were offshores, onshores, rain squalls, choppy seas and flat water.

Seventy two racers started the championship series with each racer sailing in four of the round-robin races before the fleet was divided in half for the final five races. As always, the competition rolled in from all over the United States, with a large group of

Florida locals sailing in the event. Every area has their local Hobie heroes and St. Pete's was no different. Bob Curry, from nearby Tampa, was the local favorite, and sailed like one too.

In the first race Curry led the race, along with three other boats in a tight group. In this very light air race, Curry was followed by Californians Bob Seaman and Hobie Alter Sr. These two traded second and fourth places all around the course with Texan Don Balthaser hanging onto third the whole



way. Looking from the spectator lounge high atop the Hilton Inn, streaks of wind and no-wind could be seen on the surface of the water. Carter Rich, a young, local multihull hot shot had been second to the weather mark the first time around but was caught too low on his way back to B-mark and couldn't lay it, putting him back to sixth place. By the end of the race, Curry finished first, Seaman, second; Balthaser, third; Alter, fourth; and Bob Johnson from Florida, fifth.

The wind increased slightly for the second race, but by now, the racers which hadn't raced the first race were certain they had no idea of which way to go. Fred McIntosh, another Floridian, won the race with Brian Stewart, also from Florida, in second; Bob Wall from Michigan, third; David Rodgers from California, fourth; and Paula Alter, the current Hobie 14 women's nationals champion, fifth. The air was light all day, leaving time for only two races.

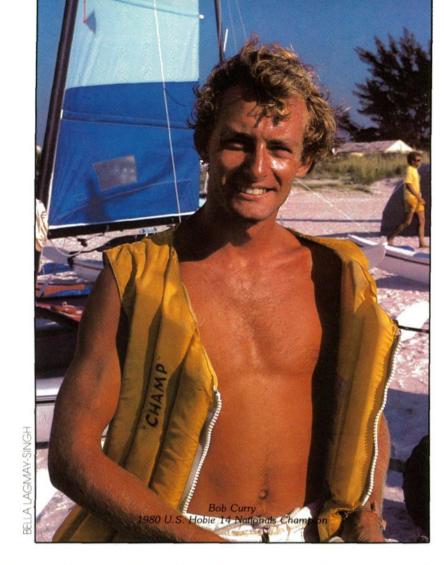
Wednesday was another sunny day

with the hardcore racers down on the beach tuning their boats barely after the sun had risen. The wind was extremely light again and it was difficult to choose which way to go. In the third race Rich was again up front. This time, he had the start, was first to the weather mark and maintained his lead to the finish. The wind was blowing offshore, A-mark was located just out in front of the Hilton, and the water was extremely smooth. Behind Rich was Woodi Cope from Florida, second; Dan Schlig from

Texas, third; with Carlton Tucker, fourth (picking up a boat on almost every leg of the course); and Clarence Kirk from Indiana, fifth.

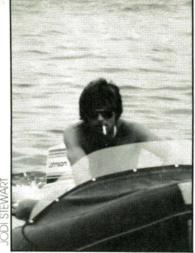
The fourth race was a close battle between Seaman, Curry and Robert Rueter from Oregon. Rueter managed to take over the lead, winning the race with Seaman, second; Curry, third; Michelle Stacy from Texas, fourth; and Pat Ellis from Florida, fifth. The fifth race produced a surprise family finish -Alter Sr. finished the race first with his daughter Paula finishing second, with Rueter and Dennis Carpenter from California close behind. Alter Sr. was third to the weather mark, took a quick gybe over for clear air to get away from the pack, and was in the lead by the time he got to C-mark. A large flotilla of boats converged on C-mark all vying for the second-place position. Out of the confusion, Paula was able to regain the second place she had at the weather mark. It then began to rain and the wind began to shift, turning most of the legs into long reaches. It rained throughout the race making the telltales on the sails useless and the sailors very soggy. Carpenter finished third, Rueter, fourth; and Rich, fifth.

The rain clouds cleared for the sixth race Thursday morning. This was the last day of racing before the cut. The wind came up the beach out of the northeast, started to blow again and the possibility of holding three races









Heavy Winds Ron Tucker (left) of the Weather Mark heads for shore while beach captain Harvey Giurbino (below) assists a skipper with a boat breakdown. Spectators bid good luck to those who braved the rough seas in the last race.





dealer from Ft. Walton Beach, Florida. Many people made dinner out of the hot hors d'oeuvres while at least half of the crowd waited on edge to see if they had made it into the finals. With four races down and two days of finals left. Curry was in the lead with two firsts, a second, and a third as a throwout. giving him 3 1/2 points. Seaman was not far behind with 4 3/4 points. Alter Sr. was in third with 7 3/4, Rich, fourth with 9 3/4; and McIntosh, fifth with 9 3/4 also. Points were low and very close together. In sixth was Robert Rueter; seventh, David Rodgers; eighth, Carlton Tucker's ninth, Bob Johnson: and 10th, Paula Alter.

The next morning, the wind was still blowing. Three races were held in the medium wind that seemed to build gradually through the day. Pat Ellis won the first race of the finals with Rueter, second; Curry, third; Tucker, fourth; and Rich, fifth. All sailed very consistently in the top five.

In the next race, the port tack to the beach that was a good deal earlier in the races suddenly became the wrong thing to do. It had never been



seemed promising. Robert Raditch from Florida was first to the weather mark with Balthaser, second; Seaman, third; Tucker, fourth; and Curry, fifth. How would you like to have those guys right on your back?! On the second weather leg, Curry moved from fourth to first, Raditch dropped back to fourth, and Tucker was second. By the end of the race, things changed again. Curry stayed in the lead, winning another first, Raditch finished second, Seaman, third: Balthaser, fourth; Jim McCann from Florida, fifth; and Tucker, sixth.

With the seventh race came some wind, turning it into the windiest race thus far. A huge thunder storm hung on the horizon as the race began. John Ferrera from Florida took a surprise first place with McIntosh, second; Rogers, third; Keith Christenson from California, fourth; and Steward, fifth. As the racers finished, the ominous squall moved rapidly towards them. Sailors and boats were flying to the beach while spectators on the beach helped lower sails and turn boats over which they didn't have time to take the sails down. It was very obvious that there was a lot of wind and

rain in this squall and nobody wanted to take the chance of lightning striking too! As the squall hit it looked doubtful whether the needed eighth race would be held - without it, there would not be a throwout for the cut that night.

Eventually the squall passed, the wind died down and the sun sifted through the remaining clouds. The racers for the last race were called off the beach!

After one general recall, Alter Sr. got the port end start and was first to the weather mark. Seaman was second. and Curry, third. Curry passed them both on his way back to the leeward mark, then on the next weather leg Seaman moved into first, Alter, second; and Curry, third. Meanwhile, Rich had worked his way from 11th at the weather mark to fourth and was working on third. At the finish, it was Seaman, first; Curry, second: Alter, third; Rich, fourth; and Johnson, fifth.

That evening, the finals party was held at the Fortune Cookie Lounge in the Hilton. The crowd enjoyed a video playback of the day's exciting action as filmed by Jim Tucker, a Hobie

predictable, but going into the beach had paid off quite often before. Both Curry and Alter Sr. found themselves on the low side of the course with a sea breeze filling in from the outside, lifting all the outside boats to the mark. Richard Karran from Florida finished first with Rich, second; McCann, third; Balthaser, fourth; and Stewart, fifth.

The last race of the day brought the beginning of a string of first places for Tucker. He'd been waiting all week for the wind and at last his conditions were here and he really turned it on! Tucker won the last three races — all of which were in very heavy wind and choppy conditions. In the seventh race behind Tucker was Rich, second; Seaman, third; Geoffrey Walsh from California, fourth; and Curry, hanging in there for a fifth! With Curry's lead all he needed to do was finish respectably in the last two races to clinch his title.

There was only one day left in the championship series and it blew like stink — 20 to 35 m.p.h. winds! Along with a steep, close together swell and chop, the conditions provided some very exciting sailing — and for some surviving on the last day! It seems that when it's nasty out, it usually looks worse from shore than it is. Not true this time. It seemed much worse once you got out there. As Hobie Sr. said

after the first race, "It's not the conditions for old men and little girls."

In the first race of the day, 10 boats did not finish and three flipped before the start. Tucker smoked'em for another first. Downwind it was "hang on to the rear crossbar" as the boats surged down each swell. Tacking was difficult especially to starboard as the seas were running in such a way that they would knock the bow back down rather than across onto the next tack. It was definitely radical conditions. Enrique Junco from Puerto Rico apparently loves that heavy stuff too, for he finished second in both races that day. The Texans also fared well. In the first race Balthaser came in third while Schlig finished third in the second race. Curry finished fourth in both races while Rodgers finished fifth in both races. That's some pretty consistent heavy air racing. Tucker's three firsts moved him into second place overall, but it still wasn't quite enough to catch Curry for the Hobie 14 Nationals title.

Curry became the new champ with a comfortable eight point lead over second-place. Curry sailed confidently and consistently in the light, medium and heavy winds. He finished with two firsts, one second, two thirds, three fourths, one fifth and a 24th as a throwout (he figured that he would see how the back of the pack was doing).

Curry has had his eye on this championship for two years and was set on making this year his from the very beginning of the season. And it truly was his series.

After the finish of the last race, a crowd was waiting on the beach to congratulate him. Two lovely ladies with a bottle of champagne, along with Margaret Steger, general manager of the Hilton, were there to congratulate the champion. That night at the trophy presentation Curry received the traditional dunk in the pool (in balmy Florida it's not so bad!) after receiving his trophy from Sandy Banks, race committee chairperson.

At the awards banquet Banks thanked the numerous people who assisted him and all the racers throughout the week. Extra special thanks went to Sea and Ski, the sponsor of the event, and to the Hilton Hotel for their tremendous help. He commented that there has never been a hotel that was so willing to do whatever they could to make the event a great success.

Bob Curry, Carlton Tucker and Carter Rich now become the first three members of Team USA for the 1981 Hobie 14 Worlds. That's a well-rounded start for the team as each of them proved that they can sail in any condition.

MICHELOB 1980 U.S. HOBIE 14 OPEN NATIONALS St. Petersburg Beach, Florida October 19-25, 1980											
SKIPPER	STATE	1ST	2ND	3RD	4TH	5TH	6TH	7TH	8TH	9TH	TOTA
1. Bob Curry	Florida	3/4	3	3/4	2	3	24	5	4	4	221
2. Carlton Tucker	Florida	7	4	6	7	4	20	3/4	3/4	3/4	30
3. Carter Rich	Florida	6	3/4	5	4	5	2	2	10	7	31
4. Bob Seaman	California	2	2	3	3/4	8	9	3	7	9	343
5 Don Balthaser	Texas	3	15	4	16	16	4	8	3	6	59
6. Robert Rueter	Oregon	9	3/4	4	15	2	6	13	12	15	61
7. Fred McIntosh	Florida	3/4	8	7	2	25	18	9	8	11	63
8. David Rodgers	California	4	17	8	3	12	13	14	5	5	64
9. Geoffrey Walsh	California	10	9	9	11	22	14	4	6	10	73
10. Hobie Alter	California	4	6	3/4	3	9	17	18	17	36	74
11. Pat Ellis	Florida	7	5	10	7	3/4	7	15	26	36	77:
12. Robert Raditch	Florida	. 14	20	2	12	14	8	6	14.	12	82
13 Enrique Junco	Puerto Rico	12	28	18	9	10	19	11	2	2	83
14. Jim McCann	Florida	14	11	5	10	11	3	25	21	18	93
15. Richard Raditch	Florida	6	8	25	12	18	11	17	9	16	97
16. Richard Karran	Florida	17	7	16	13	19	3/4	23	11	14	97
17. Keith Christensen	California	19	16	15	4	17	28	10	15	17	113
18. Brian Stewart	Florida	2	28	33	5	21	5	36	13	8	115
19. Paula Alter	California		11	2	20	15	15	21	24	36	123
	Minnesota	13	14	18	19	7	10	24	22	36	127
20. Ben Cunningham		32	9	7	8	20	21	20	26	22	134
21 Carlos Juncos	Puerto Rico	23	2	16	16	24	26	28	16	13	136
22. Woodi Cope	Florida	18	6	31	8	23	12	27	23	20	137
23. Bob Moser	Florida	11	THE RESERVE OF THE PARTY OF THE	30	21		16	32	26	3	142
24. Dan Schlig	Texas	5	3 7	9	5	36	34	22	26	36	142
25. Bob Johnson	Florida	24	37	10	9	29	22	12	18	19	143
26. Bruce Fields	California		34	3	11	6	33	7	26	36	145
27. Dennis Carpenter	California.	25 12	19	6	14	27	31	30	20	22	147
28. Matt Driggs	Indiana						25	16	19	36	148
29. Robert Brice	Florida	9	17	12	18	32	25	26	36	36	158
30. Stan Woodruff	Michigan	8	26	12	3/4	13	32	19		36	178
31. John Ferrera	Florida	20	34	14		33			26	36	
32. Michelle Stacy	Texas	29	4	8	25	28	23	29	36	and the same of the same of	182
33 Bob Wall	Michigan	3	25	20	25	31	36	34	25	21	184
34. Eric Horton	Florida	23	27	14	6	26	29	33	36	36	194
35. Larry Chisholm 36. Clarence Kirk	Texas Indiana	16	10	21	31	30 35	30 35	35 31	26 36	36 36	199

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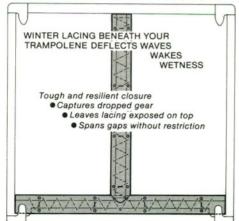
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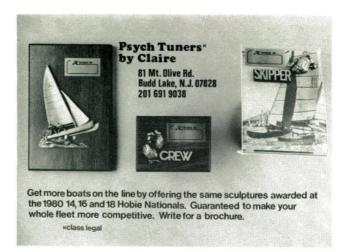


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Winning in Catamarans by Phil Berman, 1979, 152pp. Phil Berman is the 1979 World Champion in the Hobie 14 class. Phil has put it all together for us. All aspects of racing and the race are covered. 92 photos and illustrations include NACRA Cats, Sol Cats, Prindles, Darts, etc. that help to relate his insights regarding tactics and strategies uniquely appropriate to catamaran racing.

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Welcome to A-Fleet, Book I: Boatspeed by Jack Sammons, 1976, 169pp. For the Hobie 14 and 16 sailor who wants specific information on how to set up his boat to achieve maximum boatspeed. This book is the most valuable source of information for Hobie owners, but the info is applicable to other cats.

#45-0010

Welcome to A-Fleet, Book II: Tactics by Jack Sammons, 1977, 185pp. Tactics: How one wins once he has achieved competitive boatspeed. Each section of the racecourse is treated in detail. This book will be useful to sailors of all types of cat-

petitive boatspeed, Each section of the racecourse is treated in detail. This book will be useful to sailors of all types of catamarans. Sammons gives direct advice and departs on entertaining tangents.

\*\*Hobie Cat Sailing by Jake Grubb, 1979, 310pp. The "Hobie Experience" is captured in this book as it is in no other. If you are into Hobie Cat sailing, or considering it, you should buy this book!

\*\*Hobie Cat Sailing by Grubb. Hard cover, autographed by the author.

\*\*He Complete Manual of Catamaran Racing by Rick White, 1976, 145pp. The first "How To" manual of sailing and racing small one-design catamarans. Traces development of the designs and procedures used today.

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Basic Salling by M.B. George, 1971, 110pp. A practical course in sailboat handling with more than 225 illustrations. It is loaded with basic information! #45-0080

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#45-0080

loaded with basic information! \$4.95

Salling Theory & Practice by Marchaj, 1964, 450pp. A scientific analysis with 335 drawings and photographs of the aero-dynamic, hydro-dynamic and other design factors which define a yacht's behavior. #45-0051 \$17.50

Advanced Racing Tactics by Stuart Walker, 1976, 399pp. Dr. Walker is the preeminent thinker and teacher of racing tactics and techniques. For the advanced racing skipper who races in large fleets at major championship events. Each facet of the race is analyzed in depth and with expertise. #45-0131 \$19.00

Wind & Strategy by Stuart Walker, 1973, 416pp. The definitive book on wind; its changes and its effects on racing strategy. It shows how surface wind is affected by season, time of day, temperature disparities, clouds and geography. Above all, its special knowledge. #45-0132 \$20.00

\$20.00

shows how to take advantage of this special knowledge. #45-0132

This is Boat Tuning for Speed by Imhoff & Pranger, 1975, 143pp. "Tuning" is treated in its broadest sense . . . no shroud tension and mast bend but every factor that contributes to peak efficiency. Over 200 full color illustrations. . . not merely

This is Windsurfing by Reinhart Winkler, 1979, 208pp. An encyclopedia of boardsailing with a worldwide perspective and 281 of the best full color illustrations. #45-0134 \$17.95

Fiberglass Repairs by Paul J. Petrick, 1976, 74pp. The best guide to fiberglass/polyester repairs on boats, cars, etc. Time and money saving hints and procedures for repairing scratches, cracks, gouges, weak structural areas, etc. Tips on refinishing large or small surfaces. #45-0140 \$6.50

Gare & Repair of Salls by Jeremy Howard-Williams, 1976, 130pp. Sailmaking techniques, care of sails, examination for repairs, typical repairs, etc. 100 diagrams. #45-0126

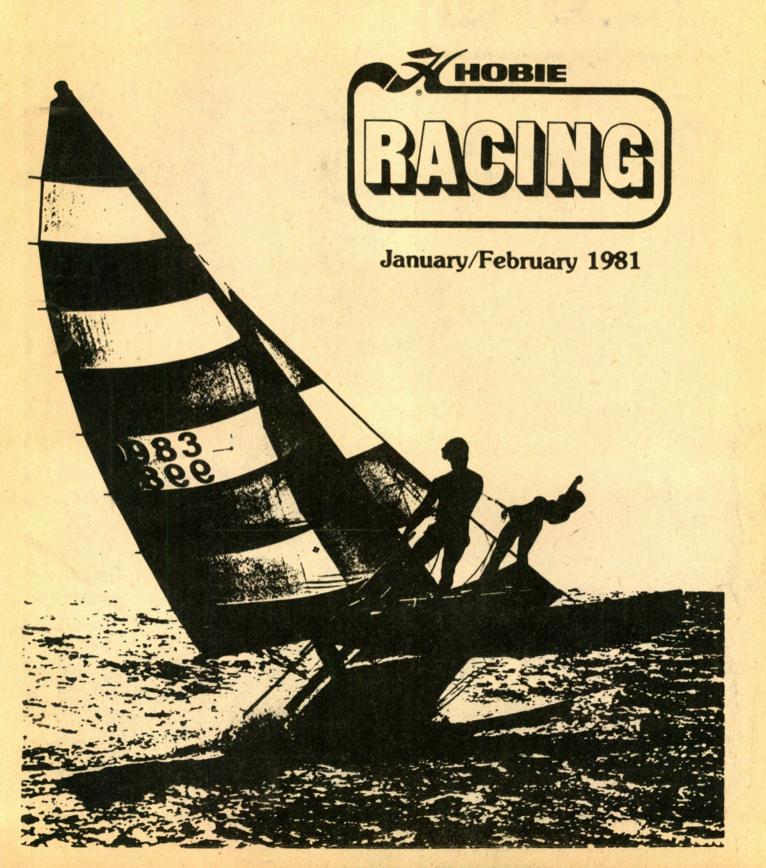
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ADINE





# BACING

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

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, California 92054.

### IN THIS SECTION

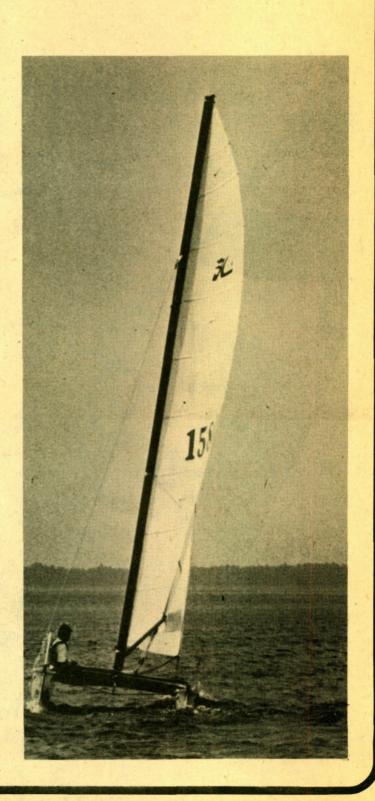
Regatta Schedule First races of the New Year

Fleet News Final regattas of 1980

Race Results Final results of 1980

Special Feature Winter Maintenance Tips

Fleet Location Listing
Fleets around the world
- look for yours!





#### MAJOR REGATTAS FOR 1981

MARCH 7 - 8	MIDWINTERS WEST San Felipe, Mexico	H.C.A. 714/758-9100
APRIL 25 - 26	MIDWINTERS EAST Tampa, Florida	Bob Johnson 813/988-7963
MAY 1 - 3	FALHHCFFRR Lake Havasu City, Arizona	H.C.A. 714/758-9100
MAY 22 - 24	ATLANTIC COAST CHAMPIONSHIPS Charleston, South Carolina	H.C.A.
MAY 25 - 30	1ST HOBIE 18' WORLD CHAMPIONSHIPS' Daytona Beach, Florida	H.C.A. 714/758-9100
SEPTEMBER 7 - 12	18' NATIONALS Seattle, Washington	H.C.A. 714/758-9100
SEPTEMBER 20 - 26	16' NATIONALS Ocean City, Maryland	H.C.A. 714/758-9100
OCTOBER 14 - 17	LADIES 14' NATIONALS Corpus Christi, Texas	H.C.A. 714/758-9100
OCTOBER 19 - 24	OPEN 14' NATIONALS Corpus Christi, Texas	H.C.A. 714/758-9100

#### HOBIE CLASS ASSOCIATION FLEET LOCATION LISTING

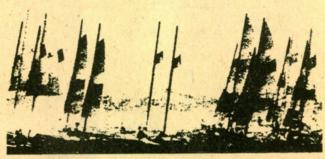
- + Inactive (will be re-assigned in 1981)

  \* Reassigned during 1980

  @ Haven't heard from in over 1 year (possibly inactive)

FLEET NO.	COMMODORE	LOCATION	DIVISION	FLEET NO.	COMMODORE	LOCATION	DIVISION
1.	August Wagner	Dana Point, CA	2	36.	Joe Oberman	Miami, FL	8
2.	Ed Kinney	Long Beach, CA	2	37.	Dave Jarratt	Bellingham, WA .	4
3.	Tonny Christensen	Long Beach, CA	2	38.	Herb Wiswall	Watertown, SD	7
4.	Bill Greer	San Diego, CA	2	39.	Gregory Cole	Bradenton, FL	8
5.	Merrick Endres	Palm Harbor, FL	8	*40.	Dave Bonesteel	Richland, MI	10
6.	Pete Van DeVerg	Kailua, HI	1	41.	Britt Clarke	Metairie, LA	15
7.	Brad Schluter	Pasadena, CA	2	42.	Bob Johnson	Temple Terrace, FL	8
8.	Bruce Woodcock	Houston, TX	6	43.	Stan Derzypolski	Tallahassee, FL	15
9.	Charlie White	Lake Charles, LA	15	44.	John Barrett	Sunrise, FL	8
10.	Mark Chamberlain	Clear Lake, IA	7	45.	Dick Post	Cocoa, FL	8
11.	Rick Dickson	Orlando, FL	8	*46.	Bryan Ferneyhough	Auckland, New Zealand	
12.	Randy & Bobbi Bullard	Decatur, GA	9	47.	Gary Lane	Cincinnati , OH	10
+13.				48.	Ray Talpas	Albuquerque, NM	5
014.	Paul Ulibarri	Seattle, WA	4	049.	Chuck Watson	Clear Lake, MN	7
15.	Tim Lewis	Ventura, CA	2	<b>050.</b>	Don McKee	Rome, NY	12
@16.	Michael Staudt	Riverside, CA	2	51.	Grant Grove	Las Vegas, NV	-
17.	Jim Gustin	Citrus Heights, CA	3	052.	Dave Glick	St. Paul, MN	7
18.	Michael S. Garrett	Whitmore Lake, MI	10	53.	Squeaky James	Isle of Palms, SC	,
19.	Russell J. Veenema	St. Thomas, U.S. VIRGIN ISLAN	DS 13	54.	Wes Westerfeld	Baltimore, MD	11
@20.	Ed Reese	Santa Clara, CA	3	*55.	Roger S. Denson	Baton Rouge, LA	15
@21.	Richard McFarren	Modesto, CA	3	56.	Woody Bliss	Weston, CT	12
22.	Paul Talbot	St. Albert, Alberta, CANADA	4	57.	Jami Olson	Los Angeles, CA	2
23.	David Freed	Dallas, TX	14	958.	John E. Szostek	Clark Lake, MI	10
@24.	Wally Myers	Ocean City, NJ	11	59.	Gary Page	Springfield, MO	10
25.	Gordy Morrel	Tulsa, OK	14	*60.	Douglas G. Young	Sandusky, OH	10
26.	Fred Cuthbert	Indianapolis, IN	10	61.	Dick Cotter	Wheatridge, CO	10
27.	Rick Loewen	Wichita, KS	14	62.	Doug Cole	Clovis, CA	3
28.	Ted Knowlton	Natick, MA	12	63.	Greg Myner	Norman, OK	14
29.	Joseph J. Dolgos	Allentown, PA	11	64.	Mike Holeman	Austin, TX	14
30.	Jim Ellis	Hesperia, CA /	2	065.	Mike Hartung	Toms River, NJ	11
31.	Diana McCauley	Brookfield, CT	12	66.	Scott Allen	Scottsdale, AZ	11
32.	Michael Worrell	Virginia Beach, VA	9	67.	Dave Jensen	Granger, UT	2
33.	Wayne Humbird	Lake Jackson, TX	6	*68.	Dwane Hinson		5
34.	Jennifer Jackson	North Palm Beach, FL	8	69.	Dave Boyle	Manteo, NC	9
35.	Jack Salmon	Pensacola, FL	15	70.	Bill Allen	Capistrano Beach, CA	15
			. )		Dill Allen	Ocean Springs, MS	15

FLEET NO.	COMMODORE	LOCATION	DIVISION	FLEET NO.	COMMODORE	LOCATION	DIVISION
71.		Key West, FL	. 8	+161.			
72.	Bob Rueter	Portland, OR	4	162.	Gary Hine	Waco, TX	14
073.	Nicholas J. Talotta	Linwood, NJ	11	*163.	David Forsyth	Redding, CA	3
*74.	Steve Petoskey	Keego Harbor, MI	10	+164.		water and the	-
75.	Mike Seamer	Tamuning, GUAM		165.	Tom Haberman	Mahtomedi, MN Oceanside, CA	2
76.	H. W. Cunningham	Fairhope, AL	15	166.	Bob Thomas	Bakersfield, CA	2.
+77.	m. m. caminanginam			167.	Charles Teeters Gerald Jenkins	Rapid City, MI	10
78.	James Fisher	Mayville, NY	12	168.	Jay Collier	Cape Coral, FL	8'
79.	Al Sundquist	Pago Pago, AMERICAN SAMOA		170.	Jodi Stewart	Sarasota, FL	8
80.	Michael Coleman	Daytona, FL	8	171.	F. Peter Vaculik	Ann Arbor, MI	10
81.	John Bauldry	Goleta, CA	2	172.	Brian Price	Gananoque, Ont., CALA	12
	John Bauldry	Goleca, ca		173.	Fred McIntosh	Ft. Myers Beach, FL	8
+82.	Dandy Auton	Rock Hill, SC	9	*174.	Bob Cavallary	Rosedale, NY	12
83.	Randy Auten	Des Moines, IA	7	+175.			
84.	Jim Rasley		10	*176.	Bill Creadon	Mohnton, PA	11
85.	Howard (Skip) Lewis	Columbus, OH	12	+177.			
086.	Scott Welliver	Elmira, NY	12	178.	Jack Pranzarone	Ft. Walton, FL -	15
87.	Mike Orloff	San Rafael, CA	. 3	179.	Jon Casson	HONG KONG	-
88.	Barbara Bartik	Lake Havasu City, AZ	2	180.	George Goebel	Woodland Hills, CA Kansas City, MO	2
89.	John Werntz	Mishawaka, IN	10	<sup>0</sup> 181.	Kim Hays	Kingshill, St. Croix, U.S.V.I.	13
*90.	Robin Johnson	Falcon Lake, Manitoba, CANA		182.	Mike Devine Brian Hughes	Toronto, Ont., William	10
91.	John Alden	Fort Worth, TX	14	183. 184.	Richard E. Wilcox	Milton, VT	12
92.	Jesse Helms	Charlotte, NC	9	185.	C. W. Jager	London, Ont., William	10
93.	Mike Hefner	Lafayette, LA	15	186.	David Danielson	Rowayton, CT	12
*94.	Dana Coltsman	Lake Winnipeg, Manitoba, C.	ANADA 7	187.	John-Paul Larche	LaSalle, Quebec, TAA	12
095.	John Halloran	Bothell, WA	4	188.	John Carr	Tampa, FL	. 8
96.	Newsome Baker	Maryville, TX	9.	189.	Bill Sakovich	CHRB, Saipan, C.M., GUAM	
97.	Bob Schafer	Raleigh, NC	9	190.	Rollin A. Cale III	Linwood, NJ	11
*98.	Mike Hutsal	Clear Lake, Manitoba, CANAI	DA 7	*191.	Bill Abbott	Greensboro, NC	9
99.	Kenneth Meeks	Corpus Christi, TX	6	192.	Pam Dage	Omaha, NE	7
100.	Don Ketterer	Newport, NC	9	193.	Larry R. Simpson	Eugene, OR	4
200.							



Jack Byrnes	Wilmington, NC	9	*194.	Ken Beard	Vallejo, CA	3
	Laguna Vista, TX		195.	Mac Wright	Richland, WA	4
Steve Donahue	Sioux Falls, SD		196.	Bennet Ackerman	Rockville, MD	11
Paul Stedman	Muncie, IN			Roger Lesch		12
Bob Hanson	Boise, ID					10
Lee S. Hernandez	Steamboat Springs, CO	5				10
· Albert Aline	Papeete, TAHITI			Rodney Johnson	NOTIOIK, VA	
Peter McGennis	Buffalo, NY					
Richard G. Winston	Great Neck, NY			Larry Singleton	Peno NV	3
Jim Trible	Victoria, TX					12
Joe Reese	Orange Park, FL					3
Carl McGregor	Moncton, New Brunswick, CANADA	12			St. Paul, MN	7
			207.	Bob Whissiel	Cheland, WA	4
Don Sinclair	Halifax, Nova Scotia, CANADA		B208.	Rick Grauer	Fairfield, CT	12
		10		Ray Bolduc	Amesbury, MA (located in NH)	12
		8				
		10				
		14				11
		12			Hawley, PA	4
		15				7
RICH TOWNSENG	ranama czej, rz					10
Walter D. OlCradu	Portaleza - CF BRATTI					9
		10				7
						10
			220.	Dave LaCrosse		10
			221.	Kenneth Guthries		9
			@222.	Colin Filshie		3
			223.		Wausau, WI	10
			*224.	Jack McAllister	Penn Yan, NY	12
						4 7
		14				12
		12				12 12
			8220			4
						12
						6
		11	234.	Red Harold		11
		10	235.	Joe Stianche	Jackson, MS	15
					North Ridgeville, OH	10,
						10
						12
						3
						14
				OGIL RIM	NOTER LITTLE ROCK, AR	
				Jane Loquasto	Grand Island, NY	12
Bill Petterson			+244.		Grand Advance, in	
Jerry Calhoun		14	*245.	Gary R. Jenkins	Durango, CO	5
John Owen		-			Grand Rapids, MN	7
John Miller						10
Gerry Pringle						15
Larrie (Bear) Logue						11
Louis O. North						14
Chuck Dwiggins	Gainesville, FL					
Peter C. Powell	Narragansett, RI				Dhahran MANTA ARARTA	
Gerald Knierim	Brooklyn, MI				Bemidii, MN	7
			255.	David K. Hatfield		10
Bob Hay	Coleman, FL		256.	Charles H. Meyer, Jr.	Grand Island, NY	12
Mike Gardiner	Springfield, IL		257.	Mayo Boddie, Jr.		9'
Brian Lewis	Winnipeg, Manitoba, CANADA	7	258.	David Barkman	Holland, MI	10
			259.	J. Dan O'Donnell, Jr.	Arroyo Grande, CA	
	Ted Kennett Steve Donahue Paul Stedman Bob Hanson Lee S. Hernandez Albert Aline Peter McGennis Richard G. Winston Jim Trible Joe Reese Carl McGregor Don Sinclair Tom Chambers Paul Coss Barry Heydenberk R. Bryce Bezant Randy Chamberlin Rich Townsend  Walter R. O'Grady Chip Maxwell Jim Matthews Jerry Anderson Robert Bley, Jr. Doug Hess Bill Woods Dana Biggs Ron Zelmer John Curtis William A. Jenko Emilio Vassallo Jr. Ken Humphries Bruce R. Modes Vinnie Vizzo Bill Heil Roberto S. Dorion Thomas Pritchard Rolf Schuster Robert Brooks Randy Oates Kenneth Mills Wayne Schreck Chris Langston Bill Petterson Jerry Calhoun John Owen John Miller Gerry Pringle Larrie (Bear) Logue Louis O. North Chukc Dwiggins Peter C. Powell Gerald Knierim Dr. G. Cheatham, Jr. Bob Hay Mike Gardiner	Ted Kennett Steve Donahue Paul Stedman Bob Hanson Lee S. Hernandez Albert Aline Peter McGennis Richard G. Winston Jim Trible Joe Reese Carl McGregor  Don Sinclair Tom Chambers Paul Coss Barry Heydenberk R. Bryce Bezant Randy Chamberlin Rich Townsend  Walter R. O'Grady Chip Maxwell Jim Matthews Jerry Anderson Robert Bley, Jr. Doug Hess Bill Woods Bill Woods William A. Jenko Emilio Vassallo Jr. Ken Humphries Bruce R. Modes Vinnie Vizzo Bill Heil Roberto S. Dorion Thomas Pritchard Rolf Schuster Robert Brooks Randy Oates Kenneth Mills Wayne Schreck Chris Langston Bill Petterson John Owen John Miller Gerry Pringle Larrie (Bear) Logue Louis O. North Chuck Dwiggins Peter C. Powell Gerald Knierim Dr. G. Cheatham, Jr. Bob Hay Mike Gardiner  Laguna Vista, TX Sioux Falls, SD Muncie, IN Boise, ID Steamboat Springs, CO Papeete, TAHITI Boise, ID Wurictoria, TX Orange Park, FL Moncton, New Brunswick, CAMADA Willeate, IL Winter Haven, FL Grand Rapids, MI Tyler, TX Colden, NY Panama City, FL Winter Haven, FL Grand Rapids, MI Tyler, TX Colden, NY Panama City, FL Winter Haven, FL Grand Rapids, MI Tyler, TX Colden, NY Panama City, FL Winter Haven, FL Grand Rapids, MI Tyler, TX Colden, NY Fortaleza - CE, BRAZIL St. Louis, MO Jensen Beach, FL San Antonio, TX Thunder Bay, N. Ont., CAMADA Penticton, B.C.,	Ted Kennett Steve Donahue Stedman Bob Hanson Lee S. Hernandez Albert Alline Peter McGennis Richard G. Winston Jim Trible Joe Reese Carl McGregor  Don Sinclair Tom Chambers Paul Coss Barry Heydenberk R. Bryce Bezant Randy Chamberlin Robert Bley, Jr. Doug Hess Bill Woods Bill Woods Bill Woods William A. Jenko Emilio Vassallo Jr. Ken Humphries Bruce R. Modes William A. Jenko Emilio Vassallo Jr. Ken Humphries Bruce R. Modes William A. Jenko Emilio Vassallo Jr. Ken Humphries Bruce R. Modes William A. Jenko Emilio Vassallo Jr. Ken Humphries Brich Robert Brooks Rondy Oates Kenneth Mills Ballmore, NY Ballmore,	Ted Kennett Sioux Falls, SD Faul Stedman Bob Hanson Lee S. Herandez Albert Alther Peter McGennis Richard G. Winston Jim Trible Joe Reese OralmeGregor Don Sinclair Tom Chambers Barry Heydenberk R. Bryce Bezant Randy Chamberlin Randy Chamberlin Rich Townsend Fally Fortaleza - CE, BRAZIL Jim Maxwell Jim Maxwell Jim Maxwell Jim Maxwell Jim Maxwell Jim Maxthews Joern Anderson Robert Bley, Jr. Doug Hess Bill Woods Dana Biggs Robert Bley, Jr. Chesterton, IN Dana Biggs Robert Bley, Jr. Dana Biggs Robert Bley, Jr. Chesterton, IN Dana Blegs Robert Bley, Jr. Chesterton, IN Dana Blegs Robert Bley, Jr. Chesterton, IN Dana Blegs Robert Bley Dana B	Tend   Fame   Companies   Co	Ted Rennett   Laguna Vista, TX   5

FLEET NO.	COMMODORE	LOCATION	DIVISION	FLEET NO.	COMMODORE	LOCATION	DIVISION
e260.	Bob Feinholz	Peoria Heights, IL	10	303.	Eichard Grout	Paris, France	
261.	Jim Vosburgh	Sidney, B.C., CANADA	4	304.	M. Molenaar	Zandvoort, Holland	
@262.	Eric Trippe	Pinckney, MI	10	305.	Ton de Bruijn	Hoeck Van Holland, ICLIANI	
263.	Ron Rubadeau	Kelowna, B.C., CANADA	4	306.	Henri Knip	Hatwijk 2450, 1011/11	
264.	Bill Beglin	Cincinnati, OH	10	307.	M. Schuitema	Scheveningen, MONTAGE	
+265.				308.	Hans Thomasse	Zaandam, POLLATE	
+266.				309.	M. Pasquier	Toulon, MEANCE	
267.	Gary Kirschenmann	Philadelphia, PA	. 11	310.	M. Maxwell	Geneve, UWITTERLAND	
268.	Ernie Ekberg	Lubbock, TX	14	311.			
@269.	Stephen Knight	Nanouse Bay, B.C., CAMAIA	4	312.	M. Fabre Andre	Hyeres, FRANCE	
@270.	Bruce Parkin	Port Albernie, B.C., CANALA	4	313.	The second second	W W	
9271.	John Smith	Newark, DE	11	314.	Christian Gimet	Noumea, Nouvelle Caledonia	
272.	Jim Fisher	Grinnell, IA	7	315.	J. L. Bonhomme	Marseille, FRANCE	
273.	Tom Burrows	, Florissant, MO	7	316.	R. Molenbroeck	Wassenaar, Collinii	
0274.	David Socash	Rizal, PHILLIPINES		317.	Dieter Braun	Hamburg 63, R.F.A.	
275.	Frank Mallory	Millis, MA	12	318.	Siegfried Adloff	Garbsen 2, R.F.A.	
@276.	Joe Bires	Mt. Clemens, MI	10	319.	Ernst Bartling	Koln 41, R.F.A.	
277.	Tom Adams	Birmingham, AL	15	320.	Daniel Roveri	Aumetz, France	
278.	Lionel Conacher	Cambridge, Ont., CANALA	10	321.	Guy Delmas	St. Medard En Jalles	
0279.	Ronald Phillips	Ann Arbor, MI	10	322.	Helmar Haubi	Octwil Am See, PRITTERLAND	
280.	John Wulff	Stockton, CA	3	323.	Colin White	Plymouth Cornwall, Angleterre	
281.	Carla Silkey	Santa Rosa, CA	3	324.	Joseph Perrissaguet	Ban St. MAH"T:	
282.	Dave Barnes	Birmingham, MI	10	325.	Mr. Van der Haak	Noordwijk, POLLANI	
283.	Jeff Yeazel	Springfield, OH	10 .	326.	Ulf Kristoffersson	Lund, CREET.	
.0284.	Phil Stephenson	West Liberty, OH	. 10	327.	Ottmar Giesser	Rastatt, R.F.A.	
285.	Ian Campbell	Curacao, Netherlands, Antilles		328.	U.S. Biarritz	Biarritz, FRANCE	4
<b>0286.</b>	Jeremy Fry	Hampton, N.B., CANADA	12				
287.	Steven Weathford	Saginaw, MI	10	400.	Keith A. Cadaret	Toledo, OH	10
0288.	Dennis Henderson	Marquette, MI	10	401.	Wiley Pollard	Shreveport, LA	6
289.	Luis Jose Cabral	Santo Domingo, DOMINICAN REPUBL	IC	402.	Brian WF Spence	Lagos, NIGERIA	
290.	Ed Neal	Danville, VA	9	403.	Art Sims	Lynn, MA	12
291.	Chip Simonsen	Yankton, SD	10	404.	David Block	Angola, NY	12
292.	Tim Johnson	Traverse City, MI		0405.	Trevor Kerr	Boroko, Papua, NEW GUINEA	10
293.	Dave Chick	Bathurst, N.B., CARALA	-12	9406.	Robert Kessler	Rockford, IL	6
294.	Bob Berry	Savannah, GA	9	407.	Gerri Ewing	Humble, TX	11
295.	Tim Kelley		10	408.	Jeffrey Beard	Littlestown, PA	10
0296.	C.T. Wells	Hobart, IN	7	409. 410.	Tony Karwowski	Racine, WI	10
297.	John Heaton	Emporia, KS	12	9411.	Jay Wentworth	APO San Francisco, CA (JAPAN)	
. 6298.	Rob Binnie	Ottawa, Ont., ANALA	7	9412.	Richard Murdoch	Dubai, IAE, SAUDI ARABIA	
<b>0299.</b>	Mike Bogie	Mobelry, MO	10	413.	Walter Boyle Wayne Fischer	Jeddah, SAUDI ARABIA Green Bay, WI	10
<b>e300.</b>	Sue Perkins	Westerville, OH	10	414.	Bill Petraitis	Pittsburgh, PA	11
		Outhern Present		415.	DILL PECIALLIS	racebudy, ra	
300.	Patrick Vallee	Quiberon, France		416.	Charles L. Phillips	Hatfield, PA	11
301.	Manfred Dangel	Wolfratshausen, R.F.A. Anguillara Roma, ITAL		417.	Noel Smith	Springhill, Nova Scotia	12
302.	G. Pagni	Anguillara Roma, TAN			The state of the s	opting the second	THE RESERVE

### REGATTA SCHEDULE

\*POINTS REGATTAS

### **DIVISION 1**

	DIVIDIOIT	
January 1	7th Annual Pacific Beer Regatta	Dean Froome
	Kailua Beach, Lanikai Boat Ramp	808/261-2961
	Pleet #6, 1	
January 11	Tune-up Regatta Fleet #6	Dean Froome
	Kailua Beach, Lanikai Boat Ramp	808/261-2961
January 18	Ist Season's Points Regatta, Fleet #6	Dean Froome
	Kailua Beach, . Boat Ramp	808/261-2961
February 8	Kaneohe Bay Race	Dean Froome
	Fleet #6, KMCAS	808/261-2961
February 22	Kailua Bay Race Fleet #6	Dean Froome
	Kailua Beach, Lanikai Boat Ramp	808/261-2961
March 7 - 8	Kokokahi Invitational Floet #6	Dean Froome
	Kokokahi Sailing Club,	808/261-2961
April 4	Kailua or Kaneohe Bay Regatta Fleet #6	
	Kailua or Kaneohe Bay,	808/261-2961
April 18 - 19	Kuoloa Camp Out Fleet #6	Dean Froome
W 16	Kuoloa Beach Park, Hawai	808/261-2961
May 16	Don Ho Tune-up Race Fleet #6	Dean Froome
N 22 25	Kailua Beach, Lanikai Boat Ramp	808/261-2961
May 23 - 25	Don Ho Memorial Day Regatta Fleet #6	Dean Froome
June 14	Kailua Beach, Lanikai Boat Ramp	808/261-2961
June 14	Kaneohe Regatta KMCAS	Dean Froome
June 27 - 28	Fleet #6,	808/261-2961
June 27 - 28	Froome's Sailing Company Fleet #6	Dean Froome
July 11 - 12	Waimanalo Regatta, Bellows Beach Camp.	808/261-2961
Duly 11 - 12	Kuilima or Kahana Bay	Dean Froome
July 25 - 26	Fleet #6, ' Kokokahi Invitational Regatta	808/261-2961
narl 52 - 50		Dean Froome
	Fleet #6, Kokokahi Sailing Club,	808/261-2961

### **DIVISION 2**

January 9 - 11
January 11
February 15
*March 7 8
March 15
*March 21 - 22
March 28 - 29
*April 4 - 5
*April 11 - 12
April 11 - 12
*April 25 - 26
*May 2 - 3
May 10

First Annual Iceberg Derby
Lake Havasu City, AZ Fleet #88
New Years Cup
Buena Vista, CA Fleet #167
Fridgid Cup
Lake Isabella, CA Fleet #167
Mid-Winters West
San Felipe, Mexico
53rd Annual Wojecki X. Ratzlaff Memor.
Buena Vista, CA Fleet #167
Ides of March
Puerto Pensasco, Mexico Fleet #66
Fleet #4's Ladies Race
San Diego, CA Fleet #4
Lake Perris Regatta
Hesperia, CA Fleet #30
Fleet #1 Regatta
Dana Point, CA
I.R.S. Cup Dana Foint, Ca I.R.S. Cup Lake Isabella, CA fleet \$167 Malibu Regatta Pasadena, CA Fleet \$7 F.A.L.H.H.C.F.F.R.R. Lake Havasu City, AZ Hobie Olympics Buena Vista, CA Fleet #167

Barbara Bartik 602/\$55-3753 Charles Teeters 805/323-3743 Charles Teeters 805/323-3743 H.C.A. Jim Ellis 714/244-4763 August Wagner 714/493-7285 Charles Teeters 805/323-3743 Brad Schluter 213/797-2723 H.C.A. 714/758-9100 Charles Teeters 805/323-3743

Castaic Regatta Fleet #180 Castaic Lake, CA Memorial Day Regatta Avila Beach, CA Fleet #167 May 23 - 25 \*May 30 - 31 ' Del Rey Regatta Fleet #57 Del Rey, CA Del Rey Regatta
Fleet #57 Del Rey, CA
Windjammer
Lake Isabella, CA Fleet #167
4th Annual Big Bear Gold Cup
Cooke Marine, Big Bear, CA
San Diego Classic
Fleet #4, San Diego, CA
Oneday Funday
Brite Lake, CA Fleet #167
Hurricane Gulch
Fleet #15, Long Beach, CA
Port Hueneme Regatta
Fleet #15, Oxnard, CA
Treetopper
Lake Isabella, CA Fleet #167
Hobie 14' Divisionals
Fleet #167 hosts, Los Angeles, CA
Hulls Up Oneday
Lake Isabella, CA Fleet #167
Hobie 18' Divisionals
Fleet #166 hosts, Oceanside, CA
Hobie 16' Divisionals
Fleet #166 hosts, Oceanside, CA
Hobie 16' Divisionals
Fleet #166 hosts, Ong Beach, CA
Commodore's Regatta June 13 - 14 \*June 13 - 14 \*June 20 - 21 June 28 \*July 6 - 7 \*July 11 - 12 July 18 - 19 \*July 25 - 26 July 26 \*August 1 - 2 \*August 8 - 9 August 15 - 16 Lake Isabella, CA Fleet #167 Lake Isabella, CA Fleet \$167
Todos Santos (1981 Points Regatta)
Floet \$4 Mexico
Wofford Heights Practice Race
Lake Isabella, CA Fleet \$167
Wofford Heights Points Regatta (1982)
Lake Isabella, CA Fleet \$167
4th Ladies Regatta
Fleet \$30 Hosperia, CA
Training Cup
Buena Vista, CA Fleet \$167
14th Annual Ancient Mariner Regatta
Newport Beach, CA
Year End Regatta
Lake Isabella, CA Fleet \$167
Single Handed Championships
Fleet \$3, Long Beach, CA \*August 22 - 23 August 29 - 30 \*September 12 - 13 September 19 September 27 October 3 - 4 October 10 - 11 October 17

805/323-3743 Larry Cooke 714/866-7717 Bill Greer 714/299-7710 Charles Teeters 805/323-3743 Tonny Christensen 213/597-0546 Tim Lewis 805/487-7388 Charles Teeters 805/233-3743 Jami Olson 213/391-0201 Charles Teeters Charles Teeters 805/323-3743 Bob Thomas 714/433-4020 Tonny Christensen 213/597-0546 Charles Teeters 805/323-3743 Bill Greer 714/299-7710 714/299-7710 Charles Teeters 805/323-3743 Charles Teeters 805/323-3243 Jim Ellis 714/244-4763 Charles Teeters 805/323-3743 H.C.A. 714/758-9100 Charles Teeters 805/323-3743 Tonny Christensen 213/597-0546

Charles Teeters 805/323-3743 Jami Olson 213/391-0201

Charles Teeters 805/323-3743

### **DIVISION 3**

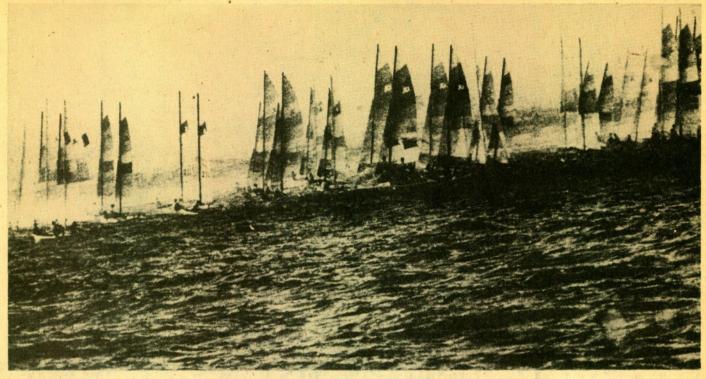
\*March 28 - 29 \*April 11 - 12 \*April 25 - 26 May 2 \*Nay 9 - 10 \*May 23 - 24 \*May 30 - 31

\*March 14 - 15

Clear Lake Regatta
Clear Lake, CA
O'Neill's Kickoff Regatta
Santa Cruz, CA Fleet \$240
Broakaway Regatta
Fleet \$17 Folson Lake, CA Fleet \$17
Bodega Bay Regatta
Bodega Bay, CA Fleet \$281
Coors Cup
Fio Vista to Stockton Fleet \$280
Wet & Wild Regatta
Woodward Resevoir, CA Fleet \$21
Silver State Regatta
Lake Tahoe, CA Fleet \$20
Roaring 20's Regatta Fleet \$20
Coyote Point, San Francisco Bay, CA

Dorsey Farris 415/846-7160 Roger Neathery 408/318-4172 Jim Gustin 916/723-1533 Carla Silkey 707/546-7210 John Wulff 209/478-0440 John Saylor John Saylor 209/527-4794 Larry Singleton 702/851-0706 Brian Boschma 408/374-0758

### REGATTA SCHEDULE



\*June 13 - 14 \*June 20 - 21 \*July 25 - 26 \*August 22 - 23

\*November 14 - 15

Otter Regatta
Monterey, CA Fleet \$222
Monterey, CA Fleet \$222
Monterey, CA Fleet \$222
Monterey, CA Fleet \$222
Monterey, CA Fleet \$224
Monterey, CA Fle Benecia Straights Regatta
Benecia, CA Fleet #194
Mile High Regatta
Huntington Lake, CA Fleet #62
Division 3 Championship Regatta
Nonterey Bay, CA
Inland Transpac
Albany to Rio Vista, CA Fleet #87
Turkey Regatta
Monterey Bay, CA Fleet #222

### **DIVISION 4**

January 18 February 14 - 15 March 15 April 4 April 11 - 12 April 16 April 25 - 26 May 9 - 10 May 16 - 17 May 30 - 31 June 6 - 7 June 13 - 14 June 27 - 28 July 4 - 5 July 11 - 12th

Houghton Beach Regatta Fleet #95
Lake Washington, Kirkland,
Sea and Ski Regatta Fleet #95
local ski area & Sandpoint on
Lake Washington, WA
Greenlake Regatta Fleet #95
Aqua Theatre side, WA
Sandpoint Regatta
Lake Washington, WA Fleet #95
Bordman Regatta
Columbia River, Bordman, Oregon
Nut Freezer Series Banquer
Fleet #95, Seattle, WA
Sandpoint Regatta
Sanpoint, Lake Washington Fleet #14
Victoria Regatta Fleet #261
Victoria, British Columbia, CA
Boston Harbor Regatta
Olympia, WA Fleet #212
Warden Washington Regatta
Fleet #95. Bothell, WA
Fern Ridge Resevoir Regatta
Eugene, OR Fleet #193
Jericho Bay Regatta
Fleet #95. Bothell, WA
Fern Ridge Resevoir Regatta
Columbia River Regatta
Fortland, OR Fleet #193
Various River Regatta
Fortland, OR Fleet #72
Kelowna, British Columbia Canada
Lake Whatcomb Regatta
Bellingham, WA Fleet #37
Northwest Championships
Golden Gardens, WA Fleet #14
Ocean Shores Regatta
Ocean Shores Regatta
Ocean Shores Regatta
Ocean Shores Regatta

Jim Vosburgh 604/652-4207 604/652-4207 Dave Grof 206/357-5531 John Halloran 206/488-8303 Larry R. Simpson 503/687-0187 Maria Riffel 604/685-5996 Bob Rueter 503/282-1444 Ron Rubadeau 604/652-4207 Dave Jarratt

### DIVISION 5

March 29 April 4 - 5 April 12 April 25 - 26 May 3 May 9 - 10 May 23 - 25

July 25 - 26 August 8 - 9

Cochiti Lake Series
Coshiti Lake, NM Fleet #48
Elephant Butte Regatta
Elephant Butte Lake, NM Fleet #48
Cochiti Lake, NM Fleet #48
Spring Fiesta Regatta
Elephant Butte Lake, NM Fleet #48
Cochiti Lake, NM Fleet #48
Spring Fiesta Regatta
Elephant Butte Lake, NM Fleet #48
Sounner Lake Series
Cochiti Lake, NM Fleet #48
Fort Summer, NM Fleet #48
Jay Benson Memorial Regatta
Heron Lake, NM Fleet #48

Ray Talpas 505/298-7027 Tom Nelson 505/988-2030

June 20 - 21 July 4 - 5

July 18 - 19 August 1 - 2 August 15 - 16

September 5 - 7 September 19 - 20

October 10 - 11 October 30

'February 8

\*March 14 - 15

March 21

March 22

April 4

April 5

\*April 11 - 12

\*April 25 - 26 May 2 - 3

\*May 16 - 17 \*May 23 - 24 \*June 20

\*July 11 - 12

Kino Bay Week Regatta
Kino Bay, Mexico Flect #48

Kino Bay, Mexico Flect #48

Cochiti Lake Series
Cochiti Lake Series
Cochiti Lake, NM Fleet #48

Heron Lake Regatta
Heron Lake Regatta
Front Heron Lake, NM Fleet #48

Vallactio Lake, CO Fleet #48

Reserved for Rocky Mountain Marine Reg,
Reg, Talpas,
Sobjea-7027

Neron Lake Regatta
Reg, NM Fleet #48
Reg, Talpas
Sobjea-7027

Halloween Party and Fleet #48 Elections
Ray Talpas
Sobjea-7027

Halloween Party and Fleet #48 Elections
Ray Talpas
Sobjea-7027

### DIVISION 6

Blue Balls Regatta
Fleet #8 Houston, TX
Jce Bucket Regatta
Fleet #8, Houston, TX
Beginners Rigging Seminar
Fleet #8, Houston, TX
Beginners Rigging Seminar
Fleet #8, Houston, TX
The Ides of March Points Regatta
Lake Conroe, Conroe, TX Fleet #407
Refiberglassing School
Fleet #8, Houston, TX
Spring Series Races, 1 of 3
Texas City Dike, TX Fleet #8
April Fools Points Regatta
Fleet #33 Freeport, TX
Beginners Rigging Seminar
Fleet #8, Houston, TX
Spring Series Races, 2 of 3
Fleet #8, Houston, TX
Canyon Lake Points Regatta
Fleet #64, Canyon Lake, TX
Corpus Christi Points Regatta
Fleet #99, Corpus Christi, TX
Big Floet #8 Event!! Campout at Lake
Sommerville, Houston, TX
Canyon Lake Points Regatta
Fleet #818, Houston, TX
Mid-Americas Points Regatta
Fleet #88, Houston, TX
Mayward Winds Foints Regatta
East Beach Travel Fark, TX Fleet #8
Victoria/Port Lavaca Points Regatta
Fleet #110, Victoria, TX \*March 28 - 29

### DIVISION 10

\*April 25 - 26

Hobie Class Southern Sunbake Regatta Carbondale, IL Fleet #199 Gull Lake Open Richland, MI Fleet #40

Dave Bonesteel 616/629-9154

## AS REPORTED BY THE FLEETS

### **DIVISION 2**

THIRD ANNUAL LADIES REGATTA FLEET #30, DIVISION #2 RIVERSIDE, CALIFORNIA SEPTEMBER 13, 1980 BY MARY PAYNE

The Third Annual Ladies Regatta, what once started out as a joke, has now become a classic. Each year this unique regatta for women has grown. Support and enthusiasm has grown as much as the competitive skill of the women skippers and crews.

Support and enthusiasm is shown by various fleets, especially Fleet #3 of Long Beach. Their male cheer-leaders, "The Pussycats" have delighted and amused everyone for three years. Invited back by popular demand, they have become an integral part of the regatta. This year they treated everyone with over 200 helium balloons, making it a carnival event. Fleet #66 from Arizona, offered cheers of retaliation in response to the infamous "Pussycats." Their women competitors sported their own T-shirts with the slogan "Desert Damsels."

Dedication and competitive skill in the growing ranks of women skippers was well illustrated with seven boats coming from Arizona and going home with four trophies.

Three races were run, with near traditional light airs in the first race. The light and inconsistent winds continued throughout most of the day. The chance for double trap came briefly in the third race.

The trophy presentation was a gala event. The Pússycat cheer-leaders were presented with mugs overflowing with champagne and imprinted with a slogan that will be left to your imagination.....

Hobie Riverside provided the great prizes, adding to an already generous supply of giveaways and souvenirs. The winners were "man-ually" escorted by hand to accept their awards. There was some doubt as to which was the most enjoyed--the trophies or the Pussycat Escort Service.

Impressive and symbolic of the regatta itself, the Perpetual Trophy was awarded to two winners this year. An incredible 6 3/4 tie right down the line in all three races gave the award to novice team, Jane Wooding, Cathy Paulson and A-Fleet team, Paula Alter and Karla Northcutt.



Special credit goes to Steve Payne and Fleet #30 race committee for reminding us that you really can start races on time, figure scores quickly and most importantly, ith accuracy.

To those of you that missed the regatta or sail the 18, a special invitation is offered. Be there next year for the fun, festivity and competition that have made this one a classic.

1980 ARIZONA HOBIE STATE CHAMPIONSHIPS FLEET #66, DIVISON #2 LAKE PLEASANT, ARIZONA OCTOBER 18 - 19, 1980 BY SANDY DECOSTA

Catamaran racing on desert lakes, while not always exciting, is definitely challenging! Oscillating wind conditions require extreme concentration and patience from every racing team. A skipper in the lead dare not become too complacent for anything can happen, and usually does! Have you ever rounded the race course with a mark and a half lead; only to be becalmed at the leeward mark while you watch the entire fleet catch you? Have you ever been caught in a tremendous lift to the finish? Have you ever been headed for C-mark on a run and passed your buddy who is headed for A-mark, also on a run?

These are just a few of the frustrating situations sailors from | Arizona's Fleet #66 are constantly confronted with. The weekend of our Third Annual Hobie State Championship was no exception. Fifty-two boats from throughout Arizona gathered at Lake Pleasant to race for the championship title. A cold front had whipped through the state two days before bringing snow

to the mountains, plus wind and cold temperatures. High hopes for a windy regatta never were fulfilled. Winds averaged five knots or less during the races, but ironically blew 10 - 15 all night long.

Surprisingly enough, a newcomer to Phoenix from the Midwest was best able to psyche out the wind. Brian Heffernan and crew Kathy Wise swept "A" fleet with two first and two second-places, taking home our clock and barometer perpetual trophy donated by American Estates Life Insurance Company.

For the third year in a row, Golden Eagle Distributors supplied all the Michelob the sailors could drink. Momentos of the event were golf shirts and glassware with the Hobielogo for all participants.

Two weeks earlier the ladies of Fleet #66 held their first champion-ship regatta under even lighter wind conditions. Ten "A" fleet teams raced for a beautiful perpetual trophy made by Chuck Rahn, owner of V.I.P. trailers. Fleet members Judy Levetin and Frankie McCulley were the winners with one first and two second-places.

Interest in Hobie competition among the ladies has steadily grown. To encourage new girls to try their hand at the tiller, Fleet #66 created a "Nowice" fleet in the fall of 1980. First place finishers in the Novice fleet were Chris Bunch and her sister, Lea Sawyer, who had begun racing only one month before.

Fleet #66 men committeed the regatta and cheered for their favorite teams. Without their support and encouragement, we would never have held a state championship of our own!!

#### **DIVISION 4**

NUT FREEZER #1 FLEET #95, DIVISION #4 LAKE SAMMAMISH, WASHINGTON BY CAT TALES

This report is a true and factual account of the Lake Sammamish race. My reason for saying this is I can hardly believe what happened myself. Try these on for size - (1) free beer for everyone, (2) there was half a keg left at the end of the day, (3) the ranger caught us in the act of setting up the keg and said nothing about it, (4) the wind blew hard enough on the lake to topple two boats (don't just believe me, ask Moss Shimabokoru or Dan Densmore), (5) the race started on time, (6) there were no protests, (7) there were four races (the A boats sailed one #2 and three #4 races), (8) almost everyone stayed around for the awards presentation, and (9) the ranger didn't threaten to lock the gate if we weren't out by 5:00 p.m.

On second thought, no one is going to believe this story so why write it. A real big thanks to Caleb Tarleton and Steve Carter, chairpersons, and to the race committee, Joyce Butchart, Laura and Ruth Eaton, Sue Winter and Heidi Hoggarth. You guys and gals put on one terrific race. Congratulations!!

#### **DIVISION 7**

LOCALS BEAT BERMAN?? FLEETS #49 & #52, DIVISION #7 GLENWOOD, MINNESOTA AUGUST 9 - 10, 1980

Phil Berman may not have won the Division 7 title during his August visit to Minnesota, but don't count him out of it. We lake sailors of Fleets #49 and #52 believe that he shows tremendous potential. Why, we might even go as far as to say that he has a major title - possibly even a world championship - ahead of him. Yeah, this kid's going to make it in Hobie racing...

Yes, that's how the situation looked after the Division 7 Championship Regatta held August 9 and 10 on Lake Minnewaska near the heart of metropolitan Glenwood (population 2,000) Minnesota. A grand total of 140 boats (a Minnesota and Division 7 record) showed up from eight states. Why, some desperate souls even made the 1400-mile round trip from Kansas City.

And, of course, Berman flew out to show us lake sailors how it's really done out in California. His visit was, without a doubt, a highlight of the event. The guy was really nice - answering questions on the beach before and after races and selling autographed copies of his book, Winning in Catamarans, at a nice discount. Understandably, almost every sailor was present for his Saturday seminar. Anyone who listened or talked to him learned something, from the novices up to the old pros.

Speaking of novices, this event marked the first time a Division 7 regatta included them specially in its program. A Novice fleet was run along with the A and B fleets in the Hobie 16 class. They also got plenty of help - from former division champions Ted Jagger and Nick Van Brunt - in a Friday night seminar.

The regatta went well. We had lots of good food (Kentucky Fried Chicken and an exotic pig roast) and refreshing refreshments. Thanks to the generosity of our sponsor, Thomas Marine of Maple Lake, Minnesota, registration was dirt cheap. The lake was beautiful and the people of Glenwood and its suburbs were helpful. Head Crazy Man, Bill Hartman, saw to it that the outcome of such timely and important events as the Women's Tug-o-war Championships went undispyted. At the end, 46 hand-crafted trophies were distributed along with goodies donated for a drawing by Sailing Systems and the Cat House.

You could say that the event was pretty much perfect, except for the wind. Saturday's lone race was at times close to a drifter. When the breeze picked up on Sunday, ambitious race chairman, John Good, set a long course, only to have the wind die totally as the fleet reached the first mark. (He may have done it on purpose; John was a little put off when we told him he couldn't use the USS Nimitz as his committee boat).

Overcoming adversity, Hobie 18 skippers Craig McNulty and Bill Hohn ran up a mile-long lead over the third-place boat.

At the end, the winners were announced. McNulty, Bruce Allen and Jim Conn won the 18, 16A and 14 class titles.

Skippers Wyland and Young won the 16B and Novice divisions. For all who came, it was a great time. For those of you who didn't... well, catch ya next year!





### DIVISION 9

FLEET #221 CHAMPIONSHIPS FLEET #221, DIVISION #9 RAPPAHANNOCK RIVER, VIRGINIA SEPTEMBER 27 - 28, 1980

This year's Fleet #221 Championship race was held on September 27 & 28 at the Rappahannock River. The River Crossing at Whitestone was the location. Twenty-two boats graced the 500ft of sandy shoreline to compete for the title of fleet champion. Sunshine and wind greeted everyone on Saturday morning as everyone readied for the start of the first race. A drastic windshift caused some delay and a course change that caused a little confusion. Yeah! Ken Guthrie, you dummy! Whoever heard of a chase boat with a big red flag mounted on it? After that, it was a six-race weekend with three races each day. Saturday was nice with the wind coming and going in cyclic patterns, which sometimes drove everyone crazy.

Although late to the skippers meeting and late getting their boat on the water, that was the last time that Dennis and Cathy Heretick (that's no mistake folks; for those of you that missed it, they finally tied the knot) were late. At the end of the day, they had aced all three races. That was no simple trick however, as the B Fleet boat of Ron and Jan Magee pressed very hard and did an incredible job.

Watch out A Fleet. Leo Smith with crew Frank Walters got some return on his new emerald blue sails and stayed close to the leaders.

Saturday night found everyone barging at the charcoal grills and the keg of beer. Thanks to Ginger Pareene and Marilyn Tate for getting the grills set up and pótatoes and salad going for a bunch of hungry sailors.

Sunday morning, our race committee boat skipper, Mr. Eddie McFarland, and race coordinators Marvin and Marianne Shiflett got us off to three great races. OK! OK! So we had two good races and a semi-floater at the end. Anyway, with the help of Gino, Sally, and Rudy on the chase boat, things got underway. When it was all over, Ed and Nonie Bush pulle up a first place finish in the last race to grade a solidthirdolace overall in B Fleet. Leo charged hard on Sunday with a first and two seconds to grab 2nd place, just two and one-half points behind B Fleet winner Ron and Jan Magee. Ken Tite and Dave Creasy sailed to first and secondplace. respectively, in the 14 fleet. 16A, Mike Jernigan, with crew Mike Joyner, sailed consistently and pulled off a 2nd overall. Our new fleet champions, and rightly so, are Dennis and Cathy Heretick, with an incredible string of finishes. Oh well! For the rest of us, I guess there is always next year.

#### **DIVISION 11**

ONCE UPON A TIME FLEETS #137 & #250, DIVISION #11 LAKE HOPATCONG, NEW JERSEY SEPTEMBER 13 - 14, 1980 BY KAREN L. PUTNAM

Once upon a time there was a little lake with glistening blue waters, nestled high in the mountains of the Northeast, known as Lake Hopatong. Upon this little lake, some local natives, called Skippers, maneuvered colorful sailing vessels known as Hobie Cats. At times, they flew across the lake, zipping quickly from shoreline to shoreline and these were known as Hobie Days. At other times, the mountains kept the wind from the lake causing the sailors much unhappinesss. Over the years, the lake sailors became better and better at "tacking", done so often in search of wind. It was reputed that they were the best tackers in the sailing realm.

Once upon a time there was big bay of water known as Sandy Hook Bay, surrounded by the ocean, rivers, sandy beaches, much wind and clumps of dark, damp seaweed. Stuck upon the shoreline was a little town known as Atlantic Highlands where some local natives, called Seaweed Skippers, would launch their colorful sailing vessels, also known as Hobie Cats. The Seaweeders had Hobie Days all the time for there was always wind. They very seldom had to "tack" and would go for days on one tack and never uncleated.

Once upon a time there was a King, known as Commodore William Heil, who reigned over the Lake Hopatcong sailors and they were called Fleet #137. Through the land of the LAKE

and BAY sailors, he soon spread the word that the little LAKERS were the best tackers around. The BAYS denounced that this could be true.

The Seaweed Skippers also had a King, known as Commodore John Chamberlain, and they were known as Fleet #250. And it came to past that both Commodores arranged to meet and to tell of their little fleets. Both Commodores agreed that they must do challenge and it was so decreed. The Seaweeders bid farewell to their big open bay waters and journeyed to the northerly mountains in search of the little lake. There they found the LAKERS awaiting the Challenge.

The waters of Lake Hopatcong glistened in the early morning September sun. The day, September 13, 1980 literally was brimming over with fall beauty in the mountains of northern New Jersey, and historically marked the start of a tradition....THE CHALLENGE REGATTA.

The races were difficult for both the LAKERS and the BAYS amidst Lake Hopatcong's disappearing air, known as flukey wind conditions. Many a Seaweeder fell victim to the lake's unsuspecting becalmed spots along the shoreline where they soon discovered there was NO WIND. The LAKERS tacked and tacked until they found wind.

It came to past on September 14th, after two days of tacking and tacking and tacking and tacking the Victors of the First Annual Challenge Regatta were the LAKERS and trophies were bestowed to all who competed well on the windless and flukey waters.

It was unanimously decreed and agreed that from this day forward the LAKERS and the BAYS would forever be sailing comrades and would every year hearafter visit each other's home waters to compete in good natured fun known as the HOBIE LIFE.

Once upon a time there was a special person they call Commodore Bill Heil. He dreamed a thousand dreams of a regatta and its promotion, sponsor, boat launching site, accommodoations for visitors, creation of perpetual and individual trophies, the Saturday night festivities and most importantly, the TEAM concept. He stood by with tillerLESS hand and calmly watched from the committee boat as we flew around the race course he had created and the day of which his dream came true.

Thank you, Bill Heil, from the LAKERS and the BAYS. Once upon a time in September 1980, we experienced a beautiful Hobie weekend.



### **DIVISION 12**

PONTIAC LONG ISLAND SOUND REGATTA FLEET #56, DIVISION #12 WESTPORT, CONNECTICUT JUNE 14 - 15, 1980 BY DICK MANN

On this weekend, June 14 - 15,1980, over 300 Hobie Catters and their families participated in the Pontiac Long Island Sound Points Regatta held at the town's Compo

The colorful sails turned the beach into a rainbow spectacular. Clear weather drew racers from as far away as Maine and Virginia who were eager to compete in the first warm weather regatta held on the sound this year.

Still winds resulted in only one completed race on Saturday, but the skippers and their families had their spirits raised that night at the welcoming steak and wine dinner held at the Longshore Senior Center, overlooking the Sound.

Sunday, three races were completed. Jim Adeleman, sailing in Hobie 16A class, and Dave Bliss, in Hobie 16B, were able to maintain peak concentration in winds that ranged from zero to non-existing.

The balance of the competitors felt fortunate to maintain sanity under frustrating, light-air sailing conditions. Choice expletives were heard as one tension released method, as 40 boats rafted together trying to round the downwind marker.

Commodore Woody Bliss said that Fleet #56 was deeply indebted to the Southern Connecticut Pontiac Dealers Association, whose contribution enabled this event to be one of the largest, most colorful and successful regattas to be held on Long Island Sound.

Woody also expressed appreciation to the town of Westport, particularly to the Recreation Department and Jack Forehand, whose guidance and co-operation insured the smooth coordination of the many activities and spectacular participation.

Complete results are listed in the results section.

Submitted by the Ontario Hobie Class Association

ONTARIO HOBIE CLASS ASSOCIATION

THE RONDEAU REGATTA

right on schedule (Floyd) less than one hour later the thermals rolled in, however, it was between 3:30 and 4:00 p.m. By then their force was never realized.

On Sunday the #\$%¢&\$#'n front was still with us and even through the wind had veered to the east, the natural breezes of Rondeau were never unable to overcome the system until the racing was over for the day.

All that aside we were blessed with some wind and excellent weather for the entire weekend. The corn and pig roast was once again a great success thanks to the efforts of the Israel Garlic Team and the efforts of the rest of the club. Our race committee headed by Neville Knowles (again) was able to set a series of fine courses in spite of some dramatic wind shifts.

Once again the light winds stalked the 1980 Ontario Points Championships. HOW COULD IT HAPPEN AGAIN? Especially at the wind machine. Well as fate would have it, the naturally occuring thermals which normally enhance the prevailing south west winds only managed to cancel a strong north west high which covered the area for the weekend. On Saturday morning the wind was strong out of the north west but as the day wore on the breezes sub-sided until at the end of the second race they totally disappeared. Then,

As usual, our regatta like many others did not go without a hitch.
As it happened, on Friday morning
before the regatta, Jean Bexton, our
trophy sponsor and committee was awakened by a phone call from a certain distributor saying that the trophies would not be available for the regatta. Needless to say, Jean's day was ruined. I do think we owe Jean a vote of thanks for her efforts and her success in coming up with some pretty descent trophies on such short notice.

### Winter Maintenance Tips

Contributed by the Hobie Herald, Fleet 23

#### Hulls

- 1. Drain hulls & leave plugs out. Check for leaks around posts & deck.
- 2. Check bottom for excessive wear. Repair if necessary.
- 3. Check gudgeons & rudder pins for wear, replace if required.
- 4. Be sure dolphin striker is tight & not rusted or worn.
- 5. Replace all losse rivets in travelers & corner castings.
- 6. Remove or loosen trampoline. Repair all damage.
- 7. Reinforce all corners when replacing.

#### Rigging

1. Check all shrouds & halyards for frays & breaks, replace.

- 2. Remove all sheets & lines, trim or replace as required.
- 3. Clean cleats & replace broken or weak springs, also worn cleats
- 4. Seal mast & check tang for wear.

#### Rudders

- 1. Shave trailing edge to stop humming, repair any nicks.
- 2. Align & redrill if required to correct lee or weather helm.
- 3. Take all slop out of rudders & tiller bars.

#### Sails

- 1. Remove battens & tape to prevent splitting.
- 2. Repair all tears & tape wear points to prevent chafing.

#### Trailer

1. Grease wheels & fix all lights, put air in tires!

### HOBIE GOODIES

There is a limited supply of shirts, shorts, hats and 15 inch duffle bags left over from the Hobie 16 World Championships. Order your souvenirs today!

Please send me the following items:

Key Chain - \$3 Each

Men's Shirts - \$3.50 Small Quantity Medium Quantity Ladies' Shirts - \$3.50 Medium Quantity Large Quantity Shorts - \$4.00 Extra Small (24-26) Quantity Small (28-30) Quantity Large (36-38) Quantity Baseball Caps - \$4.00 Each Quantity 15" Duffle Bags - \$7.50

Quantity

Quantity



Remember...there is a limited supply of these items available. They will be sold on a first come-first serve basis! Make your check payable and mail to: Hobie Class Association, P.O. Box 1008, Oceanside, California 92054.

### REGATTA RESULTS



### **DIVISION 4**

NUT FREEZER #1 FLEET #95, DIVISION #4 LAKE SAMMAMISH, WASHINGTON

	HOBIE 18	POINTS	
3. 4. 5.	Schmidt, W. Garry, D. Carpenter, D. Densmore, D. Halloran, D. Stewart, M.	2 1/4 5 3/4 7 12 15 16	
	HOBIE 16A	POINTS	
2. 3. 4. 5.	Lade, H. Butchart, S. Skidmore, D. Carter, Steve Carter, Stan Reed, D.	4 1/2 4 3/4 7 3/4 10 12 17	
	HOBIE 16B	POINTS	
4.	Johnson, L. Spika, M. Glover, B. Gallier, R.	2 1/4 7 10 11 12 14 3/4	
	HOBIE 14	POINTS	
2.	Rueter, J. Cross, T. Ursich, G. Klein, E.	3 1/2 4 1/2 6 10	

POINTS

HOBIE 16C

1980 ARIZONA HOBIE STATE CHAMPIONSHIPS FLEET #66, DIVISION #2 LAKE PLEASANT, ARIZONA OCTOBER 18 - 19, 1980

HOBIE 18A

POINTS

**DIVISION 2** 

	-	D. W. W. C. C.	The second second
	· indian &	5	1/4
1.	Lindley	6	3/4
2.	McCulley	7	3/4
3.	Carriker		3/4,
4.	Irwin	19	
			ma
	HOBIE 18B	POIN	TS
1.	O'Leary	12 12	
2.	Giorsetti	12	
3.	Miller	12	
	HOBIE 16A	POIN	ITS
		A TANK	MINIS
1.	Heffernan	5	1/2
2.	Roe	14	3/4
3.	Frankel	20	E TO VE
4.	Shenkel	20	
5.	Cure	20	3/4
6.	Allen	23	3/4
7.	Bunch	23	3/4
8.	Richard	26	3/7
9.	DeCosta	27	
		30	
10.	Levetin	30	
11.	Raphael	43	
12.	Burke	45	
13.	Schlappi		
14.	Conrad	52	
15.	Lowry	- 57	
	HOBIE 16B	POIN	mc
	HOBIL TOB	POIN	15
,	Weymiller	6	3/4
1.		12	3/4
2.	Arrington	. 16	1/2
3.	Koe	18	1/2
4.	Goff		3/4
5.	Parma	19	3/4
6.	Munson	22	
7.	Gaylor	24	
8.	Fischer	26	
9.	Rute	- 34	
10.	Newton	35	
11.	Ashley	35	
12.	Bosch	35	
13.	Krieger	41	
14.	Young	46	
15.	Bonderson	47	-

	And in contrast of the last of	management of the last of the	
1.	Pinsem	4 1/4	
2.	Kenison	8 3/4	
3.		8 3/4	
4.	Gockrell	21	
5.		21	
	Nelson	25	
6.	Stratman	27	
7.		29	
8.		29	
	Castelli	31	
10.		35	
	Kleber	37	
12.		39	
13.	Blevin	44	
	Woodson	49	
15.	Sperry-	51	
16.	Hayman	52	
ADT	ZONA LADIES STAT	nr.	
	ACMA BADIES STAT		
	MPIONSHIPS	THE RESERVE OF THE PARTY OF THE	
FLE	ET #66, DIVISION		
FLE	ET #66, DIVISION		
FLE	ET #66, DIVISION		
FLE	ET #66, DIVISION		
FLE	ET #66, DIVISION		N A LINE OF THE
FLE	ET #66, DIVISION		
FLE	ET #66, DIVISION		
FLE	ET #66, DIVISION E PLEASANT, ARI COBER 5, 1980	ZONA	
FLE	ET #66, DIVISION		
FLE	ET #66, DIVISION E PLEASANT, ARIA OBER 5, 1980	POINTS	
FLE LAP OCT	ET #66, DIVISION E PLEASANT, ARI OBER 5, 1980  A-FLEET Levetin	POINTS 4 3/4	
PLE LAP OCT	ET #66, DIVISION E PLEASANT, ARIX OBER 5, 1980  A-FLEET Levetin Bartik	POINTS 4 3/4 7 3/4	
1. 2. 3.	ET #66, DIVISION ES PLEASANT, ARI OBER 5, 1980  A-FLEET Levetin Bartik Frankel	POINTS 4 3/4 7 3/4 10	
1. 2. 3.	ET #66, DIVISION E PLEASANT, ARIX OOBER 5, 1980  A-FLEET Levetin Bartik Frankel Corridori	POINTS  4 3/4 7 3/4 10 14	
1. 2. 3. 4. 5.	ET #66, DIVISION EE PLEASANT, ARI; OOBER 5, 1980  A-FLEET Levetin Bartik Frankel Corridori DeCosta	POINTS  4 3/4 7 3/4 10 14 14 3/4	
1. 2. 3. 4. 5. 6.	ET #66, DIVISION EE PLEASANT, ARIZ EP LEASANT, ARIZ A-FLEET Lévetin Bartik Frankel Corridori DeCosta Shenkel	POINTS  4 3/4 7 3/4 10 14	
1. 2. 3. 4. 5. 6.	ET #66, DIVISION EE PLEASANT, ARIZ EP LEASANT, ARIZ A-FLEET Lévetin Bartik Frankel Corridori DeCosta Shenkel	POINTS  4 3/4 7 3/4 10 14 14 3/4	
1. 2. 3. 4. 5. 6. 7.	ET #66, DIVISION EP PLEASANT, ARI: OBER 5, 1980  A-FLEET Levetin Bartik Prankel Corridori DeCosta Shenkel Strab	POINTS  4 3/4 7 3/4 10 14 14 3/4 17 18 23	
1. 2. 3. 4. 5. 6. 7. 8.	ET #66, DIVISION E PLEASANT, ARI POBER 5, 1980  A-FLEET Lévetin Bartik Frankel Corridori DeCosta Shenkel Strab Allen	POINTS  4 3/4 7 3/4 10 14 14 3/4 17 18 23	
1. 2. 3. 4. 5. 6. 7. 8.	ET #66, DIVISION E PLEASANT, ARI: OBER 5, 1980  A-FLEET Lévetin Bartik Frankel Corridori DeCosta Shenkel Strab Allen Conrad	POINTS  4 3/4 7 3/4 10 14 14 3/4 17 18 23 27	
1. 2. 3. 4. 5. 6. 7. 8. 9.	ET #66, DIVISION E PLEASANT, ARI POBER 5, 1980  A-FLEET Lévetin Bartik Frankel Corridori DeCosta Shenkel Strab Allen	POINTS  4 3/4 7 3/4 10 14 14 3/4 17 18 23	
1. 2. 3. 4. 5. 6. 7. 8. 9.	ET #66, DIVISION E PLEASANT, ARI: OBER 5, 1980  A-FLEET Lévetin Bartik Frankel Corridori DeCosta Shenkel Strab Allen Conrad	POINTS  4 3/4 7 3/4 10 14 14 3/4 17 18 23 27	
1. 2. 3. 4. 5. 6. 7. 8. 9.	ET #66, DIVISION E PLEASANT, ARI: OBER 5, 1980  A-FLEET Lévetin Bartik Frankel Corridori DeCosta Shenkel Strab Allen Conrad	POINTS  4 3/4 7 3/4 10 14 14 3/4 17 18 23 27	
1. 2. 3. 4. 5. 6. 7. 8. 9.	ET #66, DIVISION ER PLEASANT, ARIZ DOBER 5, 1980  A-FLEET Lévetin Bartik Frankel corridori DeCosta Shenkel Strab Allen Conrad Gwinn	POINTS  4 3/4 7 3/4 10 14 14 3/4 17 18 23 27 28	
1. 2. 3. 4. 5. 6. 7. 8. 9.	ET #66, DIVISION E PLEASANT, ARI: OBER 5, 1980  A-FLEET Lévetin Bartik Frankel Corridori DeCosta Shenkel Strab Allen Conrad	POINTS  4 3/4 7 3/4 10 14 14 3/4 17 18 23 27	
1. 2. 3. 4. 5. 6. 6. 7. 8. 9. 10.	ET #66, DIVISION ER PLEASANT, ARIZ POBER 5, 1980  A-FLEET Lévetin Bartik Frankel Corridori DeCosta Shenkel Strab Allen Conrad Gwinn  NOVICE	POINTS 4 3/4 7 3/4 10 14 3/4 17 18 23 27 28	
1. 2. 3. 4. 5. 6. 7. 8. 9. 10.	ET #66, DIVISION E PLEASANT, ARIZ POBER 5, 1980  A-FLEET Levetin Bartik Frankel Corridori DeCosta Shenkel Strab Allen Conrad Gwinn  NOVICE Bunch	POINTS 4 3/4 7 3/4 10 14 17 18 23 27 28  POINTS 3 1/2	
1. 2. 3. 4. 5. 6. 7. 8. 9. 10.	ET #66, DIVISION ER PLEASANT, ARI; POBER 5, 1980  A-FLEET Lévetin Bartik Frankel Corridori DeCosta Shenkel Strab Allen Conrad Gwinn  NOVICE Bunch Harris	POINTS  4 3/4 7 3/4 10 14 3/4 17 18 23 27 28  POINTS 3 1/2 4 3/4	
1. 2. 3. 4. 5. 6. 7. 8. 9. 10.	ET #66, DIVISION ER PLEASANT, ARI; POBER 5, 1980  A-FLEET Lévetin Bartik Frankel Corridori DeCosta Shenkel Strab Allen Conrad Gwinn  NOVICE Bunch Harris	POINTS 4 3/4 7 3/4 10 14 17 18 23 27 28  POINTS 3 1/2	

### **DIVISION 7**

FALL FROSTBITE REGATTA FLEET #59, DIVISION #7 TABLE ROCK LAKE, MISSOURI OCTOBER 4 - 5, 1980

	HOBIE 18	POINTS
1.		7 1/2 7 3/4
3.		7 3/4
	HOBIE 16	POINTS
	McCloud, D. Tinsley, J.	5 1/2 6 1/2
	Walker, L.	11
	HOBIE 18	POINTS
1.	Thiel, S.	7 3/4
2.	Thiel, S. Shoffner, D.	7 3/4 9 1/2
2.	Thiel, S. Shoffner, D. Page G.	7 3/4 9 1/2 12
3.	Thiel, S. Shoffner, D. Page G. Ganzkow, S.	7 3/4 9 1/2 12 17
2. 3. 4. 5.	Thiel, S. Shoffner, D. Page G. Ganzkow, S. Hamilton, G.	7 3/4 9 1/2 12 17 17 3/4
2. 3. 4. 5.	Thiel, S. Shoffner, D. Page G. Ganzkow, S. Hamilton, G. McGinnis, M.	7 3/4 9 1/2 12 17 17 3/4 23
2. 3. 4. 5. 6. 7.	Thiel, S. Shoffner, D. Page G. Ganzkow, S. Hamilton, G. McGinnis, M. Aderhold, G.	7 3/4 9 1/2 12 17 17 3/4 23 27
2. 3. 4. 5.	Thiel, S. Shoffner, D. Page G. Ganzkow, S. Hamilton, G. McGinnis, M.	7 3/4 9 1/2 12 17 17 3/4 23

### **DIVISION 8**

FLEET 39 OPEN REGATTA FLEET #39, DIVISION #8 BRADENTON, FLORIDA SEPTEMBER 20, 1980

	HOBIE 18	POIN	NTS
1.	Bird, R.	5	1/4
2.	Holmes, S.	6	3/4
3.	Johnson, B.	9	
4.	Kurper, R.	16	
	HOBIE 16A	POIN	ITS
1,	Sachez, P.	4	1/4
2.	Karron, R.	10	3/4
	Endres, M.	10	3/4
	Hackney, J.	13	
	Sloan, D.	18	
	Martin, K.	22	
	Obedzinski, T.	28	
	Dekreek, D.	30	
	Novak, S.	31	
	Lewis, D.	33	
	Johnson, J.	34	

		1
	HOBIE 16B	POINTS
	HOBIE 10B	POINTS
1.	Hood, R.	7 1/4
2.		10
3	Murdock T	10 3/4
4	Murdock, J. House, T.	10 3/4
5	Fox, S.	11
6.	Rawson, S.	24
	Rawson, D.	-
	,	
	HOBIE 16C	POINTS
1.	Kortrighi, T.	4 1/4
. 2.	Weaver, R.	8 3/4
3.	Young, D.	21
4.	Borek, T.	22
5.	Anderson, J. Bennett, T.	22
6.	Bennett, T.	24
7.	Cooper, C. Steiner, T. G.	25
8.	Steiner, T. G.	30
9.	Smith, L.	34
10.		35
11.		35 3/4
12.	Myers, J.	42
13.	Myers, J. Jones, D. Frank, B.	52
14.	Frank, B.	
15.	Krohngold, M.	59
10.	Dellile, P. Frank, J.	62
18.	Frank, J.	66
19.	Saik, R. Holec, S. Tomeo, C.	69
20.	Tomos C	
21.	Ridenour, R. Shupe, T.	84
22.	Kidenour, K.	89
22	Shupe, T. Peters, D.	95
24.	Rawson, E.	97
25.	Berninger, T.	
	berninger, 1.	107
	HOBIE 14A	POINTS
	1100010	
1.	Curry, B.	4 1/4
2.	McIntosh, F.	7 3/4
3.	Brice, R.	14
4.	Brice, R. Brice, A.	14
5.	Ferrera, J.	15 3/4
6.	Moser, B.	- 22
7.	Cope, W.	24
8.	Danner, B.	28
9.	Vanderbook, D.	32
	HOBIE 14B	POINTS
100		
1.	Vignocchi, M.	6 1/2
2.	McIntosh, R.	6 3/4
3.	Weis, S. Miher, K.	8 3/4 15 3/4
4.	Miner, K.	15 3/4
3.	Pearson, B.	10

### DIVISION 9

FLEET #221 CHAMPIONSHIPS FLEET #221, DIVISION #9 RAPPAHANNOCK RIVER, VIRGINIA SEPTEMBER 27 - 28, 1980

POINTS

HOBIE 16A

4. 5. 6. 7. 8. 9. 10.	Guthrie, K. Schultz, B. Dareene, B.	13 1/4 17 19 1/2 24 26 28 31 32 34 36 39 42
	HOBIE 16B	POINTS
2. 3. 4. 5. 6.	Magee, R. Smith, L. Bush, E. Smith, D. Kelley, J. Osborne, A. Landers, T. Phaup, J.	7 1/4 9 3/4 13 3/4 19 3/4 26 29 31 36
	HOBIE 14	POINTS 3 3/4
	Tate K. Creasy, D.	10

### **DIVISION 10**

ELK LAKE REGATTA PLEET #18, DIVISION #10 ELK RAPIDS, MICHIGAN SEPTEMBER 27 - 28, 1980

	HOBIE 18	POINTS
	Garrett, M.	3
	Medler, J. Smith, S.	12
3.	Smith, S.	12

HOBIE 16A	POINTS
1. Higgs, K.	4 1/2
2. Williams, B. 3. Gillman, M.	4 1/2
3. Gillman, M. 4. Visser, R.	9
5. Cambell, D.	12
HOBIE 16B	POINTS
1. Quinn, D.	4 1/2
2. Lee, R.	8 3/4
3. Richmond, R. 4. Hennessy, B.	10 3/4
5. Beck, G.	12
6. Boyle, C.	13
7. Cignach, D.	15
8. McPharlin, J.	21
CASS LAKE REGATTA	ON: #10
CASS LAKE REGATTA FLEET *18, DIVISI CASS LAKE, MICHIG	ON #10
FLEET #18, DIVISI	ON #10
FLEET #18, DIVISION CASS LAKE, MICHIG	ON #10
FLEET #18, DIVISION CASS LAKE, MICHIG	ON #10
FLEET *18, DIVISI CASS LAKE, MICHIG MAY 3 - 4, 1980	ON #10
FLEET *18, DIVISI CASS LAKE, MICHIG MAY 3 - 4, 1980	ON #10
FLEET \$18, DIVISI CASS LAKE, MICHIG MAY 3 - 4, 1980	ON *10 AN
FLEET *18, DIVISI CASS LAKE, MICHIG MAY 3 - 4, 1980 ** **BOBIE 18** 1. Garrett, M.	POINTS 4 3/4
FLEET #18, DIVISI CASS LAKE, MICHIG WAY 3 - 4, 1980 HOBIE 18 1. Garrett, M. 2. Timm 3. Roberts	ON *10 AN
FLEET #18, DIVISICASS LARE, MICHIG MAY 3 - 4, 1980  HOBIF 18  1. Garrett, M. 2. Timm 3. Roberts 4. Weber	POINTS  4 3/4 6 1/2 9 11
FLEET #18, DIVISICASS LARE, MICHIG WAY 3 - 4, 1980 HOBIE 18 1. Garrett, M. 2. Timm 3. Roberts 4. Weber 5. Lawrence	POINTS  4 3/4 6 1/2 9 11
FLEET #18, DIVISICASS LARE, MICHIG MAY 3 - 4, 1980  HOBIF 18  1. Garrett, M. 2. Timm 3. Roberts 4. Weber	POINTS  4 3/4 6 1/2 9 11
FLEET #18, DIVISICASS LARE, MICHIG WAY 3 - 4, 1980 HOBIE 18 1. Garrett, M. 2. Timm 3. Roberts 4. Weber 5. Lawrence	POINTS  4 3/4 6 1/2 9 11
HOBIE 18 1. Garrett, M. 2. Tinm 3. Roberts 4. Weber 5. Lawrence 6. Noren	POINTS  4 3/4 6 1/2 9 11 13 18
FLEET #18, DIVISICASS LARE, MICHIG WAY 3 - 4, 1980 HOBIE 18 1. Garrett, M. 2. Timm 3. Roberts 4. Weber 5. Lawrence	POINTS  4 3/4 6 1/2 9 11
HOBIF 18  1. Garrett, M. 2. Tinm 3. Roberts 4. Weber 5. Lawrence 6. Noren HOBIF 16A 1. Brubaker	POINTS  4 3/4 6 1/2 9 11 13 18  POINTS 6 3/4
HOBIE 18  1. Garrett, M. 2. Tinm 3. Roberts 4. Weber 5. Lawrence 6. Noren HOBIE 16A 1. Brubaker 2. Trouter	POINTS  4 3/4 6 1/2 9 11 13 18  POINTS 6 3/4 8 3/4
HOBIF 18  1. Garrett, M. 2. Timm 3. Roberts 4. Weber 5. Lawrence 6. Noren  1. Brubaker 2. Trouter 3. Noodruff 18. Noodruff	POINTS  4 3/4 6 1/2 9 11 13 18  POINTS 6 3/4 8 3/4 8 3/4 8 3/4
HOBIE 18  1. Garrett, M. 2. Tirsm 3. Roberts 4. Weber 5. Lawrence 6. Noren HOBIE 16A  1. Brubaker 2. Trouter 3. Noodruff 4. Hings	POINTS  4 3/4 6 1/2 9 11 13 18  POINTS 6 3/4 8 3/4 8 3/4 10
HOBIF 18  1. Garrett, M. 2. Timm 3. Roberts 4. Weber 5. Lawrence 6. Noren  1. Brubaker 2. Trouter 3. Noodruff 18. Noodruff	POINTS  4 3/4 6 1/2 9 11 13 18  POINTS 6 3/4 8 3/4 8 3/4 8 3/4





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

	HOBIE 16B	POI	NTS
1 5		700	
	Barnard	4	1/2
2.	Mathews	9	
	Olin	12	
	Quinn	13	3/4
	Cochran	14	
	Hennessy	19	
7.	Willmowitz	24	
	Sharpe	25	
	Holden	25	
	Herrington .	30	
	Puluf	32	
	Branch-	32	
13.	Peters	33	
14.	Shear	33	
15.	Stephenson	34	
16.	Depifnio	37	
17.	Nielson	37	

### **REGATTA RESULTS**

### **DIVISION 10**

METRO BEACH REGATTA FLEET #18, DIVISION #10 METRO BEACH, MICHIGAN MAY 17 - 18, 1980

-		
	HOBIE 18	POINTS
1.	Garrett, M.	4 1/4
2.	Roberts	8 1/2
	Woodruff	9 3/4
4.	O'Neal	1.4
	Garrett, D.	14
6.		19
	HOBIE 16A	POINTS
1.	Treuter	5 1/2
2.	LaBine	5 1/2
3.	Field	11 3/4
4.	Bastien	13
	Rommelaere	.16
6.	Murdock	19
	HOBIE 16B	POINTS
1.		5 1/2
	Olin.	8 3/4
	Persons	11
	Kuhn	13 1/2
	Quinn	16
6.		18
7.	Gallagher	23
8.	Herrington	27
9.		28
	McCray	29
	Allen	29
12.	Stephenson	. 29

	HOBIE 18	POIN	TS
	Garrett	1	1/2
	Roberts	5	
	Medler	5	
4.	Weber	8	
	HOBIE 16A	POIN	TS
1.	Hefferman	2	3/4
	Treuter	4	3/4
	Field	9	
	Tejchma	10	
	Higgs	11	
6.	Welch	11	
7.	Kennedy	12	
	Van Banard	13	
9.	Visser	16	
	HOBIE 16B	POIN	TS
1.	Kuhn	2	3/4
2.	Branch	5	3/4
3.	Hennessy	9	
4.	Herrington .	*11	
	Mathews	12	
6.	Uptegraff	14	
	Nickel	14	
	Rudland	15	
	Wyman	16	
	Lapham	17	
	Quinn	17	
12.	Kotora	19	

HIGGINS LAKE REGATTA FLEET #18, DIVISION #10 HIGGINS LAKE, MICHIGAN SEPTEMBER 13 - 14, 1980

	HOBIE 18	POINTS
	Garrett, M.	4 1/4
2.	Roberts, C.	6 3/4
3.	Medler, J. Jarvis, W.	17
4.	Mahaaka V	20
6	Mahncke, K. 4532	24
7	Kuvacie	26
	Collier, S.	26
9.	Weber, C.	30
10.	Smith, S.	36
	HOBIE 16A	POINTS
		100000000000000000000000000000000000000
	Mol, M.	8 1/2
2.	Fulbright D.	10 3/4.
3.	Visser, R. Kuhn, W.	10 3/4
4.	Kuhn, W.	15
3.	Bussenger, R. Frazier, L.	18
0.	rrazier, L.	23
1.	20327 Branch, A.	24 27
0.	Branch, A.	-
		Personal property.
	HOBIE 16B	POINTS
4		
1.	Johnson, T.	15 3/4
2.	Gillman, M.	16 3/4
4.	Quinn, D.	18 20 1/2
	Balazovic, A. Beck, G.	23 1/2
6	Loo P	33
7.	Hamill T	34
8.	Holmes, B.	37
9.	Hamili, T. Holmes, B. Weber, T.	38
10.	Balesky, R.	40
11.	Henry, B.	41
12.	Henry, B. Sharpe, M.	44
13.	McCallum, S.	45
14.	Brerus, W.	51
15.	Barnard, B.	54

	HOBIE 18	POINTS
1.	Garrett, M.	3
	Jacobs, L.	8
3.	Medler, J.	13
4.	Weber, C.	14
5.	Light, G.	16
	HOBIE 16A	POINTS
1.	Heffernan	3
. 2.	Higgs, K.	13 3/4
3.	Perry, D.	14
.4.	Woodruff, S.	16
5.	Treuter, G.	16-
	Olin, M.	21
7.	Field, S.	25
8.	Kuhn, W.	25
9.	Barnard, D.	30
10.	Steffin, F.	32
11.	Murdock, D.	37
	Visser, R.	40
	reader, w.	-





HOBIE 16B	POINTS
HOBIE 16B  1. Witharn, S. 2. Uptegraff, C. 3. Boyle, C. 4. Barnes, D. 5. Quinn, D. 6. McCallum, S.	12 1/2 12 3/4 17 3/4 18 19
7. McPharlin, J. 8. Baidas, R. 9. LaPham, C. 10. Hennessy, B. 11. McCallum, R. 12. Greve, R. 13. Russell, B. 14. Gillman, M. 15. Maxwell, B. 16. Gilbert, L.	23 32 35 35 35 35 36 39 41

POINTS

HOBIE 18

1.	Garrett, M.	6 1/4	
2.	Roberts, C.	7 1/4	
3.	Jacobs, L.	12	
	Collier	19	
5.	4095	21	
	HOBIE 16A	POINTS	
1.		14 3/4	
2.		15	
3.	Heffernan, B.	15 3/4	
4.	LaBine, R.	16 1/2	
	Treuter, G.	22	
	Tejchma, J.	27	
	Williams, B.	29	
	Field, S.	29	
	McGuan	31	
10.	Branch	39	
	HOBIE 16B	POINTS	
18 1			
	Mathews, T.	6 1/4	
	Quinn, D.	14 3/4	
3.		15 3/4	
	Bott, D.	23 3/4	
	Young, R.	27	
	Sullivan, C.	29	
7.	Barnard, B.	31	
	Hennessy, B.	34	
9.	Harrington, S.	36	
	Maxwell, B.	37	
11	Timaniak D	30	

TRAVERSE CITY REGATTA FLEET #18, DIVISION #10 TRAVERSE CITY, MICHIGAN JUNE 28 - 29, 1980

POINTS

HOBIE 18

1.	Garrett, M.	3	
2.	Garrett, M. Roberts Jacobs Norberg Medler Weber Boldoc Garrett, D. Light	8	
3.	Jacobs	12	
4.	Norberg	20	
5.	Medler	21	
6.	Weissert	22 24	
7.	Weber	24	
8.	Boldoc	28	
9.	Garrett, D.	29	
10.	Light	31	
		14	
	HOBIE 16A	POIN	rs
1.	Williams .	8 :	1/2
2.,	Higgs	10	3/4
3.	Olin	15	
4.	Hefferman	17	
5.	LaBine	19	
6.	Field	20	3/4
7.	Tejchma	22	
.8.	Kuhn	28	3/4
9.	Zadonick	30	
10.	Fulbright	- 31	
11.	Visser	37	
12.	Barnard	39	
13.	Stormzard	40	
14.	olin Hefferman LaBine Field Tejchma Kuhn Zadonick Fulbright Visser Barnard Stormzard Jarvis	50	
	V		
	HOBIE 16B	POIN	TS
1.	Branch	10	3/4
2.	Johnson	12	
3.	Eickelman Mathews Hennessy Beck Quinn	17	1/2
4.	Mathews	18	
5.	Hennessy	22	
6.	Beck	24	3/4
7.	Quinn	26	3/4
8.	Rudland	28	
9.	Young	32	
10.	Witham	34	
11.	McCallum	36	
12.	McPharlin	37	
13.	Barker	41	
14.	Lapham	47	
15.	Boyle	50	
16.	Balazoxic	52	
17.	Biggers	56	
18.	Vanderrock	61	
19.	Hans	66	
20.	McCallum	73	
21.	Bott	76	
22.	Oswald	81	
23.	Markin	87	
24.	Puluf	92	
25.	Stephenson	95	
26.	Casiel	95	
27.	Maxwell	96	
28.	Flechsig	98	
29.	Dault	98	
30.	Hennessy Beck Quinn Pedel Minnessy Beck Quinn Pedel Minnessy Beck Quinn McPharlin Barker Lapham Boyle Balazoic Biggers Vanderrock Hans McCallum Bott Oswald Markin Puluf Stephenson Casiel Maxwell Flechsig Dault Beachum	100	

MICHIGAN STATE CHAMPIONSHIPS FLEET #18, DIVISION #10 MUSKEGON, MICHIGAN JULY 26 - 27, 1980

	The state of the s	
	HOBIE 18	POINTS
		A STREET, STORY
1.	Garrett, M.	2 1/4
3.	Barnett, J. Ala, D.	4 3/4
	Freye	16
5.	Wedemeyer, J.	17
6.	Wedemeyer, J. Heikkila, V.	17
6.	Roberts, C.	18
0.	Bosse	25 28
9.	Jacobs, L. Hubbard, R.	28
11.	Loichinger	28
12.	Axelson	29
13.	Neeslev	33
14.	Medler, J. Tannert, T.	34 35
16	Boluc	40
16.	Boyd	42
18.	Swaim	46
19.	Mahncke .	48
20.	Light	49
21.	Belker Webber	57 61
LL.	wedder	01
	HOBIE 16A	POINTS
1.	Olin, M.	10 1/2
2.	Treuter, G.	12
2.	Higgs, K.	12
4.	Brubaker, S.	15 3/4
5.	Williams, B.	16
6.	Sacabsen LaBire	17
8.	Fulbright	20
9.	Knape, J.	20 21
	Stormzand	21
11.	Tuttle	21 23 23 3/4
11.	Bonesteel	23 3/4
14.	Tejchma Visser	34
14.	LaBine	36
16.	Zadonick	37
16.	Hyde	40
18.	Kuhn	41 46
19.	Witham Field	49
21.	Branch	52
22.	Welch	56
23.	Steffen	58
24.	Coombs	62
24.	Uptegraff	62 63 64
24. 25. 26.	Uptegraff Barnard	64
24. 25. 26. 27. 28.	Uptegraff Barnard Myers Young	64 67 70
24. 25. 26.	Uptegraff Barnard Myers	64
24. 25. 26. 27. 28.	Uptegraff Barnard Myers Young	64 67 70
24. 25. 26. 27. 28.	Uptegraff Barnard Myers Young	64 67 70
24. 25. 26. 27. 28.	Uptegraff Barnard Myers Young	64 67 70
24. 25. 26. 27. 28. 29.	Uptegraff Barnard Myers Young Murdock  HOBIE 16B	64 67 70 73
24. 25. 26. 27. 28. 29.	Uptegraff Barnard Myers Young Murdock  HOBIE 16B Mewhort Hennessey	64 67 70 73 POINTS
24. 25. 26. 27. 28. 29.	Uptegraff Barnard Myers Young Murdock  HOBIE 16B Mewhort Hennessey Clemons	64 67 70 73 POINTS 2 1/4 8 3/4
24. 25. 26. 27. 28. 29.	Uptegraff Barnard Myers Young' Murdock  HOBIE 16B  Mewhort Hennessey Clemons Kellogg	POINTS  2 1/4 8 3/4 12 16
24. 25. 26. 27. 28. 29.	Uptegraff Barnard Myers Young Murdock  HOBIE 16B Mewhort Hennessey Clemons Kellogg Barnes	POINTS  2 1/4 8 3/4 12 16
24. 25. 27. 28. 29.	Uptegraff Barnard Myers Young' Murdock  HOBIE 16B  Mewhort Hennessey Clemons Kellogg Barnes Holmes	POINTS  2 1/4 8 3/4 12 16 18 20
24. 25. 27. 28. 29.	Uptegraff Barnard Myers Young' Murdock  HOBIE 16B Mewhort Hennessey Clemons Kellogg Barnes Holmes Hanna	POINTS  2 1/4 8 3/4 12 16 18 20 20 21
24. 25. 27. 28. 29. 1. 2. 34. 5. 6. 78. 89.	Uptegraff Barnard Myers Young Murdock  HOBIE 16B Mewhort Hennessey Clemons Kellogs Barnes Holmes Hanna Hoffman Hooven	POINTS  2 1/4 8 3/4 12 16 18 20 20 21
24. 25. 27. 28. 29. 1. 23. 4. 5. 6. 7. 8.	Uptegraff Barnard Myers Young' Murdock  HOBIE 16B  Mewhort Hennessey Clemons Kellogg Barnes Holmes Hanna Hoewen McKeager	POINTS  2 1/4 8 3/4 12 16 18 20 20 21 21 21
24. 25. 27. 28. 29. 1. 23. 4. 5. 6. 7. 8.	Uptegraff Barnard Myers Young Murdock  HOBIE 16B  Mewhort Hennessey Cclemons Kellogg Barnes Holmes Hanna Hoffman Hoeven McKeager Fowler	POINTS  2 1/4 8 3/4 12 16 18 20 21 21 22 31
24. 25. 27. 28. 29. 1. 23. 4. 5. 6. 7. 8.	Uptegraff Barnard Myers Young' Murdock  HOBIE 16B Mewhort Hennessey Clemons Kellogg Barnes Holmes Hanna Hoeven McKeager Fowler Niekels	POINTS  2 1/4 8 3/4 12 16 18 20 20 21 21 21 21 35
24. 25. 26. 27. 28. 29. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13.	Uptegraff Barnard Myers Young' Murdock  HOBIE 16B  Mewhort Hennessey Clemons Kellog Barnes Holmes Hanna Hoeven McKeager Fowler Niekels Quinn Mathews	POINTS  2 1/4 8 3/4 12 16 18 20 20 21 21 21 35 35 35 38
24. 25. 26. 27. 28. 29. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13.	Uptegraff Barnard Myers Young Murdock  HOBIE 16B  Mewhort Hennessey Clemons Kellogg Barnes Holmes Hanna Hoeven McKeager Frowler Niekels Quinn Mathews Gage	POINTS  2 1/4 8 3/4 12 16 18 20 21 21 22 31 35 38 38
24. 25. 26. 27. 28. 29. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13.	Uptegraff Barnard Myers Young' Murdock  HOBIE 16B  Mewhort Hennessey Clemons Kellogg Barnes Holmes Hanna Hoeven McKeager Fowler Niekels Quinn Mathews Gage Baidas	POINTS  2 1/4 8 3/4 116 120 20 21 21 21 315 35 38 38 43
24. 25. 26. 27. 28. 29. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16.	Uptegraff Barnard Myers Young' Murdock  HOBIE 16B  Mewhort Hennessey Clemons Kellogg Barnes Holmes Hanna Hoeven McKeager Fowler Niekels Quinn Mathews Gage Baidas	POINTS  2 1/4 8 3/4 12 16 18 20 21 21 22 31 35 38 38 43
24. 25. 26. 27. 28. 29. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 18. 18. 18. 18. 18. 18. 18. 18. 18	Uptegraff Barnard Myers Young Murdock  HOBIE 16B  Mewhort Hennessey Clemons Kellogg Barnes Holmes Hanna Hoffman Hofewen McKeager Fowler Niekels Quinn Mathews Gage Baidas Cochran Willmowitz Herrington	POINTS  2 1/4 8 3/4 116 120 20 21 21 21 315 35 38 38 43
24. 25. 26. 27. 28. 29. 11. 2. 3. 4. 5. 6. 77. 8. 9. 10. 11. 11. 11. 11. 11. 11. 11. 11. 11	Uptegraff Barnard Myers Young' Murdock  HOBIE 16B Mewhort Hennessey Clemons Kellogg Barnes Holmes Hanna Hoeven McKeager Fowler Niekels Quinn Mathews Gage Baidas Cochran Willmowitz Herrington HocCallum	POINTS  2 1/4 8 3/4 12 16 18 20 21 21 21 21 21 35 35 38 38 38 44 45 46 47
24. 25. 26. 27. 28. 29. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 19. 19. 19. 19. 19. 19. 19. 19. 19	Uptegraff Barnard Myers Young Murdock  HOBIE 16B  Mewhort Hennessey Clemons Kellogg Barnes Holmes Hanna Hoffman Hoeven McKeager Fowler Niekels Quinn Mathews Gage Baidas Cochran Willmowitz Herrington McCallum Gillman	POINTS  2 1/4 8 3/4 12 16 18 20 21 21 22 31 35 38 43 44 45 46 47
24. 25. 26. 27. 28. 29. 1. 2. 3. 4. 5. 6. 7. 8. 9. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 22. 22. 22. 23. 24. 25. 26. 27. 27. 27. 27. 27. 27. 27. 27. 27. 27	Uptegraff Barnard Myers Young' Murdock  HOBIE 16B Mewhort Hennessey Clemons Kellogg Barnes Holmes Hanna Hoeven Kels Quinn Mathews Gage Saidas Cochran Willmowitz Herrington McCallum Gillman Hoffman	POINTS  2 1/4 8 3/4 12 16 18 20 21 21 21 21 21 21 43 45 46 47 49 51
24. 25. 26. 27. 28. 29. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 19. 19. 19. 19. 19. 19. 19. 19. 19	Uptegraff Barnard Myers Young Murdock  HOBIE 16B  Mewhort Hennessey Clemons Kellogg Barnes Holmes Hanna Hoffman Hoeven McKeager Fowler Niekels Quinn Mathews Gage Baidas Cochran Willmowitz Herrington McCallum Gillman Hoffman Hoffman	POINTS  2 1/4 8 3/4 12 16 20 21 22 21 22 31 35 38 43 44 45 46 47 49 516
24. 25. 26. 27. 28. 29. 1. 2. 3. 4. 5. 6. 7. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 19. 19. 19. 19. 19. 19. 19. 19. 19	Uptegraff Barnard Myers Young Murdock  HOBIE 16B  Mewhort Hennessey Clemons Kellogg Barnes Holmes Hanna Hoffman Hoeven McKeager Fowler Niekels Quinn Mathews Gage Baidas Cochran Willmowitz Herrington Hocklalum Gillman Hoffman Essen Mainwaring	POINTS  2 1/4 8 3/4 12 16 20 21 22 21 22 31 35 38 43 44 45 46 47 49 51 56 57
24. 25. 26. 27. 28. 29. 1. 2. 3. 4. 5. 6. 7. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 19. 19. 19. 19. 19. 19. 19. 19. 19	Uptegraff Barnard Myers Young' Murdock  HOBIE 16B Mewhort Hennessey Clemons Kellogg Barnes Holmes Hanna Hoeven McKeager Fowler Niekels Quinn Mathews Gage Baidas Cochran Willmowitz Herrington McCallum Gillman Hoffman Essen Mainwaring Hager Wells	POINTS  2 1/4 8 3/4 12 16 18 20 20 21 21 22 31 35 38 38 44 45 46 47 49 51 56 57 59
24. 25. 26. 27. 28. 29. 1. 2. 3. 4. 5. 6. 7. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 19. 19. 19. 19. 19. 19. 19. 19. 19	Uptegraff Barnard Myers Young Murdock  HOBIE 16B  Mewhort Hennessey Clemons Kellogg Barnes Holmes Hanna Hoffman Hoeven McKeager Fowler Niekels Quinn Mathews Gage Baidas Cochran Willmowitz Herrington McCallum Gillman Hoffman Essen Mainwaring Hager Wells Rudland	POINTS  2 1/4 8 3/4 12 16 18 20 20 21 21 22 31 35 38 38 44 45 46 47 49 51 56 57 59
24. 25. 26. 27. 28. 29. 1. 2. 3. 4. 5. 6. 7. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 19. 19. 19. 19. 19. 19. 19. 19. 19	Uptegraff Barnard Myers Young' Murdock  HOBIE 16B Mewhort Hennessey Clemons Kellogg Barnes Holmes Hanna Hoeven Kellogg Barnes Holmes Hanna Hoeven Hoffman Hoeven Kels Quinn Mathews Gage Saidas Cochran Willmowitz Herrington McCallum Gillman Hoffman Essen Mainwaring Hager Wells Rudland Freye	POINTS  2 1/4 8 3/4 12 16 18 20 20 21 21 22 31 35 38 38 44 45 46 47 49 51 56 57 59
24. 25. 26. 27. 28. 29. 1. 2. 3. 4. 5. 6. 7. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 19. 19. 19. 19. 19. 19. 19. 19. 19	Uptegraff Barnard Myers Young Murdock  HOBIE 16B  Mewhort Hennessey Clemons Kellogg Barnes Holmes Hanna Hoeven McKeager Fowler Niekels Quinn Mathews Gage Baidas Cochran willmowitz Herrington HcCallum Gillman Hoffman Essen Mainwaring Hager Wells Rudland Freye Mounts	POINTS  2 1/4 8 3/4 12 16 18 20 20 21 21 22 31 35 38 38 44 45 46 47 49 51 56 57 59
24. 25. 26. 27. 28. 29. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 27. 27. 27. 27. 27. 27. 27	Uptegraff Barnard Myers Young' Murdock  HOBIE 16B Mewhort Hennessey Clemons Kellogg Barnes Holmes Hanna Hoeven Kellogg Barnes Holmes Hanna Hoeven Hoffman Hoeven Kels Quinn Mathews Gage Saidas Cochran Willmowitz Herrington McCallum Gillman Hoffman Essen Mainwaring Hager Wells Rudland Freye	POINTS  2 1/4 8 3/4 12 16 20 21 12 21 22 31 35 38 43 44 45 66 57 77 73
24. 25. 26. 27. 28. 29. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 27. 27. 27. 27. 27. 27. 27	Uptegraff Barnard Myers Young' Murdock  HOBIE 16B  Mewhort Hennessey Clemons Kellogg Barnes Holmes Hanna Hoeven Kellogg Barnes Holmes Hanna Hoeven Kels Quinn Mikels Quinn Mikels Quinn Milmowitz Herrington Millman Hoffman Essen Millman Hoffman Essen Mainwaring Hager Wells Rudland Freye Mounts Roos Hill Deult	POINTS 2 1/4 8 3/4 12 16 20 21 21 22 31 35 38 43 44 45 46 47 49 51 56 67 77 77 77 74
24. 25. 26. 27. 28. 29. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 27. 27. 27. 27. 27. 27. 27	Uptegraff Barnard Myers Young Murdock  HOBIE 16B  Mewhort Hennessey Clemons Kellogg Barnes Holmes Hanna Hoffman Hoeven McKeager Fowler Niekels Quinn Mathews Gage Baidas Cochran Willmowitz Herrington Hoffman Essen Mainwaring Hager Wells Rudland Freye Mounts Roos Hill Deult Hagen	POINTS  2 1/4 8 3/4 12 16 20 21 22 21 22 31 35 38 43 44 45 66 57 77 74 74 75
24. 26. 27. 28. 29. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 22. 23. 24. 25. 26. 27. 27. 27. 27. 27. 27. 27. 27	Uptegraff Barnard Myers Young Murdock  HOBIE 16B  Mewhort Hennessey Clemons Kellogg Barnes Holmes Hanna Hoffman Hoeven McKeager Fowler Niekels Quinn Mathews Gage Baidas Cochran Willmowitz Herrington Hoffman Essen Mainwaring Hager Wells Rudland Freye Mounts Roos Hill Deult Hagen	POINTS 2 1/4 8 3/4 12 16 20 21 21 22 31 35 38 43 44 45 46 47 49 51 56 67 72 73 74 75
24. 26. 27. 28. 29. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 17. 18. 19. 20. 21. 22. 23. 24. 25. 26. 27. 27. 27. 27. 27. 27. 27. 27	Uptegraff Barnard Myers Young Murdock  HOBIE 16B  Mewhort Hennessey Clemons Kellogg Barnes Holmes Hanna Hoeven McKeager Fowler Niekels Quinn Mathews Gage Baidas Cochran willmowitz Herrington Hocfman Hoffman Hoffman Esseen Malnwaring Hager Wells Roos Hanna Hoffman Esseen Malnwaring Hager Wells Roos Hager Wells Roos Roos Hill Deult Hagen Chapman	POINTS  2 1/4 8 3/4 12 16 20 21 22 21 22 21 35 38 43 44 45 66 57 72 73 74 74 75 76
24. 26. 27. 28. 29. 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 22. 23. 24. 25. 26. 27. 27. 27. 27. 27. 27. 27. 27	Uptegraff Barnard Myers Young Murdock  HOBIE 16B  Mewhort Hennessey Clemons Kellogg Barnes Holmes Hanna Hoffman Hoeven McKeager Fowler Niekels Quinn Mathews Gage Baidas Cochran Willmowitz Herrington Hoffman Essen Mainwaring Hager Wells Rudland Freye Mounts Roos Hill Deult Hagen	POINTS 2 1/4 8 3/4 12 16 20 21 21 22 31 35 38 43 44 45 46 47 49 51 56 67 72 73 74 75

HOBIE 14

nuble 14

1. Woodruff, S.

2. Driggs, M.

3. Griffice
4. Driggs, K.

5. Anderson
6. Wall
7. Bird
8. Evans
9. Bishop
10. Weber
11. Cross
12. Richmond
13. Kelly

POINTS

3 1/2.

### REGATTA RESULTS



### **DIVISION 12**

NEW ENGLAND CHAMPIONSHIPS FLEET #197, DIVISION #12 ROCKPORT, MASSACHUSETTS SEPTEMBER 27 - 28, 1980

#### INVITATIONAL DIVISION:

	HOBIE 16		POI	NT
1.	Christopher,			
2.	Fritch, S.		13	1/
3.	Roberts, J.		18	
4.	Clark, C.		21	3/
5.	Christopher,	J.	27	3/
6.	Reed, B.		29	
7.	Cleary, J.		32	
8.	.Simms, A.		'32	
9.	Thatcher, J.		39	
10.	Lennon, R.		39	
11.	Mallory, F.		43	
12.	Barron, T.		49	
13.	Dugas, B.		51	
14.	Calder, J.		80	

#### OPEN DIVISION:

OPEN DIVISION:		
HOBIE 16	POI	INTS
1. Nelson, P.	14	3/4
2. Lesch, R.	15	1/2
	16	3/4
4. Devellian, L.	22	3/4
	28	
	31	3/4
7. Piermattei, G.	34	
	52	
9. Witcomb, B.	56	
10. Castle, B.	56	
11. Engel, B.	65	
12. Taminiau, T.	76	
13. Tierney, E.	82	
14. Larivier, A.	88	
15. Visnick, R.	89	
16. O'Rourke, S.	98	
17. Abbott, L.	105	
17. Abbott, L. 18. Stavis, J.	107	
19. Dahl, C.	109	
	112	

HOBIE 18	POINTS
Mehl, S. Mone, T.	5 3/4 14 3/4
Bowen, J. Downing, J.	17 26

	HOBIE 14	POINTS
3.	Bradley, B. Pickett, B. Pickett, R. Dugas, K. Thamhain, H.	7 1/4 13 3/4 23 27 28

1980 PONTIAC LING ISLAND SOUND HOBIE CHAMPIONSHIPS FLEET #56, DIVISION #12 WESTPORT, CONNECTICUT JUNE 14 - 15, 1980

HOBIE 18

POINTS

7 3/4

3.	Gibson, J.	11	
4.	Cutillo, J.		3/4
5.	Williams, R.	15	
6.	Davis, P.	15	
7.	Koslow, B.	20	3/4
8.	Grauer, R.	21	
9.	Massalan, R.	24	
10.	Duggs, P.	26	3/4
11.	Pierson, C.	27	
12.	Barber, D.	29	
	Manganello, J.	30	
	Duggs, R.	34	
15.	Vandergryn, J.	38	
16.	Shea, W.	38	
	Vizzo, V.	51	
	McGhee, R.	53	
	HOBIE 16A	POIN	TS
1.	Adelman, J.	2	1/4
2.		12	
3.		12	
4.		16	
5.		17	
6.		18	
7.		18	
8.		20	
9.		20	3/4
		21	
11.			
12.		30	
13.		35	
14.	Hanlon, J.	35	
15.	Cheneski, T.	36	
16.		36	
17.	Sebastian, J.	39	
18.	Blom, G.	45	
19.		46	
20.	Kernan, W.	50	
21.	Papp, L.	54	
	Maganheimer, J.	55	
23.	Olsen, R.	56	30.30
24.	Voigt, S.	60	
25.	Klinga, J.	72	

	HOBIE 16B	POI	NTS
1.	Bliss, D.	4	1/2
2.	Hering, P.	9	
- 3.	Field, J.	10	3/4
4.	Feinberg, B.	17	
5.	Wulff, J.	18	
	Walsh, K.	19	
	Colum, R.	20	
	Holton, C.	21	
	Kammerer, S.	23	
	Mann, D.	23	
	Blain, W.	25	
	Alexander, T.		
	Fritz, A.	27	
	Featherstone,		
	Lesko, W.	35	
	O'Neill, B.	35	
	Chadwick, A.	36	
		43	
	Rice, A.		
19.	Herrman, P.	54	

	HOBIE 16C	POINTS	
	Lennon, R.		1/4
2.	Nice, J.	8	
3.	Lariviere, A.	9	
	Christopher, T.	11	3/4
5.	Knowles, B.	13	
6.	Hall, L.	19	
7.	Brosofyke, G.	21	
8.	Baur, M.	21	
9.	Copeland, E.	21	
10.	Coles, A.	22	
11.	Weiss, R.	29	
12.	Beller, A.	30	
13.	Clark, R.	42	
14.	Sowa, F.	42	
15.	Caiati, R.	44	
16.	Turner, S.	44	
17.	Garofalo, J.	46	
18.	Urist, B.	46	
19.	MacDonald, J.	48	

	HOBIE 14	POIN	ITS	
1.	Nichok, D.	5	3/4	
2.	Atherton, J.	6	1/2	
	Noyes, A.	7		
4.	Shaughnessy, W	. 12	3/4 1	DSQ
5.	Knorr, G.	13		
6.	Duggs, K.	14		
7.	Lindfors, K.	19	•	
8.	Grasso, A.	22		
9.	Morrison, J.	22		
10.	Fulton, J.	26		
11.	McDermott, R.	28		
	Pickett, B.	28		
	Conroy, R.	36		200
4.	Pickett, R.	42		2





BOODLES BRITISH GIN & TONIC WITH A SLICE OF LIME REGATTA FLEET #136, DIVISION #12 MADISON, CONNECTICUT OCTOBER 4 - 5, 1980

POINTS

HOBIE 18

	HOBIE 18	POIN	115
,	Cutillo, J. Dugas, P. Mehl, S. Barber, D. Mone, T. Grauer, R. Flaherty, J. Vizzo, V. Palmer, T. Sullavan, C. Mazzacane, R. Illi, T. Shea, B.	5	1/2
2.	Cucilio, J.	7	1/2
2.	Dugas, r.	13	1/2
3.	Barbar D	24	3/4
4.	Mana m	29	3/7
6	Crauce D	20	
0.	Grauer, R.	20	
1.	Flanerty, J.	30	
8.	Vizzo, V.	24	
9.	Palmer, T.	34	
10.	Sullivan, C.	37	
11.	Mazzacane, K.	3/	
12.	Illi, T.	43	
13.	Mazzacane, R. Illi, T. Shea, B. Noves, A.	4/	
14.	Noyes, A.	52	
15.	Moyer, J.	52	
16.	Noyes, S.	53	
17.	Daniels, J.	56	
18.	Peter, G.	65	
19.	Swiss, D.	68	
20.	Hayes, B.	73	
21.	Lemmer, J.	77	
22.	Bowen, J.	82	
23.	Shea, B. Noyes, A. Moyer, J. Noyes, S. Daniels, J. Peter, G. Sviss, D. Hayes, B. Lemmer, J. Bowen, J. Selfridge, E. Luisi, G. Cherwinski, B. Wright, D.	86	
.24.	Luisi, G.	90	
25.	Cherwinski, B.	99	
26.	Wright, D.	99	
	HONEY 15.	DOTE	ma
	HOBIE 16A	POIN	TS
			211
1.	Adelman, J.	8	3/4
2.	McKay, W.	14	
3.	Donnerstag, K.	14	
4.	Donnerstag, K. Sims, A.	22	
4.	Sims, A. Christopher, E.	22 32	
4. 5. 6.	Sims, A. Christopher, E. Samalot, G.	22 32 37	
4. 5. 6. 7.	Sims, A. Christopher, E. Samalot, G. Lyons, C.	22 32 37 40	
4. 5. 6. 7. 8.	Sims, A. Christopher, E. Samalot, G. Lyons, C. Berger, G.	22 32 37 40 40	1/2
5. 6. 7. 8. 9.	Christopher, E. Samalot, G. Lyons, C. Berger, G. Ewing, R.	32 37 40 40 44	1/2 1/3/4
5. 6. 7. 8. 9.	Christopher, E. Samalot, G. Lyons, C. Berger, G. Ewing, R.	32 37 40 40 44	1/2 3/4
5. 6. 7. 8. 9. 10.	Christopher, E. Samalot, G. Lyons, C. Berger, G. Ewing, R. Hawn, E. Schuchardt, J.	32 37, 40 40 44 49	1/2 1 3/4
5. 6. 7. 8. 9. 10.	Christopher, E. Samalot, G. Lyons, C. Berger, G. Ewing, R. Hawn, E. Schuchardt, J. Krause.	32 37, 40 40 44 49 50	1/2 3/4
5. 6. 7. 8. 9. 10. 11. 12.	Christopher, E. Samalot, G. Lyons, C. Berger, G. Ewing, R. Hawn, E. Schuchardt, J. Krauss Gaal, C.	32 37, 40 40 44 49 50 57 58	1/2 3/4
5. 6. 7. 8. 9. 10. 11. 12.	Christopher, E. Samalot, G. Lyons, C. Berger, G. Ewing, R. Hawn, E. Schuchardt, J. Krauss Gaal, C.	32 37, 40 40 44 49 50 57 58	1/2 1/3/4
5. 6. 7. 8. 9. 10. 11. 12.	Christopher, E. Samalot, G. Lyons, C. Berger, G. Ewing, R. Hawn, E. Schuchardt, J. Krauss Gaal, C.	32 37, 40 40 44 49 50 57 58	1/2 3/4
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5. 6. 7. 8. 9. 10. 11. 12.	Christopher, E. Samalot, G. Lyons, C. Berger, G. Ewing, R. Hawn, E. Schuchardt, J. Krauss Gaal, C.	32 37, 40 40 44 49 50 57 58	1/2 3/4
5. 6. 7. 8. 9. 10. 11. 12.	Christopher, E. Samalot, G. Lyons, C. Berger, G. Ewing, R. Hawn, E. Schuchardt, J. Krauss Gaal, C.	32 37, 40 40 44 49 50 57 58	1/2 3/4
5. 6. 7. 8. 9. 10. 11. 12.	Christopher, E. Samalot, G. Lyons, C. Berger, G. Ewing, R. Hawn, E. Schuchardt, J. Krauss Gaal, C.	32 37, 40 40 44 49 50 57 58	1/2 3/4
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5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18.	Christopher, E. Samalot, G. Lyons, C. Berger, G. Ewing, R. Hawn, E. Schuchardt, J. Krauss Gaal, C.	32 37, 40 40 44 49 50 57 58 59 62 74 76 76	3/4

	HOBIE 16B	POIN	TS
1.	Field, J.	20	3/4
2.	Livatino, J.	21	
3.	Winston, D. Roberts, M.	23	1/4
4.	Roberts, M.	41	
5.	Scranton, R.	43	
6.	Colum, B. Bliss, B.	44	
	Cocotos, P.	44	
9.	Cocotos, P. Lariviere, A.	44	3/4
10.	Lariviere, A. Manzella, B. Long, D. Mallory, F. Clark, R.	46	
11.	Long, D.	54	
12.	Mallory, F. Clark, R. Beach, W. Lesko, W. Bassett, T. Hrycaz, B.	55	
13.	Clark, R.	55 69	
14.	Beach, W.	70	
16	Bassett, T.	70	
17.	Hrycaz, B.	73	
18.	Olson, B.	79	
19.	Furey, J.	80	
20.	Bassett, T. Hrycaz, B. Olson, B. Furey, J. Bavier, B. Crossley, R.	89	
21.	Crossley, R.	96	
22.	Cavallary, B.	99	
23.			
25	Maier, L.	104	
26.	Ferrara, B.	107	
27.	Maul, J.	112	
28.	Letendre, D.	113	
29.	Maier, L. Ferrara, B. Maul, J. Letendre, D. Chadwick, A. Hanshar, J. Reardon, T.	117	
30.	Hanshar, J.	118	
31.	Reardon, T. Coburn, R.	124 126	
34.	Cobuln, K.		
34	Rollett, J. Elliott, J.	130	
35.	Rollett, J. Elliott, J. Brosofske, G. Price, W. Hodge, A. Rhodes, S. Egan, T. Deming, T. Carini, J. Sullivan, J.	133	
36.	Price, W.	134	
37.	Hodge, A.	137	
38.	Rhodes, S.	137	
39.	Egan, T.	139	
40.	Deming, T.	141	
42	Sullivan, J.	140	
43.	Sullivan, J. Colson, R. McLaine, D.	149	
44.	McLaine, D.	151	
45.	zydek, S.	153	
46.	Heil, W. Schroeder, E. Scheier, B.	154	
		164	
48.	Scheier, B.		
50	Schroeder, E. Scheier, B. Reichet, G. Haines, M. Mead, G. Hartman, J. Ferris, J.	169	
51	Mead. C	172 175	
52.	Hartman, J.	182	
53.	Ferris, J. Krawiec, J. McGrath, J.	185	
54.	Krawiec, J:	188	
55.	McGrath, J.	188	
50.	Schuessler, K.	196	
57.	Brasel, D.	209	
od.	Suker, J.	221	
	HORTE 14	DOT	Alme.

### **REGATTA RESULTS**

#### DIVISION 13

SALEM PRE-WORLDS REGATTA FLEET #133, DIVISION #13 PUERTO RICO NOVEMBER 2, 1980

	HOBIE 16	POINTS
1.	Suarez, E.	4 3/4
	Rivera, E.	6
	Llovat, A. F.	7
4.	Fyffe, G.	11
5.	Goldberg, D.	13 3/4
6.	Villaverde, C.	14
	Lopez, F.	14
	Jimenez, J.	17
9.	Claudio, R.	18
		18
		19
12.	Castillo, F.	
13.	Bras, J.	23
	Gil, J.	24
	HOBIE 14	POINTS
1.	Junco, E.	1 1/2
2.	Torres, E. F.	4
3.	Colon, P. E.	8
	Exner, P.	9
	Carus, J.	12
	Chevre's, P. O.	
	Junco, D.	13
	Colon, B.	16
9.	Soler, P. J.	21

COPA DE PALMAS SEVENTH 6 LAST POINTS REGATTA FLEET \$133, DIVISION \$13 PUERTO RICO AUGUST 30 - SEPTEMBER 1, 1980

	HOBIE 16	POINTS
2. 3. 4.	Figueroa, A. Fyffe, G. Dorian, G. Rivera, E. Claudio, R.	3 3/4 12 3/4 17 20 22

6	Lopez, F.	25
7	Timeser, F.	
/.	Jimenez, J.	29
	Acaron, W.	31
9.	Bras, P. J.	39
10.	Villaverde, C.	50
		at the same
	HOBIE 14A	POINTS
1.	Junco, E.	5 3/4
	Figueroa, T. E.	9 1/2
3	Ortiz, J.	18
	OLCIE, J.	
2.	Junco, C.	21
5.	Junco, J.	31
6.	Colon, P. E.	32
		4
		-
	HOBIE 14B	POINTS
	Charles Town I have	
1.	Villanueva, B.	5 3/4
	Rojas, R.	9 1/2
		19
3.	Colon, B.	
4.	Perez, M. J.	27
5.	Soler, P. J.	28
6.	Soltero, R.	35
-10	NTERNATI	ONAL
	ALEKIAMII.	CIAM

INT	MPIONSHIPS CHIRIGANAL DIVIS CHIRIGANAMA, JAI TEMBER 21, 1980	SION
	HOBIE 14	POINTS
,	Vogues M	4 172
2.	Kosuge, M. Sekiguchi, K.	4 1/2
	Uchikura, E.	
	Maeda, H.	12 3/4
5.	Yazawa, Y.	15
6	Hayashi, K.	18
7	Ichikawa, S.	25
8.		25
9.		27-
	Shimiya, K.	32
11	Uchihara, T.	33
12.		35
	Yauchi, T.	37
	Fujiki, K.	42
15.	Miyasita, M.	44
	Ponzeck	49
		50
	Hirayama, A.	50

19. Inoue, M.	58
20. Matsuzawa, Y.	58
21. Kizawa, H.	60
22. Soga, K.	61
23. Saito, M.	69
1980 HOBIE 14 ALL JA	APAN
CHAMPIONSHIPS	
INTERNATIONAL DIVISI	ON
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HOBIE 14	POIN
HODEL 14	POIN
1. Kitamura, K.	g
2 11-1-12-11	-

	HODEL 14	LOTIVI
	V 1 h = m V	0.2
	Kitamura, K.	8 3/
	Yoshida, H.	9 1/
	Tanaka, S.	12 3/
4.	Nakamura, T.	15
5.	Ichikawa, S.	19
6.	Hayashi, K.	24
	Uchihara, T.	26
	Kobori, Y.	35
	Ota, S.	39
	Suzuki, Y.	40
	Uematsu, S.	41
	Sekine, T.	43
	Tanaka, M.	46
	Konno, M.	47
	Hikita, H.	49
	Kanbara, S.	51
17.	Kitamura, H.	54
18.	Mukai, N.	58
19.	Kitamura, T.	59
	Kadota, S.	65
	Yauchi, T.	73
	Imaizumi, To	75

1980 HOBIE 16 ALL JAPAN CHAMPIONSHIPS INTERNATIONAL DIVISION KAMAKURA, JAPAN NOVEMBER 2 - 3, 1980

	HOBIE 16	POINTS
2.	Maeda, H. Suzuki, K. Yazawa, Y.	7 1/2 8 3/4 15 3/4

м.	58	
wa, Y.	58	
н.	60	4. Konno, M.
	61	5. Suzuki, A.
м.	69	6. Nakazawa, H.
		7. Watanabe, K.

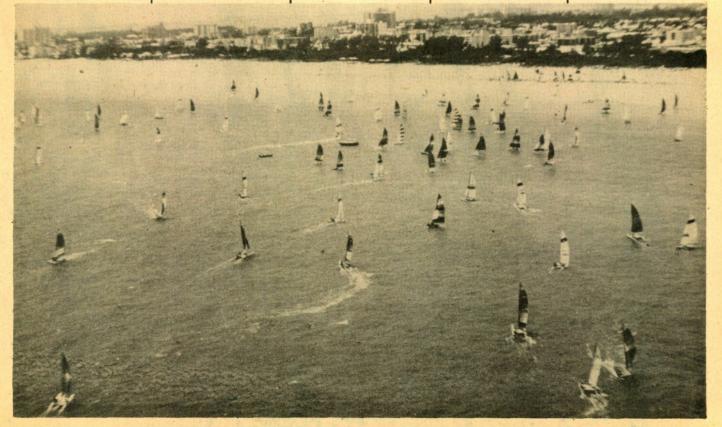
	8. Sekiguchi, K.	31
LL JAPAN	9. Igarashi, N.	41
	10. Suruta, K.	42
IVISION	11. Suzuki, S.	42
PAN	12. Miyashita, M.	43
, 1980	13. Kobayashi, M.	50
, 1980	14. Ishiwata, T.	58
	15. Kaneko, M.	58
THE RESERVE THE PARTY OF THE PA	16. Murakami, M.	59
POINTS	17. Matsuzawa, K.	60
	18. Nomura, M.	63
8 3/4	19. Yajima, K.	67
9 1/4	20. Sueyoshi M.	69
12 3/4	21. Suzuki, Y.	71
. 15	22. Matsuzawa, Y.	73
19	23. Kayama, S.	76
24	24. Rai, M.	78
. 26	25. Mukawa, K.	86
35	26. Fujii, S.	89
39	27. Bourdon, C.	90
40	28. Aizawa, N.	91
41	29. Osada, N.	94
43	30. Yamaguchi, Y.	98
46	31. Koujitani, Y.	100
47	32. Hanai, K.	111
49	33. Miyake, K.	121
51		
54		

1980 HOBIE 16 ALL KANTO CHAMPIONSHIPS INTERNATIONAL DIVISION MITCHAMA, JAPAN SEPTEMBER 15, 1980

-		
HOBIE 16	POIN	IT.
1. Yazawa, Y.	2	3
2. Suzuki, K.	6	3
3. Maeda, H.	7	
4. Nakazawa, H.	9	
5. Konno, M.	11	
6 Sekiguchi, K.	14	
7. Sueyoshi, M.	15	
8. Kitagawa, M.	16	
9. Ishiwatari, T.	22	
10. Yajima, K.	25	



11.	Ohara, M.	2
12.	Natsukari, S.	28
13.	Watanabe, K.	29
	Amano, Y.	32
	Kuroda, T	3
16.	Okubo, A.	36
17.	Osada, N.	39
18.	Imai, T.	40
19.	Hirose, T.	40
20.	Minegishi, Y.	45
21.	Matsuzawa, Y.	45
22.	Suzuki, Y.	48
23.	Saito, H.	45
24.	Bukawa, K.	51
25.	Tizuka, S.	5
26.	Sekigami, H.	5: 5: 5:
27.	Komatsu, K.	53
28.	Toya, T.	5
29.	Sekine, A.	5
30.	Koyanagi, S.	5
31.	Sakurai, T.	5
	Fujii, S.	5
	Yamazaki, T.	60
	Kobayashi, M.	6
	Iwami, S.	69
	Hasegawa, A.	7:
37.	Tanaka, M.	7:







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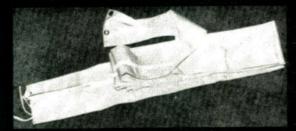


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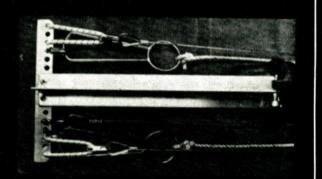
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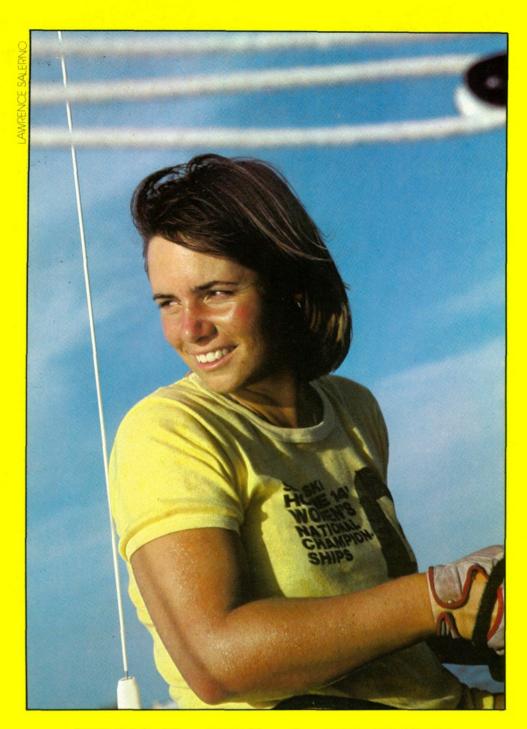
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## TWO IN A ROW FOR PAULA

Retains U.S. Hobie 14 Women's Title In St. Petersburg Beach, Florida

Sponsored by Sea & Ski

BY BELLA LAGMAY-SINGH

n an unprecedented victory, defending champion Paula Alter retained her title in the U.S. Hobie 14 Women's Nationals, winning the second annual event held October 15-18 in St. Petersburg Beach, Florida. The two-time champion from Capistrano Beach, California, and the daughter of Hobie Cat designer Hobie Alter, was indeed triumphant about her back-to-back win, but seemed even more pleased about the obvious success of the all-women event and the general upsurge supporting women in racing.

With the significant increase of the number of women interested in sailing, Hobie Cat first featured the all-women competition last year in Lake Tahoe, Nevada. The success of the event apparently inspired more female sailors around the nation to get involved in the racing scene as 36 registered this year — an increase of one-third over the premier event.

Women of all levels of sailing experience were encouraged to take to the tiller and go for the national championship. This prompted both seasoned skippers and girls just beginning to get the hang of trapezing and flying a hull to prepare for the national event by actively racing in local regattas.

Greater competition was anticipated this year as the ladies began exhibiting marked improvements in their sailing performances during this past racing season. And more than half of the competitors in the first event returned — ready to get down to some serious racing.

Hailing from all areas of the continental United States, strong contingencies came from Texas and California with the heaviest representation from Florida. The local suncoast ladies were believed to have an edge over the other competitors since they were familiar with the unpredictable Gulf of Mexico waters. The Floridians, however, worred about the Texan gals who were also accustomed to sailing in the gulf. But when racing started, the competitors realized quickly that sailing ability was the determining factor in winning.

Like the first annual event last year, there was a warm camaraderie among the competitors. Although ages of the participants spanned from 16 to 53-years-old, the generation gaps were bridged by their common love of sailing — as evidenced on the beach when they assisted each other in tuning up their boats, sharing sailing tips and advice.

Dominated by women in their '20s, several veteran racers were also among the competitors including 48-year-old

Ann Karnitschnig, a physician from Virginia Beach, Virginia, who has been sailing for 15 years and sails with her four daughters and 86-year-old mother. Then there was local sailor Jean Spaid, a 53-year-old from St. Pete (who came in last place and was given a special "Hangin' In There" award). Shirley Kaufhold, a grandmother of seven from Crystal Beach, Florida, came out for the fun of it and just hoped to place in the Top 20, claiming that she was at least "first in enthusiasm!"

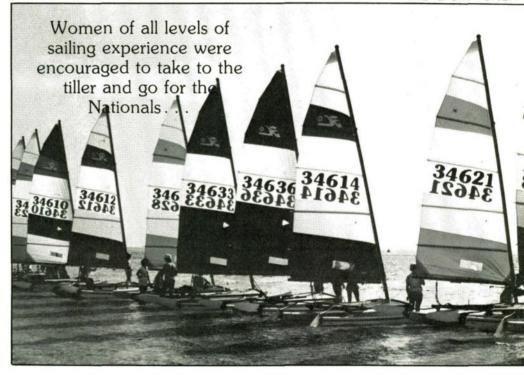
Sunny Florida was certainly an ideal locale for the bikini-clad competitors who had to don wetsuits last year to

Stream, New York and neighbor Patti McGuire of Capistrano Beach, California.

Undaunted by Alter's win, Marylyn Morris of Houston, Texas, whose tie for first-place last year was broken by Alter's lower throw-out, came on strong to win the second race of the day. Alter was right behind her, though, followed by Karnitschniq.

Local favorite Linda Ellis of Tampa came through for the Floridians to win the last race of the day when both Alter and Morris tanked to finish 15th and 12th respectively. By the end of the first day, Ellis' first-place finish, combined with her previous scores of a sixth and

BELLA LAGMAY-SINGH



race in the 45-degree waters and choppy seas of Lake Tahoe. Some of the girls got thrashed in the heavy air races at Tahoe and readily welcomed the smooth seas and "bath water" \* temperates of St. Pete. It was to be a beautiful event indeed.

A welcome party was hosted by Sea & Ski at regatta headquarters at the St. Pete Beach Hilton Inn. Qualifying races were to be held Wednesday, October 15th for those skippers not pre-qualified for the national championship through sanctioned points regattas in their own divisions, but all registrants were welcomed to race.

The championship series of races began Thursday in winds of 10-15 knots. Alter, to no one's surprise, started the series off with the same winning style that captured the championship title last year, and won the first race. She was followed by Angela Peelle of Rock

a fifth, put her in first-place overall with a total of  $11^{3}$ /4 points. Peelle looked good in second place, a mere  $1^{3}$ /4 points behind. Leth was in third with 17 points while Alter took fourth with  $17^{3}$ /4 points

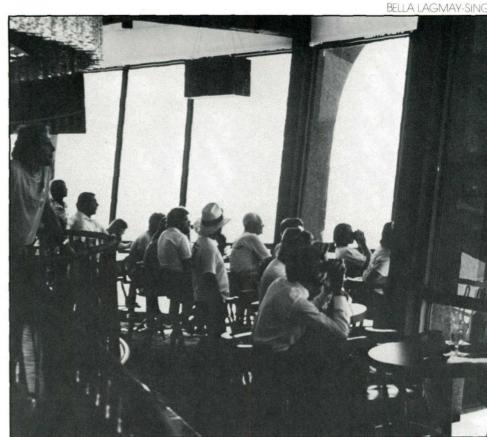
Light airs of 5-10 knots prevailed during Friday and the races were such drifters that a third race was not held. In the first race of the day Tampa's Jeanne Obedzinksi edged out Alter for first-place. The champ took second with McGuire, third.

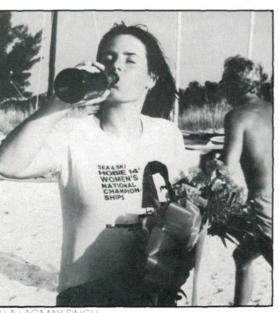
Winds increased to 10 knots by the second race of the day and Michelle Stacy of Dallas, Texas easily took first with fellow Texas Nancy Bateman of Richardson behind her. Alter was right on their tails, however, and finished third.

Alter's good day of racing escalated her from overall fourth-place to firstplace by Friday evening with a Keeping Up Shirley Kaufhold, 53, (below) enjoyed sailing with the girls. Spectators (right) were able to get an

overview of the race course from the top of the Hilton Inn.







Top 10

Paula Alter (above) takes a sip of the bubbly after being presented champagne and roses. The Top 10 (right) at the awards banquet. Kneeling are Michelle Stacy, Jeanne Obedzinski, Becky Danner, Angela Peelle, Marylyn Morris and Nancy Bateman. Sitting are Sue Brenny, Linda Leth, Hobie Alter, Paula Alter and Linda Ellis.



cumulative total of 73/4 points (discounting her 15th as a throw-out). Peelle assumed her second-place berth with 17 points while Ellis dropped from overall first to third-place with 213/4 points.

Since only 36 skippers were competing, there were no eliminations for the final races to be held Saturday. Going into the final day of racing, Alter had a comfortable lead of 9½ points over second-place. And her top rivals prepared to give her a run for her title...

It was to turn out to be quite a day of racing for California's Leth who won the first race Saturday (going into the last day, she was in overall fourth-place with 22 points). Finishing behind Leth was Janet Myner of Norman, Oklahoma, followed by Peelle.

Californians starred in the second race of the day. McGuire came from behind and stayed in the lead throughout the course, maintaining it to win her first race of the series. Cheering her on was good friend Alter, who finished second with Leth in third.

The excitement built as the championship fleet set sail for the last race of the series. Morris, who hadn't finished in the top five since her first-place win early in the series, raced with

#### Paula's victory proved that last year's win wasn't a fluke...



Hobie Alter proudly presents the first-place trophy to his daughter, Paula.

new vigor and succeeded in taking another first-place win. The California girls were fast behind her and Leth took second while 17-year-old Sue Brenny from San Jose, the youngest competitor at Lake Tahoe last year, finished a commendable third.

Leth's performance on the final day of racing boosted her from overall fourth to overall second-place with 273/4 points! Alter had dropped to a seventh in the last race but her cumulative scores totaling 203/4 points were enough to maintain her first-place hold and definitely proclaim her the undefeated champion!

When Alter hit the beach, she was presented a bouquet of roses and a bottle of champagne, plus a free weekend at her choice of Hiltons in St. Pete or Atlanta — compliments of Margaret Steger, general manager of the St. Pete Beach Hilton Inn.

At the awards banquet that night Hobie Alter stated that although Paula crews for him at national and world championships, she didn't skipper until two years ago. And when she finally did, she won her first regatta. Proudly presenting his daughter the first-place trophy he confirmed that her repeat victory "proved that last year's win was definitely not a fluke!"

SEA & SKI U.S. HOBIE 14 WOMEN'S NATIONALS St. Petersburg Beach, Florida October 15-18, 1980										
SKIPPER	STATE	1ST	2ND	3RD	4TH	5TH	6ТН	7TH	8TH	TOTAL
1. Paula Alter	California	3/4	2	15	2	3	4	2	7	203/
2. Linda Leth	California	4	10	3	5	11	3/4	3	2	273/
3. Linda Ellis	Florida	6	5	3/4	10	10	6	16	11	483/
4. Jeanne Obedzinski	Florida	37	8	10	3/4	13	7	5	6	493/
	Texas	10	9	5	13	3/4	17	8	5	503/
5. Michelle Stacey	New York	2	+	4	37	4	3	17	17	54
6. Angela Peelle	Texas	12	3/4	12	17	8	20	9	3/4	597
7. Marylyn Morris	Texas		6	9	9	2	5	13	24	64
8. Nancy Bateman		11	22	8	11	12	8	4	14	68
9. Becky Danner	Florida	14	14	14	7	5	21	12	3	69
10. Sue Brenny	California			2		7	2	7	20	71
11. Janet Myner	Texas	5	28		29	30	11	3/4	10	733/
12. Patti McGuire	California	3	16	30	3	18	18	6	4	79
13. Kelly Bowerfind	Florida	9	17	7	21			22	37	93
14. Ann Karnitschnig	Virginia	16	3	6	15	22	9		8	95
15. Norma Keene	Florida	24	13	22	4	23	15	10		
16. Kathy Mewhort	Michigan	28	15	16	34	14	19	18	15 12	125
17. Lori Allison	California	13	12	23	26	37	16	24		126
18. Susan Durkee	lowa	17	19		16	6		11	28	127
19. Cheryl Johnson	Florida	27	20	13	6	19	22	33	23	130
20. Luann Gryczewski	Florida	30	11	21	19	37	10	23	21	135
21. Terri Pease	Michigan	19	25	11	20	29	24	29	18	146
22 Shirley Kaufhold	Florida	22	23	37	32	9	13	25	30	154
23. Jean Ann Baum	Wyoming	18	26	20	30	28	29	15	19	155
24. Linda Bowerlind	Florida	37	24	24	24	17	12	27	27	155
25. Jacque Myers	Florida	32	31	29	27	16	33	14	9	158
26. Ruth McIntosh	Florida	29	18	34	8	. 24	14	32	36	159
27. Kelly Van Landingham	Florida	23	21	25	18	20	31	28	26	161
28. Cheryl Lipka	Florida	33	34	33	12	25	26	19	13	161
29. Carolyn Carter	Florida	25	29	28	22	31	28	21	16	169
30. Sue Perkins	Ohio	21	4	17	37	33	27	35	36	173
31. Linda Gioe	Florida	15	30	32	28	26	34	20	25	176
32. Gale Stout	Texas	31	33	27	14	21	- 36	26	31	183
33. Candy Smith	New York	35	32	18	23	35	25	31	32	196
34. Judith McCrackin	Texas	26	27	26	33	32	32	30	29	202
35. Pamela Cross	Michigan	34	35	31	35	34	23	35	36	227
36. Jean Spaid	Florida	36	36	36	36	36	35	34	33	246

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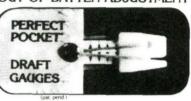


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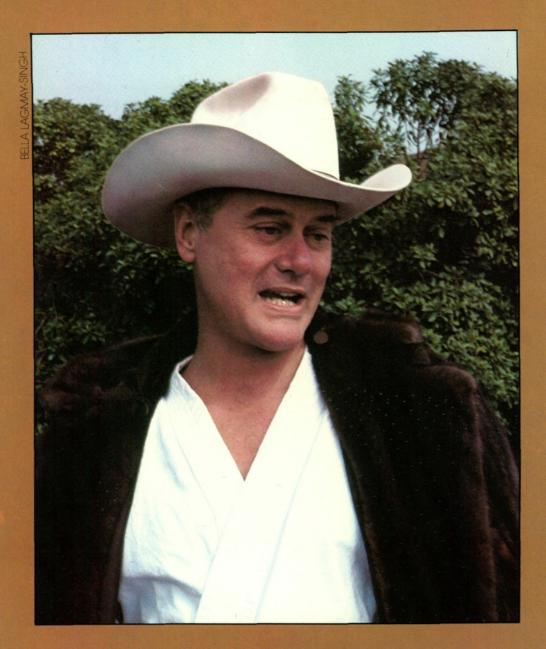
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## SAILING TO GET AWAY

Larry Hagman — J.R. Ewing of "Dallas"

BY BELLA LAGMAY-SINGH

Who shot J.R.? That was the most asked question of 1980 when Americans became obsessed with the prime-time *Dallas* and remained glued to their television sets, making the episode that revealed his assailant the highest rated of all weekly series in television annals.

Larry Hagman, who portrays J.R. Ewing, the evil Texan oil millionaire, enjoyed the notoriety as the phenomenon swept the nation with a wave of bumper stickers, posters and T-shirts all pondering the mystery. Public interest in the show is indeed overwhelming and whenever he can, Hagman retreats to his Malibu beachfront home where he enjoys sailing to get away from it all...





Ship Ahoy! Hagman checks out the waves and wind before setting sail.

he ocean's roar could be heard in the background as Larry Hagman gave an interview to a CBS News team from Chicago at his beachfront Malibu home. Portable studio lights burned brightly although they sat outside on the sundeck.

Even in the privacy of his own home, Hagman seems always busy at work. Wearing a favorite cowboy hat from his extensive collection, he talked about the successful Dallas, as he has countless times before with all the media attention the show has attracted.

It was from one of the published articles that the Hobie Hot Line learned that Hagman enjoys sailing Hobie Cats as a release from his hectic schedule. After some initial correspondence, we were invited to his home to spend a day of sailing with Hagman and his family. He was just wrapping up the CBS interview when we arrived to deliver his new Hobie 18 with

customized sails depicting the flag of

Like a kid with a new toy, Hagman excitedly whooped and hollered to his wife. Mai, and children, Heidi and Preston, to join him on the beach as the boat was set up. Taking a break later, Hagman offered us his own "J.R." beer J.R. Ewing's private stock of premium beer imported from San Antonio, Texas. On the recyclable aluminum can bears his message: "If you have to ask how much my beer costs, you probably can't afford it.

With his newly released Country and Western single, "My Favorite Sins, playing in the background, Hagman told us about his introduction to Hobie Cats

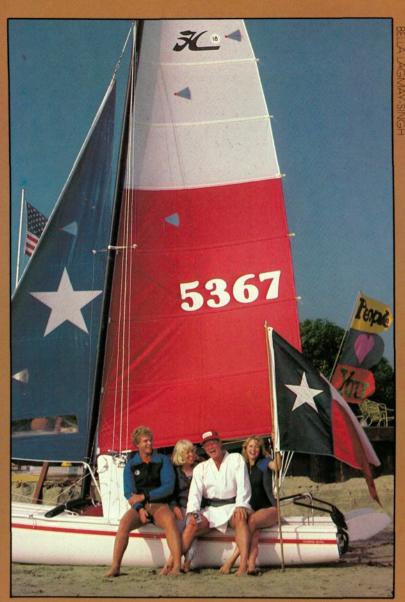
A Hobie 14 was left with the house when Hagman bought it and its owner just signed over the boat to him. Laughing, Hagman recalled his first experience sailing the boat. "I didn't

know how many people it'd take. It looked like it had a lot of space on it, so I took five guys - each weighing 200 lbs! We were really boogeying along...it was heavy wind and we pitchpoled straight in!"

Nobody had told me how to right the thing and we all just got on one side. We were doing it downwind instead of upwind and it took us 45 minutes. We were freezing and getting closer and closer to the rocks!

Hagman and friends finally righted the boat and sailed it to Topanga where a lifeguard informed them that they couldn't beach the boat there and promptly called the police. Hagman explained that he just got the boat and just wanted to get a ride for his friends back to his home two miles away. The police were cooperative and gave the frustrated sailors a lift. Because he had to go to work early the next mroning, he had to abandon the boat on the





Family that Sails Together The Hagmans pose for a family portrait, (L-R) Preston, Maj, Larry and Heidi.

beach for the next three days. When he returned, he expected everything to be gone, but to his surprise, it was left untouched (but that was almost 15 years ago, he quickly pointed out)!

Continuing his story, he said, "We took the boat out and rounded a point, tacking out when a shark jumped out! It was about as big as I am...about a six footer. I thought, 'My God, we spent 45 minutes in the water with those guys not even knowing they were out there!' I had just moved to Malibu and I don't suppose they were the kind that bite, but who knows! Who wants to be in the water with a fish as big as you are?!!!" In retrospect, Hagman reflected that the experience definitely "taught me a little more respect for the boat and how to sail and maintain it."

Preferring the Hobie Cat to bigger boats he commented, "It isn't like you had a slip and had to pay for it, then feel guilty on the weekends when you

don't take it out...and you're paying for it and the boat starts falling apart. These boats don't fall apart. They're not like a wooden or glass boat; they just don't require that much maintenance." He explained, "I can go out in two minutes with the Hobie 14. Just rig it, go out and sail for 10 minutes to get my head straight, get away from the telephone...and come back in!"

The Hagmans also inherited a Hobie 16 from their next-door neighbor who never had the time to take it out. Preston started working on it and having a good time. When the neighbor moved out two years ago, he left the boat.

Preston started sailing when he was about 12-years-old. Said Maj, "He would come home from school and walk through the house to the beach and just take off sailing. I always knew what he was doing. I'd say that the kid is getting the bugs out of his

head...and then he'd come back happy." A recent graduate of Santa Monica High School, Preston is now trying his hand at flying (both his parents have pilot's licenses although Maj has let hers lapse, and may reinstate it as they plan to buy a plane soon).

During the summer Preston sails just about everyday around Malibu. He sometimes takes Heidi, whose boyfriend also sails. After attending San Francisco State for two years, Heidi followed her father's footsteps to the stagelights and has had bit parts as a receptionist on Dallas. She is now cast as a waitress on Archie Bunker's Place.

Maj, who is an expert designer of jacuzzi pools, enjoys crewing with her husband. Sailing has become such a part of their lives that she recalls when they almost had to resort to their Hobie 14 to escape the Malibu fire in 1972. Maj had gathered oranges and fresh

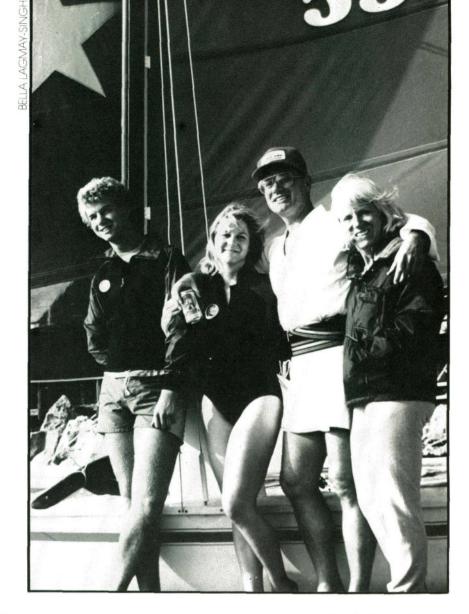
water and tied them to the trampoline, ready to sail off with the family to Catalina Island!

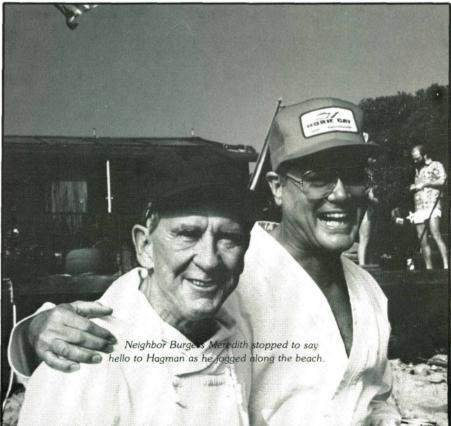
Now that the Hagmans own a Hobie 14, 16 and 18, they plan to sail together more often. Recently, Hagman and his son went monohull fishing off St. Thomas in the Virgin Islands for a segment of *The American Sportsman* to be aired in February. While there, they went sailing on a Hobie. It turned out to be quite an embarrassing experience

"I can go out in two minutes with the Hobie 14. Just rig it, go out and sail for 10 minutes to get my head straight, get away from the telephone and come back in . . ."

when they got caught over a reef. "The kid that owned the boat asked who taught me how to sail," laughed Hagman. "I told him, 'I taught myself' and the kid said, 'Looks it!"

"I don't admit to being a great sailor," admitted Hagman. "That's what is so great about Hobie Cats. You can go out and make mistakes and *still* have a good time!" He does not race competitively either. Said Hagman, "Listen, I compete on *film*. That's enough for me!"









"Nobody else dares, come home and says I slept with two ladies today and seduced a third," interjected wife Maj about her husband whose on-screen sister-in-law and ex-mistress shot him down. "All on film, of course," he stressed.

"You don't have to be a great sailor to enjoy Hobie Cats," he commented. He merely enjoys sailing once or twice a week around Malibu for sailing serves as a healthy release for him.

I don't admit to being a great sailor. That's what is so great about Hobie Cats...you can go out, make mistakes and still have a good time..."

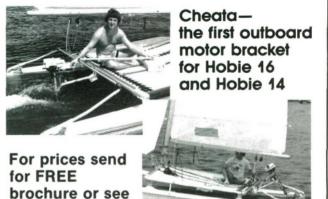
"Sometimes I'd have a party for 50 people here and I'd say 'Maj, I'm going to get the boat and I'll call you in five minutes.' She'll say, 'I'll be ready' and we'd spend 15-20 minutes out there to calm out, and come back...and we'd be refreshed!"

The peaceful solitude of a quiet sail obviously means a lot to Hagman. With that, he and his son donned their wetsuits and launched their new Hobie 18 through the surf and sailed off into a serene sunset.

RO YN WAKE

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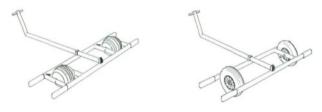
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## ORGANIZING A RACE CLINIC

BY MICHAEL GARRETT

Ithough racing clinics have been held in a variety of one design classes for years, until this past summer, they have never been held for Hobie Cats. This changed last August when 100 sailors traveled to the beautiful town of Traverse City. Michigan, for an in-depth three-day catamaran racing clinic sponsored by Division 10 and Hobie Fleet 18 (Catamaran Racing Association of Michigan).

The clinic was held at the Pinestead Reef and it turned out to be a perfect spot with their beautiful conference room and great location on the sandy beach and blue waters of the East Bay.

The classroom instruction covered a variety of topics such as beginning racing, helmsmanship, tuning, crewing, rules, strategy, psychology, weather, and tactics for the start, weather leg, and downwind leg.

The primary reason for the success of the clinic was the excellent job that the instructors did in explaining their material and making it fun at the same time. The instructors were Hobie Alter, Jr., four-time Hobie Cat Nationals champion; Pat Healy, an instructor from the U.S.Y.R.U. and head sailing coach at the U.S. Naval Academy; and Tom Tannert, the 1979 Prindle 16 Nationals champion and now a Hobie 18 sailor. These instructors did a superb job and everyone appreciated their efforts.

In addition to the classroom presentations, a beach demonstration was given by Alter on tuning a Hobie 16 and by Tannert on measuring the depth and draft of the sails.

The on-the-water drills started off slowly when the drills had to be cancelled due to the lack of wind. But there was plenty of excitement when the chase boat decided to give all 40 boats a tow into shore. The next two day's winds were much better and a series of practice starts, tacking drills, mark-rounding drills and practice races were

conducted for each of the fleets. The highlight of the drills was, without a doubt, the tacking drills for the Hobie 16s. This drill was done by everyone tacking simultaneously at the sound of a whistle (with the key word being everyone). While the Hobie 18s were doing this drill, the members of the Race Committee were taking bets on the number of collisions that would occur with the Hobie 16s. Fortunately, there were no collisions, but after three whistles, half the fleet was on a starboard tack and the other half was on port - much to Healu's dismay.

An interesting aspect of the clinic was the contrast of Healy's and Alter's approach to racing. For example, after Healy described why it was important to get out onto the course early and get a feel for the wind and practice your starts. Alter described that for most of his regattas it was always a race for the white flag! He did, however, reluctantly admit it would be better to go out early before a race.

An article about the racing clinic just wouldn't be complete without a brief mention of "Space Invaders." It appeared that Healy's first love was not sailing as everyone would have suspected, but rather Space Invaders, the electronic game of the player vs. the milling hoards of space ships trying to attack. Space Invaders can be a very addicting game as Alter was to find out. I knew Hobie had taken a turn for the worse when he asked for a roll of quarters, so he wouldn't have to get change so often.

The Catamaran Racing Clinic was an overwhelming success and everyone that attended the event learned a tremendous amount about racing and had a fun time doing it!

The key to organizing a successful racing clinic is planning. You have to plan what topics you want to cover, who your speakers are going to be, what your expenses are going to be and so forth. The following checklist should help make your racing clinic run smooth.

beginner or advanced local or national scale

list of topics to be covered classroom and/or on the water drills

estimate all costs check on sponsorship calculate cost per attendee

#### **SPEAKERS**

obtain your speakers

- -local sailors
- -Hobie Class Association
- -USYRU Speakers Bureau
- -USYRU racing clinic

instructor

determine topics to be covered

by each speaker

write and call speakers to review details of clinic

local club house or conference

reserve rooms for attendees accommodations for speakers (hotel or with fleet members)

#### VISUAL AIDS/HANDOUTS

advertise in fleet newsletters and division booklet set limit on number of people have sailors pre-register send confirmation letters to attendees

#### ATTENDEES ASSISTANCE

get volunteers to: -register people at site -help on chase boats

arrange visual aids for speakers provide notebooks for

- attendees with: schedule of events
- -list of attendees
- -note paper

chase boats flags slide projector blow horn marks screen

course cards chalkboard

#### DURING EVENT

registration

A/V equipment ready and

race committee boat (gas and

equipment)

#### Continued from page 13

Dodds, second with 25 3/4; and Knight, third with 32 1/2. The top American was Tucker in eighth place with 71 3/4 points. Almost everybody had a couple of bad races.

The first race was postponed until a squall passed and the wind steadied. The theory seemed to be to sail outside when a squall passed and this time it worked as the boats which went outside were first to the weather mark. Mike Collier of South Africa had the lead for the first two weather legs, but was exchanging places constantly with Jeff Alter who finally passed him and hung on to it for his third win of the series. Collier finished second with young Kruyt in third. Kruyt may have been the last boat to make the cut but this was his second third-place finish in the

The wind lightened up a little for the second race of the day and last race of the championship. Dryland's lead was so large that even without using his throw-out he had already won the championship! A wind shift to the north moved Dryland from sixth to first place once again. Kitty Salmon of Tahiti, who almost won the Hobie 14 Worlds last year, was fighting it out with Dryland for

this last race. Salmon edged the young Australian out around C-mark. At the finish line Salmon beat Dryland by only two feet! It was a spectacular ending for Dryland who sailed a most impressive series in all the conditions.

Dryland did an outstanding job in meeting the varied conditions...always sailing with incredible boat speed...

At the awards banquet, another elaborate feast was prepared outdoors at the Hotel on the Cay. Rain doused everything and fell for much of the evening so that people were huddled together, trying to eat their freshly-caught lobsters under the small awning around the bar. The rain finally

stopped, the music started and the trophies were presented. Beautiful ceramic sugar mills on wood plaques were the trophies. After receiving his trophy, Dryland proudly acknowledged Team Australia's Top 10 victories. his teammates were even more jubilant of Dryland and his scores of, 3/4-11-5-3-9-3/4-3/4-3/4-7-2! This guy and his crew, Jason Hardman, sailed one heck of a regatta!

Racing off of Christiansted was certainly not easy. After each race, stories were told about that great lift that could sometimes be had around the point with the reef. And then there would be another racer arguing about how great it was to go outside where all the wind was. Each race there was a new decision whether it was best to sail inside or outside. These choices occur in every race, but somehow this place seemed special. Brett Dryland did an outstanding job in meeting the conditions, reading what would work in every race, and always sailing with incredible boat speed.

With its challenging waters and tropical atmosphere, St. Croix indeed provided nothing less than a spectacular Hobie 16 worlds!

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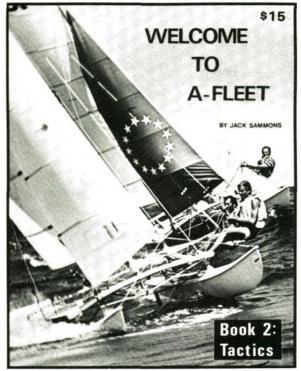
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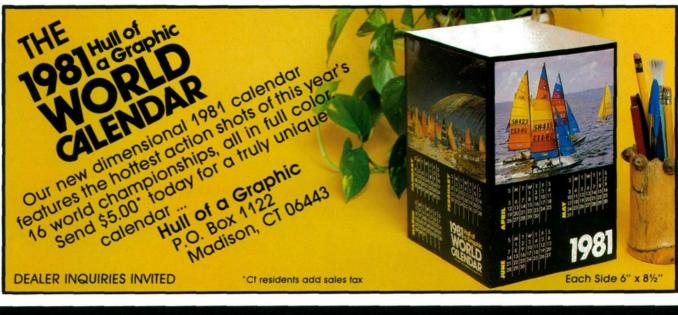
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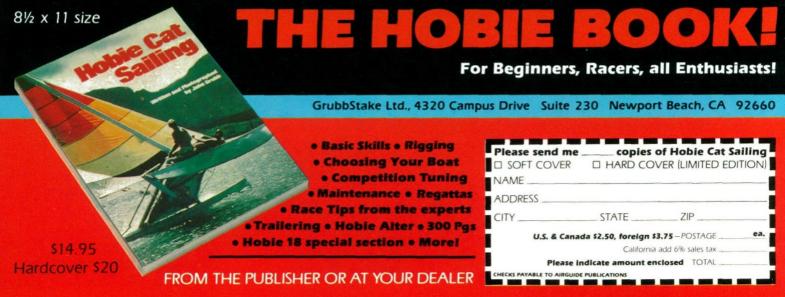


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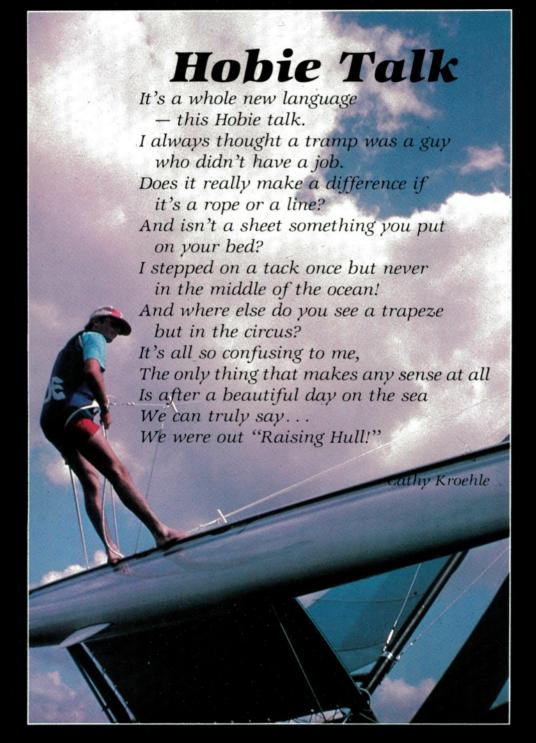


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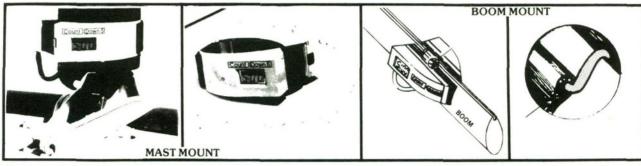




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## **BRETT DRYLAND**

Third Hobie 16 Worlds Champion Sydney, Australia

#### BY PAULA ALTER

fter sailing a Hobie 18 in a light air race in California, Brett Dryland, the new Hobie 16 Worlds champion laughed, "At home in Australia, we would have adjourned that race and all gone to the pub!" At the

Worlds in St. Croix, Dryland had plenty of boat speed - no matter which boat he was on - in airs that ranged from medium to heavy on an American scale, and light to medium on the Australian scale. One of Dryland's secrets to success seems to be that he loves wind no matter what you want to call it.

At 21-years old, Dryland has been racing Hobie Cats for almost seven years. His dad started him on a Manly Jr., an eight-foot boat with a cut off nose, jib and main (a little bit like the American Sabot).

By the time his dad brought the new Hobie 14 a few years later, Dryland was already an accomplished young sailor. Weighing in at 110 lbs. for his first Hobie Cat regatta, Dryland tied four bricks, one to each corner casting, to bring him up to minimum weight. It was the Botany Bay race and the wind was blowing 55 to 60 knots. He finished dead last in 13th place, which wasn't bad for a little guy when 60

boats had started the race!

Dryland now races the Hobie 16 and occasionally the Hobie 14 "although I'm a bit heavy for it now." He races out of the Terrigal Sailing Club, traveling up to 200 miles for a regatta which are held about three times a month.

Dryland placed 13th in the first Hobie 16 Worlds in 1976. This year he won the Australian Hobie 16 Nationals for the first time sailing with his crew, Jason Hardman, who crewed for him at the Worlds also. The team has been sailing together for about eight months now.

> In evaluating this year's Worlds Dryland commented, "There seems to be more countries represented...before it used to be

primarily U.S. but now more countries like South Africa, Puerto Rico and now, Australia are fighting it out."

He felt the competition was very good although there "seemed to be a lot of people who really didn't get their wind...it was a pretty heavy series." According to Dryland, his strongest competition were the South Africans and other Aussies. He was quite pleased with Team Australia's victories. Regarding his winning all three races the first day of the finals, Dryland said, "I just couldn't believe it...it was just great to be out

thought enabled him to win the Worlds title this year he said, "All I can attribute it to is boat speed and a little bit of luck. We thought the Americans would do well but the Aussies did better when the waves were running parallel to the hulls. I seemed to sail

He also credits the Australian training schedule. Explained Dryland, "In 1978 we trained by not drinking the first few days of racing. But we were doing bad, so we started up - and did better! So, this year we started right off from the moment we got here and did the proper kind of training." An Aussie without a beer in his hand is like a fish out of water!

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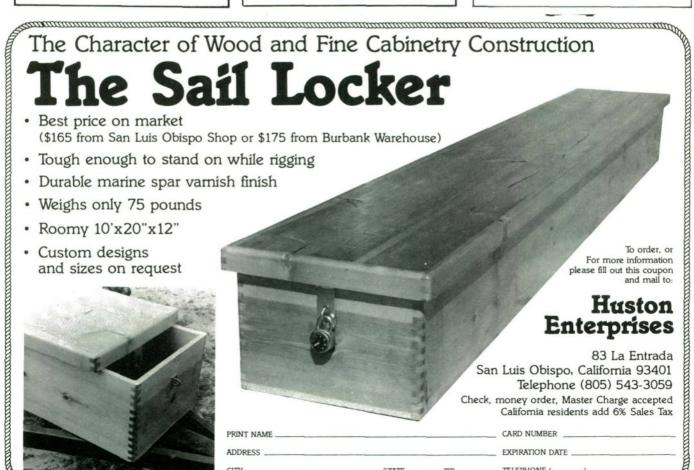
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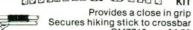


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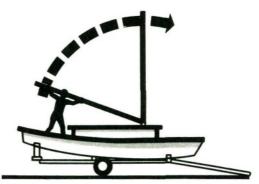
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> Contributed by Tom George Missouri

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#### INTRODUCING HOBIE APPAREL

Hobie Apparel introduced a new sportswear line at the M.A.G.I.C. show held recently at the Los Angeles Convention Center. To kick-off their debut, Hobie Apparel gave away a Hobie Cat and the winner was Scott Peterson of the Stub 5 clothing store in Escondido, California.



Hobie Alter congratulates winner of the Hobie Apparel giveaway, Scott Peterson of Stub 5.

#### HAPPY BIRTHDAY HOT LINE

The Hobie Hot Line celebrates its 10th birthday this February. First published in 1971, the premier issue was a 12-page. typed, black and white newsletter. It was distributed to 4,000 Hobie Catters, cost six cents to mail and was postmarked, "San Clemente, Home of the Western White House." Today, the Hot Line has grown to a four-color, award-winning magazine and has a circulation of almost 35,000. Yesterday's news from the first issue boasted of the introduction of the Hobie 16 stating, "Since its introduction in August 1970 over 400 boats have been sold. If they are this popular during the slack season, what's going to happen when summer arrives?" The rest is history...

#### OPS!

In the November/December 1980 issue, it was reported that Hobie Alter Jr. was the 1978 Hobie 16 Worlds champion. To set the record straight, Mick Whitehead from South Africa was the Worlds champ that year while Alter Jr. was the U.S. Hobie 14 and 18 Nationals champion.



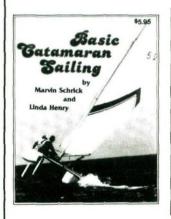
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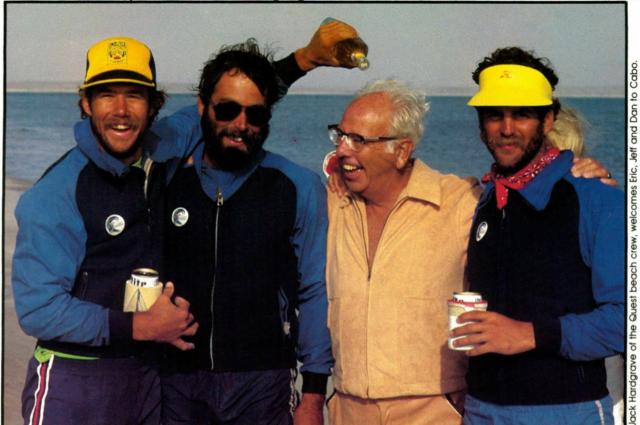
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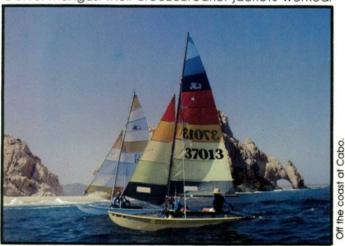
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