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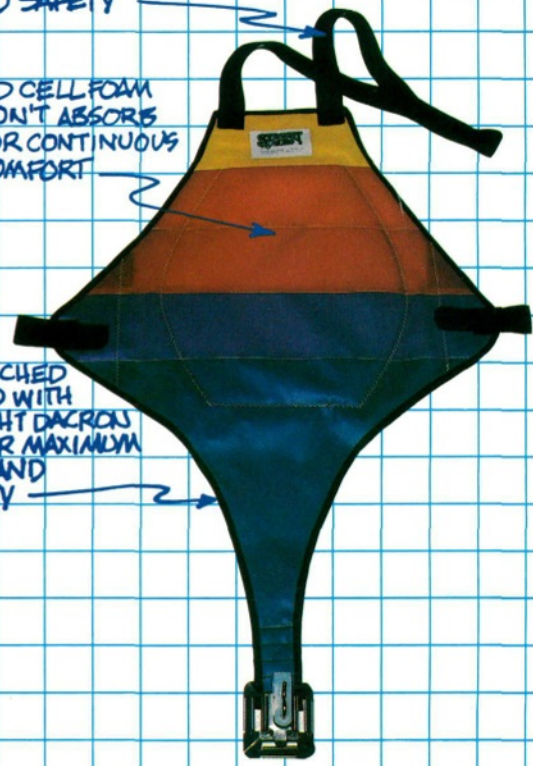
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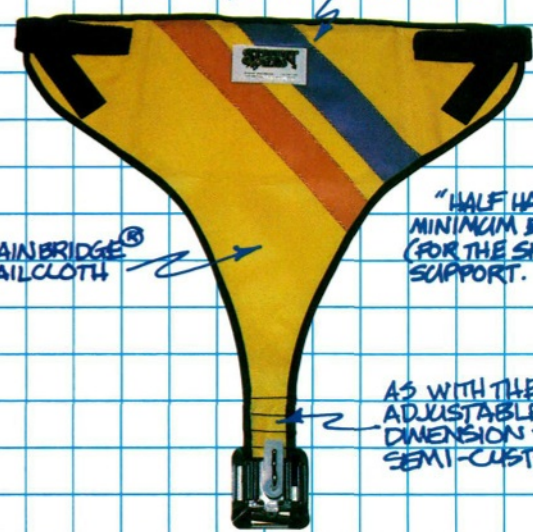
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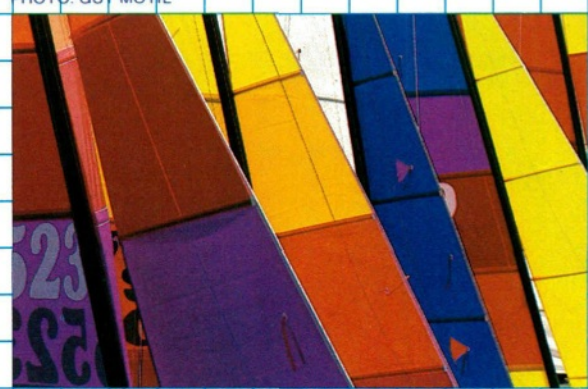


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HOBIE Hot Line

September/October
1982

Volume 11, Number 5 Single Copies \$2.00



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Intense competition in the paradise setting of French Polynesia. Tahiti was the scene of the 1982 Hobie 16 Worlds. Photo by: Carol Robinson.

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The Hobie Hot Line is the official publication of the World Hobie Class Association. Distributed worldwide, the magazine is published six times per year: January/February, March/April, May/June, July/August, September/October, November/December.

Subscriptions may be obtained by sending a check or money order (foreign subscriptions please send International Money Order only) to: Subscriptions, P.O. Box 1008, Oceanside, CA 92054. Subscribers with change of address should return their old mailing label and allow eight weeks for processing.

The editor welcomes stories and photographs on a contribution basis. Send only typed, double-spaced manuscripts and good, clear 8 x 10 black and white photos or color slides. If you want material returned, be sure to include a self-addressed envelope with sufficient postage.

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Hobietorial

Word From The Top

Without overstatement, the future of Hobie Cat sailing—indeed, all sailing where mast heights exceed 15 feet—is in jeopardy. This unbelievable, incredible state of affairs is the result of the convergence of two primary factors:

The (apparent) unwillingness of many electrical utilities to meet the minimum wire height over water and launching areas as specified by their own industry code—The National Electric Safety Code, 1981, and

The product liability laws, proliferating state by state, that are heavily loaded in favor of the plaintiff.

As sailors, all of us know that the skipper bears a heavy responsibility to watch what he is doing and look where he is going. Sailboat builders likewise know that they have to build their products as safely as they know how for the expected use of their products. Where a known potential hazard exists, the user must be warned by the builder in clear, unmistakable terms to guard against the hazard.

Despite the clear logic of these statements, Hobie Cat and other sailboat builders are being sued—sometimes successfully—for tens of thousands of dollars for injury and death that can and do occur when an aluminum mast or stainless steel boat rigging inadvertently come in contact with lethal high-power electrical lines. Common sense and acknowledged electrical industry safety codes recognize the only *sure* and *known* solution to this tragedy in sailing—remove or raise the wires out of harm's way.

Hobie Cat engineering has been working for many years to solve this horrendous problem. Alas, nothing that we have come up with yet is a solution, like not contacting the power lines in the first place. A boat that touches a power line is as dangerous as a plug-in radio in a bathtub—dynamite!

There are limits to the resources of any company when it comes to lawsuits and their inevitable effect on insurance premiums and their pass-through effect on prices. For a small company, one accident could result in its demise. For a larger company with more exposure, a series of accidents with today's unfair liability laws could spell the end of the business in a relatively short time. This is where we see the sailing industry today: In dire jeopardy!

Is the situation hopeless? Should we just give up and put our energies into some "safer" business other than high performance sailing? No way! Sailing—especially Hobie Cat sailing—is too much of a love affair for all of us.

While we must do everything we can to minimize every conceivable hazard when our products are sailed, you must help in your way. Here's how:

Continued on page 53

Letters

Rescue

It was a beautiful day, with blue skies and constant winds. We were clipping along pretty well when Ed and Cathy saw a boat in distress in the Tennessee River Channel. We changed our course and headed toward the channel. The boat was a flat-bottom fishing vessel. It was downwind. As we passed them before heading windward, we noticed the victims were a man and two young boys. They were hanging onto the capsized boat, but as the boat would roll, they would continuously fall into the very cold water.

After we got everyone on board the Hobie, our main concern was protecting the boys from hypothermia. During the cold weather sailing months, I carry a pack with two wool sweaters and windbreakers in it for chance of capsizing. Having the pack in this trip probably made the difference between a serious and critical condition for the boys.

Within minutes, we were under sail and heading to the nearest landing. En route, we flagged a fishing boat from a distance for assistance. They took the man and the two boys to safety. We were glad to have been in the right place at the right time.

Andrew D. Skelton
Scottsboro, Alabama

Readers' Comments

Thank you for doing the article on the Robert Hamilton Sparger trophy. This award has meant a great deal to me. I did not know Robert, but after working with his brother, Merritt, when he was commodore of our fleet, I know that Robert must have been very special. The Spargers have given so much to our fleet; we are thankful to have them as members.

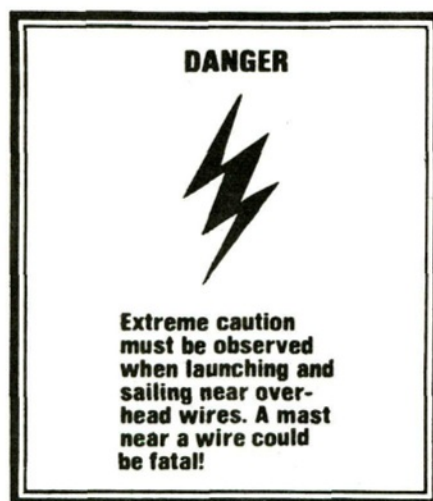
I would like to thank Rikki Mitman for doing a wonderful job on the article and let her know that the Sparger family was very pleased with it. Thank you again for giving this very dear and special award the recognition it so deserves.

Sue Davis
Roanoke, Virginia

We just received our first *Hobie Hot Line*. It has many ideas and aids; the articles are very informative. We particularly liked the article about *Hobie Kids*. Our children read it and immediately related to it. *Tips for Beginners* was also very informative.

We've only just begun (Memorial Day weekend was the first time). We've never enjoyed anything more wonderful and thrilling—and we do it as a family. It's great!

Carol Butler
Don Thompson
Modesto, California



We have been really happy with the *Hot Line*. It's better than ever, and consistently filled with lots of interesting material. I'll bet you're kept pretty busy getting it all together!

Sue Walsh
Fleet 111
Jacksonville, Florida

Batten Hinge

I recently purchased a set of Hobie Batten Hinges at my local Hobie dealership. This new product is one of the most exciting devices I've seen in three years of catting. It takes a really pleasurable hobby/pastime and further increases the enjoyment. Jib hang-up is eliminated, making tacking pretty much carefree. I

recommend the Hobie Batten Hinge to anyone interested in a worthwhile improvement to their sailing.

Jim Bunck
Westminster, California

Helping Hand

I recently purchased a used (once) 1981 Hobie 16. Even though I had never sailed a Hobie, I have some sailing experience as a crew member and have read every book available, including numerous issues of the *Hot Line*, so I had a good idea what to expect when rigging and sailing my new Hobie.

I'd like to thank all the guys at Windy Sails in Monrovia, California; Brad Schluter for his helpful hints and Greg Ketterman for his impromptu 20-minute crash course on launching, sailing and landing a Hobie. Although 20 minutes isn't sufficient time to teach someone to sail, Ketterman knew I had some experience and didn't turn me loose until he was satisfied I could handle the boat.

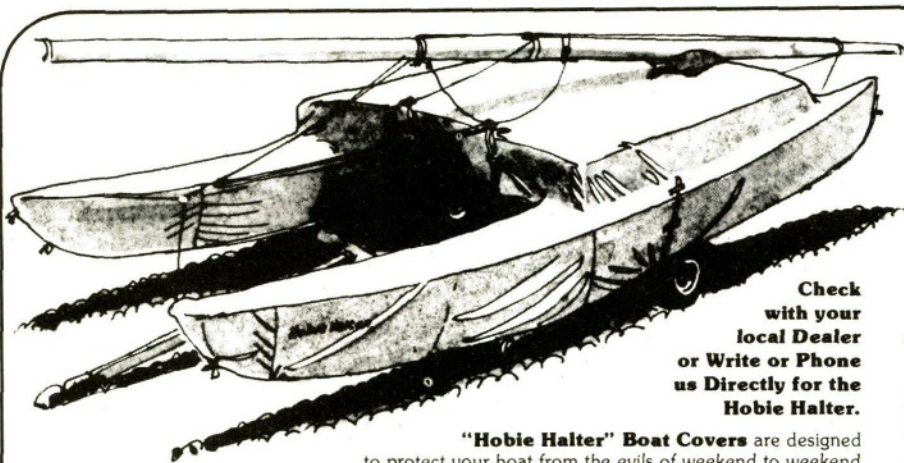
I also wish to thank all of the great Hobie sailors who had a hand (or two) in helping step the mast, secure shrouds and all of the neat ins and outs of rigging. Everyone was more than willing and happy to lend a hand in helping me and my family have a real Hobie day. Again, thank you very much for all of your courtesy, patience and help.

Dave Hacker and family
Walnut, California

Positive Expression

We've been enjoying one of your new features, the *Expression Session*, very much. It's fun to look through the terrific color photos and read about the different ways people everywhere enjoy our favorite sport—Hobie sailing. Keep 'em coming!

John and Carol Hollander
Des Moines, Iowa



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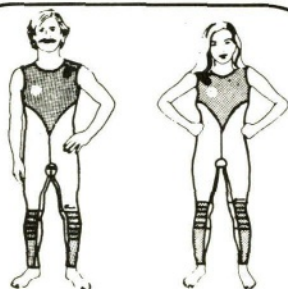
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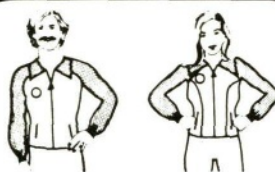


Men's Cat John (left) and **Women's Sun John** (right) are constructed of 2mm neoprene sandwiched between layers of colorful nylon jersey.

Cat John - Shoulder entry w/velcro closure, knee & butt padding, super fly and leg zips. Color: Navy, sizes XS, S, M, L, XL. **\$107.00**

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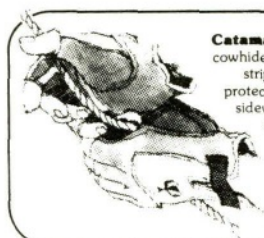


Men's Breeze Breaker (left) and **Women's Breeze Breaker** (right) are constructed of 2mm neoprene sandwiched between layers of colorful nylon jersey. They have water proof nylon sleeves for easy movement, zippered pockets, front zipper entry, adjustable velcro cuffs and wind collar. Color: Navy w/blue sleeves & collar.

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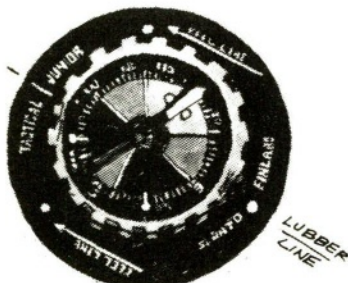
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Hobie 16 Worlds

Tahiti '82



Hooyah, Hobie!

The New Hobie 16 World Champion

As the lead boats rounded C mark in the last race of the Fourth Hobie 16 Worlds in Matavi Bay, Tahiti, the crowd on the cliffs held its collective breath. First around was Blaine Dodds, (South Africa). With a little luck, he could become the new world champion.

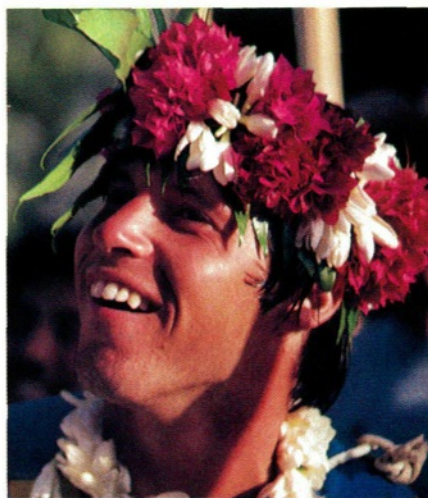
After a week of close competition, Hobie Alter, Jr. was close on Dodds' tail. Needing a fifth place or better if Dodds won the last race, Alter and crew Patti McGuire were in seventh then, thinking hard, sailing fast and probably praying to the Tahitian wind gods for a little extra push.

Going a little further on their tack than the lead boats, Alter and McGuire tacked above Mike Shearer. The watchers on the cliffs let out their breath as Alter squeaked out a fourth place finish, claiming the Fourth Hobie 16 World Championship held August 15-21.

Hobie Alter, Jr. is well known as the six-time national champion in the United States, but he had never finished better than 24th in any previous 16 Worlds. It was a title that had evaded him for years.

Alter's was not an easy victory. Through the early part of the week, in light to medium winds, Ian Bashford and Brett Dryland, both from Australia, led the fleet. The Aussies proved right off that although they're considered the best heavy air sailors in the world, they're hot in the light stuff, too. Race after race, however, Californians were also in the top ten—particularly Hobie, Jr. In the final scoring, it's consistency that wins the race.

The teams had their first taste of Tahiti when they arrived at the airport. Tahitian dancers and drummers welcomed even the wee-hour arrivals with an enticing island rhythm and colorful leis. Hobie sailors came from the far corners of the earth to compete in the championship round robin series—Denmark, Australia, South Africa, the USA, France, Hawaii, Puerto Rico, Brazil, Germany, Canada, New Guinea, Indonesia, New Zealand, Dubai, Mexico, Switzerland, New Caledonia, American Samoa, Curacao,



by Paula Alter

the Bahamas, Japan, Guam, Spain, Hong Kong, Fiji and Tahiti herself were represented at this year's competition.

As the first teams began to arrive, the wind was a howling 25-30 knots, with white-capped waters as far as you could see. By the first day of the qualifying races, the wind had died to a gentle breeze. The mild tradewinds lasted through the week, varying from no wind at all to 10 knots, picking up to 15 for a while on the final day of racing.

After two days of competition among 79 teams who vied for the 24 last available spots in the series, qualifications were announced at the welcome party, which was held at the high commissioner's palace. A delectable layout of food and more island dancing greeted the racers as a group, further acquainting them with the flavor of Tahiti.

Halfway between California and Australia, Tahiti is the largest island of French Polynesia and is dominated by the towering peaks of Orohena (7,337 feet) and Aorai (6,786 feet). Although the mountain peaks are generally shrouded in mist, the shore and race course remained sunny.

Picture yourself on the race course, with those lush mountains as a backdrop and turquoise waters over coral reefs below. You're tacking for A mark. Coming in close to the cliffs, you can see a large crowd above, snuggled into the vegetation. They hoot and holler as you go by. The leader is so close in front of you—in fact, with a little lift, you could be right in there at A mark. The wind shifts a little, going back and forth awhile. The



(Top l. to r.) The new Hobie 16 World Champion—Hobie Alter, Jr. Photo: Paula Alter. Opening ceremonies. Photo: Paula Alter. Tahara'a Hotel, the perfect spot for race watching. Photo: Amalie Ash-Duven. Panoramic view from the Tahara'a. Photo: Carol Robinson. (Right) The competition was fierce throughout the week. Photo: Paula Alter.





next thing you know, you can't lay A mark and 20 boats have filled in between you and the leader.

It's unbelievable that you can come so close and drop so far back in just a few minutes. Your start was darned good, but everyone is going good. A few mistakes, a few yards and there you are in 30th place, wondering what happened. That's the way it went for many sailors.

After the first day's races (during which the wind slowly came up to eight knots), Mike Collier (South Africa), Ian Bashford (Australia) and Alan Egusa (USA) had each picked up a first place. Bashford is the current Hobie 18 World Champion. His competitors looked worried as he came from 19th place to win his first race of the series.

In order for each team to sail three races in the round robin portion of the regatta, the race committee ran six races. On Wednesday, three more races were held, again in light to medium winds. Hobie Alter, Jr. won the first race. Bashford came from the back again, this time placing third. The question of the week was, "Where did Bashford come from?" He was awesome from the start.

Jeff Alter won the fifth race, with Mike Montague (California) picking up a win in the sixth race. The racers were finding the Matavi Bay course a tough one to figure out. Inside to the cliffs looked good, except sometimes. Sometimes, someone would come screaming in from outside, while the air inside oscillated.

Thursday morning, smooth water stretched across the seven miles to Moorea like a huge tarp. Sails were up, the committee boat was in place. Everyone waited for the wind. The day grew warmer, the racers waited. Two or four races were scheduled. The wind picked up offshore. The sailors waited for it to move in. Instead, the course remained in an eddy.

As it got later and the finals party got closer, the nervous skippers could tell there would be no races. This left each skipper with three races and no throwout. Contingencies from different countries were consulted. They voted to have the cut that night, as scheduled.

It was a disappointment to many of the racers, particularly for those who needed another good race, hoping to throw out a bad one.

That evening, high on the bluff overlooking the race course, the patio of

(Top) The racers call it a day as the sun drops into the Pacific. Photo: Paula Alter. (Middle l. to r.) Five of the world's best Hobie sailors: Michael Collier (South Africa), Ian Bashford (Australia), Hobie Alter, Jr. (USA), Blain Dodds (South Africa) and Brett Dryland (Australia). Photo: Paula Alter. (Bottom) The vivid colors of the Tahitian race course. Photo: Sandy Banks.

the Tahara'a Hotel was laid out in French style. There were candles, lots of crystal, carafes of wine and a gorgeous buffet, replete with huge fish and island delicacies. A light rain fell for a while, but in typical island fashion, the clouds opened up to a starlit southern sky.

Hobie sailors were invited to *tamare* with the island dancers. They were a little stiff, but good for a laugh: Hobie Catters shaking and jiggling next to the smooth moves and flowing grass skirts of the Tahitians.

There were trophies for the finalists—carved tikis mounted with carved black pearl shells. With no throwout, many good skippers didn't make the cut. Consistency was the victor's rule.

Protests were given graduated penalties, as there was no throwout.

The top ten going into the finals were:

1. Ian Bashford 6¾ points
2. Brett Dryland 16 points
3. Hobie Alter, Jr. 22¾ points
4. Alan Egusa 23¾ points
5. Tom Materna 24 points
6. Jeff Alter 24¾ points
7. Ray Howard 26 points
8. Mike Furukawa 27 points
9. Hiro De Mayer 27 points
10. Mike Montague 32¾ points.

Beachside, beautiful women with flowers in their long dark hair waited at the launching area as the races started and ended, their pareus and flowing dresses waving colors to the wind.

"Don't stand under the coconut trees," announced race organizer Albert Aline at regular intervals. Several unheeding sailors discovered that coconut trees have great aim.

Those who came to enjoy this paradise while loved ones competed were off on day trips during the races, snorkeling in the clear water, cavorting under waterfalls and gazing into enchanting canyons drenched in mist and tradition.

Back at the races, it was an incredible scene: watching the colorful sails on the sparkling water from under the shade trees. In the first race of the finals, Fred Schneider (Australia) was victor, lifting from the center of the course to A mark to take the lead.

In the second race, Michael Collier again took an early lead, which he held until the finish. One of the most noticable factors during the week was how rarely one team could steadily hold a lead. Between the wind shifts, covering



(Top) Spectators move in for a better view of the racing. (Middle) A segment of the Australian contingency takes a moment to confer over the boat assignments. (Bottom) Klaus Peters (Brazil) conducts a traditional T-shirt exchange with some Tahitian ladies. Photos by Paula Alter.



the fleet from the lead was not an easy task.

On the last day of competition, with "Please don't stand under the coconut trees," Tahitian drum music, French love songs and a dash of rock and roll blasting through the speakers at the race site, the tension among the sailors was set to an ever-changing tempo. A light rain in the morning and more wind than had been seen all week raised white caps, and the sailors were ready.

Bashford had had his first bad race of the meet the day before. He still lead with a throwout, but Dryland, Hobie Alter, Jr. and Dodds were close behind.

Dodds took an early lead in Saturday's first race. On the cliffs, a dozen languages could be heard at any given time as the final outcome of the Worlds was speculated on from every angle. After the next race, Bashford kept the lead, but the gap was closing.

The course was rugged, not because of wind speed but the wind's shiftiness. Alter went on to win the seventh race, a much needed first. Dryland picked up a third, Dodds a fifth. Bashford had another tough race, changing the look of things. The final outcome would really be decided by the last race. Points were very close: Dryland lead by 1½ points over Hobie Alter, Jr., with Dodds four points behind Alter.

Alter later stated that he felt the start and where one sailed the first time to weather were the most important things

(Left) The traditional mixing of the waters of the world which opens all Hobie Worlds competitions. Sailors from each country bring water from home to contribute to this ceremony. (Middle) Claus Hansen (Denmark), Torsten Bardram's sunkissed crew. (Right) Tahitian dancers sparkle in the dark. Photos by Paula Alter.

Opposite page:

(Left) Lush Tahitian greenery, wrapped in morning mist. Photo: Paula Alter. (Middle) Rounding A mark on the way to B. Photo: Amalie Ash-Duven. (Right) Serious sailors take a break from competition to join in a team tug on the hot black sand. Photo: Carol Robinson.

in these races. Getting some of the best starts of his career, hanging in there with top ten scores and getting a few firsts was the winning combination.

Some thought the Americans couldn't do it, that the Aussies were close to unbeatable. Though Bashford and Dryland led the 26-nation fleet through the week, Alter sailed as he has in the nationals the last several years: consistently.

When they hit the beach, Alter and McGuire were adorned with flower head wreaths, flower leis and leis of Heineken and surrounded by hordes of cheering spectators, racers, photographers and Tahitian children, all into the celebration of it. Alter was obviously ecstatic at having captured the one title he'd fallen short of for years.

The awards banquet, held under the

traditional thatched roof pavillion at the Maeva Beach Hotel, was a real jubilee. From 24th place, skippers were given beautiful carved wood paddles with carved black pearl shells in the centers of the paddles.

Second place Blaine Dodds and his crew Shawn Ferry were each presented a Sony Walkman along with their trophies.

As Alter and McGuire received their awards, each was given a lovely black pearl (a Tahitian specialty) with their paddles. Alter danced the *tamare* with the fluid Tahitian women to top off the event.

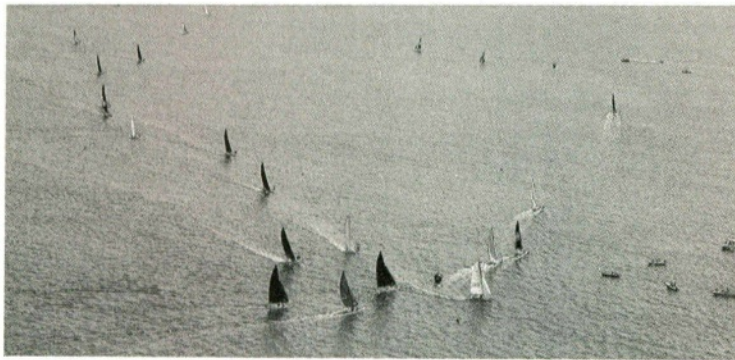
As the racers poured into the little open-air island buses (*les trucks*), they were already making plans to reunite at the upcoming Hobie 18 Worlds in France.

This was the second time Hobie Catters have enjoyed the tropical beauty of Tahiti as the setting for international competition. Many of us are already anticipating a time when we can renew our acquaintance with her scenic beaches and hospitable people.

It took a lot of time and planning on the part of three individuals to organize an event of this caliber. Surely everyone will agree that Guy Lenoble, Maeva Aline and especially Albert Aline deserve more thanks than we can possible convey.

Along with the above, we'd like to express our gratitude to Sony, Heineken, Nassau and the people of Tahiti, who made our stay so pleasant.

KL



Fourth Hobie 16 World Championships
Papeete, Tahiti
August 15-21, 1982

Skipper/Crew	Country	Semi Final Races			Final Races					Total	Skipper/Crew	Country	Total
		1/2	3/4	5/6	1	2	3	4	5				
1. Hobie Alter, Jr./Patty McGuire	USA	15	3/4	7	6	4	9	3/4	4	31½	49. Dave Lung/ Paul King	Hawaii	75
2. Blaine Dodds/Shawn Ferry	South Africa	9	32	4	5	8	3/4	5	3/4	32½	50. Bruce Tardrew/ Steve Beales	New Guinea	76
3. Brett Dryland/Darren Jones	Australia	6	7	3	3	26	4	3	18	44	51. John Hackney/Carol Hackney	USA	78
4. Alan Egusa/Geoff Walsh	USA	14	3/4	9	21	9	7	8	2	49½	52. Hobie Alter, Sr./Paula Alter	USA	78
5. Ian Bashford/Michael Ritchie	Australia	3/4	3	3	31	3	10	48	13	63½	53. Brian Schatz/Bob Tanner	Hawaii	78
6. Jeff Alter/Sue Brenny	USA	18	6	3/4	9	18	5	24	8	64½	54. Nelson Fiedler/Ricardo Henning	Brazil	79
7. Tom Materna/Ross Tyler	USA	18	2	4	18	2	22	19	6	69	55. Gerard Sachet/Arnold Didier	Tahiti	79
8. Mike Montague/Dee Davidson	USA	20	12	3/4	7	10	12	27	9	70½	56. Malcolm McKercher/Scott McKercher	Australia	80
9. Jack McCartney/Lee Murray	Australia	3	19	11	33	6	2	6	35	80	57. Mark Pryke/Scott Condie	Australia	80
10. Enrique Figueroa/Dickie Vallanuexa	Puerto Rico	19	5	10	17	19	3	9	24	82	58. Clive Boulton/Graeme Cummings	Dubai	81
11. Mike Furukawa/Peter VanDeverg	Hawaii	8	4	15	22	7	23	12	43	91	59. Graham Lithgo/Judith Lithgo	Australia	83
12. Carlton Tucker/Rick Bennett	USA	48	14	7	12	14	16	30	3	96	60. Warren Collier/A.U. Elstone	South Africa	84
13. Bill Sykes/Ian Burns	Australia	12	18	6	10	28	17	14	21	98	61. Fabio Bocciarelli/Fernando Sessler	Brazil	85
14. Tony Laurent/Leisa Curnow	Australia	21	10	26	19	5	37	13	12	106	62. Larry Peterson/Debra Porter	USA	86
15. Ricky Eddington/Tony Lewis	USA	49	34	12	11	11	11	7	20	106	63. Roeland Taams/Maarten Taams	Curacao	87
16. Michael Collier/Mark Modderinan	South Africa	3/4	11	31	35	3/4	15	37	16	109½	64. Andy Shearer/Marilyn Shearer	USA	87
17. Klaus Peters/Fernando Bolton	Brazil	12	17	8	8	25	14	40	33	117	65. Colin Whitehead/Robbyn Whitehead	South Africa	88
18. Mike Shearer/Carol Whitmer	USA	7	30	38	28	17	13	18	5	118	66. Corrie Marcus/Richard Machin	Australia	89
19. Ray Howard/Carolyn Howard	USA	20	4	2	42	21	26	25	25	123	67. Ken Allen/Joan Allen	Australia	90
20. Torsten Bardram/Claus Hansen	Denmark	49	3	36	41	13	18	2	10	123	68. David Ashby/Craig Hughan	Fiji	92
21. Bob Seaman/Jana Seaman	USA	24	2	24	30	15	20	20	26	131	69. Andre Mazoyer/Burkhard Toebeilmann	New Caledonia	92
22. John Driscoll/J.J.	Hawaii	4	43	8	16	36	25	35	7	131	70. Harry Handley/Andrew Springford	New Zealand	94
23. David Krut/Michael Krut	South Africa	13	16	17	36	16	32	10	32	136	71. Pat McCormick/Dawn Rothenberg	USA	95
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28. Hiro DeMaeyer/Francis Petras	Tahiti	10	11	6	37	44	43	26	17	150	76. J.C. Agnieray/Berhard Paquier	Tahiti	102
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30. Pat Porter/Laurie Robertson	USA	39	9	2	27	32	28	17	47	154	78. Ron Waginere/Karen McLead	USA	105
31. Brian Sweeney/David Sweeney	Canada	25	12	25	39	12	41	4	48	158	79. Yazawa Yutaka/Satoshi Hiroshi	Japan	105
32. Miles Wood/Dan Mangus	USA	2	14	19	49	27	6	46	46	160	80. Jeff Casher/Fail Potter	USA	106
33. Reinhard Schroeder/Edda Hager	Germany	8	29	28	23	48	19	22	40	169	81. Henry Lucas/Jean Suen-ko	Tahiti	106
34. Colin Hancox/Ollie Hughes	South Africa	28	6	32	13	31	33	44	28	171	82. Sig Maxwell/Thomas Maxwell	Switzerland	111
35. Eric Paofai/Jean Marie Fagu	Tahiti	19	16	29	24	24	21	39	42	172	83. Bernard Burgaud/Patrick Mollier	Tahiti	112
36. Tuke Paquier/Stamley Chan	Tahiti	5	19	28	38	39	27	28	30	175	84. Steve Eichner/Lorie Eichner	Guam	112
37. Geoff Meek/C. Bangers	South Africa	48	5	20	29	22	45	33	23	177	85. Jesus Perez/	Puerto Rico	112
38. Steve Strugnell/Peter Gamel	Australia	14	40	5	43	42	42	23	15	181	86. Andy Leontieff/ Michael Leontieff	France	118
39. Andy Thompson/Bob Gram	New Guinea	3	17	13	44	43	47	47	14	181	87. Mark Fallwell/R. Callinan	New Zealand	118
40. Rob Binedell/Neville Hiscoc	Australia	2	18	34	49	38	8	41	36	185	88. Kim Barnard/Colin Lyons	New Guinea	121
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44. Dean Froome/Doug Poseley	Hawaii	31	34	5	14	33	44	42	31	190	92. Brian Bell/Todd Hitch	USA	134
45. Wayne Schafer/Christian Banks	USA	46	15	12	26	30	48	29	34	192	93. Ray Espinosa/Damia Vallve	Spain	134
46. Alan Burgaud/Phil Amiel	Tahiti	5	43	19	34	23	35	36	45	195	94. Joe Thompson/Greg Farrington	Bahamas	140
47. John Dinsdale/Camilla Schramm	France	25	26	18	20	47	36	32	38	195	95. Sepul Sitafane/Andy Hiebeler	American Samoa	140
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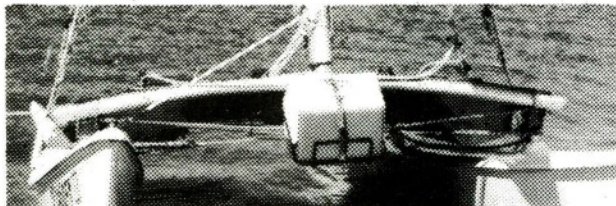
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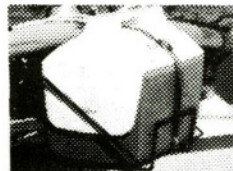
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September/October 1982 15

The Components of Winning

Four of America's best discuss tuning, tactics and boatspeed.

When you get three of America's top Hobie sailors (Wayne Schafer, Dean Froome and Carlton Tucker) to talk about what they do best, you can expect to learn a few things. When you pull in some commentary from Hobie Alter as well, the best gets better.

You might think these hotshots are onto the same wavelength, since they're all winners. In some instances, they do echo one another. However, they also differ, in ways that may come as a surprise.

As each was interviewed separately, their answers are wholly their own, uninfluenced by what the others may have said.

If two guys go out and match race, they'll learn more about boatspeed than in any other way.



Hobie Alter

What do you consider the single most vital element of tuning?

Tucker: I think mast rake makes the biggest difference in boatspeed. Sail shape, which includes the relation between the main and the jib, is also important.

Schafer: I start with the rudders, because that's the thing that tells me how the boat is performing. If the rudders aren't in alignment, with the feel I like—a slight weather helm—then everything else I do is negated.

Froome: Proper sail shape, so that you've got a good, uniform airfoil is most important. This means checking to make sure your battens are properly adjusted, as well as adjusting the downhaul and the outhaul according to the wind speed.

Alter: Batten tuning, depending on the sail you have, is first with me, and then mast rake.

Is there anything you tune differently than other sailors?

Schafer: We all tune to our individual feel, but there's only certain things you can do. I think we all tune pretty much the same way. Once I've got the rudders how I like them, I like to stiffen my boat as much as I can. That may mean epoxy. Then I apply myself to the mast rig and find the best balance. After that, I get into sail shape. That's very important.

Froome: I haven't really changed the style that I tune the boat. I check and see what other people are doing; if someone seems to be going faster, I'll maybe make some changes toward what they've got. Different conditions do require different types of tuning. There are always new ideas coming along—it's good to try new things.

Tucker: I don't think so. I learned most of my stuff from other sailors.

Alter: I'm not sailing catamarans a lot right now. I've a tendency to look around and see who's doing good and what

they're doing. That goes for anyone—look around and see who's doing the best, particularly who's got good boatspeed, and see what they've got.

Is there any facet of tuning you consider overrated or even worthless?

Froome: No.

Tucker: I think it's redundant when people try to align their rudders with a tape measure, aiming to get them perfectly parallel, and then they go out and kick one rudder up. I do think rudder adjustment's important—what I do differently is look at the rudders as the boat goes through the water. I watch how they separate the water, especially coming down from flying a hull, and I can see whether they need to be toed in or out a little.

Schafer: A lot of sailors spend too much time fine tuning without regard to the conditions they're going to meet. They'll fool around with some minor point, looking for a breakthrough they're never going to see, instead of applying themselves to the conditions they're going to be in and the tactics of the course.

Alter: There's a lot of fiddling with Mickey Mouse stuff. I think you want your equipment working good, so you feel comfortable with it and everything works the way it should. There really isn't much you can do to the boat.

How important is tuning to winning a race?

Tucker: I don't think tuning plays much of a role in Hobie Cat racing any longer. Most people who are competitive now know what's what.

Schafer: If anyone's out in the water with a boat that doesn't feel right to him, his mind won't be on the race, and he won't do well. You have to get the boat to where it's comfortable, then forget it.

Froome: It's a contributing factor, but overall, it's still who goes the right way,

Everyone's going pretty fast—the winners are the ones who think.



Carlton Tucker

who gets the best start. The tuning—unless there's something really wrong—isn't going to make a big difference.

Alter: A lot depends on your sail—how old it is, what it may need done to it—and the mast rake is very important. Those two things should be automatic.

Should new sailors worry about tuning right off the bat, or wait and catch on as they go?

Schafer: They should wait until they catch on. They won't know what they're doing, so it won't do any good.

Froome: New sailors should primarily be concerned with learning to sail the boat. Ninety-five percent of going fast is getting that feel for the tiller, keeping the boat in the groove.

Tucker: They should wait and learn.

Alter: That's only done once. A new sailor should set his boat up decently once, screw around with it for a few days and be done with it. I've had boats I haven't even tightened the battens on after two years.

Where should new sailors learn about tuning?

Froome: At the races. That's the best way, to go around and see how the best sailors are tuning their boats.

Tucker: At a regatta. Also, I read a bunch of books when I started getting into this, and articles in the *Hot Line* help.

Schafer: The fleets give a lot of seminars on basic seamanship and tuning. Just by joining a fleet and being around Class A sailors, you can pick up a lot and get answers to your questions.

Alter: I'd listen to the proven winners and hang around the best sailors in the area. There are lots of books that are useful, but I'd want to listen to the guy who's actually winning.

How important are tactics to winning a race?

Tucker: Tactics are utmost. Everyone's going pretty fast—the winners are the ones who *think*. If you're sailing in the wrong direction or missing the shifts, you're not going to win.

Schafer: It's all gotta be there; your boat's gotta be well-tuned so you have boatspeed, which gives you confidence. Once you have the confidence, tactics are applying yourself to what the race course gives you.

Froome: In relation to boat tuning, I'd say they're 95 percent.

Alter: Presuming everyone's got their boats tuned decently, tactics are everything. You've got to get decent starts, and each person should have as good an idea as possible of where they want to go after the start and how to get there. If you don't know which end of the line is favored, how can you start?

Do some courses or conditions call for more strategy than others?

Schafer: Oh, yes, it's a chess game. Some courses are just follow-the-leader. If you don't get a good start and have good boatspeed, all you can do is follow everyone else around the course. If it's a complex course, as many are, you have to read the course while battling your competitors for clean air.

Froome: Definitely. When you have shifty wind conditions, you can really make up or lose a lot. When there's just one way to go, tactics become less important than boatspeed.

Tucker: Light, shifty winds call for more tactics. It's real physical when it's heavy air. Somewhere in between, it balances out. That's where I enjoy racing the most, where everything comes into play.

Alter: Definitely. You've got to look at what's being thrown at you. Sometimes it's a parade course. That can be just as strategic, figuring out how you're going to get in front. There are a lot of things you should know before the race happens: Which end of the line is favored, which way the wind's gonna

Boatspeed is the result of time on the boat, sailing and racing.



Wayne Schafer

blow, where the currents are and where the marks are.

What is the most common tactical error you see?

Froome: A lot of times people won't cover where they've got a lead. Some make the mistake of just playing follow-the-leader when they have an opportunity to split tacks in order to get ahead.

Tucker: Not being on the line on time. I see too many people start too far back. There's no excuse.

Schafer: Holding a tack too long: You might be on a starboard tack and you're gonna cross a port boat. The race is reduced to, "I'm ahead of him; I'm gonna cross him and tack," when maybe you should tack underneath him. You give away what advantage you have by getting into a match race at that point. I catch myself doing that a lot.

Alter: Well, if you have 50 boats out there, they can't all start first, but an awful lot of them automatically give away a lot of ground on the start.

How important is boatspeed?

Tucker: If you can't make the boat go fast, you're in trouble. Everyone needs to sail a lot to get comfortable with it, so you can make it go in all conditions.

Schafer: Boatspeed is paramount. Without it, you can't really win too many regattas. Everyone's going fast today. We're all going to make mistakes, and when you do, it's nice to have that extra boatspeed to get back into the game.

Froome: It's a big factor, of course, but you can make up for it by sailing the proper way. Boatspeed is a matter of staying in the groove.

Alter: It's important, but there's an awful lot of guys who get a good start, have good boatspeed and win the race by a mile. Then on the next race, they don't get a good start and end up 30 boats behind. I'll take a good start over boatspeed any time.

*Are most top Hobie sailors
boatspeed or tactical experts?*

Froome: I think they have to be a combination of both. When I won the 16 Worlds, I won it with boatspeed, but when I won the 14 Worlds, I won it with tactics.

Tucker: Tactical. Boatspeed comes with a little time. Tactics take longer. I lost a couple of Nationals for lack of tactics.

Schafer: The top sailors are tactical. They need boatspeed, but out of the two, well, we have a saying: "Fast but stupid." A lot of guys are going fast out there, faster than me, but I'll beat them time after time because they're still hung up on boatspeed and not learning how to use it. Once they learn how to use their boatspeed and go the right places, they'll beat me.

Alter: The best ones are both. They're well-rounded.

*What do you do to increase
boatspeed?*

Tucker: Watch the people that are passing you.

Schafer: Boatspeed is the result of time on the boat, sailing and racing. You can't get boatspeed without racing, because unless you're racing, you don't have any way to measure. Some people are innately fast; they don't even know why they are. Other people have to work at it. I have to work at it.

Froome: It's a matter of concentration.

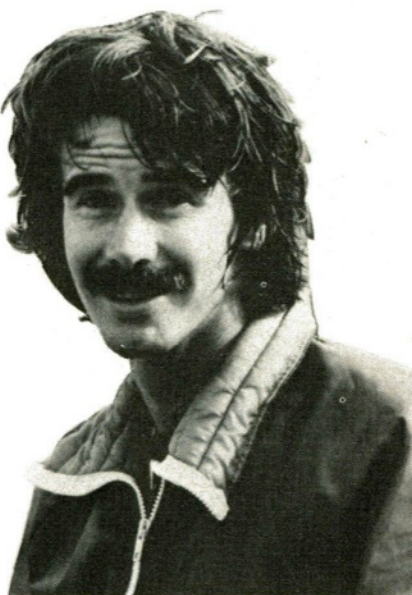
Alter: If two guys go out together and match race each other in clean air, they'll learn more about boatspeed than in any other way.

*How important is mental attitude
to racing?*

Schafer: The most important thing about racing is mental attitude. All the other things are nothing without it, and it's the hardest thing to achieve.

Froome: When things start getting tight,

**If someone seems to be
going faster, sometimes
I'll make some changes
toward what they've got.**



Dean Froome

some people come through where other people with a good shot at it mentally ruin their chances. You see that in all sports.

Tucker: It's very important, before and after the race as well as during. I say before because some people allow themselves to be intimidated by big names—I've seen people bow down to others who were better known for no other reason. After the race, win or lose, you've got to have a good attitude, because it comes back to you. It can be hard to have a good attitude with as many second places as I've got, but you have to.

Alter: It's super important. You've gotta think you can win. As soon as you get down a little and think everyone's faster, you won't win. I don't have it all the time—I can say more things to do than I really do. I can't say I'm a disciplined sailor.

Schafer points out that experiences and analysis are the keys to continued improvement. After every race, he recommends, sit down and analyze your mistakes and the things you did right.

Tucker stresses the importance of having a good crew—make that a fantastic crew. He says you've got to find someone you can work well with, and spend a lot of time doing just that.

Getting a good start is the essence of the race, according to Froome. After that, he feels, it's important to cover the boats behind you as you go. If you don't get a good start, he stresses that you should never give up until you cross the finish line.

Alter sums up the formula for winning succinctly, pointing out that the major component has got to be the time and work a sailor puts into it. He says you've got to go after it, sorting out the important from the unimportant, and feels that about 75 percent of the talk is unimportant.

Everyone agrees that it's practice and determination that'll take a new sailor to the Nationals and the Worlds. There's plenty of friendly know-how to be tapped among the fleets and down on the beaches. We'll be looking for you at the big ones soon.

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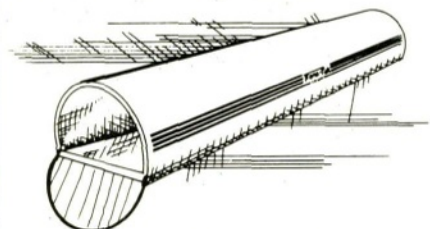
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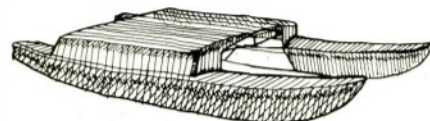
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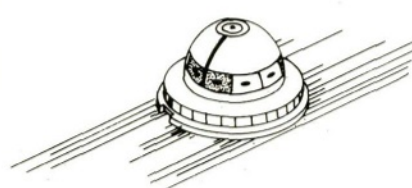
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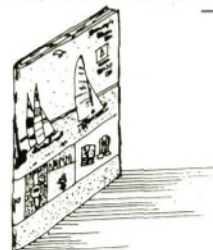
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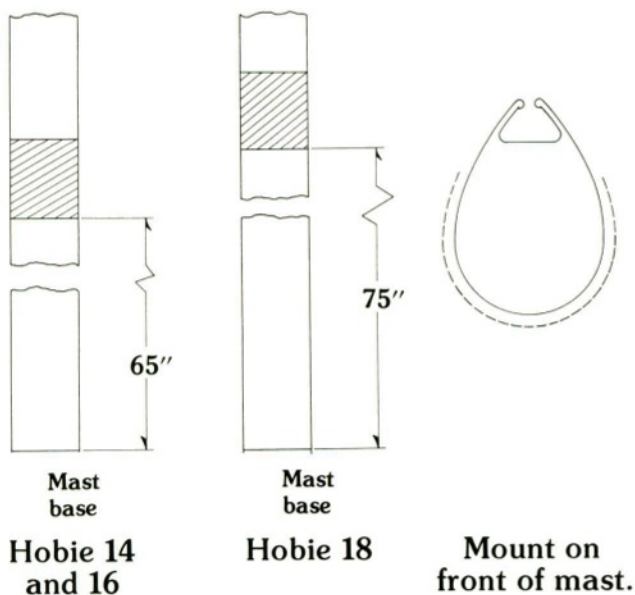
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New Mast Warning Label

Effective immediately, Hobie Cat is adding another electrocution caution label to every new mast. You'll find the bright orange and black label in this issue of the *Hot Line*. We strongly urge you to put it on your mast.

Take responsibility for your own well-being. The label is intended to be put on the mast so that it's in your field of vision as you raise the mast, a reminder to take that extra look up that can prevent tragedy.

Here's how to mount the label:



Additional labels are available through your Hobie dealer.

Let's make it everyone's job to locate hazardous power lines. If you see one in your launch/sailing areas, send a letter to the local power company immediately. Collect signatures.

Be especially careful when sailing in new areas or landing on unfamiliar beaches—your attention could make a difference in your life or a friend's. Low overhead power lines are a danger to all of us—we've got to keep our eyes as wide open when we sail as we do when we drive a car.



Locate the label in this issue and put it on your mast.

Below: A friendly face in Florida seems to be saying, "Let's go!"
 Right: Oneida Lake, all a-bloom in upstate New York. Opposite page: Camping and sailing on Cape Hatteras, North Carolina. Far right: A Hobie at play at Dunnedin, Florida.



Chuck Koelsch



Barbara Caster

Expression Session: GOING EAST

Myron Whitley



Ron Berg



Ed Haun



Come explore the eastern shores of our nation, where the sun rises from the sea and the breeze blows from the shore until a strong Nor'easter howls in from the North Atlantic.

From sunny Florida smiles to springtime in New York, there are rivers, bays, lakes and plenty of ocean along the eastern edge of America for Hobie adventurers to discover.



These are the places where
our country began, the
wellspring of our identity.
These are the states known for
warm, open smiles and old-
fashioned common sense.
Climb aboard—we're going
east!

Above: The race is over at Sandy Hook Bay in New Jersey. *Upper near right:* A view of Hobie sailing through lush local flora at Wilmington, North Carolina. *Upper far right:* Flying a hull into the sunset across Hampton Bays, New York. *Bottom right:* A fleet feasts on the shores of Vermont.

Patti Hundley Frank



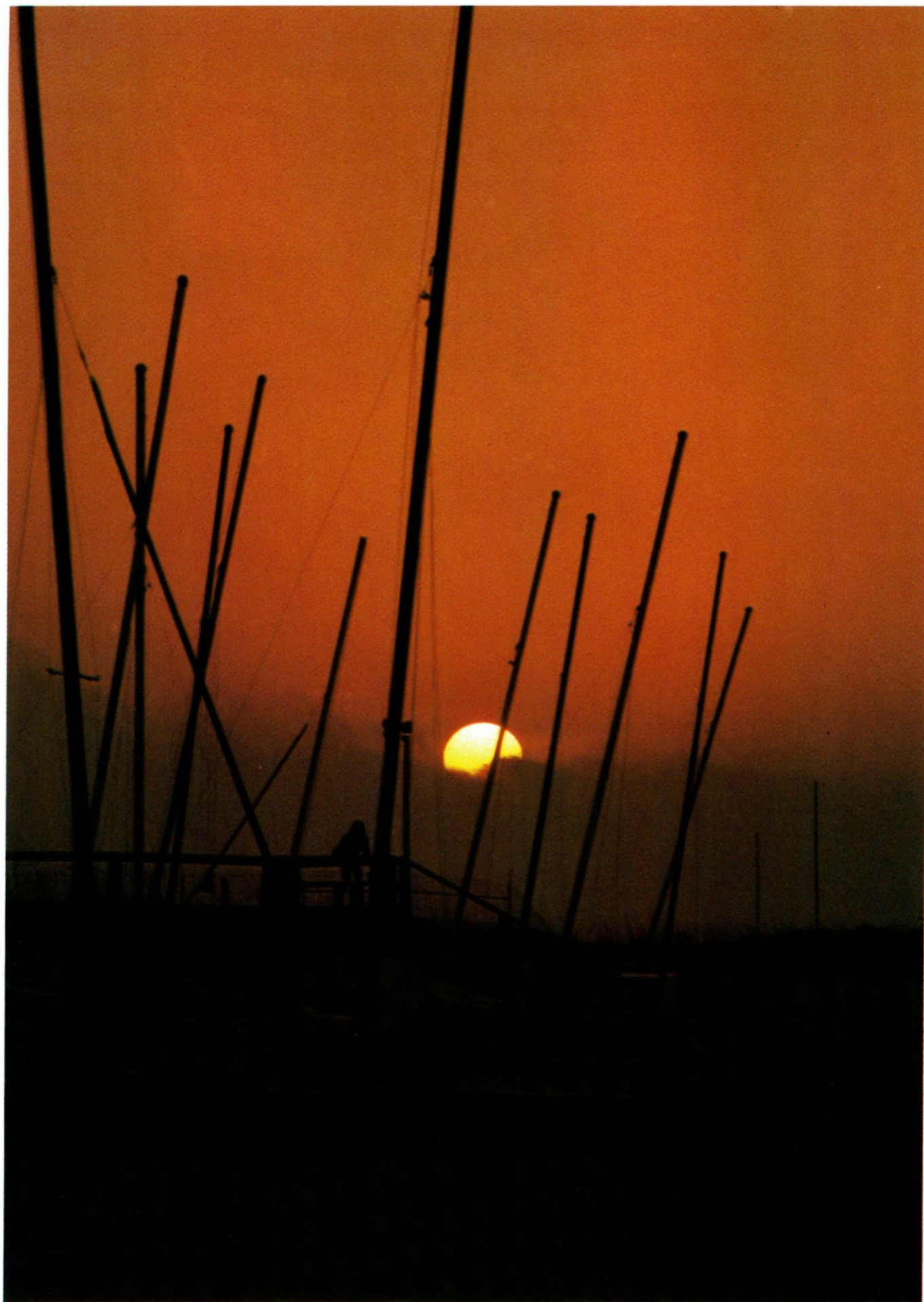
Russell Burden



Photiques



Above: The pleasure of sailing in Westport, Connecticut. *Right:* The Hobie line-up at Fort Walton Beach, Florida.



Steve Kulback



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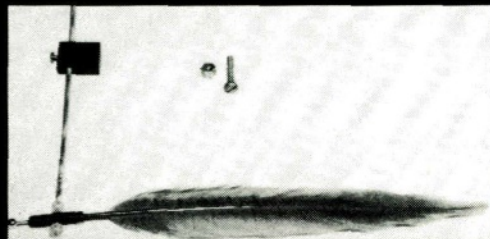
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If you are a bit confused about what is the best fly, vane, wind pennant, etc.—there is really only one consideration: *Does the unit I am using accurately and unambiguously show me the apparent wind?* The SSI fly is designed to provide you with the means to *accurately* determine apparent wind direction. This is accomplished by using the lightest and strongest structure, for its weight, in nature: the feather. The reasons are simple. Weight and mass slow down response time and accuracy. *No plastic, cloth or other material is as suitable*—particularly in light winds, when you need it most! True, a feather gets shaggy with time, but it works better that way. Forget color, shape and tricky configurations when you come to selecting the most important addition to your boat. COME FLY SSI—THE BEST WIND DIRECTION INDICATORS YOU CAN USE.



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HOBIE **RACING**

September/October 1982

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



IN THIS SECTION

Major Regattas
Regatta Schedule
Fleet News
Regatta Results
How to Fund a Regatta

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 black and white glossy photos only. Return of photo contributions can not be guaranteed, so please submit duplicate photos. Send all contributions to Michele Krcelic, Hobie Class Association, P.O. Box 1008, Oceanside, California 92054.

HOBIE MAJOR EVENTS

MAJOR REGATTAS FOR 1982

September 22-25	Hobie 14 Women's Nationals Charleston, South Carolina	H.C.A. 714/758-9100
September 27- October 2	Hobie 14 Open Nationals Charleston, South Carolina	H.C.A. 714/758-9100
October 10-16	Hobie 16 Nationals South Padre Island, Texas	H.C.A. 714/758-9100
October 24-30	Hobie 18 Nationals Key Biscayne, Florida	H.C.A. 714/758-9100
June 19-26	2nd Hobie 18 Worlds (1983) Hyeres, France	H.C.A. 714/758-9100

REGATTA SCHEDULE

* POINTS REGATTAS

Division 2

September 4 - 6	Fun Weekend 'Place to be announced' Fleet #66	Alan Raphael 602/938-0094
September 11 - 12	Ladies Fall Series #1 - Sat. Ft #66	Alan Raphael 602/938-0094
September 18 - 19	Fall Series #1 - Sun. Lk Pleasant, AZ Pitch Pole Regatta	Bill Chaney 805/399-0485
September 19	Lake Isabella, CA Fleet #167	Alan Raphael 602/938-0094
September 25	Fall Series #2 Lake Pleasant, AZ Fleet #66	Alan Raphael 602/938-0094
September 26	Ladies Fall Series #2 Lake Pleasant, AZ Fleet #66	Alan Raphael 602/938-0094
October 3	Fall Series #3 Lake Pleasant, AZ Fleet #66	Alan Raphael 602/938-0094
October 3	All Hobie Single Handed Regatta	Alan Raphael 602/938-0094
October 3	Lake Pleasant, AZ Fleet #66	Bill Chaney 805/399-0485
October 3	Training Cup	Paul Huebner 213/693-5512
October 16	Buena Vista, CA Fleet #167	Alan Raphael 602/938-0094
October 16	Single Handed Championships	
October 17	Homan Beach, Long Beach, CA Fleet #3	
October 17	Fall Series #4	
October 17	Lake Pleasant, AZ Fleet #66	

Division 3

November 6 - 7	Turkey Regatta Monterey, CA Fleet #222	Jesse Guerrero 408/394-5280
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Division 4

September 4 - 5	Outlaw Regatta Fleet #453	Paul Pocock 604/992-3771
*September 4 - 6	Dragon Lake, Quesnal, B.C., CN Peach Orchard Beach Regatta Fleet #130	Brian Machtaler 604/497-8487
September 11 - 12	Lower Summerland, B.C., CN (1983 Pts)	Craig Olson 208/362-4218
September 11 - 12	Redfish Lake, ID Fleet #105	Craig Olson 208/362-4218
September 25 - 26	Strike Regatta III C. J. Strike Reservoir, ID Fleet #105	

Division 5

September 4 - 5	Labor Day Regatta	Will Tully 505/265-7072
September 12	Heron Lake, NM Fleet #48	Jon Edblom 303/247-8180
September 18 - 19	Navajo Lake Summer Round-up Regatta	Dennis Seabourn 303/423-6291
September 18 - 19	Durango, CO Fleet #245	Will Tully 505/265-7072
September 18 - 19	The Last Gasp	Will Tully 505/265-7072
September 18 - 19	Boyd Lake, CO Fleet #61	
September 18 - 19	Elephant Butte Regatta	
October 9 - 10	Elephant Butte Lake, NM Fleet #48	
October 9 - 10	Elephant Butte Regatta	
October 9 - 10	Elephant Butte Lake, NM Fleet #49	

Division 7

September 4 - 6	2nd Annual Black Hills Regatta	John Jensen 605/341-5109
September 6	Rapid City, SD Fleet #198	Jim Neiles 605/224-6823
September 6	Okobojo Point Regatta	Pat Benson 507/243-3052
September 11	Pierre, SD Fleet #227	
September 11	Saturday Series IV	
September 11	Duck Lake, MN Fleet #464	

*September 11 - 12	4th Annual "Pitch Pole Cat" Regatta	Bill Schlanker 913/888-1016
September 12	Olathe, KS Fleet #149	Jim Brewer 605/665-4723
September 14	Fleet Picnic & Fun Day	Wayne Fischer 414/465-8392
September 18 - 19	Yankton, SD Fleet #291	Mark Tryggstad 715/268-7891
September 18 - 19	Fall Series #5	
September 18 - 19	Green Bay, WI Fleet #413	
September 18 - 19	Fall Festival Invitational	
September 18 - 19	Lake Wapagasset, Amery, WI Fleet #454	

Division 8

November 26 - 28	Keys Cat Challenge	Joan Gregory 305/294-2696
November 26 - 28	Smathers Beach, Key West, FL Fleet #71	

Division 9

*September 11 - 12	Chattanooga No Frills Regatta	John Karr 404/226-2524
September 11 - 12	Chattanooga, TN Fleet #217	

Division 10

September 4	Fun Race	Ken Hilbert 616/792-1241
September 5	Gun Lake, MI Fleet #117	Don Bidwell 219/879-3803
September 5	Fall Series #3 (Invitational)	Don Bidwell 219/879-3803
September 12	Duneland Beach, IN Fleet #126	Don Bidwell 219/879-3803
September 12	Fall Series #4	Don Bidwell 219/879-3803
September 19	Duneland Beach, IN Fleet #126	Don Bidwell 219/879-3803
September 19	Rain Date	Don Bidwell 219/879-3803
September 25 - 26	Duneland Beach, IN Fleet #126	Don Bidwell 219/879-3803
September 26	Sandusky Bay Fall Regatta	Don Bidwell 219/879-3803
September 26	Sandusky, OH Fleet #60	Don Bidwell 219/879-3803
October 3	Rain Date	Don Bidwell 219/879-3803
October 3	Duneland Beach, IN Fleet #126	Don Bidwell 219/879-3803
October 10	Picnic	Don Bidwell 219/879-3803
October 10	Duneland Beach, IN Fleet #126	

Division 11

*September 11 - 12	New Jersey State Championships	John Sullivan 201/477-3530
September 11 - 12	Sandy Hook, NJ Fleet #250 (1983 pts)	Chuck Anglin 301/587-5786
*September 18 - 19	Sandy Point Regatta (1983 Pts)	Mark Schleckser 201/477-3530
September 18 - 19	Sandy Point, MD Fleet #54	Mark Schleckser 201/477-3530
September 19	Fall Series #1	Mark Schleckser 201/477-3530
September 19	Shore Acres, NJ Fleet #65	Mark Schleckser 201/477-3530
September 26	Fall Series #2	Mark Schleckser 201/477-3530
September 26	Shore Acres, NJ Fleet #65	Mark Schleckser 201/477-3530
October 9 - 10	"Goombay Smash" - Wait 'till Next Year"	Mick Roberts 201/691-9038
October 9 - 10	Budd Lake, NJ Fleet #137	Mark Schleckser 201/477-3530
October 10	Fall Series #3	Mark Schleckser 201/477-3530
October 10	Shore Acres, NJ Fleet #65	Mark Schleckser 201/477-3530
October 17	Fall Series #4	Mark Schleckser 201/477-3530
October 17	Shore Acres, NJ Fleet #65	Mark Schleckser 201/477-3530
October 24	Fall Series #5	Mark Schleckser 201/477-3530
October 24	Shore Acres, NJ Fleet #65	

REGATTA SCHEDULE

Division 12

September 4 - 5	6th Annual Regatta Venise-en-Quebec, Quebec, CN Fleet #187	Jean Lalumiere 514/658-7524
September 4 - 5	Maritime Championships Grand Lake, N.B., CN	Laurie Corbett 506/472-2503
September 11 - 12	Fleet Race Sandbar State Park, VT Fleet #184	Dick Wilcox 802/893-4256
*September 11 - 12	6th Annual Seamans in the Surf Regatta Lido Beach, NY Fleet #124 (1983 pts)	John Flaherty 516/248-2822
September 18 - 19	Last Chance Regatta Lake Winnepesaukee, NH Fleet #209	Ray & Jan Holdue 617/388-4307
*September 18 - 19	5th Annual Boodles Gin & Tonic Regatta Madison, CT Fleet #136 (1983 pts)	Joe Manganello 203/421-3614
*September 25 - 26	Massachusetts State Championships Nahant, MA Fleet #403 (1983 pts)	Art Freedman 617/599-5946
September 25 - 26	12th Annual Connecticut State Cham. Candlewood Lake, CT Fleet #31	Bill Hayes 203/263-3529
*October 2 - 3	1982 New England Championships Fairfield, CT Fleet #208 (1983 pts)	Bob Williams 203/259-2449

Division 13

September 4 - 6	2do Clasico de Vela Manati, Puerto Rico Fleet #133	Dorian Goldberg 809/726-5794
September 12	Sunday Series Boqueron, Puerto Rico Fleet #442	Dorian Goldberg 809/726-5794
September 19	Sunday Series IV Puerto Rico Fleet #133	Dorian Goldberg 809/726-5794
November 7	Sunday Series Boqueron, Puerto Rico Fleet #442	Dorian Goldberg 809/726-5794
December 12	Sunday Series IV Puerto Rico Fleet #133	Dorian Goldberg 809/726-5794

Division 14

September 5	Fleet Series Wichita Falls, TX Fleet #146	Cynthia Dickerson 817/766-1558
September 5	Fun Racing & Camping Lake Brownwood, TX Fleet #457	Vaughn Costa 915/646-8215
September 6	Fleet Regatta Lake Brownwood, TX Fleet #457	Vaughn Costa 915/646-8215
September 12	Family Funday Wichita Falls, TX Fleet #146	Cynthia Dickerson 817/766-1558
September 19	Fleet Series Wichita Falls, TX Fleet #146	Cynthia Dickerson 817/766-1558
October 2 - 3	Camping & Sailing Port Aransas, TX Fleet #457	Vaughn Costa 915/646-8215
October 17	Camping & Sailing Port Aransas, TX Fleet #457	Vaughn Costa 915/646-8215
October 31	Fleet Regatta Lake Brownwood, TX Fleet #457	Vaughn Costa 915/646-8215
November 14	Fleet Regatta Lake Brownwood, TX Fleet #457	Vaughn Costa 915/646-8215
December 5	Fleet Regatta Lake Brownwood, TX Fleet #457	Vaughn Costa 915/646-8215

Division 15

September 11 - 12	Grand Regatta Fort Walton Beach, FL Fleet #178	Larry Franzen 904/651-4272
September 18 - 19	Pensacola Cat Fight Pensacola, FL Fleet #35	Jack Salmon 904/432-3899
September 19	2nd Fall Series Metairie, LA Fleet #41	Woody St. Romain 504/341-8778
September 25 - 26	Redbeards Regatta Fort Walton Beach, FL Fleet #178	Larry Franzen 904/651-4272
September 25 - 26	Autumn Regatta Jackson, MS Fleet #235	Bob Denton 604/632-3131
October 3	3rd Fall Series Metairie, LA Fleet #41	Woody St. Romain 504/341-8778
October 9 - 10	Jubilee Regatta Mobile, AL Fleet #76	Jo Gaston 205/342-4300
October 16 - 17	Mad Dog Regatta Tallahassee, FL Fleet #43	Stan Derzvooski 904/396-9278
October 17	4th Fall Series Metairie, LA Fleet #41	Woody St. Romain 504/341-8778
October 30 - 31	Lake Pontchartrain 50 Metairie, LA Fleet #41	Woody St. Romain 504/341-8778

International

Calendario de Regatas en España

Septiembre 4 - 5	Encuentro Hobie 2 Mares La Manga, C.N., Spain	Ma Jose Gz Anudo (93)890 25 43
October 4 - 9	Encuentro Hobie 2 Mares La Manga, C.N., Spain	Ma Jose Gz Anudo (93)890 25 43

Santo Domingo

Septiembre 5	VI Regata Hobie Cat '82 Haina - Nigua - Haina	Louis Verhagen 565-8213
Octubre 17	VII Regata Hobie Cat '82 Sans Souci & Andres, Boca Chica	Hector Patino 689-3247
Diciembre 4 - 5	VIII Regata Hobie Cat '82 Andres, Boca Chica	Luis Jose Cabral 688-5838

Saudi Arabia

Sept. 3, 10 & 17	Fall Series I Dhahran, Saudi Arabia Fleet #253	
Oct. 22, 29 & Nov. 5	Fall Series II Dhahran, Saudi Arabia Fleet #253	
Dec. 3, 10 & 17	Winter Series I Dhahran, Saudi Arabia Fleet #253	

European Regattas

September 4 - 5	Encuentro Hobie 2 Mares La Manga, Espana	Ma Jose Gz Aqudo (93)890 25 43
September 4 - 5	Huttensee - Banana - Cup Celle, Germany	John Dinsdale 94/57 31 72 FRANCE
September 4 - 5	Jazz & Sail Bergen, Netherlands (Holland)	John Dinsdale 94/57 31 72 FRANCE
September 4 - 5	Cat Weekend Altnau Altnau, Switzerland	John Dinsdale 94/57 31 72 FRANCE
September 11 - 12	Hobelregatta Ammersee, Germany	John Dinsdale 94/57 31 72 FRANCE
September 11 - 12	2 Lander Cup Gooimeer Naarden, Netherlands (Holland)	John Dinsdale 94/57 31 72 FRANCE
September 11 - 12	Rondie REM eiland Netherlands (Holland)	John Dinsdale 94/57 31 72 FRANCE
September 11 - 14	Championnat d'Europe H18 Kellenhusen, Germany	John Dinsdale 94/57 31 72 FRANCE
September 11 - 15	EK 18 Kellenhusen, Germany	John Dinsdale 94/57 31 72 FRANCE
September 12	La Madine Accueille Metz, France	John Dinsdale 94/57 31 72 FRANCE
September 18 - 19	Weinlesewettfahrt Nr. 2 Neusiedlersee, Austria	John Dinsdale 94/57 31 72 FRANCE
September 18 - 19	Bloemendaal Scheveningen VV Bloemendaal, Netherlands (Holland)	John Dinsdale 94/57 31 72 FRANCE
September 25 -	Championnat d'Europe H14	John Dinsdale 94/57 31 72 FRANCE
October 2	St. Jean de Luz, France	John Dinsdale 94/57 31 72 FRANCE
October 2 - 3	Coupe Morgienne des Multicoques Morges, Switzerland	John Dinsdale 94/57 31 72 FRANCE
October 9 - 10	Hobie - Ausklang Steinhuder, Germany	John Dinsdale 94/57 31 72 FRANCE
October 16 - 17	Rauhreif - Regatta Chiemsee, Germany	John Dinsdale 94/57 31 72 FRANCE
October 23 - 24	Berliner Flottenmeisterschaft Wannsee, Germany	John Dinsdale 94/57 31 72 FRANCE
October 23 - 24	Cercle de la voile Theoule, France	John Dinsdale 94/57 31 72 FRANCE
October 23 - 24	Tumpel Trophy Zulpicher See, Germany	John Dinsdale 94/57 31 72 FRANCE
October 30 - 31	Hobie Ski-Cloture Crans, Switzerland	John Dinsdale 94/57 31 72 FRANCE
October 30 - 31	Hobie (Wind up regatta) Cawsand, Great Britain	John Dinsdale 94/57 31 72 FRANCE
November 11 - 14	Grand Prix Armistice H14 Mauvissin, France	John Dinsdale 94/57 31 72 FRANCE
November 20 - 21	Essener Eisepokal Baldeneyssee, Germany	John Dinsdale 94/57 31 72 FRANCE
December 26 - 31	Stage et regate Hyeres, France	John Dinsdale 94/57 31 72 FRANCE

FLEET NEWS

AS REPORTED BY THE FLEETS

Division 6

1982 Longneck Regatta
Fleet 128, Division 6
San Antonio, Texas
May 15-16, 1982

The Longneck Regatta, sponsored by Fleet #128 of San Antonio, Texas and held May 15 and 16, 1982 at Canyon Lake once again lived up to its reputation of providing Hobie sailors with warm

weather, good winds, excellent food, plenty of beer and a beautiful campsite, nestled in the hill country between San Antonio and Austin. This year's regatta drew 129 boats: 27 Hobie 14s, 78 16s and 24 18s.

This mid-May regatta seems to provide the best of both worlds: the strong spring winds still blowing and the warmth of summer. The race got off to a good start Saturday with winds blowing 15 knots and picked up steadily Saturday afternoon. By Sunday, the winds were gusting at 25 and it was double trapping all the way. By the time the races were over Sunday afternoon, the winds were gusting well over 30, with the temperatures around 90!

Fleet 128 presented three special awards



this year: Rick Rolnick of South Padre Island won the coveted Last to Register prize, Dave Schnoll received a trophy for having the Ugliest boat of the 129 boats entered in the race and Rob Whittington was awarded the Anything prize (first year this award was presented).

Ray Seta of Fleet 128 did an outstanding job heading up the race committee. Protests were kept to a minimum, although those protests that were heard seemed somewhat lengthy to the sailors involved, as the sailors had to wait out in the 90+ degree heat while the protest committee basked in the air conditioned comfort of a motor home. All in all, though, it was a Hobie success, with protests at an absolute minimum.

Fleet 128 wishes to bestow its thanks upon all the sponsors and people who contributed to this success. Jerry Reztloff of Lone Star beer kept the suds flowing all weekend. Tom LaBin of the Sail Boat Shop in San Antonio and Pat Magee of Pat Magee's Surf Shop provided awards, which were handed out at the skippers' meeting and at the Saturday night bonfire.

Division 8

**Stroh's Second Annual
Devil's Triangle Regatta**
First Checkpoint—Worrell 1000
Fleet 127, Division 8
Fort Pierce, Florida
by Jim Sullivan

Last year, after the First Annual Devil's Triangle Regatta, Fleet 127 started working to make a great thing even better. Thanks to the cooperation of the Holiday Inn Oceanfront, Universal Brands of Fort Pierce and the St. Lucie County Commission and Sheriff's Department, we succeeded. The site, the beach access, the beer and the entire weekend were all first class. Mother Nature also cooperated. Sunny skies and 10 to 15-knot ESE winds held almost all weekend.

Mike Worrell and the Worrell 1000 also helped make things better by using our regatta as the first checkpoint on their way from Fort Lauderdale to Virginia Beach, Virginia. They brought a lot of excitement and class to this year's regatta, and we thank them.

The festivities began Friday afternoon with a Media Race. Representatives from various newspapers, radio stations, television stations and *PM Magazine* crewed for our skippers. WTVX TV (CBS affiliate) won on Scott McMillen's Hobie 16.

Immediately after the Media Race, ground crews for the Worrell 1000 began arriving. Just after they got everything in order for the checkpoint/crew change, the Worrell boats hit the scene. What a show! Indy 500 pit stops could not possibly be more intense or accomplished more professionally. The Worrell folks were soon on their way to Virginia Beach, leaving us to our own slightly less ambitious racing.

After our four-wheel-drive vehicles got everyone's boats on the beach and registration was underway, everyone gathered at poolside to drink Stroh's beer and watch Gene Soule's color video tapes of the Worrell 1000 turnarounds.

On Saturday morning, registration ended with a total of 130 boats from 23 counties and 59 cities throughout Florida, and one entrant from Georgia. Seventeen of Division 8's 21 fleets were represented. After the skippers' meeting, the sailors headed out and had a fine day for racing. They also had two fine race courses, one run by John and Carol Hackney, the other headed up by Bob Forsman.

Saturday evening, protests were handled by Scott McMillen and friends, and everybody went over to Lou's Sub Shop for all the subs they could eat. The food was delicious, the beer was cold, the camaraderie was excellent and those who stayed late enough had a wild and crazy time.

Sunday morning, it appeared that the wind had died down, but it freshened during the races to give another fine day of sailing. Meanwhile, Vivian Gerster kept the liquid refreshments flowing on the beach, while Fran Wales and Marco Oquendo dispensed an endless supply of beer and soft drinks on the water. As soon as the races ended, Randy Bond and his four-wheel-drivers got all the boats off the beach in a timely and orderly fashion.

Fleet 127 Commodore Judy Soule soon had the scores computed, and while waiting for protests to be decided, we presented door prizes. Excellent door prizes, I might add. They were all donated by people involved in Hobie sailing, and were appreciated by the recipients. The donors were Holiday Inn Oceanfront, Universal Brand of Fort Pierce, Murray's Marine Distributors, International Fiberglass, Cat Equipment of North Coast Tarpaulin Works, Trentec, Inc., Raditch Marine Products, and Fleet 127 members Ed and Janet Fry.

When the protest hearings ended, we presented trophies to the winners. Their names may be found in the regatta results section. The Go-fast trophy went to Fleet 5 with 17 points. The trophies were glass beer mugs obtained from Martingale Trophies of Marble Head, Massachusetts. They were a nice finishing touch to a great weekend.

Considering the compliments and feeling of accomplishment we received this year, Fleet 127 thinks this regatta is too good a thing to give up. Since that weekend, we have been in contact with Holiday Inn Oceanfront, Universal Brands and Mike Worrell. They all agree with us. We may have a hard time improving on this year's event, but we're going to try. Hope to see you there.

**Ninth Annual Jetty Park
Ocean Regatta**
Fleet 45, Division 8
Cape Canaveral, Florida
May 29-30, 1982
by: Marlene Sassaman

Picture yourself among the 35 trophy contenders at the Ninth Annual Jetty Park Ocean Regatta. You've planned on this camping/ocean racing event for months. Despite typical afternoon thundershowers, you figure the risks of a rain-out are slim. Along with 192 competitors, you witness a celebrity contest, drink lots of Michelob beer and enjoy a scrumptious barbecue to kick off the Saturday night party.

You feel like getting rip-roaring drunk after the races on Saturday, but Sunday means two more races. If you did well on Saturday, you have to hold onto that momentum, and if your efforts were under par, then the second day is your chance for a comeback. Looking into the eyes of your competitors, you feel a surge of energy through your body. You want to wish them well, hoping they would do good, but you also hope to win, or at least take home a trophy. At the same time, a tingle of fear runs through your nerves at the thought of possibly having to congratulate a rival.

Anxious for the next day to arrive, you wander quietly back to your tent and turn your attention to the marvels of living in tune with nature as the gentle breeze helps subdue your thoughts. Soon, you drift off to sleep, but it doesn't take long for the darkness to turn into daylight. At sunrise, you decide a stroll down the beach would ease the stiffness in your back and hands. Perhaps during the quiet morning you relive, in your mind, those races in which you learned a lot, but didn't win. You always hung around, though, to see your buddies receive their trophies. You listened in anticipation, took their pictures and felt proud to know them, as you dreamed of your day in the limelight when the crowd would whistle and yell and cheer for you.

For two days you race off the shores of Cape Canaveral, home of our nation's space program, providing entertainment for the snowbirds, enticing the local folks to join in the festivities and putting on a show for about 100 crewmen standing atop a nuclear submarine as it was entering the port.

This is the weekend you've waited for. Your losses have finally paid off. The endless arguments between skipper and crew have turned into an invisible bond of mutual respect. Winning is a new experience; your whole body feels good, you smile at everyone. You take extra care in derigging your Hobie. You want time to stand still.

Perhaps the excitement of this well-run regatta is best expressed by Mother Nature, who opens her heart as she cries with joy, roaring with thunder as you, an award winner, are forced to grab your trophy and run for the shelter of your car. The intense rain prevents the usual zaniness at the trophy presentation, compelling the crowd to disperse. Whether you're a skipper, a crew, a husband or wife, a lover, a family member or a friend, you celebrate your victory alone with those who were there when you lost, and who now embrace you for your accomplishment. As the rain

subsidies, you drive carefully home, checking your rear view mirror more than necessary as you begin to treasure another Memorial Day weekend.

Subaru 1982 Hobie Points Regatta

Fleet 111, Division 8
St. Augustine Beach, Florida

June 26-27, 1982

The winds were zero to light as the skippers' meeting convened on St. Augustine Beach prior to the start of the Subaru 1982 Hobie Cat Point Regatta. The sequence began after a half-hour delay, during which the wind began to fill in. Storm clouds approached rapidly and the first race, on A course behind the Holiday Inn, was abandoned due to lightning in the immediate area. B course, located to the north, was bypassed by the lightning and finished one race in heavy air.

By the time racing could continue on the A course, some of the A fleeters had to be pulled by force from the beer truck and sent out to the starting line. B course finished a second race and A course finished their first in winds increasing to very good conditions.

On Saturday night, a barbecue dinner was held at the Holiday Inn, followed by a beer party with a live rock band.

Sunday's winds picked up to 12-15 knots. The A course ran three races while B course finished two to give each fleet a total of four races with one throwout. Prior to trophy presentation, a drawing was held for \$1,400 worth of doorprizes donated by many individuals and companies, including Hobie Cat. The trophies were silk-screened mirrors with wood frames.

Division 11

Third Annual Hobie Challenge Regatta

Fleet 137, Division 11
Lake Hopatcong, New Jersey
May 22-23, 1982

by: Mick Roberts

It was a dark and stormy Saturday in May on Lake Hopatcong, New Jersey. The Bagels (if seagulls fly over the ocean, what do you call birds that fly over the bay?) cast dubious eyes skyward and rummaged through sailboxes for wool sweaters, slickers and other garments to ward off the cold easterly winds and the rain that would surely come.

"Are we really going out in this stuff?" a Bagel queried.

"Yep," the race committee replied.

"You're out of your mind, not wired tight and only have one oar in the water. It's barely 50 degrees."

"Yep."

"Yep, what?"

"Yep, all of the above. No thunderbumps are forecast, the ice is off the lake and it ain't snowing yet. We'll go for at least three, maybe four starts. There's cold beer on the beach (some



mild cheers, mostly hisses and boos), hot sandwiches if you've ordered them (minor stampede of those who forgot) and you're gonna get a lesson in major wind shifts. Sometimes we sail three windward legs and a course 2."

The scene was set for the Third Annual Challenge Regatta between Hobie Fleets 137 and 250. The big stained glass trophy was at stake. So far, it carried two plates: Winner 1980, Fleet 137, Lake Hopatcong and Winner 1981, Fleet 250, Sandy Hook.

The Lakers wanted it back, real bad. The Bagels wanted to keep it, real bad.

Twenty-five boats were registered for the two-day event, a slight number edge for the Lakers of 137.

"Everybody off the beach. White shape in 20 minutes."

Scramble, mutter, and moan.

"I can't find my other boot."

"Anybody seen a left hand sailing glove?"

"First race, course 4."

"The RC's flipped out."

"C mark is much too close to the finish line."

This was to prove disastrous to the first place finisher for 137 who, after a year's hiatus from sailing, rounded C to starboard and got a DNF. First and second went to Fleet 250. Lunch was called and the course reset.

More drizzle fell, sometimes becoming real rain. Telltales got plastered down, drawing sailors into the infamous "Black Holes" of Lake Hopatcong.

Finally, the day was done. We drank more beer, packed the sails for the night and cleaned up for the buffet at the Jefferson House (the Lakeside Restaurant that serves as unofficial yacht club and home for many Fleet 137 boats).

At the dinner, sailors began to dry out, warm up and generally get mellow. Old friendships were renewed.

"Who's sleeping where?"

"Can you grab another pitcher of beer as you go by the bar?"

Finally, the RC arrived with the first day's results. The challenge was to be decided on the scores of the top five boats in each fleet. At the end of day one,

Fleet 250 was ahead by just three quarters of a point. The sun did not shine in Mudville.

Day two. Forecast: Easterly winds, 10 to 20 with higher gusts. Rain, heavy at times. High in the low 50s. Barometer falling.

"Call it off."

"Nope."

"How many races?"

"At least two short ones."

Repeat of moans, groans, and mutterings, punctuated by scattered hangovers.

"White shape in 20 minutes."

On the water, several suggestions went from participants to race committee about the line, courses to be run, where to anchor the committee boat, etc., etc. Appropriate responses from RC mentioned unmentionable places to put suggestions.

Finally, RC was set, mellowed a little and called a merciful course 1. Eighteen boats made the line. At the finish, Fleet #137 collected a first, fourth and fifth, with Fleet #250 scoring second and third.

"Last race." The sky was really getting black. No thunderstorms in this one, just a monster low pressure system to make topsides wetter than bottoms.

"Course 2 and go home."

Crews fell off, boats capsized and came to sudden stops in cartwheeling pitchpoles. Amazingly, no one accepted assistance from the chase boats and there were no late finishers. The fifth race ended with Fleet #137 placing first, second, third and fourth and Fleet #250 a fifth, seventh and eighth.

It was still too close to call. No protests. The only infraction was cleared when a port tacker voluntarily took a DSQ at the finish.

The final tally: Fleet #250 took first and third, Fleet #137 had second, fourth and fifth place trophies. Still tight. Scores for the first five were added to each fleet, checked, then rechecked. Fleet #137 had 113 points and Fleet #250 had 139 points. The sunshine of winning warmed the Lakers.

Annual Barnegat Bay Spring Points Regatta

Fleet 65, Division 11
Shore Acres, New Jersey
June 4-6, 1982
by Martha A. Boyle

While Hurricane Alberto was brewing in Florida and Connecticut was being inundated with 10 inches of rain, Hobie Fleet 65 hosted the Annual Barnegat Bay Spring Points Regatta, at the Shore Acres Yacht Club on Barnegat Bay.

Registration began on Friday night, from 6:00-10:00 p.m. and continued on a rain-drenched Saturday morning. Michelob and 7 UP were our sponsors this year. They provided T-shirts for all skippers and crews upon registration. Despite the weather, 57 Hobies entered the regatta with participants traveling from Delaware, Virginia, Maryland and of course, New Jersey, New York and Pennsylvania. The skippers' meeting was held on schedule at 10:00 a.m. Saturday, but due to the weather, the first race was delayed until 11:30. Four races, back to back, were planned, but after the third race, the weather had taken a turn for the worse. By 3:30, it was pouring and the fog started rolling in, so the fourth race was called. After everyone broke down their Hobies, all retired to the Yacht Club for dry clothes and a spaghetti dinner. Braving the weather, the New Jersey Nightly News did an excellent job covering the regatta and conducting interviews with the racers.

Sunday's races started around 11:00 a.m. and were visited by a number of spectator boats that were absent on Saturday. For a time, the weather cooperated; the sun eluded us but the rain managed to hold off until mid-afternoon. All three scheduled races were completed as the wind gradually built to an 18-knot breeze for the final race. Following numerous protests resulting from false starts and other altercations, the awards presentations were made at 5:30 p.m. The trophies given by Michelob and the fleet were truly beautiful and loved by all.

Division 12

Second Annual LRCCAMHC Regatta
Fleet 209, Division 12
Lake Winnepesaukee, New Hampshire
June 12-13, 1982
by: Ray and Jan Bolduc

The Second Annual LRCCAMHC Regatta was a success this year. Moving inland from the New England coastline to Guilford Town Beach on Lake Winnepesaukee in New Hampshire, the Hobie "go-getters" finally saw some sun and wind and were able to get six races into two days of sailing.

Kicking off the weekend activities on Friday night was a welcome cocktail party at B Mae Denny's with a promotion of Stolichnaya Vodka for the early arrivals. Many of those attending won Stolichnaya T-shirts or suspenders.

Saturday started off early with registration and a beginner skippers'

meeting, followed by a mandatory skippers' meeting. Races started promptly at 11:00 a.m. as scheduled and were held back to back with a total of four for the day.

There were various activities on the beach for those who opted to "sun it." Among these was Hobie Cat demos which were given by one of the sponsors of the regatta, Arey's Marina. Another attraction and sponsor was Michelob, which brought its dispenser truck on Saturday and Sunday with plenty of ice-cold kegs on hand. Also, there was live broadcasting coverage on land and water from the local radio station WLNH (Laconia, New Hampshire). WLNH also provided giveaways of record albums and soda.

Following the races on Saturday, everyone headed for the Gunstock Ski Area base lodge for a country-style ham and bean supper, put on by the Gunstock staff. It was a super meal; they really outdid themselves. Following the meal was live entertainment by the reggae band Loose Caboose, a fantastic group from Nassau.

Sunday began with an early skippers' meeting, followed by two races. While awaiting the tabulation of results, everyone headed for a barbecue and the Michelob truck.

There was a special presentation of awards for those who were the backbone of the event and who so willingly donated their time and effort to make the regatta a success. Following the special awards, there was a drawing of giveaways consisting of T-shirts, life jackets, birdwells, Arriba hot stick, and O'Neill wetsuit wear, which were donated by Arey's Marina, New Hampshire Hobie Cat and O'Neill wetsuits. A raffle of a 19" color TV, aluminum sail box and a set of 6:1 Harken blocks (which was made possible by Major Brands, R & E Sheet Metal, Lakes Region Chamber of Commerce and Fleet 209) made three lucky winners very happy. After the raffles, trophies were awarded to the skilled skippers and crews who were the top five winners in each class.

A highlight of the regatta was seeing Phil Berman, true to form, wrapping up 1st place 14As with only 3 3/4 points.

A special thanks goes to each and every person who worked so hard to make this regatta possible and to Mother Nature for granting all the Hobie Catters two days of clear sailing.

Eighth Annual Polar Bear Regatta
Fleet 136, Division 12
Madison, Connecticut
by Bob Biehn

There are regattas, and there are great regattas. The Eighth Annual Polar Bear Regatta was one of the latter. This year, it occurred on May 15 and 16 at Light House Point Park in New Haven, Connecticut. This facility was a great asset, providing adequate space for 110 boats. The Weather

Gods even cooperated, with lots of sunshine both days.

Saturday started early, with registration, check in and race preparation. We underestimated the number of T-shirts needed—I'd like to apologize to any late arrivals that missed out. We'll get it right next year.

At 10:00 a.m., as the skippers' meeting started, the committee boat hadn't arrived, but her timing was perfect for a grand entrance. The committee boat was the *J.N. Carter*, an old New Haven oyster schooner donated by Schooner, Inc. At more than 65 feet long, she gave the race committee a spacious deck, which made their job much easier.

The marks were taken out and the committee boat was on station for an 11:00 a.m. start, but who was in charge of wind? The answering pennant flew for 45 minutes when a light breeze filled in from the southwest. The sequence began, and we raced a course 7. Those people on the committee boat really were optimists, but as the day went on, the wind did freshen. By the third race, we had winds of 10-15 knots, and a few of the less aware flipped for a refreshing dip. Four races were run on Saturday in great weather, so great that some sailors were in swimsuits and shirt sleeves during the first two light air races. That's quite unusual for Long Island Sound in mid-May.

Our evening dinner had a Hawaiian theme and was held at the Knights of Columbus Hall in Guilford. The fare had the distinct flavor of the islands; there was lots of pineapple for everyone. Door prizes and entertainment by Little Richard rounded out the evening.

Sunday started off as another perfect day, lots of warm sun, but where was the wind? Such unusual weather for May. By race time, it did fill in from the south, but stayed 5-10 knots all day. Three more races were run, which gave the regatta a total of seven races with one throwout. (Not bad!)

While we waited for the results and awards, the warm afternoon sun kept a steady line at the beer stand supplied by Pedal and Sail of Madison, Connecticut. The protest committee resolved their problems as the fleet began tear downs for the lonely trip home. When it was time for the awards, many had a good dose of sunburn.

This year's trophies were a silver mast section on a mast step with a hardwood base. The materials were all donated by Kenyon Marine of Guilford, Connecticut.

The regatta was a great success. Many thanks go to the City of New Haven for the use of Light House Point Park, and to the New Haven Police Department for keeping watch over all those sleeping cats. The Ninth Annual Polar Bear Regatta will definitely be on my calendar next year as a must regatta. You'll have a great time if you plan to race it, too.

Division 15

Fleet 204 Finally Fools Mother Nature

Because of scheduling problems with Oneida Shore Park, we moved our regatta back to the second week in May. The weather couldn't have been better. A gorgeous Friday and Saturday brought a record number of boats out. The registration count was 88 boats!

On Saturday, the sun was shining and the wind was excellent. The race committee got two races off in the morning and one in the afternoon, after a break for hot dogs and beer. The race committee (headed by commodore Brian Maxwell), should be congratulated for getting all of our races off with minimum delay. The sun was warm but the water was cold; the ice had only been off the lake for about three weeks.

Saturday night was the traditional Delmonico steak dinner, with mushrooms specially prepared by Terry. The race talk went on all night long, with fountains of beer flowing courtesy of Miller.

The sun was out on Sunday but the wind must have had too much to drink Saturday night, because there was little of it in the morning. We had one more race and called it a day. Miller Beer was represented at the trophy presentation and gave trophies to all first place sailors, in addition to our trophies, which were designed by fleet member Sue Gilcher.

Everyone agreed that this regatta was by far one of the best. With the cost of running a regatta rising all the time, Fleet 204 had a sponsorship drive this year to help defray the expenses. We solicited area businesses to advertise in our regatta program. The sponsors committee did an excellent job, as did our program committee in designing the ads and getting local support. Many thanks to all the businesses that contributed.

Miller Beer, our major sponsor, gave beer, T-shirts and trophies. Without Miller, the Madcatter would have been close to impossible to pull off. Big thanks go to Oneida Shore Park for providing excellent facilities, and for sanctioning our event, to Silhouette Vodka and South Bay Sails. A big thank-you goes to all the members of Fleet 204; without you, it wouldn't have happened.

Next year, we're planning to have an even bigger and better regatta. Don't miss the Seventh Annual Madcatter in 1983!

FOREIGN REPORT

Sailing in Denmark

Strib, Denmark
by Fred Pasch

Fleet 333 has its own beach (2000m²) and about 30 Hobie Cats. Two small huts offer sleeping and cooking facilities for fleet members who spend their weekends



Sailing in Sweden

by Sig Maxwell

here. There is also a shack for storing sails and spare parts.

Our fleet holds five regattas each year. Additionally, because of their relationships, some Hobie sailors participate in dinghy races organized for handicapped people.

In spite of this, we have problems in keeping everybody together. This is perhaps due to the long coastline (5000km), and Denmark's insular geography. Practically everyone has access to the sea, but hopping from one island to another takes time and money.

This is also the reason why Fleet 333 never gets to meet the other Danish fleet, Copenhagen Fleet 330. In fact, it is easier for us to drive down to North Germany and participate in the important Hobie regattas with Fleet 334. It takes less effort on our part.

Hobie Cat sailors in Falsterbo (about two miles south of Malmo on the Baltic Sea) first started sailing their Hobies in 1973. Fleet 326 was started in August of 1979 and today has 22 members. Although the majority are 16s, there are three 14s and three 18s.

As the weather in Sweden is extremely unfavorable for sailing from January to March, we spend the winter months working on our boats and keeping ourselves fit, ready for the summer sailing season. When skippers and crews are not jogging, we are repainting the clubhouse and generally improving it.

This year, fleet members have been able to sail since April 1. The water is still very cold, but we are nevertheless doing well. Training races are organized every weekend and three regattas have been scheduled for the year in Falsterbo. The fleet will also be sailing in Copenhagen and hopes to participate in some of the German regattas in the Kiel-Travemunde area.

REGATTA RESULTS

Division 2

1982 MICHELLO SAN DIEGO CLASSIC
FLEET #4, DIVISION #2
SAN DIEGO, CALIFORNIA
JUNE 19 - 20, 1982

HOBIE 18A	POINTS
1. Myrter, S.	7 1/2
2. Veneman, C.	7 3/4
3. Parzeau, P.	13 3/4
4. Ruiz, R.	18
5. Ponte, C.	22
6. Lindley, T.	24
7. Timm, S.	28
8. Kimball, J.	30
9. Sinks, C.	31
10. Orrantia, F.	37
11. Aucerman, C.	39 3/4
12. Price, T.	43
13. Munsey, G.	46
14. Biakanja, K.	48
15. Brown, R.	49
16. Hurwitz, S.	60
17. Crocker, D.	62
18. Brown, R.	64
19. May, R.	64
20. Carpenter	72
21. Mueller, D.	76
22. Smith, D.	86
23. Catalano, R.	87
24. Lewis, J.	89
25. Brady, N.	93
26. Wake, J.	99
27. Churchill	100
28. Woods, W.	102
29. Poitras, L.	106
30. Erway, B.	107
31. Halloran, E.	108
32. Brown, C.	116
33. Thomas, B.	132

HOBIE 18B	POINTS
1. McCulley, B.	3
2. Bunch, T.	8
3. Cardone, M.	11 3/4
4. McKee, R.	13
5. Drake, S.	14
6. Schirm, B.	26
7. Hershfield	29
8. Huebner, P.	30
9. Samson, M.	35
10. Mande, W.	37
11. Mills, K.	38
12. Delong, T.	40
13. Alden, S.	45
14. Eggen, R.	56
15. Soldau, J.	56
16. Lawson, J.	62
17. Wells, J.	62
18. Miller, B.	64
19. Wagner, A.	79
20. Nelson, D.	80

HOBIE 18C	POINTS
1. Pudman, B.	5 1/4
2. Sissum, D.	8
3. Heck, R.	11 3/4
4. Murray, D.	12
5. Bernard, P.	24
6. Scarfed, D.	26
7. Holowach, M.	26
8. Anderson, A.	27
9. Smith, H.	29
10. Linker, D.	39
11. Kaplan, D.	45
12. Brush, D.	46
13. Graham, G.	50
14. Jamison, M.	51
15. Hartsell, J.	51 3/4
16. Debolt, B.	52
17. Carv, J.	58
18. Dolan, D.	76
19. Jones, D.	80
20. Steinberg	80
21. Kawaratani	95
22. Neitzel, S.	95
23. Parks, D.	95
24. Rich, D.	95

HOBIE 16A	POINTS
1. Seaman, B.	9 3/4
2. Alter, H.	10 3/4
3. Schafer, W.	23
4. Eugas, A.	24
5. Oltmans, D.	28
6. Alter, J.	30
7. Mihoky, D.	38
8. Walsh, G.	40 3/4
9. Materna, T.	45
10. Myrter, B.	47
11. Casher, J.	48
12. Perrin, R.	48
13. Witte, E.	49
14. Hernandez	49 3/4
15. Greer, B.	52
16. Shimabukur	59
17. Crider, D.	61
18. Ketterman	63
19. Heath, F.	64
20. Martin, G.	68
21. Folgnier, G.	74
22. Mulvey, D.	79
23. Hauser, J.	89
24. Wagniere, R.	92
25. Weaver, G.	95
26. Howard, R.	98
27. Calder, K.	100
28. Leo, S.	103
29. Heffernan	106 3/4

30. McCormick	110
31. Douglas, D.	111
32. Olson, J.	113
33. Stagg, A.	116
34. Clements, M.	117
35. Shields, J.	121
36. Petron, J.	125
37. Warrum, N.	128
38. Christensen	129
39. Hernandez	131
40. Fogerty, F.	132
41. Dockstader	133
42. Liberatore	138
43. Delave, D.	141
44. Grantaweg	142
45. Farquhar, N.	149
46. Rathbun, P.	161
47. Bose, L.	162
48. Oparford, S.	163
49. DeCosta, R.	178
50. Jeavons, R.	186
51. Bell, B.	188
52. Guenther, E.	216
53. Miller, L.	216
52. Ziolkowski	216

HOBIE 16B	POINTS
1. Campbell, B.	12 1/2
2. Howard, J.	25
3. Dixon, S.	28
4. Booth, W.	28
5. Tilger, B.	32 3/4
6. Shibata, D.	37
7. Petti, P.	37
8. Winkler, U.	39
9. Mayeski, P.	43
10. Chee, M.	46
11. King, B.	48
12. McDonald, M.	49
13. Ware, J.	56 3/4
14. Hernandez	60 3/4
15. Monson, A.	61
16. Pilling, D.	63
17. Buchanan, R.	64
18. Nash, W.	67
19. Allen, S.	63
20. Newsome, J.	72
21. Murray, S.	74
22. Burton, C.	78
23. Moe, C.	78
24. Carlson, A.	78
25. Homan, H.	80
26. Wheaton, W.	84
27. Leth, L.	88
28. Harris, J.	91
29. Barabika	92
30. Herman, R.	97
31. Mason, J.	100
32. Porgrave, J.	102
33. Grimes, J.	104
34. Grimes, E.	106
35. McCall, K.	107
36. Weisman, R.	111
37. Olson, M.	121
38. Thompson, R.	129
39. Feher, K.	131
40. Wenz, J.	139
41. Billings, L.	140
42. Hensler, B.	156
43. Rendler, B.	157
44. Wright, J.	158
45. Bailey, G.	161
46. Jones, J.	164
47. Moore, B.	165
48. Laplante, C.	165
49. Poulos, P.	177
50. Tervort, H.	181
51. Jaseniuk, R.	182
52. Schmidt, R.	185
53. Koe, E.	185
54. Conrad, J.	202
55. Briggs, R.	203
56. Lovetin, R.	206
57. Criscuolo	207
58. Bauer, B.	244
59. Coe, P.	244
58. Allen, S.	244
58. Spriggs, P.	244

HOBIE 16C	POINTS
1. Halberstad	20
2. Gilchrist	33
3. Johnson, W.	33 3/4
4. Becker, R.	34
5. Stordahl, D.	37
6. Day, R.	42
7. Tyler, R.	49 3/4
8. Welch, B.	52
9. Erickson, B.	58
10. Luckey, S.	58
11. Smith, D.	58
12. Lockwood, B.	70
13. Rounds, T.	71
14. Allred, M.	73
15. Carpenter	76
16. Stewart, J.	84
17. Castaing, A.	85
18. Brown, S.	85
19. Drake, J.	85
20. Wolcott, P.	86
21. Norton, S.	88
22. Johnson, E.	88
23. Ward, D.	96
24. Hess, G.	100
25. Hall, H.	108
26. Bronson, F.	108
27. Rogers, J.	110
28. Hammond, M.	110
29. Winterhalt	113
30. Golden, J.	114
31. Herzog, D.	119
32. Olson, T.	122
33. Harscheid	123
34. Miller, R.	123
35. Dyer, J.	131
36. McFadden, T.	132

37. Krall, W.	133 3/4
38. Whitman, J.	135 3/4
39. Rac, J.	140
40. Simons, L.	141
41. Weynan, B.	143
42. Vonleden, J.	145
43. Grimaud, M.	147
44. Larson, B.	148
45. Twelves, S.	149
46. Boland, J.	155
47. Dambros, J.	156
48. Jilka, S.	160
49. Kaiser, K.	164 3/4
50. Weiss, H.	171
51. Zichlinsky	175
52. Paulson, E.	179
53. Balls, G.	184
54. Koher, G.	187
55. Pain, R.	194
56. Springer, T.	197
57. Hutchins, T.	201
58. Prestridge	208
59. Tortorn, M.	209
60. Rudberg, J.	210
61. Vanassche	213
62. Benson, B.	217
63. Polanco, R.	218
64. Hundley, T.	236
65. Garcia, Phil	238
66. Hopkins, M.	238
67. Johnson, J.	239
68. Zacks, P.	246
69. Young, E.	250
70. Williams, B.	251
71. Stewart, B.	260
72. Winslow, S.	262
73. Lambert, J.	267
74. Eaton, A.	269
75. Addison, P.	277
76. Trustem, J.	278
77. French, B.	278
78. Carroll, R.	286
79. Reeler, T.	293
80. Alkema, D.	315
81. Bishop, B.	324
82. Myler, T.	325
83. Johnson, B.	331
84. Price, B.	350
85. Hudson, D.	358
86. Perlmutter	377
87. Miller, S.	381
88. Jones, D.	384
89. Breneman, C.	424
89. Brown, E.	424
89. Grimes, E.	424
89. Hardgrave	424
89. Kaplan, S.	424
89. Lenoir, J.	424
89. Murray, D.	424
89. Naawe, B.	424
89. Nash, K.	424
89. O'Brien, J.	424
89. Olson, J.	424
89. Pasterkiew	424
89. Reed, J.	424
89. Rose, D.	424
89. Stark, D.	424
89. Twardy, R.	424
89. Weaver, M.	424
89. Weaver, S.	424

HOBIE 16 Novice	POINTS
1. Blackwell	11 3/4
2. Jernigan, C.	17
3. Uber, B.	17
4. Vogt, M.	17 3/4
5. Scott, M.	25
6. Zanchetta	25
7. Bloomer, T.	31 3/4
8. Gib, S.	37
9. Houston, D.	41
10. Muto, K.	44
11. Sengier, M.	45 3/4
12. Bentsen	46
13. Jackson, A.	47
14. Lockwood, P.	53
15. Searles, H.	56
16. Chartier, R.	64
17. Fujimoto, C.	66
18. Cochran, J.	70
19. Olson, J.	74
20. Aparicio, D.	74
21. Gosnell, J.	75
22. Yerke, D.	75
23. Lamprides	78
24. Valentin	85
25. Twomey, T.	91
26. Duncan, B.	95
27. O'Brien, D.	97
28. Stires	99
29. Francis, B.	106 3/4
30. Reed, J.	109
31. Byrne, P.	109
32. Aspray, R.	115
33. Meinhold, M.	127
34. Tarut, J.	127
35. Aubain, J.	129
36. Blanchette	130
37. Kocka, B.	136
38. Linn, A.	146
39. Mapstead, A.	161
40. Rudnick, M.	161
41. Hamel, G.	175
42. Bomba, K.	177
43. Tegardine	179
44. Elder, M.	184
45. Kahn, D.	185
46. Vierra, S.	192
47. Hart, M.	195
48. Arendsen, D.	202
49. Chadwick, J.	219
50. Lenoir, J.	225
51. Suggert, J.	227
52. Ogara, M.	233
53. Carlson, L.	237
54. Froberg, S.	244
55. Bradstock	264

55. Carl, G.	264
55. Cawley, C.	264
55. Frazier, R.	264
55. Grimaud, R.	264
55. Hudacek, D.	264

HOBIE 14A	POINTS
1. Alter, P.	4 1/4
2. Deschamps	8 3/4
3. Legge, J.	16
4. Sherriff, B.	18
5. Patterson	20
6. Blount, D.	21
7. Hillard, C.	23
8. Conti, J.	23 3/4
9. Zervas, S.	28
10. Martinez, A.	33
11. Lantz, D.	42

HOBIE 14B	POINTS
1. Legge, M.	3
2. Stires, J.	10
3. Goebel, G.	16
4. Ramage, J.	16

HOBIE 14 Orca	POINTS
1. Doxey, J.	4 1/4
2. Lantz, J.	5 1/2
3. Chinn, B.	14
4. Campbell, D.	16

DEL REY REGATTA
FLEET #57, DIVISION #2
DOCK WEILER, CALIFORNIA
JULY 10 - 11, 1982

HOBIE 18A	POINTS
1. Thomas, B.	6 1/2
2. Lindley, T.	9
3. Aucerman, C.	9 3/4
4. Timm, S.	12 3/4
5. Ruiz, R.	15 3/4
6. Brown, C.	18
7. Parizeau, P.	27
8. Brown, R.	31
9. Price, T.	31
10. May, R.	44
11. Ponte, C.	46
12. Munsey, G.	49
13. Halloran, E.	51
14. Poitras, L.	53

HOBIE 18B	POINTS
1. Wright, C.	5 1/4
2. Shibley, B.	7 1/2
3. Schirm, B.	9
4. Rudman, J.	15
5. Samson, M.	16
6. Hershfield	23
7. Laverty, D.	28
8. Wilder, J.	33
9. Graham, G.	35
10. Wells, J.	40

HOBIE 16A	POINTS
1. Materna, T.	8 1/2
2. Oltmans, D.	15 3/4
3. Christenson	16 1/2
4. Alter, J.	20
5. McCormick, P.	25
6. Schafer, W.	28
7. Ketterman, D.	33
8. Mihoky, D.	34
9. Hernandez, P.	39
10. Howard, R.	39
11. Heath, F.	40
12. Myrter, B.	41
13. Witte, E.	41
14. Myrter, S.	42
15. Faucher, S.	47
16. Veneman, C.	50
17. Mulvey, D.	51
18. Crider, D.	59
19. DeLave, D.	69
20. Hauser, J.	69
21. Douglas, D.	69
22. Dockstader	82
23. Leo, S.	83
24. Waeniore, R.	86
25. Bose, L.	89
26. Calder, K.	90
27. Hernandez	95
28. Rathbun, P.	98
29. Rafford, S.	102
30. Ward, S.	104

HOBIE 16B	POINTS
1. Shibata, D.	6 1/4
2. Burton, C.	6 3/4
3. Petti, P.	12 3/4
4. Newsome, J.	18
5. Rendler, B.	19
6. Billings, L.	28
7. Johnson, W.	28
8. Nash, W.	32
9. Carlson, A.	33
10. Feher, K.	34
11. Harper, F.	35
12. Dixon, S.	35
13. Barabika	44
14. Hammond, M.	46
15. Bailey, G.	54
16. Patterson	59
17. Corell, D.	62
18. Poulos, R.	62
19. Geolingo, A.	72
20. Johnson, C.	79

HOBIE 16C	POINTS
1. Lewis, B.	6 1/4
2. Allred, M.	14
3. Wohlforth	16 3/4
4. Lockwood, P.	23
5. Welch, B.	24
6. Simons, L.	24
7. Montoya, R.	30
8. Young, E.	31 3/4
9. Ericsson, B.	33
10. Spraker, S.	35
11. Rac, J.	37
12. Brulee, R.	43
13. Conner, J.	46
14. Rodberg, J.	48
15. Tsutsui, B.	57
16. Dambros, J.	58
17. Pasterkiew	60
18. Chadwick, J.	65
19. Fujimoto, C.	65
20. Flood, D.	81
21. Herzog, D.	82
22. Rounds, T.	86
23. Hopkins, M.	95
24. Drake, J.	95
25. Tyler, R.	99
26. Onderwyzer	99
27. Hollingsworth	109
28. Garney, K.	109
29. Nicolle, P.	112
30. Johnson, E.	124
31. Gurney, B.	124

HOBIE 14A	POINTS
1. Fields, B.	8 1/2
2. Sherriff, B.	12 1/4
3. Patterson	12 3/4
4. Blount, D.	12 3/4
5. Williard, C.	14
6. Legge, J.	16
7. Zervas, S.	18
8. Lantz, D.	31
9. Conti, J.	36

HOBIE 14B	POINTS
1. Lantz, J.	3
2. Gantsweg, J.	12

HOBIE 14 Turbo	POINTS
1. Brooks, Henry	3

Division 3

"SHAPK FEED" REGATTA
FLEET #281, DIVISION #3
BODEGA BAY, CALIFORNIA
MAY 22 - 23, 1992

HOBIE 18A	POINTS
1. Timms, Allan	2 1/4
2. Probat, Tony	6 3/4
3. Chanev, Victor	9
4. Austin, David	10
5. Orloff, Misha	12
6. Yahalom, Rafael	16
7. Boren, Doug	16
8. Harris, Chris	21
9. Minasian, Steve	25
10. Rodgers, Erv	27
11. Poore, Tom	30

HOBIE 18B	POINTS
1. Albrecht, Curtis	2 1/4
2. Homenko, George	6
3. Rempfer, Roger	6 3/4
4. McNair, Jim	10
5. Yaeger, Denny	13
6. Wagner, Lloyd	15
7. DeBooy, David	18

HOBIE 16A	POINTS
1. Porter, Patrick	4 3/4
2. Montague, Mike	8
3. Lowe, Rick	9 3/4
4. Russell, Gary	10
5. Clacher, Dave	15
6. Rutledge, Morgan	16
7. Tobis, Paul	20
8. Clark, Steve	20 3/4
9. Pieger, Jeff	23
10. Boschma, Brian	23
11. Schulthess, John	25
12. Dotson, Chuck	27
13. Reese, Ed	28
14. Schneider, Bob	37
15. Hayward, Read	42

HOBIE 16B	POINTS
1. MacDonald, Scott	8
2. Boege, Timm	8 1/2
3. Robinson, Mike	9 3/4
4. Pearce, Mark	10
5. Svenn, Eric	12
6. Harr, Mike	14
7. Halsey, Steve	18
8. Monibian, G.	20
9. Loose, Greg	20
10. Hinds, Dave	23 3/4
11. Neddermeyer, Pam	29
12. Johnston, Ron	30
13. Stuber, Ken	31
14. Robinson, Frank	33
15. Holloway, Doug	45

REGATTA RESULTS

HOBIE 16C	POINTS
1. McCutchen, Jay	4 1/2
2. Simpson, Brian	4 3/4
3. Nicholas, Jeff	8 3/4
4. Jones, Tom	10
5. Brown, Russ	12
6. Houx, Neal	15
7. Cronin, Bob	16
8. Kopczynski, Joe	21
9. Cole, Dennis	25
10. Wagenfohr, Carl	26
11. Fisher, Hank	30
12. Hill, Jack	30
13. Sabean, Vince	33
14. Tully, Ed	34
15. Storey, Lynn	36
16. Beld, Jeff	37
17. Douglass, Jim	46

HOBIE 16 NOVICE	POINTS
1. Dennett, Elysa	4 3/4
2. Brougher, Randy	5 3/4
3. Milner, Bill	6 3/4
4. Perdock, Russ	9 3/4
5. Caven, Ken	13
6. Gorbenco, Mike	18
6. Denny, Cynthia	18

HOBIE 14	POINTS
1. Neathery, Roger	2 1/4
2. Faxon, Bob	6
3. Kitowski, Ron	9 3/4
4. Johnson, Doug	11
5. Katz, Ron	12
6. Custin, Jim	13

SILVER STATE INVITATIONAL
FLEET #203, DIVISION #3
CLUB INNISFREE, LAKE TAHOE
MAY 29 - 30, 1982

HOBIE 18A	POINTS
1. Austin, D.	2 1/4
2. Rayfuse, M.	5 3/4
3. Yahalom, R.	10
4. Hammar, R.	11
5. Wood, B.	12
6. Chaney, V.	14
7. Shuris, B.	14
8. Minasian, S.	18
9. Harris, C.	23

HOBIE 18B	POINTS
1. Insinger, J.	3 1/2
2. Rudin, A.	4 3/4
3. Maguire, H.	10
4. Jessee, M.	11
5. Dacus, S.	15 3/4
6. Remfer, R.	18
7. Howell, T.	20
8. Robison, G.	20
9. Beidleman, M.	21
10. Giguere, D.	26
11. Walker, D.	26
12. Brown, P.	30
13. Wessman, J.	35
14. Sternitzky, J.	38
15. Stedfield, D.	51
16. Racich, R.	51
17. Jackson, C.	54
18. Hoswill, J.	54

HOBIE 16A	POINTS
1. Peterson, L.	5 1/2
2. Porter, P.	6 3/4
3. Thomson, J.	12 3/4
4. Montague, M.	15
5. Singleton, L.	15
6. Tobie, P.	16
7. Rieger, J.	20
8. Brandon, C.	21
9. Timms, A.	23
10. Reese, E.	24
11. Hoffman, H.	24
12. MacDonald, S.	25
13. Woodward, C.	29
14. Mathews, W.	32
15. Laver, L.	35
16. Bowen, M.	36
17. Stitt, M.	37
18. Pone, J.	47
19. Williams, S.	49
20. Entwistle, B.	20
21. Boschma, B.	63

HOBIE 16B	POINTS
1. Duocs, D.	5 3/4
2. Montague, E.	7
3. McCutchen, J.	8 3/4
4. Holloway, D.	12 1/2
5. Barnes, K.	13
6. Cosby, J.	18
7. Ayers, S.	23
8. Mason, B.	24
9. Johnston, R.	25
10. Fortune, J.	27
11. Hinds, D.	32
12. Renemus, R.	32
13. Iaea, T.	34
14. Fields, R.	39
15. Edge, D.	42
16. Pearce, M.	43
17. Stuber, K.	43
18. Hemphill, B.	45
19. Elliott, J.	47
20. Hietala, C.	47
21. Robinson, M.	47

22. Thompson, E.	50
23. Rice, B.	52
24. Peichl, T.	54
25. Olson, C.	56
26. Courtney, C.	83
27. Hanson, B.	87
27. Horswill, J.	87
27. Burke, J.	87

HOBIE 16C	POINTS
1. Robie, C.	8 3/4
2. Campbell, B.	18
3. Nelson, B.	19
4. Brown, R.	21
5. Umamoto, T.	21
6. Cole, D.	22
7. Bowen, W.	22
8. Dennett, E.	23
9. Moss, D.	25
10. Houx, N.	28
11. Gardner, L.	31
12. Olsen, A.	32
13. Gibson, E.	32 3/4
14. Quinn, P.	33
15. Knoll, P.	37
16. Owens, G.	37
17. Neely, V.	38
18. Anderson, G.	41
19. Woods, D.	41 3/4
20. Stone, G.	43
21. Hardie, A.	45
22. Torres, J.	52
23. Falltrick, D.	53 3/4
24. Tully, E.	54
25. McGarvey, P.	56
26. Fierner, M.	61
27. Arnerich, M.	61
28. Williams, S.	62
29. Johnston, S.	67
30. Wright, R.	75
31. Marks, D.	93

HOBIE 16 NOVICE	POINTS
1. Neddermeyer, P.	3 1/2
2. Crouse, B.	4 3/4
3. Root, M.	5 3/4
4. Carnoy, B.	13
5. Martinez, P.	15
6. Padilla, R.	16
7. Murphy, B.	17
8. Clarke, M.	23
9. Plummer, M.	24
10. Wilson, W.	30
11. Denny, C.	31
12. Elliot, R.	33
3. Watson, T.	36

HOBIE 18A	POINTS
1. Thompson, Frank	2 1/4
2. Butchart, Larry	8 3/4
3. Ruggles, Scott	10
4. Orth, Bill	10
5. Kies, Nick	16
6. Skidmore, Doug	18
7. Eaton, Merv	19
8. Trucano, Sean	20
9. Allen, Don	22
10. Gupta, Brian	23
11. Kaster, Don	25
12. Carter, Steve	26

Division 4

C. J. STRIKE REGATTA
FLEET #105, DIVISION #4
C. J. STRIKE RESERVOIR, IDAHO
APRIL 17 - 18, 1982

HOBIE 18	POINTS
1. Insinger, John	4 3/4
2. Wills, Wes	5 3/4
3. Rudin, Alex	8 3/4
4. Armstrong, Dick	10

HOBIE 16A	POINTS
1. Polhemus, Steve	4 1/2
2. Hanson, Bob	7 3/4
3. Brandon, Craig	9
4. Bowen, Mark	11
5. Entwistle, Bob	12

HOBIE 16B	POINTS
1. Olson, Craig	4 3/4
2. Elliott, Jerry	5 1/2
3. Hemphill, Bill	9
4. Richard, Larry	10

FLEET #105 REGATTA
FLEET #105, DIVISION #4
LAKE LOWELL, IDAHO
MAY 1 - 2, 1982

HOBIE 18	POINTS
1. Insinger, J.	5 1/4
2. Armstrong, D.	8 1/2
3. Wills, W.	10
4. Rudin, A.	10

HOBIE 16A	POINTS
1. Polhemus, S.	6 3/4
2. Hanson, B.	11 3/4
3. Entwistle, B.	12 3/4
4. Itami, J.	13 3/4
5. Woodard, C.	15
6. Shuff, D.	25

HOBIE 16B	POINTS
1. Olson, C.	6 3/4
2. Masterson, T.	8 3/4
3. Elliott, J.	11 3/4
4. Hemphill, B.	12
5. Burke, J.	14
6. Quick, K.	18
7. Richards, L.	25
8. Miracle, D.	27

FLEET #105, DIVISION #4
LAKE LOWELL, IDAHO
MAY 22 - 23, 1982

HOBIE 16A	POINTS
1. Insinger, J.	6 1/2
2. Woodard, C.	6 3/4
3. Polhemus, S.	7 1/2
4. Brandon, C.	14
5. Entwistle, B.	19
6. Hanson, B.	22

HOBIE 16B	POINTS
1. Olson, C.	4 1/4
2. Hemphill, B.	5 1/2
3. Sanders, P.	10
4. #16785	23
5. Christenson, J.	23
6. Quick, K.	32

BOSTON HARBOR POINTS REGATTA
FLEET #212, DIVISION #4
OLYMPIA, WASHINGTON
JUNE 5 - 6, 1982

HOBIE 18A	POINTS
1. Salkind, Ethan	3 1/2
2. Reed, Doug	4 1/2
3. Ling, Tom	10
4. Baggerly, Keith	10
5. Dunn, Mike	11
6. Stewart, Mikey	12

HOBIE 18B	POINTS
1. Gifford, Rick	2 1/4
2. Case, Steve	4 3/4

HOBIE 16A	POINTS
1. Thompson, Frank	2 1/4
2. Butchart, Larry	8 3/4
3. Ruggles, Scott	10
4. Orth, Bill	10
5. Kies, Nick	16
6. Skidmore, Doug	18
7. Eaton, Merv	19
8. Trucano, Sean	20
9. Allen, Don	22
10. Gupta, Brian	23
11. Kaster, Don	25
12. Carter, Steve	26

HOBIE 16B	POINTS
1. Carter, Lorraine	4 3/4
2. Sproul, Scott	7 1/2
3. Blankenship, Al	9 3/4
4. Harris, Dave	12
5. Freeman, Ron	14
6. Dearth, Dennis	16
7. Thomas, Kevin	17
8. Druet, Mike	18
9. Pollinger, Steve	20
10. Gallier, Ren	24
11. Linnaberry, Judd	28
12. Brooks, George	30
13. Sullivan, Mike	31

HOBIE 16C	POINTS
1. Jarratt, Bill	2 1/4
2. Hoelen, Richard	9
3. Beard, Jerry	12
4. Fuller, Keith	17
5. Black, Norm	21
6. Benjamin, Steve	25
7. Toews, John	27
8. Braun, Fritz	29
9. Dickenson, Dean	30
10. Batt, Stan	33
11. Porter, Chris	34
12. Rosendale, Tom	35
13. Wray, Tim	36
14. Krueger, Norm	36
15. Norris, Richard	40
16. Pilger, Robert	41
17. Cormel, Dick	43
18. Fitzpatrick, B.	52
19. LaCroix, Mike	56
20. Tekin, Frank	60

HOBIE 14	POINTS
1. Rueter, John	2 1/4
2. Zornow, Bruce	5 3/4
3. Ursich, Greg	7
4. Graham, Mike	10

HOBIE 14 Turbo	POINTS
1. Carter, Paul	2 1/4
2. Gorman, Bob	6
3. Egge, Eric	7 3/4
4. Worcester, Steve	11
5. Hampton, Wally	12
6. Cross, Ted	12
7. Danly, Peter	21

FERN RIDGE SHORES REGATTA
FLEET #193, DIVISION #4
EUGENE, OREGON
JUNE 19 - 20, 1982

HOBIE 18A	POINTS
1. Simpson, Larry	4 1/4

2. Verrinder, Bob	7 3/4
3. Spaugh, Kurt	12
4. Severs, Jim	13 3/4
5. Alber, Bruce	15

HOBIE 18B	POINTS
1. Kincaid, Keith	4 1/4
2. Marshack, Ken	9 3/4
3. Beare, Stephen	10 3/4
4. Santorufio, Don	15
5. Gregg, Dave	16
6. Melton, Jim	22
7. Webb, Chris	25
8. Horswill, Jim	27

HOBIE 16A	POINTS
1. Skidmore, Doug	5 1/4
2. Kaster, Don	6 3/4
3. White, Nikk	10
4. Kies, Nick	12 3/4

HOBIE 16B	POINTS
1. Lawson, Jim	4 1/4
2. Hartsook, Tom	11 3/4
3. Spriggs, Paul	12
4. Wachter, Vince	13
5. Moore, Jim	13 3/4
6. Pope, Bob	25
7. Glover, Bill	26
8. Allen, Steve	30
9. Toews, Tom	34
10. Zimmerman, Alan	35
11. Beard, Jerry	38
12. Keppinger, Mark	39
13. Harris, David	43

HOBIE 16C	POINTS
1. Alter, Marty	11 3/4
2. Cameron, Dean	17
3. Fuller, Keith	19
4. Smith, Randy	19 3/4
5. Armstrong, Judy	21 1/2
6. Hamilton, Gary	25
7. Ballenger, Rex	25 3/4
8. Williams, Bill	27
9. Nielsen, Paul	36
10. Hoyle, Scott	38
11. Magness, Bob	38
12. O'Brien, Maggie	38
13. Dillon, Gary	39
14. Toews, John	44
15. Nichols, Gary	44
16. Hibler, Jim	46
17. Gibson, Dave	52
18. Templin, Luke	53
19. Howard, Larry	64
20. Hewitt, Brian	69

HOBIE 14A	POINTS
1. Behrend, Doug	6 1/2
2. Jenkins, Roger	6 1/2
3. Cohen, Scott	6 3/4

HOBIE 14B	POINTS
1. Verrinder, Brian	3
2. Howard, Michele	8

HOBIE 14 Turbo	POINTS
1. Gorman, Bob	3
2. Black, Dave	6 3/4

Division 5

JAY BENSON MEMORIAL POINTS
FLEET #48, DIVISION #5
HERON LAKE, NEW MEXICO
MAY 29 - 30, 1982

HOBIE 18A	POINTS
1. Anderson, S.	5 1/4
2. McCrady, K.	10 3/4
3. Griesemer	12
4. Carnell, S.	12 3/4
5. Brabant, J.	15
6. Sutton, T.	20
7. Meyer, B.	26
8. Furman, W.	28
9. Rogers, S.	31
10. Weaver, B.	36

HOBIE 18B	POINTS
1. Bustamante, G.	3
2. Snatchko, A.	8
3. Marhn, J.	12
4. Cross, R.	15

HOBIE 16A	POINTS
1. Shearer, D.	6 3/4
2. Bell	10 1/2
3. Tully	14
4. Shearer, A.	15
5. Laura	15 3/4
6. Roybal, M.	22 3/4
7. Lutton	24
8. Nelson	30
9. Baker	32
10. Eckhardt	33
11. Roybal, R.	43
12. Tracy	43
13. Trautman	46
14. Henderson	46
15. Curtis	50

16. Badger	57
17. Gregory	60
18. Bellig	64
19. Zettel	68
20. Adams	77
21. Hughes	79
22. Baeverstad	83

HOBIE 16B	POINTS
1. Moseley	8 3/4
2. Cherrington	9 3/4
3. Brubaker	14 3/4
4. Lederle	20
5. Garrod	21 3/4
6. Bengtson	23 3/4
7. Dweitt	25
8. Smith	25
9. Gerbllick	30
10. Hibben	31
11. Koliha	36
12. Booton	43
13. Norris	46
14. Packett	51
15. Bowen	51
16. Brown	53
17. Payne	61
18. Wilson	72

HOBIE 16C	POINTS
1. Cowan	5 1/4
2. Fuge	10 3/4
3. Shaw	13
4. Bresclan	14 3/4
5. Leonard	19
6. Kaphammer	17
7. Cross	24
8. Sobel	25
9. Enholm	28
10. Geier	38

REGATTA RESULTS

20. Puckett, Ernest	53
21. Clark, Gary	57
22. Mueller, Rick	56
23. Smith, Fred	62
24. Kaufman, Jack	69

HOBIE 16C		POINTS
1. Jones, Jupiter	3 1/2	
2. Cauness, Charlie	5 3/4	
3. Leonard, John	14	
4. Danly, Bruce	17	
5. Mencimen, Gary	22	
6. Herzfeldt, Kim	24	
7. Rosnk, John	25	
8. Williams, C.	26	
9. Allbrandt, Jim	26	
10. Kellogg, Bill	31	
11. Metscher, Craig	32	
12. Rowlings, John	34	
13. Whittemore, Dick	34	
14. Maddox, Glenn	38	
15. Nelson, Neil	38	
16. Morsden, Kevin	39	
17. Norlander, Ken	41	
18. Kellogg, Dennis	42	
19. Weaver, Mark	49	
20. Edwards, Ken	49	
21. Johnson, C. D.	51	
22. Bieling, Richard	54	
23. Labrovich, John	57	
24. Linguist, Joe	60	
25. Tonks, Ray	61 3/4	
26. Kray, Glenn	63	
27. Koehler, Bill	63	
28. Ayer, John	67	
29. McKenzie, Russ	71	
30. Kelleher, John	71	
31. Fricke, David	72	
32. Denny, Greg	88	
33. Johnston, Bruce	89	
34. Tipton, Greg	89	
35. Brown, Mark	96	
36. Allison, Donna	97	
37. Sage, Joe	105	
38. Croissant, B.	106	
39. Stafford, D.	121	
40. Krumm, Don	126	
41. Tibbles, John	126	
42. Gold, Ken	126	

HOBIE 14A		POINTS
1. Hill, Stuart	3 1/2	
2. Gorle, Marty	5 3/4	
3. Fite, Walter	8 3/4	
4. Kellogg, Jeanete	10	
5. Cox, John, A.	12	
6. LeCoco, Scott	17	
7. Morfit, Fred	21	
8. Bruce, Bill	22	
9. Moyle, Pat	22	

HOBIE 14B		POINTS
1. McCusker, Richard	4 3/4	
2. Cherrington, Cal	5 3/4	
3. Havermale, Neil	6 3/4	
4. Leonard, Elyse	6 3/4	
5. Ratiff, Richard	11	
6. Lyons, David	17	
7. Bodett, Dave	19	
8. Francis, Debbie	22	

Division 6

GHOST FLEET REGATTA
FLEET #110, DIVISION #6
INDIANOLA, TEXAS
MAY 1 - 2, 1982

HOBIE 18		POINTS
1. Smith, Charles	3	
2. Acquart, Michael	8	
3. Shurtleff, Tim	10 3/4	
4. Malack, Eliot	17	
5. Polck, Jeff	19	
6. Gentler, Wayne	22	
7. Stone, John	25	
8. McKovn, Tom	31	

HOBIE 16A		POINTS
1. Miller, Chuck	4 1/4	
2. Elizondo, Cesar	5 1/2	
3. Polnick, Rick	12	
4. Balfour, Dave	17	
5. Hill, Richard	18	
6. McNally, Dennis	26	
7. Trimble, Jim	29	
8. Seta, Ray	33	
9. Whittington, Rob	41	
10. Luce, Ernie	42	
11. Acquart, Steve	42	
12. McGonigle, Bob	45	
13. Goodman, Rusty	46	
14. Harmon	49	
15. Taylor, Jocko	52	
16. Scully, Alan	55	
17. Schunn, Billy	56	

HOBIE 16B		POINTS
1. Parrish, Bobby	6 3/4	
2. McConathy, Steve	8 1/2	
3. Pithian, Paul	10 3/4	
4. Teske, Ed	13 3/4	
5. Cantu, George	20	
6. Delesandri, Tom	22	
7. Jameison, Marty	24	
8. Bell, Steven	26	
9. Whitaker, Tim	32	

10. Buck, Steve	32
11. Smith, Mark	38
12. Catichio, Mike	42
13. Mason, Scott	48

HOBIE 16C		POINTS
1. Howe, Tim	8	
2. Miller, Errol	10 3/4	
3. Schaf, Don	11 1/2	
4. Harper, Mark	12 3/4	
5. Donica, Dave	15	
6. Fitch	24	
7. Schweitzer, Bob	25	
8. Stovcznski, R.	24 3/4	
9. Irwin, Greg	29	
10. Milne, Richard	31	
11. Craniq, Nick	37	
12. Sherrv, Dave	40	

HOBIE 14A		POINTS
1. Kuc, John	3	
2. McLendon, Jeff	6 3/4	
3. Diamond, Stewart	13	
4. Kitchen, Ken	16	
5. Turner, Kittv To	17	
6. Scheidt, Chuck	19	
7. Minerva, Mike	21	
8. Poertsch, Garv	23	
9. Laughlin	31	

HOBIE 14 Turbo		POINTS
1. Devo, Douglas	3	
2. Eford, Claire	8	
3. Fischer, Marlene	11	

1982 LONGNECK REGATTA
FLEET #128, DIVISION #6
SAN ANTONIO, TEXAS
MAY 15 - 16, 1982

HOBIE 18A		POINTS
1. Jakubik, T.	5 1/4	
2. Hine, G.	9 3/4	
3. Acquart, M.	10	
4. Smith, C.	11 3/4	
5. Poagin, P.	14	
6. Vama, T.	23	

HOBIE 18B		POINTS
1. Feist, J.	6 3/4	
2. Tucker, P.	10 1/2	
3. Gentles, W.	15	
4. Polck, J.	15	
5. Mallach, E.	15 1/2	
6. Broad, R.	25	
7. Card, G.	27	
8. Wilson, D.	29	
9. Roy, L.	34	
10. Bradley, J.	36	
11. McKown, T.	40	
12. Melonyzer, C.	40	
13. Baxter, G.	41	
14. Crowell, B.	42	
15. Wheeler, D.	58	
16. Kennedy, E.	60	

HOBIE 16A		POINTS
1. Rolnick, R.	6 1/4	
2. Miller, C.	6 3/4	
3. Elizondo, C.	14 3/4	
4. Whittington, R.	18	
5. McGonigle, P.	22	
6. Balfour, D.	23	
7. Hill, R.	24	
8. Trimble, J.	27	
9. Acquart, S.	31	
10. McNally, D.	39	
11. Minerva, M.	40	
12. Clark, R.	44	
13. Taylor, J.	45	
14. Armstrong, D.	52	
15. Wilson, M.	53	
16. Parish, B.	54	
17. Williamson, W.	56	
18. Brown, J.	62	
19. Colby, P.	66	
20. Bateman, M.	67	
21. Holeman, M.	82	
22. Seta, T.	84	
23. Summer, L.	88	

HOBIE 16B		POINTS
1. D'Abadie, J.	11	
2. Choice, B.	17	
3. Teske, E.	20 3/4	
4. McConathy, S.	21 3/4	
5. Bell, S.	22 3/4	
6. Howe, T.	23	
7. Shows, D.	32	
8. Binder, D.	39	
9. Smith, J.	39	
10. Nix, T.	40	
11. Lynn, D.	42	
12. Schnorr, D.	44	
13. Delesandri, T.	47	
14. Whittaker, E.	47	
15. Gilliland, T.	47	
16. Buck, S.	47 3/4	
17. Donie, J.	47 3/4	
18. Fose, J.	49	
19. Frank, T.	54	
20. Hightower, L.	57	
21. Catichio, M.	70	
22. George, J.	73	
23. Osten, B.	87	

24. Love, B.	89
25. Warren, B.	95
26. Griffin, S.	26

HOBIE 16C		POINTS
1. Flycht, D.	7 1/2	
2. Kilgore, R.	10	
3. Frank, M.	13 3/4	
4. Stretz, J.	22	
5. Mallum, D.	23	
6. Otaki, J.	23 3/4	
7. Fitch, J.	28	
8. Polansky, J.	29	
10. Campbell, W.	35 3/4	
11. Nagel, D.	37	
12. Ayson, G.	39	
13. Bouska, D.	48	
14. Beran, J.	50	
15. Irwin, G.	57	
16. Endsley, W.	58	
17. Fisco, Jr., D.	59	
18. Walter, C.	60	
19. Martino, M.	65	
20. Styczynski, R.	67	
21. Ryan, C.	73	
22. Fritz, R.	74	
23. Deitz, H.	89	
24. Polansky, J.	90	
25. Loughlin, M.	93	
26. Zimmerman, D.	98	
27. Jones, M.	116	
27. Woods, B.	116	
27. Anderson, R.	116	

HOBIE 14A		POINTS
1. Dorchester, B.	4 1/4	
2. Dominy, B.	8 3/4	
3. Kuc, J.	14 3/4	
4. Morris, M.	17	
5. Mayo, M.	18	
6. Dietz, T.	21	
7. Frazier, J.	24	
8. Cherico, C.	28	
9. Diamond, S.	35	
10. Morris, R.	39	
11. Hamilton, C.	40	
12. Pfeffer, B.	42	
13. Scheidt, C.	45	
14. McLendon, J.	49	

HOBIE 14B		POINTS
1. Sherrd, J.	4 1/4	
2. Rieck, C.	5 1/2	
3. Mayo, C.	11	
4. Hunt, L.	16	
5. Cantarano, P.	17	
6. Fischer, M.	23	
7. Benton, M.	29	
8. Massey, B.	32	

HOBIE 14 Turbo		POINTS
1. Richnow, B.	6 1/2	
2. Deyo, D.	7 1/2	
3. Young, J.	10	
4. Hern, T.	13 3/4	
5. Snell, D.	15	

HILL COUNTRY REGATTA
FLEET #64, DIVISION #6
AUSTIN, TEXAS
JUNE 26 - 27, 1982

HOBIE 18A		POINTS
1. Kollman, Robert	3 1/2	
2. Acquart, Michael	6 3/4	
3. McKenzie, Barbara	7	
4. Shurtleff, Tim	8 3/4	
5. Smith, Charlie	10	
6. Vanya, T.	16	
7. Polck, Jeff	18	
8. Tomko, Terry	23	

HOBIE 18B		POINTS
1. Brown, Jim	3 1/2	
2. MacArthur, Rick	5 1/4	
3. Strange, Doug	8 3/4	
4. Wilson, Don	13	
5. Yurinsk, Randy	14	
6. Crowell, Bill	20	
7. Kennedy, Ed	21	
8. Card, Gary	24	
9. Wheeler, David	27	
10. Mann, Randy	12	
11. Bradley, Jason	29	
12. Kerkhoff, Vic	30	

HOBIE 16A		POINTS
1. Miller, Chuck	2 1/4	
2. Polnick, Rick	6	
3. Elizondo, Cesar	12 3/4	
4. Whittington, R.	13	
5. McNally, Dennis	15	
6. Balfour, Dave	15	
7. Trimble, Jim	16	
8. Hill, Richard	18	
9. Wilson, Mike	21	
10. Johnson, Mike	28	
11. Peters, Jimmy	30	
12. Luce, Ernie	31	
13. Popejoy, Judy	34	
14. Armstrong, O. J.	36	
15. Taylor, Jocko	38	
16. D'Abadie, Justin	43	
17. Seta, R.	43	
18. Holeman, Mike	45	
19. Clark, Rodney	47	

20. Goodman, Rusty	49
21. Colby, Peter	61
22. Parrish, Bobby	64
23. Acquart, Stephen	69

HOBIE 16B		POINTS
1. How, Tim	10 3/4	
2. Choice, Bill	12	
3. Hamilton, Chuck	13	
4. Rose, Jimmy	13 3/4	
5. Cantu, George	15 3/4	
6. Hightower, Lee	18 3/4	
7. Schille, Carl	21	
8. Schnorr, Don	23	
9. Buck, Steve	24	
10. Beran, John	24	
11. Weick, Marty	24	
12. Kilgore, Richard	24	
13. Donica, David	28	
14. Fitch, Jeff	35	
15. Gilliland, Tom	35	
16. Currier, Gary	40	
17. Eckenroth, Paul	41	
18. Gill, Paul	42	
19. Bryant, Bill	43	
20. Sternberg, Mike	51	
21. Magnuson, Mikel	53	
22. Smith, Jim	58	
23. Delesandri, Tom	65	
24. Schaf, Robert	74	
25. Malach, Elliott	75	

HOBIE 16C		POINTS
1. Mallum, Dan	12	
2. Campbell, Walter	12 3/4	
3. Reblagle, John	13	
4. Urband, Bruce	15 3/4	
5. Kopp, Kevin	16	
6. Cornelias, Ken	17 3/4	
7. Slowik, Tony	17 3/4	
8. Ayson, Gabe	18	
9. Martino, Mike	22	
10. Ferrell, John	24	
11. Walters, Chuck	25	
12. Nagel, David	30	
13. Kunze, Mel	31	
14. Lobit, Tom	32	
15. Czarneski, Don	38	
16. Currie, Wayne	51	
17. Klein, Ken	47	
18. Britton, Dan	47	
19. Underwood, Tom	51	
20. Ziese, Delroy	51	
21. Endsley, Woody	53	
22. Briston, Randy	59	
23. Degrand, Jack	67	
24. Schmidt, Chuck	70	
25. Blakeshish, Jeff	75	
26. Benedict, Don	87	
27. Damon, Dan	97	
27. Warren, Byron	93	
27. Worley, Bob	93	
27. Pomeroy, Lee	93	
27. Snedden, Scott	93	
27. Marshall, Joe	93	
27. McGarrigle, I.	93	

HOBIE 14A		POINTS
1. Kuc, John	5 1/2	
2. Morris, Marylyn	7 3/4	
3. Dominy, Bill	8	
4. Dorchester, Bob	9	
5. Dietz, Ted	12	
6. George, Bill	14	
7. Mezo, Carla	16 3/4	
8. Diamond, Stuart	18	

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REGATTA RESULTS

3. Hess, Fred	21
4. Keffe, Doug	22
5. McIntosh, Ken	28
6. Reyes, Manny	35 3/4
7. Bridgman, Bob	36
8. Royce, Bruce	36
9. VanTrump, David	42
10. Henry, Robin	43
11. Koca, Charles	43 3/4
12. Mau, Jeff	49
13. Phipps, Rod	50
14. Luman, Ron	56
15. Mills, Roger	57
16. Ritz, James	82
17. Davidson, Craig	83

HOBIE 16C POINTS	
1. Brewer, Dan	10 3/4
2. Fry, Jim	20 3/4
3. McWilliams, G.	23 3/4
4. Cox, Dick	26 3/4
5. Royce, Mark	27 3/4
6. Gooch, Rex	28 3/4
7. Jacobs, Lynn	37
8. Schwilling, J.	41
9. Schamle, Rod	45
10. Parma, Shirley	46
11. Eaton, John	49
12. Liston, Don	52
13. Marcotte, Steve	53
14. Livingston, Bob	56
15. Wiseman, Bill	59
16. Weinbrecht, Mike	61
17. Melly, Brian	80
18. Gilbert, Scott	83
19. Henderson, D.	84
20. Havener, David	86
21. Elchorn, Steve	100
22. Berser, Hal	114
23. Parker, Larry	125
24. Wichman, Dick	126
25. McKay, Martin	127
26. Traynor, Scott	135
27. Koehn, Stan	138

HOBIE 14 POINTS	
1. Webb, Dave	6
2. Riha, Obe	12 3/4
3. Tyler, Steve	13
4. Twyman, Bill	18
5. Rainbow, Bryan	18 3/4
6. Knerdsen, Carlin	31
7. Adkins, Ron	33
8. Taylor, Debbie	40

Division 8

JETTY PARK 9TH ANNUAL OCEAN
FLEET #45, DIVISION #8
CAPE CANAVERAL, FLORIDA
MAY 29 - 30, 1982

HOBIE 18A POINTS	
1. Johnson, Bob	11 1/2
2. Duke, John	16
3. Davis, Jim	16
4. Mayo, Clive	17
5. McCann, Jim	17 1/2
6. Brice, Robert	18
7. Carlson, Dave	24
8. Parks, Terry	26
9. Denyven, Foss	28
10. Deans, Jimmy	29
11. Cope, Woodie	32 3/4
12. Thompson, Walter	34
13. Duke, John	44
14. Walsh, Mike	48
15. Cozart, Key	59
16. Franco, Hugo	64
17. Larkin, Marshall	69
18. Federico, John	69
19. Braun, Walter	72
20. Wiley, Mike	75
21. Erwin, Jim	84

HOBIE 18B POINTS	
1. Sassaman, M.	5 1/4
2. Halback, Skip	8 3/4
3. Blain, William	15
4. Abel, David	19
5. Dolamore, Phil	21
6. Fuger, Simon	22
7. Downer, Byrns	24
8. Downing, Hal	27 3/4
9. Crannell, Rich	34

HOBIE 16A POINTS	
1. Rogers, David	6 3/4
2. Sloan, Dave	12 3/4
3. Endres, Merrick	14
4. Caffee, Hollis	17
5. Weaver, Rick	22
6. McMillen, Scott	24
7. Dickson, Rick	27 1/2
8. Raditch, Rick	29
9. Kern, Ron	31
10. Daniel, Robbie	33 3/4
11. Gruber, Mark	40
12. Gres, Wright	43
13. Miller, Kevin	54
14. Frazier, Burrell	65
15. Robbie, Rich	62
16. Martin, Keith	63
17. Hood, Ron	65
18. Post, Dick	68
19. Danner, Skee	71
20. Dekreek, Vel	72

21. Walter, David	74
22. Stolberg, Bill	75
23. Dickson, Ron	81
24. Whitehill, David	82
25. Wickenhouser, T. R.	83
26. Frey, Robin	98

HOBIE 16B POINTS	
1. Whiteleather, C.	9 3/4
2. Consbruck, Paul	17
3. Rogers, Mel	17 3/4
4. Hull, Eric	18 1/2
5. Timmons, Kenny	21
6. Combs, Gene	26
7. Young, David	27
8. Moss, Bret	27
9. Corwell, Tom	39
10. Besley, Kim	45
11. Parrish, Jim	47
12. Wood, Steve	50
13. Soule, Gene	54
14. Vasiliades, Pete	55
15. Elder, Bud	62
16. Carson, Scott	68
17. Russell, Dick	69
18. DePree, Bob	71
19. Heil, Bill	71
20. King, Lawson	73
21. Powell, Butch	74
22. Bizzaro, Don	77
23. Bowerfind, Jack	83
24. Jesse, Jim	92
25. Ebling, David	93
26. Gardiner, John	93
27. Okragleski, Mike	94
28. Krutak, Jack	97
29. Keyser, Clark	100
30. Kroemer, Karl	101
31. Morehouse, R.	101
32. Stubbe, Bob	102
33. Holec, Sid	107
34. Murph, Robert	120
35. Anderson, Andy	122
36. Hooke, Jim	134
37. McCarl, Bob	137
38. Kaus, Roner	143
39. Ryals, Mike	143
40. Rigns, Chuck	160
41. Barley, Fred	164

HOBIE 16C POINTS	
1. Dickson, Tim	3
2. Wetty, William	10 3/4
3. Griesse, David	20
4. Teeter, Macy	22
5. Warringer, Bob	26
6. Jones, Dennis	28
7. Assalone, Larry	35
8. Hanseter, Mike	38
9. Ogundo, Marco	41
10. Brindle, Bob	49
11. Richards, R. V.	46
12. Weis, Susan	47
13. Detirck, Mark	47
14. Davidson, T. W.	59
15. Butcher, Jeff	62
16. Boetcher, Glenn	64
17. Virden, Scott	65
18. Knight, Thomas	66
19. Rowe, Ralph	66
20. Esser, Bobby	69
21. Whiteney, Tom	70
22. Brewer, Dick	73
23. Matheny, Robin	79
24. Fries, Bill	82
25. Grabowski, Mark	83
26. Kern, John	85
27. Tamm, Randy	85
28. Piper, Sam	99
29. Bibbee, Brian	104
30. Spook, Chrisman	105
31. Bellonzi, Jim	109
32. Goodman, Kevin	109
33. Sheppard, Rick	110
34. Bloor, Jim	120
35. Croak, Mike	129
36. Soldano, Henry	130
37. Dillman, Mike	132
38. Rosenfelt, Bill	134
39. Carlson, Gail	140
40. Cimalia, Sam	143
41. Rich, Jerry	158
42. Coates, Dave	174
43. Millington, Jr.	181
44. Massfeller, R.	183
45. Biggs, Tim	184
46. Skinner, Rich.	189
47. Curry, Harris	198
48. Rideanour, John	202
49. Wagner, Jack	205
50. Llewellyn, E. O.	213
51. Jarvis, Jeff	216
52. Chaw, Bill	218
53. Hudnall, Dave	220
54. Johe, Jerry	236
55. Friedrich, Ed	236
56. Sullivan, Jim	236
57. Rowton, Ron	236
58. Bucholt, Cyn.	236
59. Hausladen, Char.	236

HOBIE 14A POINTS	
1. McIntosh, Fred	6 1/2
2. Hay, Bob	11 3/4
3. Kirby, Alex	12 3/4
4. Dando, Judd	12 3/4
5. Buie, Buddy	19
6. Weill, Mike	21
7. Murphy, Greg	22
8. Braswell, Mike	29
9. Boetcher, Kim	31
10. Coss, Paul	32
11. Cauthen, Frank	46

12. Moser, Bob	51
13. Pease, Mike	52
14. Haley, Peter	53
15. Snyder, Bill	60
16. Medley, Bob	64
17. Lipka, John	72

HOBIE 14B POINTS	
1. Fry, Ed	3
2. Pritchett, C.	13
3. Johnson, John	14
4. Kirby, Art	15
5. Shaw, Sherie	21 3/4
6. Miller, Ann	27
7. Boucher, Matt	29
8. Soule, Judy	32
9. Nelson, John	32
10. Keyson, Chris	33
11. Lester, Mike	37
12. Corliass, Pete	42
13. Welch, Maryann	47
14. Blank, Nancy	56
15. Shannon, Don	59
16. Bauer, Mark	76
17. Long, Dennis	76
18. Mick, C. T.	76
19. Montgomery, B.	76

SUBARU 1982 HOBIE POINTS REG
FLEET #111, DIVISION #8
JACKSONVILLE, FLORIDA
JUNE 26 - 27, 1982

HOBIE 18A POINTS	
1. Bird, Rush	3 1/2
2. Alford, Kirk	8
3. McCann, Jim	8 3/4
4. McKee, Dick	14
5. Birch, Rick	15
6. Duke, Johnny	18 3/4
7. Sassaman, Danny	20
8. Duke, John	22
9. Thompson, Walter	24
10. Rees, Joe	34
11. Federico, John	35
12. Cozart, Key	36
13. Buie, Buddy	39
14. Furman, John	41
15. Wiley, Michael	41
16. Johnson, Bob	42
17. Braun, Walter	44
18. Deans, Jimmy	46
19. Riley, Barney	48
20. Smith, Don	50
21. Stanton, Rob	51
22. Knight, Jeff	54
23. Walsh, Mike	56
24. Larkin, Marshall	61
25. Theoktisto, Phil	68
26. Carlson, Dave	69
27. Reed, Gaudin	71
28. Foss, Denyven	84

HOBIE 18B POINTS	
1. Ussery, Robert	7 3/4
2. Reed, Bill	8 3/4
3. Knoche, Jim	9 3/4
4. Downing, Hal	12
5. Appen, Rich	16
6. Seelig, Rick	25
7. Gonzalez, E.	26
8. Barker, Jasepy	29
9. Downer, Byrns	31 3/4
10. Fuger, Simon	32
11. Goetzle, Todd	32
12. Carella, Tom	37
13. Evans, Craig	42
14. Abel, Dave	49
15. Malone, Gordon	51
16. Ernest, Pepper	51
17. Davis, Todd	57
18. Brew, Rich	60
19. Cawley, John	66
20. Freeman, Marc	69
21. Vianoski, Bill	78
22. Royals, Kevin	78
23. Short, Joe	78
24. Flynn, G. T.	78
25. Grimes, Bob	78
26. Abbassi, Barry	78

HOBIE 16A POINTS	
1. Sanchez, Phil	3 1/2
2. McMillan, Scott	9 1/2
3. Caffee, Hollis	10
4. Gres, Wright	12
5. Yantuck Team	20
6. Dickinson, Ron	22
7. Frey, Robin	22
8. Anthony, Ron	24
9. Schiller, Don	24
10. Lung, Joe	25
11. Hackney, John	26
12. Karrant, Richard	28
13. Raditch, Rick	30
14. Miller, Kevin	30
15. Dickson, Rick	34
16. Andrews, David	37
17. Chase, Robert	38
18. Dwyer, Dennis	42
19. Turk, Quinn	46
20. Weaver, Rick	59
21. Martin, Keith	63

HOBIE 16B POINTS	
1. Dickson, Tony	7 1/2
2. LeGrand, Ed	9
3. Combs, Gene	10 3/4
4. Guler, Marc	14

5. Young, David	15
6. Zoumberos, S.	22
7. Rogers, Mel	22
8. Rathkopf, Steve	24
9. Boudreau, Albert	26
10. Rector, Lou	30
11. Pead, David	36
12. Berry, Bob	36 3/4
13. Corwell, Tom	38
14. Vasiliades, Pete	38
15. Coffee, Kim	40
16. Bream, Peter	41
17. King, Lawson	44
18. Ebling, David	46
19. Sutton, Frank	46
20. Holec, Sid	46
21. Parrish, Ji	51
22. Stubbe, Bob	60
23. Besley, Kim	64
24. Diaz, Carlos	64
25. Bodie, Mike	70
26. Okragleski, Mike	74
27. Powell, Bill	75
28. Consbruck, Paul	76
29. Gardiner, Jr., J. H.	93
30. Dill, Mike	93
31. DeLoach, Mike	93

HOBIE 16C POINTS	
1. Barnes, Meredith	8
2. Laughlin, Dennis	12 3/4
3. Broomfield, C.	15
4. Mansfield, Don	15
5. Coile, Craig	20
6. Cowman, Jr., C.F.	23
7. Meric, J.	27 3/4
8. Pittman, Ed	30
9. Sheppard, Rick	39
10. Rupp, Bill	49
11. Lightsey, Scott	52
12. Warringer, Bob	52 3/4
13. Goodman, Kevin	54
14. Clemmons, Eric	56
15. Fries, William	62
16. Knight, Thomas	65
17. Werner, George	74
18. Weis, Susan	75
19. Shirey, Jim	80
20. Davis, Kern	85
21. Rosenfelt, Bill	85
22. Boetcher, Glenn	85
23. Thortis, Archie	85
24. Emmett, Steve	87
25. Dillman, Michael	87
26. Virden, Scott	88
27. Blue, William	89
28. Swan, Mark	93
29. Massfeller, Rich	95
30. O'Connell, Bill	106
31. Craig, Brian	109
32. Ewing, Robert	110
33. Tamm, Randy	112
34. Clark, Jeanne	117
35. Roberts, C.	117
36. DeBartolo, Joe	118
37. Gibson, Bob	132
38. Rowe, Ralph	132
39. Burke, Andy	132
40. Dew, Ted	132
41. Baker, David	132
42. Fleming, Mike	132
43. Glimmerman, Don	132
44. Berglund, John	132

HOBIE 14A POINTS	
1. Frazier, Burrell	4 1/2
2. Brice, Allyn	7 1/2
3. Cope, Woodie	11
4. Weill, Mike	14
5. Ferrara, John	15
6. Brice, Robert	16
7. Murphy, Greg	22
8. Lipka, John	23
9. Boetcher, Kim	24
10. Dando, Judd	27
11. Snyder, Bill	28
12. Kirby, Alex	31
13. Kirby, Art	34
14. Johnson, Cheryl	35
15. Coss, Paul	35
16. Heil, Edward	35
17. Medley, Bob	37
18. Haley, Peter	38

HOBIE 14B POINTS	
1. Reed, Craig	3 1/2
2. Johnson, John	5 1/2
3. Uetter, Gar	10
4. Reed, Chris	10
5. Hester, Rick	10
6. Soule, Gene	19
7. Sammons, Jody	20
8. Nelson, John	22
9. Riely, Peggy	29

HOBIE 14C POINTS	
1. Floyd, Paul	2 1/4
2. Stalls, Bill	4 3/4
3. Corliass, Pete	11
4. Miller, Ann	15
5. Jansson, Peter	16
6. Collins, Richard	17
7. Welch, Mary Ann	17
8. Hull, Kathy	19

Division 9

2ND ANNUAL LAKE WYLIE POINTS
FLEET #83, DIVISION #9
LAKE WYLIE, SOUTH CAROLINA
APRIL 3 - 4, 1982

<u>HOBIE 18A</u>	<u>POINTS</u>
1. Hansworth, Steven	4 1/2
2. Haight, Joe	7
3. Kilpatrick, Pat	9 3/4
4. Conner, Nathan	14
5. Akers, Charlie	19
6. Williams, Mark	19.40
7. Dunn, Lance	21
8. Grant, Jim	22
9. Saunders, John	30
10. McIntire, Chris	32
11. Ayscue, Garland	36
12. Sunderland, Stan	36

REGATTA RESULTS

HOBIE 18B POINTS

1. Cruse, Bobby	4 3/4
2. Price, Bill	5 3/4
3. Simmons, Nyle	5 3/4
4. Maynor, Mike	9 3/4
5. Graham, Doug	12

HOBIE 16A POINTS

1. Wilkins, Wallace	7 3/4
2. Heathen, Dan	8
3. Humphrey, Jim	8 1/2
4. Poteat, Bob	8 1/2
5. Jernigan, Mike	13
6. Langley, Jim	16
7. Reeves, Jimmy	17
8. Auten, Randy	20
9. Collins, D. M.	20
10. Sinclair, Mike	22
11. Plyler, Jeff	26
12. Woerner, George	27
13. Smith, Wick	31
14. Richardson, Pete	32
15. Woodcock, Ron	33

HOBIE 16B POINTS

1. Kidder, Cyril	3 1/2
2. Haynesworth, G.	5 3/4
3. Okarski, Mark	8
4. Robinson, Johnny	17
5. Craig, Marilyn	19
6. Quattlebaum, Don	19
7. Kiemle, Steve	21
8. Ritchie, David	22
9. Power, Chuck	22
10. Simail, David	24
11. Curtis, Bob	27 3/4
12. Parr, David	28
13. Crawford, M. M.	28
14. Hermann, H.	31
15. Lee, States	39
16. Ravishanvara, A.	40
17. Austin, Kevin	41
18. Taylor, Martin	43
19. O'Connell, Mike	45
20. Dixon, Steve	47
21. Johnston, Fred	49
22. Becker, Jon	51
23. Porter, Bill	52

HOBIE 16C POINTS

1. Russell, Darrell	5 1/2
2. Walker, Bill	7
3. Edwards, Henry	9
4. Barbour, Rav	13 3/4
5. Everest, Dan	16
6. Godbee, Gene	19
7. Sutherland, Bill	20 3/4
8. Couin, Jamie	21
9. Jackv, Bruce	21
10. Smith, Dave	25
11. Massey, Richard	27
12. Cummins, Harvey	30
13. Lawrence, Ben	41
14. Englisbe, Bill	42
15. Rollins, Jim	44
16. Moore, Billy	48
17. Reynolds, Edward	49
18. Ingram, John	54
19. Holcombe, Ed	54
20. Richardson, J.	58
21. Stearns, Bob	64
22. Payne, Charels	69

HOBIE 14A POINTS

1. Myers, Danny	2 1/4
2. Kilpatrick, Pat	5 3/4
3. Benbow, Liz	10
4. Lowrance, Robbie	10
5. Miller, Jim	11
6. Sifford, Robert	14
7. Merrell, Kay	16
8. Efrid, Larry	18
9. Looney, Joe	23
10. Boz, Wally	25
11. Johnson, Ernie	26
12. Hudgins, Mike	34

SANDLAPPER POINTS REGATTA
FLEET #53, DIVISION #9
ISLE OF PALMS, SOUTH CAROLINA
MAY 29 - 30, 1982

HOBIE 18A POINTS

1. Haltiwanger, Will	4 3/4
2. Dunn, Lance	5 3/4
3. Haynesworth, S.	5 3/4
4. James, Squeaky	10
5. Sunderland, Stan	10 3/4
6. Turner, R. E.	14
7. Akers, Charlie	19
8. Williams, Mark	22
9. Saunders, John	24
10. Haight, Joe	29
11. Turner, Teddy	33
12. Hardwick, Brian	37
13. Grant, Jim	38
14. Price, Bill	39
15. Schmitt, Chris	40

HOBIE 18B POINTS

1. Patterson, Hayes	3 1/2
2. Newsome, Buck	6 3/4
3. Evans, Eddie	7 3/4
4. Garver, Scott	13
5. Graham, Doug	13
6. Cruse, Bobby	14

HOBIE 16A POINTS

1. Clausen, Chris	3 1/2
2. Walters, Greg	5 1/2
3. Auten, Randy	9
4. Humphrey, Jim	10
5. Wilkins, Wally	13
6. Blount, John	16
7. Bell, Rock	21
8. Stephens, Dave	21
9. Smith, Wick	28
10. Reeves, Jimmy	30
11. Hamm, Ryan	30
12. Jernigan, Mike	37
13. Price, Jake	39
14. Marchano, Jose	39
15. Percy, Mike	40
16. Cowherd, Tom	42
17. Breeden, Dan	44
18. McCrackin, S. D.	45
19. Plyler, Jeff	50
20. Kidder, Cyrese	54
21. Harley, Rusty	54
22. Haynesworth, G.	56
23. Pace, David	59
24. Graves, Jim	60
25. Guardine, Al	68

HOBIE 16B POINTS

1. Quattlebaum, Don	4 3/4
2. Robinson, Johnny	6 3/4
3. Wylly, Pat	9 3/4
4. Walker, Bill	17
5. Bradley, Bill	17
6. Cordina, Louie	20
7. Russell, Darrell	20
8. Kent, Bill	20
9. Austin, Kevin	21
10. Johnston, Fred	25
11. Craig, Marilyn	27
12. Fielding, Steven	27 3/4
13. Ridgeway, John	28
14. Crawford, Matt	31
15. Curtis, Bob	34
16. Becker, Jon	38
17. Lee, States	39
18. Brady, Scott	44

HOBIE 16C POINTS

1. Vale, Steven	6 3/4
2. Howe, George	13
3. Vibert, Steve	15
4. Reynolds, Oliver	15
5. Moore, Buz	18
6. Burbage, Wally	18 3/4
7. Massey, Richard	19
8. Johnson, J. Dan	21
9. Johnson, Ernie	22 3/4
10. Smith, Dave	23
11. Roe, Roy	26 3/4
12. Hodgekiss, Rich	27
13. Dewert, C. W.	30
14. Judy, Mark	32
15. Mueller, Ken	36
16. Burke, Dwight	41
17. Keller, Ken	42
18. Blyth, Kenny	43
19. Kirkpatrick, R.	52
20. Itkin, Douglas	52
21. Carl, Bill	53
22. Liddel, Sherman	53
23. Dayhoff, Bob	62
24. Bruwenemer, F.	64
25. Broadus, Gavin	70
26. Monsen, Stephen	75
27. Conway, Gary	76
28. Shriner, William	77
29. Everest, Dan	91
30. Holcombs, Ed	96
31. Ingram, Belk	96
32. Dailey, George	96

HOBIE 14A POINTS

1. Efrid, Larry	2 1/4
2. Myers, Danny	4 3/4
3. Hunter, Alan	9
4. Merrell, Kay	10
5. Swanson, Bill	14
6. Miller, Jim	16
7. Kilpatrick, Pat	17
8. Benbow, Liz	23
9. Lowrance, Robbie	26
10. Sifford, Robert	27
11. Boz, Wally	27
12. Looney, Joe	30
13. Busch, John	32
14. Wheeler, Kay	37
15. Moore, Bradley	44
16. Walters, Jon	47

HOBIE 14B POINTS

1. Hudgins, Mike	2 1/4
2. Galloway, Tommy	5 3/4
3. Huene, Steve	6
4. Welch, Richard	12
5. Cambler, Louis	13

HOBIE 14 Turbo POINTS

1. Towles, Ronny	2 1/4
2. Ward, Charles	6
3. House, Joe	9

5TH ANNUAL PAMLICO REGATTA
FLEET #257, DIVISION #9
WASHINGTON, NORTH CAROLINA
JUNE 26 - 27, 1982

HOBIE 18 POINTS

1. Haynesworth, S.	3 1/2
2. Ayscue, Garland	6 3/4
3. Dunn, Lance	13
4. Mulligan, Randy	13
5. Haight, Joe	15
6. Akers, Charlie	18
7. Neville, Nick	22
8. Evans, Eddie	23
9. Williams, Mark	26
10. Cruse, Bobby	31
11. Graham, Doug	34
12. Lawson, John	35
13. Phillips, Frank	38
14. Hoft, Phil	39
15. Wray, Joe	43

HOBIE 16A POINTS

1. Poteat, Bob	3 1/2
2. Breeden, Dan	5 3/4
3. Blount, John	7 3/4
4. Auten, Randy	13
5. Richardson, Pete	16
6. McRoy, Phil	18
7. Smith, Wick	19
8. Jernigan, Mike	21
9. Hinson, Dwane	23
10. Wiedeman, Carson	24
11. Boddie, Jr., M.	27
12. McCulloch, Bruce	34

HOBIE 16B POINTS

1. Kroger, Charlie	2 1/4
2. Koch, R.	6
3. Simmil, David	9 3/4
4. Seaborn, Blair	12
5. Curtis, Bob	13
6. Smith, Leo	18
7. Thaxton, David	19
8. Smith, Dave	20
9. Barbre, Ray	20
10. Brown, Steve	20
11. Tomlinson, Bob	29

HOBIE 16C POINTS

1. Kitchen, Aubry	4 1/2
2. Buckman, Tommy	8 3/4
3. Frohbose, Fred	9 3/4
4. Furlough, Chris	11
5. Rigo, Gil	13
6. Kirkley, Beecher	19
7. Carter, Clay	19
8. Grines, John	20
9. Graves, Lloyd	24
10. Hodges, Al	25
11. Morton, Michael	25
12. Keller, Ken	27
13. Redmond, John	33
14. Fowler, Thom	36
15. Weeber, Bill	39
16. Schuster, Ken	41
17. Tetterton, Al	41
18. Clancy, Kevin	41
19. Lamb, Roy	46
20. Cates, Jay	54
21. Sanders, Lee	59
22. Williams, Malcom	60
23. O'Neal, Dennis	61
24. McConner, Robert	66
25. Hester, Debbie	75
25. Schulken, Bion	75

HOBIE 14 POINTS

1. Miller, Jim	2 1/4
2. Kilpatrick, Pat	6

HOBIE 14 Turbo POINTS

1. Girchfield, L.	2 1/4
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Division 10

1982 MICHELOB SUNBAKE POINTS
FLEET #199, DIVISION #10
CARBONDALE, ILLINOIS
APRIL 24 - 25, 1982

HOBIE 18A POINTS

1. Winze, Paul	8 3/4
2. Workman, Ed	9 3/4
3. Rahn, Fred	11 1/2
4. Greenwald, Hugh	13 3/4
5. Isco, Gordon	17
6. Hicks, Grant	21
7. Bussche, Carlos	25
8. Tomko, Terry	32
9. Lockmandy, J. R.	34
10. Hansen, Steve	38
11. Lonsueville, J.	41
12. Swain, Kevin	43
13. Brown, Mike	44
14. Weiss, Jeff	54
15. Merriman, Roger	55
16. Slusser, Bob	56
17. Evans, Sarah	59

HOBIE 16A POINTS

1. Findlay, Bob	8 1/2
2. Pairitz, Bill	12 3/4

3. Groskopf, John	22 3/4
4. Strauss, Bruce	24
5. Swanson, Clyde	25
6. Maxwell, Chip	29
7. Wernitz, John	30
8. Grant, Doug	30 3/4
9. Lauer, Tom	33
10. Baidas, Rob	35
11. Verch, Ed	36
12. Herbert, Dick	36
13. Brown, Kirk	43
14. Johnson, Lee	44
15. Wallace, Dick	48
16. Crider, Billy J.	49
17. Hartman, Tom	57
18. Chambers, Tom	63
19. Kellogg, Jim	68
20. Burrows, Tom	69
21. Dodson, Larry	70
22. Groh, Pete	73
23. Murphy, Mike	85
24. Kidder, Matt	88
25. Boren, Dave	97

HOBIE 16B POINTS

1. Nolte, Paul	21
2. Deterding, Mike	21
3. Mencin, Jim	22 3/4
4. Cleaver, Dave	26 3/4
5. Sutt, Warren	28
6. Lanowski, Darryl	29 3/4
7. Campbell, Steve	30
8. Humphries, Andy	32
9. Considine, Pat	32 3/4
10. Vickery, Bill	34
11. Poling, Walter	34 3/4
12. Smith, Owen	35
13. Kuca, Tim	38
14. Minne, Chuck	41
15. Carlson, Dennis	42
16. Morse, Richard	45
17. Rode, John	49
18. Shafter, Lee	56
19. Mandli, Dan	60
20. Fulling, Max	62
21. Wooling, Richard	62
22. Atherton, R.	75
23. Sobotka, Roger	92

HOBIE 14A POINTS

1. Storer, John	3
2. Hutton, Norm	7 3/4
3. Allen, Terry	10
4. Page, Gary	15

DAM REGATTA
FLEET #85, DIVISION #10
COLUMBUS, OHIO
JUNE 26 - 27, 1982

HOBIE 18A POINTS

1. Whitte, R.	3
2. Burleson, R.	12
3. Lachot, B.	18
4. Clark, C.	19
5. Shaeffer, D.	21
6. Frederick, J.	22
7. Tannert, T.	23
8. Lewis, H.	26
9. Belknap, T.	35
10. Downing, S.	40

HOBIE 16A POINTS

1. Baidas, R.	12 1/2
2. Williams, J. B.	14 3/4
3. Strauss, B.	15
4. Campbell, S.	17
5. Wier, M.	19 3/4
6. Lauer, T.	24
7. Grosskopf, J.	26
8. Herbert, R.	27
9. Fecher, G.	29
10. Wilkes, H.	35
11. Pearce, K.	44

DUCK LAKE REGATTA #1
FLEET #210, DIVISION #10
SPRINGPORT, MICHIGAN
MAY 22 - 23, 1982

HOBIE 16B POINTS

1. Frey, John	9 3/4
2. Vickery, Bill	13 3/4
3. Books, Steve	14 3/4
4. Vesta, Jay	18 3/4
5. Schiller, Bill	20
6. Porfelli, Joe	22
7. Leonard, Joe	22
8. Barth, Sandy	23
9. Minne, Chuck	35

HOBIE 16C POINTS

1. Russell, D.	7 3/4
2. Suhan, J.	8 3/4
3. Saurce, R.	14 3/4
4. Way, M.	23
5. Schwartz, J.	25 3/4
6. Hahs, G.	27
7. Berry, R.	30
8. Janik, F.	36
9. Horlick, B.	36
10. Wolover, M.	37
11. Suitmiller, H.	38
12. Tilsten, D.	40
13. Desantis, D.	42
14. Haas, M.	64
14. Young, G.	64
14. Malek, M.	64

OHIO CHAMPIONSHIPS
FLEET #85, DIVISION #10
ALUM OCEAN, OHIO
JUNE 5 - 6, 1982

HOBIE 18 POINTS

1. Brown, Dave	5 1/2
2. Isco, Gordon	6 1/2
3. Burleson, Rich	8 3/4
4. Shaeffer, Dave	21
5. Lockmandy, S. R.	22
6. Lewis, Skip	22
7. Ullick, Mark	23
8. Frederick, James	24
9. Graves, Beverly	30
10. Shaw, Chuck	36

REGATTA RESULTS

6. McIntyre, M.	22
7. Hoffman, R. C.	26
8. Field, S.	28
9. Allen, G.	34
10. Kosht, D.	35
11. Newhouse, R.	36
12. Johnson, R.	38
13. Steere, J.	42
14. Wolf, T.	46
15. Baker, M.	46
16. Fris, J.	47
17. Hoffman, R. E.	49
18. Parker, D.	52
19. Pasman, J.	53
20. Seigler, J.	55
21. Bloomfield, R.	58
22. Holmes, B.	62
23. Miller, T.	62
24. Hutchinson, B.	63
25. Miller, C.	67
26. Davidson, W.	72
27. Linders, K.	74

HOBBIE 18 POINTS

1. Sundberg, C.	4 3/4
2. Laure, J.	6 3/4
3. Thiesens, B.	7 3/4
4. Lindahl, J.	11
5. Shelb, J.	17
6. Dahmer, B.	20
7. Kapatansky, D.	25
8. DeVissier, K.	28
9. Maholie, B.	28
10. Vanderberg, E.	29
11. Duncan, G.	34
12. Pell, H.	34
13. Crabbe, R.	36
14. Best, R.	45
14. Cleveland, D.	45

Division 11

MARYLAND STATE VII
FLEET #54, DIVISION #11
GUNPOWDER STATE PARK, MARYLAND
MAY 15 - 16, 1982

HOBBIE 18 POINTS

1. Smith	7 3/4
2. Gauthier	9 3/4
3. Anglin	11 1/2
4. Morton	11 3/4
5. Freymeyer	17
6. Burkewitz	19
7. Sohn	25
8. Morris	26
9. Hoover	31
10. Miginsky	44
11. Kulkoski	44
12. Clay	44
13. Beisel	52

HOBBIE 16A POINTS

1. Flanagan	11 1/2
2. Glanden	11 3/4
3. Heretick	13
4. Maser	14
5. Schmidbauer	20 1/2
6. Faulders	21
7. Ruck	24
8. Morris	29
9. Yeutter	31
10. Cloud	34
11. Whitted	34
12. Rochelle	43
13. Dechlo	47
14. Schweiser	51
15. Sullivan	57
16. Dees	58
17. Sikora	60
18. Smith	61

HOBBIE 16B POINTS

1. Andersen	9 1/2
2. Serzen	12 3/4
3. Paradis	13 3/4
4. Antonovich	23
5. Dumas	26
6. Cavella	30
7. Jose	31
8. Andres	34
9. Krause	36
10. Deiling	41
11. Link	41
12. Vanhoosen	45
13. Raymond	47
14. McLaughlin	50
15. Lowe	50
16. Davis	57
17. McCarvill	64
18. Hayes	64
19. Winters	66
20. Flanagan	72
21. Ochob	78
22. Busby	81
23. Weiss	90
24. Luij	94
25. Scheier	96
26. Witt	96
27. Jepson	102
28. Neas	115

HOBBIE 16C POINTS

1. Miller	5 1/4
2. Hanna	18
3. Desmyter	20 3/4
4. McCann	23

5. Shimp	23
6. Richardson	23 3/4
7. Carlstrom	26
8. Blakeslee	28
9. Livezey	29
10. Hawn	34
11. Williamson	35
12. Senerchia	35
13. Lefevre	35
14. D'Agostino	39
15. Norton	52
16. Rohrer	59
17. Hook	62
18. Mayer	62
19. Wood	74
20. Bowen	79

HOBBIE 14 POINTS

1. Holland	3
2. Ruck	9
3. Biddle	10 3/4
4. Hall	13
5. Bullock	16
6. Miller	23
7. Nyborg	23
8. Flanigan	29

1982 CHALLENGE REGATTA
LAKE #137, DIVISION #11
LAKE HOPATCONG, NEW JERSEY
MAY 22 - 23, 1982

HOBBIE 16 POINTS

1. Funari	10
2. Walter	15 1/2
3. Meade	15 3/4
4. Raidey	17 3/4
5. Rochelle	24 3/4
6. Senebush	27
7. Deming	28
8. Bingham, R.	28
9. Kulkuski	33
10. Laue	38
11. Olson	42
12. Lindeman	42
13. Bingham	53
14. Sutton	53
15. Dzula	55
16. Ochab	57
17. Hatley	62
18. Sullivan	65
19. Doyle	73
20. Winters	74
21. Schuessler	76
22. Post	85
23. Schmitt	87
24. Kasley	90
25. Roberts	113

Division 12

NANTUCKET SLEIGHRIDE
FLEET #28, DIVISION #12
CHATHAM, MASSACHUSETTS
MAY 29 - 30, 1982

HOBBIE 18A POINTS

1. Dupuis, G.	3 1/2
2. Dugas, P.	4 3/4
3. Dugas, K.	8 3/4
4. Mone, T.	9
5. Gable, J.	13
6. Trunca, E.	16
7. Hayes, W.	20
8. Coccari, P.	23
9. Flaherty, J.	27
10. Hamshar, J.	29

HOBBIE 18B POINTS

1. Miller, J.	2 1/4
2. Mallory, F.	6
3. Laiho, R.	8 3/4
4. Gilman, E.	10
5. Hoffman, P.	13
6. Smith, S.	16
7. Mead, G.	21
8. Brown, W.	22
9. Hart, R.	27
10. Germagian, M.	29
11. Finn, B.	37
12. Katz, J.	42
13. Gallagher, J.	42
14. Nielson, P.	42

HOBBIE 16A POINTS

1. Bliss, D.	5 1/2
2. Campbell, A.	5 3/4
3. Christopher, E.	5 3/4
4. Simms, A.	11
5. Nelson, P.	12
6. Warren, J.	15
7. Stone, P.	19
8. Shawhnessy, B.	22
9. Bowers, B.	24

HOBBIE 16B POINTS

1. Lesko, W.	5 3/4
2. Crossley, R.	6 3/4
3. Muth, D.	11 3/4
4. Santos, E.	13
5. Price, W.	16
6. Franklin, L.	17
7. Lundergan, B.	19

8. Barrera, H.	25 3/4
9. Mais, A.	26
10. Thompson, B.	29
11. Baigert, K.	29
12. Beck, P.	30
13. Watts, B.	32
14. Kulkin, D.	34
15. Price, G.	36
16. Garber, A.	39
17. Fondrk, T.	39
18. Guden, M.	44
19. Scott, P.	46
20. Heap, D.	46

HOBBIE 16C POINTS

1. Wolf, S.	4 3/4
2. McNeil, R.	5 3/4
3. Herring, A.	9 3/4
4. Plotke, D.	14
5. Garvey, M.	19 3/4
6. Nichols, D.	20
7. Silverstein, S.	21
8. Brousseau, T.	21
9. Curran, D.	22
10. Grush, J.	27
11. Bond, D.	28
12. Jones, R.	28
13. Rowe, F.	30
14. Manning, D.	33
15. Bradley, C.	33
16. Gibson, T.	36
17. Christopher, T.	36 3/4
18. Bliss, R.	39
19. Driscoll, J.	50
20. Leonard, C.	50
21. Chin, G.	53
22. Kappenberg, M.	54
23. Gallagher, A.	56
24. Carlson, W.	66
25. Child, B.	69
26. Argenta, B.	84
26. Jillett, W.	84
26. Sudmyer, R.	84

HOBBIE 14 POINTS

1. Bradley, B.	2 1/4
2. Davis, H.	4 3/4
3. Pickett, B.	9
4. McDermott, R.	12
5. Fairchild, E.	12
6. Gable, C.	17
7. R. Pickett	21

1982 LRCCAMHC REGATTA
FLEET #209, DIVISION #12
LAKE WINNIPESAUKEE, NEW HAMP
JUNE 12 - 13, 1982

HOBBIE 18A POINTS

1. Williams, Bob	11 1/2
2. Dugas, Paul	13 3/4
3. Mone, Tom	15 3/4
4. Dugas, Ken	21
5. Cutillo, John	25 3/4
6. Atherton, Ernie	26 3/4
7. Gable, Jim	29
8. Coccari, Paul	33
9. Trunca, Ed	40
10. Hayes, Bill	41
11. Bowen, Jim	42
12. Hamshar, John	48

HOBBIE 18B POINTS

1. Voisine, Ray	3 3/4
2. Houghton, Lee	12
3. Blom, Gerard	13 3/4
4. Olsen, Barry	19
5. Burns, Pat	24
6. Laiho, Ron	30
7. Smith, Mark	33
8. Friedland, Karl	39
9. Brown, Walter	45
10. Downing, John	52
11. Anderson, Tom	52
12. Hartford, Glen	64
13. Mead, George	65
14. Gale, Jim	75

HOBBIE 18C POINTS

1. Draper, Steve	7 1/4
2. Senftleber, Fritz	9 3/4
3. Farnsworth, Jim	16 3/4
4. Gailey, Glen	21
5. Katz, Jonathan	24
6. Connelly, Brian	36
7. Griffin, Ted	36
8. McQuilland III	42

HOBBIE 16A POINTS

1. Bliss, David	10 1/2
2. Hansell, Greg	17 1/2
3. Simms, Art	17 3/4
4. Campbell, Al	18
5. Fritch, Stephen	23
6. Stone, Peter	28 3/4
7. Nelson, Peter	29
8. King, Bill	32
9. Christopher, Jim	35
10. Thacher, Jeff	40
11. Willett, Steve	47
12. Christopher, C.	52
13. Bowers, Bernie	56
14. Fitzpatrick, Ron	57
15. Shaughnessy, B.	60
16. Moreau, Dan	68

HOBBIE 16B POINTS

1. Brososfske, G.	17
2. Crossley, Raloh	22 3/4
3. Kustes, Tom	22 3/4
4. Garber, Allen	24
5. Beck, Peter	30 1/2
6. Fondrk, Terry	31
7. Lundagan, Bill	33
8. Rowe, Fred	35
9. Lcokard, Dan	35 3/4
10. Schundler, Russ	36
11. Ammon, Bob	38 3/4
12. Mais, Al	47
13. Treadwell, Steve	47
14. Johnston, Alan	55
15. Christopher, Tom	70
16. Coburn, Richard	71
17. Stecher, Mike	78
18. Girard, Andy	78
19. Maier, Larry	82
20. Wharff, Conrav	95

HOBBIE 16C POINTS

1. Nichols, Dennis	10 1/4
2. McNeil, Rick	11 1/4
3. Campbell, Kevin	15
4. McDonald, Paul	17
5. Trainor, Ray	31
6. Grush, Jeff	35
7. Owen, Rick	35
8. Cameron, Mike	63
9. Garneau, John	64
10. Jones, Roland	71
11. Titus, Chris	73
12. Gibson, Tom	78
13. Boulanger, R.	85
14. Ball, Doug	87
15. Greif, E. K.	90
16. Leonard, Dick	94
17. Weigold, George	98
18. Apple, Kevin	98
19. Bean, Randy	100
20. Largesse, Mike	109
21. Palermo, W.	113
22. Myers, Garrett	114
23. Sabean, Robert	119
24. Chin, George	130
25. Cowdery, Jeff	140
25. O'Donnell, John	140
25. Bieler, Mike	140

HOBBIE 14A POINTS

1. Berman, Phil	3 3/4
2. Smith, Steve	16
3. Bradley, Bob	18
4. Baker, Scott	18
5. Knorr, Gil	19 3/4
6. Baker, Douglas	24
7. Nelson, Gary	25
8. Davis, Harvey	31

HOBBIE 14B POINTS

1. Meisser, Brian	8 3/4
2. Ahern, Tom	9 1/2
3. White, Frank	9 1/2
4. Sherman, Henry	25

BONFIRE REGATTA
FLEET #448, DIVISION #12
POINT JUDITH, RHODE ISLAND
JULY 3 - 4, 1982

HOBBIE 16 POINTS

1. Rinaldi, Ray	5 1/2
2. Scarduzio, Nancy	7
3. Franco, Brian	8 3/4
4. Lockwood, Jim	11 3/4
5. Boulay, Joe	14
6. Lemme, Mike	16
7. Linke, Howard	18
8. Girard, Wayne	22
9. Bowen, Chris	23
10. Voornaart, Hank	25
11. Tattersall, Jeff	26
12. Laramee, Ted	26
13. White, Bill	31

Division 14

2ND ANNUAL BLUE TOES REGATTA
FLEET #118, DIVISION #14
TYLER, TEXAS
FEBRUARY 28, 1982

HOBBIE 16 POINTS

1. Hoover	2 1/4
2. Bodkin	9
3. Hester	12
4. Dunn	12
5. Rasberry	13
6. Bagnell	18
7. Griffin	19

HOBBIE 18 POINTS

1. Simpson	1
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SPRING SERIES - RACE 2
FLEET #118, DIVISION #14
TYLER, TEXAS
APRIL 4, 1982

HOBBIE 18 POINTS

1. Simpson	1 1/2
2. Anderson	4
3. Bezant	8
4. Pladmark	8
5. Denney	9

HOBBIE 16 POINTS

1. Bedkin	4 3/4
2. Hoover	5
3. Danielson	5 3/4
4. Reed	6
5. Griffin	8
6. Plum	14
7. Harback	16
7. Lundy	16

HOBBIE 14 POINTS

1. Matson	1 1/2
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SPRING SERIES - RACE 3
FLEET #118, DIVISION #14
TYLER, TEXAS
APRIL 25, 1982

HOBBIE 18 POINTS

1. Simpson, T.	1 1/2
2. Fladmark, M.	4

HOBBIE 16 POINTS

REGATTA RESULTS

15. Hudlery, Darrell	40
16. Frnak, Keith	49
17. Hendricks, Tom	50
18. Gryder, John	51

HOBBIE 16C POINTS

1. Hess, Fred	9 3/4
2. McIntosh, Ken	13 1/2
3. Cedar, Paul	14
4. Nesbitt, Nancy	20
5. Johnson, Roger	21
6. Main, F.	21
7. Long, Steve	24
8. Morrison, Mike	28
9. Keefe, Doug	29
10. Knox, Bonnie	40
11. Sheehan, Bob	42
12. Cross, John	42
13. Brand, James	44
14. Rainbow, Keith	46
15. Johnson, Charles	47
16. Jessup, Dennis	47
17. Garcia, Gilbert	52
18. McClung, Mike	61
19. Gossom, David	63
20. Cartwright, S.	67
21. Radkioni, Arthur	73
22. Scott, Pat	80
23. Roach, Darlene	87
24. McClung, Rick	87
25. Parker, Ron	87
26. Gillespie, Rich.	87
27. Ross, W.	87
28. Hall, A. J.	87
29. Jefferson, Vic.	87

HOBBIE 14A POINTS

1. Sanders, Allen	6 3/4
2. Henning, Sheila	10 3/4
3. Powell, David	11
4. Whitehead, Randy	12
5. Mynder, Greg	12 3/4
6. Webb, David	12
7. Rainbow, Bryen	22
8. Abbott, Arlie	22
9. Richardson, Ed	25
10. Myner, Janet	25
11. Welsh, Jack	29

HOBBIE 14B POINTS

1. Heath, Jim	3 1/2
2. Bass, Boyd	4 3/4
3. Smith, Lee	13
4. Osborn, Karen	13
5. Fenerborn, C.	14
6. Moore, Andy	15

HOBBIE 14 Turbo POINTS

1. Ferraro, Fred	2 1/4
2. Buxton, Tom	6

HOBBIE 14C POINTS

1. Taylor, Debbie	5 3/4
2. Echols, Keith	10
3. Bonner, Rick	10
4. Lancaster, Chet	12 3/4
5. Abbott, Cheryl	12 3/4
6. Hunt, Lisa	20
7. Pote, Junior	23
8. Odom, Larry	25
9. Parks, Larry	26
10. Johnston, Helene	28
11. Ray, Bruce	29
12. Field, Terry	33
13. Ritchie, David	45
14. Schnabel, Mike	45
15. Mize, Billy Ray	45

MID-AMERICAS FLEET #23, DIVISION #14 LAKE TEXOMA, TEXAS MAY 29 - 30, 1982

HOBBIE 18A POINTS

1. Walton, J.	9 3/4
2. Broyles, S.	11 1/2
3. Howeth, R.	12 3/4
4. Winblad, D.	13
5. Hromadka, J.	20
6. Huber, T.	22
7. Seidel, T.	28
8. Alden, J.	30 3/4
9. Morris, R.	34
10. Palmer, N.	35
11. Feist, J.	40
12. Murray, R.	41
13. Kollman, R.	41
14. Escobar, J.	51
15. Smith, C.	53
16. Curtis, J.	58
17. Fields, D.	61
18. Vanya, T.	69
19. Bates, B.	71
20. Nouveau-ne, R.	76
21. Acquart, M.	78
22. Stacy, M.	83
23. Peterson, B.	89

HOBBIE 18B POINTS

1. Downing	9
2. Folk, J.	11 3/4
3. Tucker, P.	15
4. Mason, R.	16 3/4
5. Jarosz, S.	17 3/4
6. Kittner, J.	18 3/4
7. McClure, K.	22 3/4

8. Bozant, B.	24
9. Lawrence, N.	33
10. Kelly, G.	34
11. Von Rosenberg, R.	37
12. Griffin, G.	46
13. Burrows, A.	46
14. Waldrop, S.	47
15. Vasquez, S.	55
16. Jones, D.	61
17. Lawson, C.	66
18. Allen, K.	72
19. Bolser, J.	80
20. Danielson, M.	80

HOBBIE 16A POINTS

1. Wood, M.	4 1/4
2. Roilnick, R.	11 3/4
3. Freed, D.	20
4. Forvth, J.	21
5. Elizondo, C.	24
6. Balthaser, D.	25
7. Carstens, C.	25
8. Dickerson, M.	28 3/4
9. Balfour, D.	29
10. Collins, P.	38
11. Whittington	40
12. Kelley, N.	41
13. Jones, B.	42
14. Ralph, M.	47
15. Hill, R.	47
16. Liles, B.	52
17. Lattman, J.	59
18. Fuller, T.	63
19. Wilson, D.	67
20. Luce, E.	68
21. Rankin, N.	72
22. Henning, D.	72
23. Jones, D.	74
24. Leveritt, C.	88
25. Holmes, C.	90
26. Giles, J.	92
27. Loewen, R.	95
28. Eagle, J.	96
29. Crockett, M.	105
30. Bateman, W.	111
31. Bass, B.	120
32. Hayes, B.	131
33. Walker, R.	136
34. Newman, L.	136

HOBBIE 16B POINTS

1. Shaw, R.	8 1/2
2. Kinabach, J.	10 3/4
3. Teske, B.	15
4. Williams, J.	15 3/4
5. Przylucki, T.	16
6. Hester, C.	22
7. Crockett, D.	27 3/4
8. Buck, S.	32
9. Oliver, J.	34
10. Hoover, A.	43
11. Stout, D.	48
12. Tucker, N.	52
13. Gryder, J.	54
14. Edwards, J.	56
15. Ellis, D.	58
16. Sparks, S.	61
17. Sinclair, R.	64
18. Vockrodt, R.	67
19. Williams, G.	68
20. Lanter, J.	70
21. McPherson, T.	71
22. Greng, D.	73
23. Shapiro, M.	81
24. Kocsis, B.	87
25. Love, B.	88
26. Petersen, B.	94
27. Trent, G.	98
28. Hendricks, T.	102
29. Hockabee, E.	110
30. Bernitsky, D.	120

HOBBIE 16C POINTS

1. Peyton, M.	13 3/4
2. Jensen, A.	15
3. Bodkin, M.	21 3/4
4. McClung, R.	33
5. Ferrell, J.	35
6. Stahlschmidt, D.	37
7. Buxton, D.	38
8. Morrison, M.	40
9. Snoyer, J.	40
10. Greene, J.	42
11. McWilliams, G.	44 3/4
12. Nigus, D.	47
13. McCall, M.	54
14. Prapok, T.	60
15. Blair, C.	69
16. Thomason, J.	73
17. Rainbow, K.	74
18. Garcia, G.	75
19. Urband, B.	77
20. Plum, D.	78
21. Grady, B.	79
22. Shaw, B.	80
23. Bradshaw, W.	81
24. Creek, K.	81
25. Perry, J.	82
26. Jefferson, V.	84
27. Sheehan, B.	87
28. Corra, J.	88
29. Knox, B.	101
30. Johnson, C.	117 1/2
31. Powell, T.	138
32. Miley, D.	140
33. Johnson, R.	141
34. Jessup, D.	150
35. Tomasovic, B.	162
36. Loggie, M.	163
37. Van Sickle, N.	168
38. Koller, T.	169
39. Edwards, R.	177
40. Gossom, D.	189

41. Havener, D.	189
42. Murnhy, T.	194
43. Davenport, R.	201
44. Head, K.	205
45. McClung, M.	210
46. Barker, T.	212
47. Collier, S.	213
48. Main, P.	232
49. McCoy, J.	232
48. Lichenstein, B.	232
48. Ellis, P.	232
48. Deyo, C.	232
48. Wade, M.	232
48. Nunn, S.	232
48. Nesbitt, N.	232
48. Brink, T.	232
48. Corneliuss, K.	232
48. Johnson, L.	232

HOBBIE 14A POINTS

1. McCredie, D.	6 1/2
2. Sanders, A.	10 3/4
3. Schlig, D.	10 3/4
4. Kic, J.	11 3/4
5. Griffice, R.	24
6. Acquart, S.	24
7. Diamond, S.	25
8. Whitehead, R.	25
9. Webb, D.	31
10. Henning, S.	33
11. Myner, G.	34
12. Myner, J.	36
13. Curtis, P.	41
14. Tyler, S.	42
15. Rainbow, B.	56
16. Lewis, H.	57

HOBBIE 14B POINTS

1. Herrod, J.	3
2. Smith, L.	11
3. Wallo, G.	13 3/4
4. Feuerborn, C.	15
5. Bonner, R.	17
6. Matson, A.	21
7. Moore, A.	21
8. Echols, K.	25
9. Cannella, M.	32
10. Petersen, D.	40
11. Calhoun, J.	52
12. Beaver, G.	52
13. Griffen, D.	52

HOBBIE 14C POINTS

1. Trotter	3
2. Ritchie, D.	11
3. Ray, B.	12
4. Blackwell, G.	12 3/4
5. Field, T.	12
6. Black, M.	28
6. Smith, M.	28

HOBBIE 14 Turbo POINTS

1. Ferraro, F.	5 1/2
2. Deyo, D.	5 1/2
3. Buxton, T.	11 3/4
4. Sonnenburg, M.	20
4. Pausman, J.	20

Division 15

9TH BATTEN BUSTER REGATTA
FLEET #120, DIVISION #15
PANAMA CITY, FLORIDA
APRIL 17 - 18, 1982

HOBBIE 18A POINTS

1. Suarez, J.	4 1/2
2. Jablonowski, W.	5 3/4
3. Kaeding, G.	7
4. Duke, T.	10
5. Stapleton, J.	12 3/4
6. Beebe, C.	16
7. Ruthven, L.	22
8. Harrison, B.	23
9. Ballmes, M.	24
10. Groseclose, D.	26
11. Hundley, J.	27

HOBBIE 16A POINTS

1. Duchatel, A.	5 1/2
2. Tucker, C.	6
3. Gaston, R.	8 3/4
4. Cumby, R.	12
5. Franzsen, L.	14
6. Day, S.	15 3/4
7. Zorn, G.	17
8. Salmon, J.	20
9. Jorgensen, L.	24
10. Peters, A.	27
11. Russell, A.	33
12. Neal, S.	33
13. Derzypolski, S.	34
14. Kalata, L.	36
15. Record, B.	37
16. Click, G.	37
17. Busby, J.	41
18. McCue, T.	45

HOBBIE 16B POINTS

1. Owen, R.	6 3/4
2. Lambert, J.	10
3. Brock, J.	10 1/2
4. Thornton, C.	12
5. Augsburg, R.	15
6. Linton, J.	17

7. Deshields, S.	18
8. Stephens, L.	18 3/4
9. Eckland, E.	21
10. Stone, L.	24
11. Dye, C.	26
12. Cumby, C.	27
13. Eastabrooks, K.	27
14. Morey, J.	29
15. Gautier, J.	39
16. Guarino, J.	43
17. Ramsey, D.	46
18. Huppmann, J.	50

HOBBIE 16C POINTS

1. Cantrell, J.	6 3/4
2. Smith, K.	7
3. Postrozny, H.	7 3/4
4. Brainerd, J.	8 3/4
5. Townsend, C.	14 3/4
6. Faulk, B.	16
7. Kernion, B.	18
8. Shawklin, R.	20
9. Howerton, S.	21
10. Cockcroft, B.	25
11. Carr, L.	30
12. Riser, T.	32
13. Ritter, R.	35
14. Self, R.	39
15. Riser, J.	41
16. McKinnon, J.	46
17. Pohlenstein, F.	46
18. Gautier, L.	57
19. Yuhus, B.	57

HOBBIE 14A POINTS

1. Carlee, B.	4 1/2
2. Myers, J.	7
3. Mahugh, K.	7 3/4
4. Bailey, M.	10
5. Matrangola, J.	11 3/4
6. Dick, P.	18
7. Myers, B.	18
8. Rodriguez, P.	23
9. Reeves, L.	27

7TH ANNUAL CAJUN CLASSIC
FLEET #93, DIVISION #15
CYPRERMORT POINT, LOUISIANA
MAY 8 - 9, 1982

HOBBIE 18 POINTS

1. Stapleton, John	5 1/2
2. Jablonowski, W.	6 1/2
3. Hefner, Mike	9 3/4
4. Riche, C. J.	13
5. Webre, Steve	20
6. Segura, Butch	25
7. Denon, Roger	26
8. Duhe, David	26
9. Martin, Marty	34
10. Carlon, Bob	38
11. Hanson, Chuck	39
12. Harvey, Jim	46

HOBBIE 16 POINTS

1. Britton, Scott	7 1/2
2. Phillips, Frank	10
3. Andrews, Mack	12 3/4
4. Galegos, Ed	15 3/4
5. Schwing, Beaver	16
6. Byrd, Dennis	20
7. Pankratz, David	28
8. Scurlock, Tom	28
9. McDaniel, Bryan	29
10. Ingram, Dennis	30
11. Bonnette, R.	32 3/4
12. Northcutt, Danny	47
13. Richardson, F.	51
14. Siess, Charles	63
15. Lyons, Lonnie	66
16. McLemore, Henry	70
17. Butler, Morris	72
18. Young, Stephen	74
19. Foster, Murphy	78
20. Lea, Bill	80
21. Williams, Joan	92
22. Curfman, Pete	92
23. Bayard, Biff	92

5TH DIXIE INVITATIONAL
FLEET #235, DIVISION #15
JACKSON, MISSISSIPPI
MAY 15 - 16, 1982

HOBBIE 18 POINTS

1. Weedon, Ray	3 1/2
2. Ederer, Mark	3 1/2
3. Stapleton, John	8
4. Webre, Steve	9
5. Williams, Dee	14
6. Vise, Mike	19
7. Duhe, David	21

HOBBIE 16A POINTS

1. Verhoevar, Gary	4 1/2
2. Zorn, George	4 3/4
3. Britton, Scott	12
4. Nolte, Paul	12
5. Josey, Jim	15
6. Stinson, Jack	16
7. Rozen, Doron	22
8. Cochran, Robert	24

HOBBIE 16B POINTS

1. Humphries, Andy	4 3/4
2. Levanway, Scott	8 3/4
3. Clemmer, David	10
4. Leyens, Louis	10 3/4
5. Cantrell, Jim	17
6. McVean, John	21
7. Kernion, Brad	22
8. Ramsey, Don	24 3/4
9. Brumfield, H.	26
10. Jackson, Dennis	27
11. Quilter, Steve	31
12. Ingram, Declis	32
13. Andrews, Mack	35
14. Cumbly, Corky	37
15. Neely, W., Jr.	38
16. Manning, Chris	38
17. Jones, Terry	40
18. Lea, Tommy	44
19. Jones, Terry	46
20. Johnson, John	47
21. Dean, Patrick	47
22. Johnson, Brian	48
23. Mulvenin, Paul	49
24. Parker, Ricky	62
25. Shumake, Chris	68
26. Crag Wheeler	73
27. Gooch, Bill	81

REGATTA RESULTS

8. Davis, K.	28
9. Francisco, M.	31
10. Neal, S.	32
11. Dye, C.	36
12. Cumby, C.	37
13. Dalton, J.	38
14. McDonald, J.	42
15. Dalton, M.	44
16. Lyon, J.	45
17. Thornton, C.	47
18. Kidder, J.	50
19. Kidder, C.	52
20. Brooks, T.	53
21. Royster, S.	60
22. Guarino, J.	60
23. Stone, L.	64
24. Andrea, M.	64
25. Burrus, J.	65
26. Jacques, L.	67
27. Fitzsimmons, C.	68
28. Cahoon, B.	68
29. Spears, C.	69
30. Christie, B.	69
31. Fisher, J.	70
32. Jackson, D.	71
33. Dooley, R.	73
34. McCants, R.	74
35. Jeffcoat, A.	86
36. Flournoy, T.	86
37. Schwab, J.	95
38. Harrison, J.	100
39. Mulrenin, P.	100
40. Davidson, A.	101
41. Bryant, T.	103
42. Longnecker, M.	107
43. Porter, W.	110
44. Levanway, S.	114
45. Veal, R.	118
46. Bonnette, R.	118
47. Augsburg, R.	122
48. Sanchez, T.	123
49. Foster, M.	132
50. Hall, B.	137
51. Carr, L.	147
52. Gentry, R.	147
53. Johnston, B.	153
54. Ramsey, D.	154
55. Fulk, B.	163
56. Kelly, H.	175
57. Pose, C.	175
58. Hegland, J.	232

HOBBIE 16C POINTS

1. Smith, K.	7 1/2
2. Bundy, B.	15 3/4
3. Ricks, C.	18
4. Duhaime, D.	19
5. Deluca, R.	26 3/4
6. Livesay, J.	30
7. Putman, S.	39
8. Lipcomb, A.	42
9. Cummins, H.	42
10. Siders, R.	46
11. Munion, R.	48
12. Edwards, R.	50
13. Olin, E.	54
14. Welch, J.	59
15. Lightsey, S.	68
16. Webster, M.	69
17. McDonald, L.	74
18. Schlicher, G.	74
19. Prestwood, L.	74
20. Mulvaney, G.	75
21. Walker, B.	76
22. Jones, T.	77 3/4
23. Lawing, B.	78
24. Scurlock, J.	81
25. Murrey, T.	88
26. Hartman, G.	92
27. Conrad, J.	96
28. McDonald, K.	99
29. Kernion, B.	99
30. Wickman, W.	99
31. Newell, M.	100
32. Blanchard, R.	106
33. Cockcroft, B.	110
34. Self, R.	111
35. Sullivan, R.	122
36. Jones, J.	124
37. Smith, S.	128
38. Knoll, G.	133
39. Dams, F.	135
40. Plaus, R.	138
41. Johnson, J.	141
42. Dylewski, G.	141
43. Studley, J.	152
44. Chapin, J.	157
45. Waldo, J.	159
46. Goodall, S.	160
47. Arnett, M.	161
48. Cole, W.	161
49. Mets, M.	165
50. Flaherty, B.	166
51. Pecoraro, D.	167
52. Poltenson, F.	175
53. Stewart, J.	182
54. Hardy, E.	187
55. Souto, M.	219

HOBBIE 16 Novice POINTS

1. Welch, W.	7 3/4
2. McKinney, M.	11 3/4
3. Simpkins, S.	14
4. Higdon, R.	14 3/4
5. Johnson, T.	17
6. Wilson, G.	17 3/4
7. Flynn, A.	19
8. Howerton, B.	22 3/4
9. Florence, D.	31
10. Cattington, R.	41
11. Woltz, J.	43
12. McCullough, D.	46
13. Richards, R.	49
14. Studley, B.	49
15. Burke, K.	51

16. Kemp, R.	56
17. Mielke, D.	72
18. Veillon, R.	73
19. Dickens, B.	79
20. Dente, D.	84
21. McKinney, M.	84

HOBBIE 14A POINTS

1. Armstrong, R.	6 3/4
2. Thomas, G.	9 1/2
3. Mahugh, K.	15
4. Groves, B.	15
5. Myers, J.	15 3/4
6. Carlee, B.	16 3/4
7. Dick, P.	23
8. Dees, J.	23
9. Myers, B.	35
10. Denton, B.	37
11. Rodriguez, P.	43

HOBBIE 14B POINTS

1. Bailey, M.	7 3/4
2. Clubbs, M.	7 3/4
3. Rees, J.	13 1/4
4. Scherf, K.	15
5. Rodriguez, P.	15
6. Murphy, S.	23
7. Meeks, B.	25
8. Crampton, E.	26
9. Cobbs, J.	36
10. Bailey, M.	44
11. Myers, B.	44

ANNUAL PENSACOLA REGATTA FLEET #35, DIVISION #15 PENSACOLA, FLORIDA JUNE 5 - 6, 1982

HOBBIE 18 POINTS

1. Jablonowski, W.	7 1/2
2. Riche, C.	8 1/2
3. Duke, T.	9
4. Ballmas, L.	14 3/4
5. Stapleton, J.	16
6. Winters, B.	22
7. Emet, J.	27
8. Groseclose, D.	29
9. Springett, T.	30
10. Belker, J.	30
11. Scurlock, D.	44
12. Kirkland, V.	47

HOBBIE 16A POINTS

1. Tucker, C.	8 1/2
2. Gaston, C.	12 3/4
3. Whitehurst, T.	16
4. Zorn, G.	19
5. Verhoeven, G.	22 3/4
6. Franzen, L.	28 3/4
7. Duchatel	32
8. McRee	34
9. Cumby, R.	34
10. Salmon, J.	38
11. Russell, A.	39
12. Turk, G.	39
13. Busby, J.	40
14. Cook, D.	41
15. Kalata, L.	42
16. Owens, R.	50
17. Kidder, B.	55
18. Carlson, D.	58
19. Neal, S.	76

HOBBIE 16B POINTS

1. Lambert, J.	8 3/4
2. Cantrell, J.	10 1/2
3. Cumby, C.	12
4. Guarino, J.	20
5. Andres, M.	21 3/4
6. Leabold, T.	23
7. Francisco, M.	25 3/4
8. Stone, L.	27
9. Edwards, R.	29
10. Eckland, E.	30
11. Bonnett, R.	33
12. Lawing, B.	37
13. Kahn, D.	49
14. Florence, D.	53
15. Stukousky, P.	55
16. Knoll, G.	55
17. Munion, R.	56
18. Packer, J.	58
19. Higdon, R.	62
20. Jeffcoat, A.	68
21. Butler, D.	81
22. Treadaway, E.	84
23. Filiott, D.	86

HOBBIE 14 POINTS

1. Carlee, B.	6 1/2
2. Matranja, J.	8 1/2
3. Pees, J.	12
4. Groves, B.	13
5. Myers, B.	16
6. Reeves, L.	16 3/4
7. Crampton, E.	25
8. Emet, S.	32
9. McAleer, J.	36

GULF COAST CHAMPIONSHIPS FLEET #76, DIVISION #15 MOBILE BAY, FAIRHOPE, ALABAMA JUNE 12 - 13, 1982

HOBBIE 18 POINTS

1. Stapleton, John	4 1/2
2. Kaeding, Greg	4 3/4
3. Caraher, Mark	5 3/4
4. Ederer, Mark	11
5. Duke, Tom	15
6. Lambuth, Robin	16
7. Gaston, Bill	17
8. Ballmes, Michael	22
9. Thorjusen, Phil	23
10. Winter, Bill	30
11. Beebe, Curtis	31
12. Springett, Ted	33
13. Miller, Jesse	37
14. Duhe, David	40
15. Delker, Jed	41

HOBBIE 16A POINTS

1. Tucker, Carlton	3 1/2
2. Gaston, Shane	4 1/2
3. Zorn, George	10
4. Kalata, Larry	11
5. McNeir, Mickey	12
6. Wallie, Richard	14
7. Salmon, Cam	18
8. Edwards, Jim	21
9. Franzen, Larry	27
10. Lambert, John	27
11. Schlereth, E.	30
12. Amos, Kent	30
13. Phillips, Frank	35
14. Giles, Jerry	42

HOBBIE 16B POINTS

1. Putman, Sherman	4 3/4
2. Cahoon, Bob	6 3/4
3. Cantrell, Jim	9 3/4
4. Jeffcoat, Al	10
5. Stone, Lynn	10 3/4
6. McDonald, Lee	14
7. Kernion, Brad	18
8. Boothe, Gene	20
9. Foster, Murphy	23
10. Cumby, Corky	24
11. Pacher, Joe	34
12. Daams, Doug	35
13. Gough, Dennis	36
14. Treadaway, Eddie	40
15. Mulvaney, George	40

HOBBIE 14A POINTS

1. Cumby, Rick	2 1/4
2. Dick, Paul	5 3/4
3. Mitchell, Robt	6

1982 BROKEN MAST POINTS REGATTA FLEET #134, DIVISION #15 MEMPHIS, TENNESSEE JUNE 19 - 20, 1982

HOBBIE 18 POINTS

1. Steel, Scott	4 1/4
2. Isco, Gordon	6 3/4
3. Longueville, J.	13
4. Gramont, Marc	22
5. Williams, D.	23
6. Young, Russ	25
7. Bolt, John	27
8. Thomas, Steve	28
9. Rooke, Chris	30

HOBBIE 16A POINTS

1. Grosskopf, John	9 3/4
2. Anderson, Gwin	18 3/4
3. Moore, Randy	19 3/4
4. Lovings, James	23
5. Shelton, John	28
6. Wright, Bruce	31
7. Nolte, Paul	31
8. Britton, Scott	32
9. Josey, James	32 3/4
10. Verel, Edward	37
11. Humphries, Andy	38
12. McVean, John	42
13. Denton, Robert	43
14. Zinkand, Bert	46
15. McDonald, Kenny	56
16. Blankensop, CJ	58

HOBBIE 16B POINTS

1. Dooley, Rick	8 1/2
2. Smith, Owen	9 3/4
3. Lockett, Sonny	21
4. Oim, Jeff	21 3/4
5. Swindler, C.	24
6. Stewart, Steve	30
7. Johnson, Brian	34
8. Parten, Dave	34
9. Mulrenin, Paul	34
10. Sutterfield, S.	34
11. Herrington, Buz	42
12. Wellford, Scott	46
13. Spivey, Kim	46
14. Missler, Mike	47
15. Daggett, Jesse	51

HOBBIE 16C POINTS

1. Wicus, David	6 1/2
2. Stahlschmidt, D.	13
3. Wells, Mike	16
4. Johnson, John	16
5. Pollit, David	21 3/4
6. Zinn, Ernie	22
7. Schaffler, C.	28 3/4
8. Work, Dan	30
9. Martin, Mike	31
10. Stukenborg, Mike	31
11. Milford, Dick	49
12. Geater, Larry	48
13. Braun, Phil	48

Division 16

6TH ANNUAL MILLER MADCATTER FLEET #204, DIVISION #16 ONEIDA SHORES PARK, NEW YORK MAY 15 - 16, 1982

HOBBIE 18A POINTS

1. Caster, Jim	5 3/4
2. Marner, Paul	5 3/4
3. Marner, Bill	7 3/4
4. Snodgrass, Tom	13
5. Davis, Paul	13 3/4
6. Barbee, Gene	16
7. St. John, Paul	18
8. Knauer, David	27
9. Tiersen, David	30
10. Harris, Pat	30
11. Ballard, John	32
12. Hoag, Jim	35
13. Graff, Ron	36
14. Moyer, Jim	36
15. Johnson, Gary	40
16. Lemmer, John	44
17. Volgstadt, David	52
18. Collier, Jeff	57

HOBBIE 16A POINTS

1. Block, Dave	3 1/2
2. Caster, Pat	6 3/4
3. Korzeniewski, Tom	6 3/4
4. Elve, Charlie	12
5. Meyer, Douglas	14
6. Klahr, Chad	17
7. Hansel, John	17
8. Alderman, Martin	21
9. Sinclair, David	22
10. Dittmar, Jim	26
11. Haun, Eric	27
12. Beck, Ralph	32
13. Evert, Brad	34
14. Emerson, Jim	37
15. Demaline, Terry	39
16. Adams, Wally	41

HOBBIE 16B POINTS

1. Perkins, Jim	2 1/4
2. Pfohl, Jim	5 3/4
3. Hallock, Martin	13
4. Gunn, Dick	13
5. Wall, Mike	13
6. Messinger, John	17
7. Kusche, Jim	20
8. Vielhauer, Skip	24
9. Stackhouse, K.	25
10. Doyle, Ron	26
11. Davidson, Alex	28
12. Katt, Doug	30
13. Davies, G.	38
14. Potter, Dave	40
15. Stockhauser, M.	43
16. Goslin, Tim	45
17. Hale, Fred	46
18. Spear, Bill	47
19. Marinaccio, L.	51
20. Custolo, Michael	52
21. Bemisderfer, B.	52
22. Lennon, Tom	53
23. Skinner, Dave	53
24. Cisar, Richard	54
25. Thames, Arch	56
26. Sleeman, Lex	57
27. Willis, Reed	69
28. Urbanik, Greg	73

HOBBIE 16C POINTS

1. Root, Ron	2 1/4
2. DeGardie, Yves	7
3. Gibson, Bob	8
4. Clinkunbroomer	13
5. Greenstreet, J.	16
6. Laffer, Steve	18
7. Settembre, Rick	20
8. Rookey, Tom	21
9. Chisholm, Mark	23
10. Belakely, Mike	23 3/4
11. Rook, Steve	26
12. DeLargy, Dan	28
13. Gibbs, Paul	32
14. Hearne, Jim	34
15. Schwerzmann, P.	39
16. Curran, Barry	43
17. Milella, Gene	52
18. Stanyon, Jr., D.	53
19. Barager, Wess	55

HOBBIE 14 POINTS

1. Loquasto, Sam	3 1/2
2. Nash, Lee	4 3/4
3. Chase, Mark	6 3/4

HOBBIE 14 Turbo POINTS

1. Korzeniewski, S.	3 1/2
2. Ferguson, Mike	3 1/2
3. Ferguson, Fred	8

International

FISH HOEK BEACH S.C. NEWS INTERNATIONAL DIVISION SOUTH AFRICA FEBRUARY 13 - 14, 1982

HOBBIE 18

1. Gerard Koper	
2. Sean Ferry	

HOBBIE 16

1. David Kruyt	
2. Colin Hancox	
3. Paul Broekhuysen	

REGATTA RESULTS

Additional Results

Division 3

SILVER STATE INVITATIONAL
FLEET #203, DIVISION #3
CLUB INISFREE, LAKE TAHOE
MAY 29-30, 1982
Continued

HOBBIE 14A	POINTS
1. Gross, P.	8
2. Freeman, K.	8 3/4
3. Allen, J.	9 3/4
4. Kitowski, P.	9 3/4
5. Pomeroy, T.	9 3/4
6. Howell, B.	10
7. Gustin, J.	12
9. Crema, A.	18
9. Knochenhauer, M.	23
10. Rover, M.	27
11. DiLende, B.	33

Division 7

MEMORIAL DAY REGATTA
FLEET #59, DIVISION #7
FELLOWS LAKE, MISSOURI
MAY 29 - 31, 1982

HOBBIE 18	POINTS
1. Bristow, Rex	3 3/4
2. Hayes, Richard	7 1/2
3. Johnson, Gloria	15

HOBBIE 16A	POINTS
1. Shoffner, Don	3 3/4
2. Johnston, Jeff	7 1/2
3. Tinsley, Jim	13

HOBBIE 16B	POINTS
1. Peterson, Wally	7 1/4
2. Mihalevich, John	10 3/4
3. Farber, Barry	14 3/4
4. Wood, Bill	18

HOBBIE 14A	POINTS
1. Laing, Judy	5
2. Page, Gary	8 1/2
3. McClure, Bob	10 3/4
4. Aderhold, Gene	17

HOBBIE 14B	POINTS
1. Bone, Chris	8 1/2
2. Hambeck, John	10 1/4
3. Bristown, Rachel	16
4. McManus, Michele	18

WINDJAMMER 8TH ANNUAL
FLEET #143, DIVISION #7
GREEN BAY, WISCONSIN
JUNE 26 - 27, 1982

HOBBIE 18	POINTS
1. Fischer, Wayne	2 1/4
2. Dickinson, Doug	6
3. Turner, Scott	9

4. Greenwald, Hugh	11
5. Loeb, Leo	15
6. Blake, Chris	17
7. Reinke, Greg	18
8. Lee, Dean	21
9. Reitman, Roger	25

HOBBIE 16A	POINTS
1. Allen, Dennis	2 1/4
2. Carlson, Dennis	6
3. Guenther, Paul	10
4. Johnson, Paul	12
5. Levins, Joe	14
6. Streich, Rick	18
7. Reimann, Randau	22
8. Donahue, Steve	28
9. Doan, Tony	35

HOBBIE 16B	POINTS
1. Perry, Chuck	2 1/4
2. Bergstrom, Kurt	7
3. Klosinski, Mike	7 3/4
4. Callahan, Joe	8
5. Goede, Tom	10
6. Fontecchio, Dave	18
7. Winders, Ed	19
8. Boeckman, Gary	20

HOBBIE 14	POINTS
1. Stachowick, Mike	2 1/4
2. Yaeso, Jenner	6
3. Doan, Mike	8
4. Walter, Carolyn	18



How to Fund a Regatta Without Losing Your (T) Shirt

by Mick Roberts

Newspeople are pretty busy folk: the more you do to make their jobs easier, the more cooperation you'll get.

We all know the cost of everything is going up, including the expenses connected with running a regatta. With some divisions limiting registration fees to what they were three or four years ago, many fleets are having to dip into their treasuries to make up the difference.

This situation can be turned around, with a little effort. The solution? A sponsor! Easy to say, hard to get? Not if you do some homework, a little leg work and have a bit of chutzpah when it comes to asking for what you need.

Of course, the sponsor wants something in return for his cash: public goodwill, visibility—in short, lots of media exposure. This is where your preparation starts. Before even approaching a potential sponsor, you must be able to prove you can deliver the media coverage he wants. This isn't difficult, either. Newspeople are pretty busy folk; the more you do to make their jobs easier, the more cooperation (and stories) you'll get. Sometimes you can get local media to come in as co-

sponsors and do a live broadcast—more publicity for everyone involved.

Start by contacting sports editors. Arrange to get the race results to them immediately after the races (nothing's older than yesterday's news). Get the race committee to shoot black and white film of the starts and finishes. Do the same with chase boat operators. If someone in the fleet has a darkroom, you could have them process the film. Otherwise, use a quick-photo service and get the photos to the papers the same day.

Be sure to identify all the people in the photos, including their hometown addresses and other information. Local papers sell by publishing local names.

Invite sports and feature writers to regattas, and don't forget the dinner after. Many won't show up, but you'll generate goodwill by making the offer.

What does all this have to do with a sponsor? Everything! By showing your newsclips, you'll be able to convince him that you can deliver the publicity he wants. When the sponsor is happy, you

can ask for trophies, T-shirts (with sponsor's logo in the design), beer or almost anything else.

You'll stand a good chance of getting your sponsor back next year if you include his name/logo on the trophies. Presenting one to the sponsor's representative for helping out isn't a bad idea, either.

If you're planning a dinner for the event, don't be shy about making money on it. Charge a little more than it's costing. If it's being held in a restaurant, hit on the management to cough up something for the extra business, as well as the publicity they'll be getting.

Now that you're thinking in the right direction, I'm sure you can come up with a dozen more ways to at least break even on the next big event.

Mick Roberts is a video producer/director and vice-commodore of Fleet 137 (Lake Hopatcong, New Jersey). He is also a former newspaperman.

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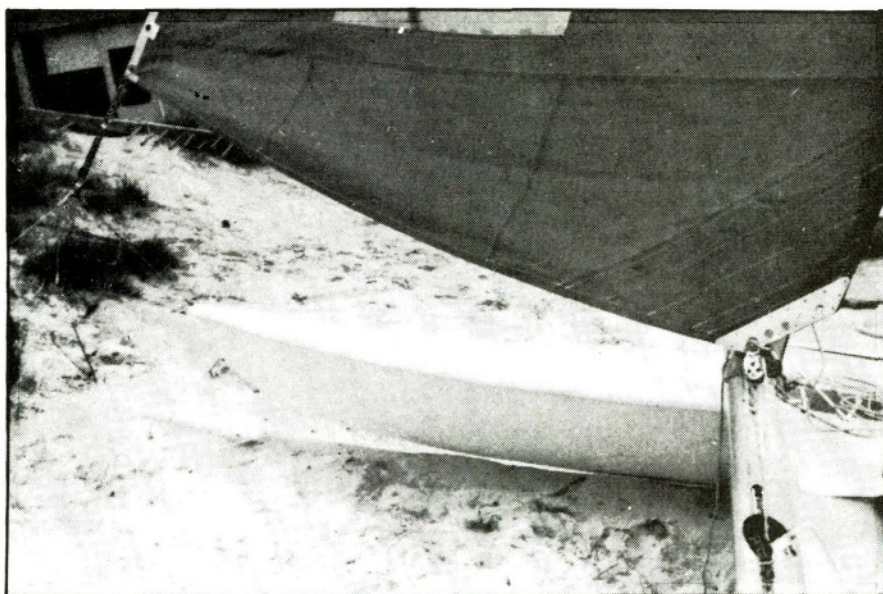
Sailors around the world are astonished by the Australians' boat speed, particularly in heavy air. World Champion Ian Bashford lets us in on their Hobie 16 tuning techniques.

The Australian Hobie sailors have long been known for their unusual (from an American point of view) tuning techniques used on their Hobie 16s. Most notable is the extreme amount of mast rake. Although their sailing style may vary from the present norm, no world class Hobie sailor would argue the point that the Aussies are some of the fastest Hobie sailors in the world. Ian Bashford discusses the step by step process of rigging a Hobie 16 for racing, Australian style. Keep in mind that the Aussies sail in winds of 20 to 30 knots on the average. Tuning techniques should always be adjusted to the area you race in.

I'm going to show you how to change your Hobie 16 into a formula one racing Hobie 16.

The Hobie 16 can only be described as a phenomenal success, with more than 75,000 boats sailing in 20 countries around the world. With that number of boats having been built, racing is close and intense, whether at the club, regatta, state, national or international level.

I'm going to show you how to change



The bridle is raised to give greater sheeting distance at the jib blocks. This is necessary after raking the mast.

your Hobie 16 into a formula one racing Hobie 16. The changes can be made in a weekend with a few dollars and a little help from either a friend with some tools or your nearest Hobie dealer.

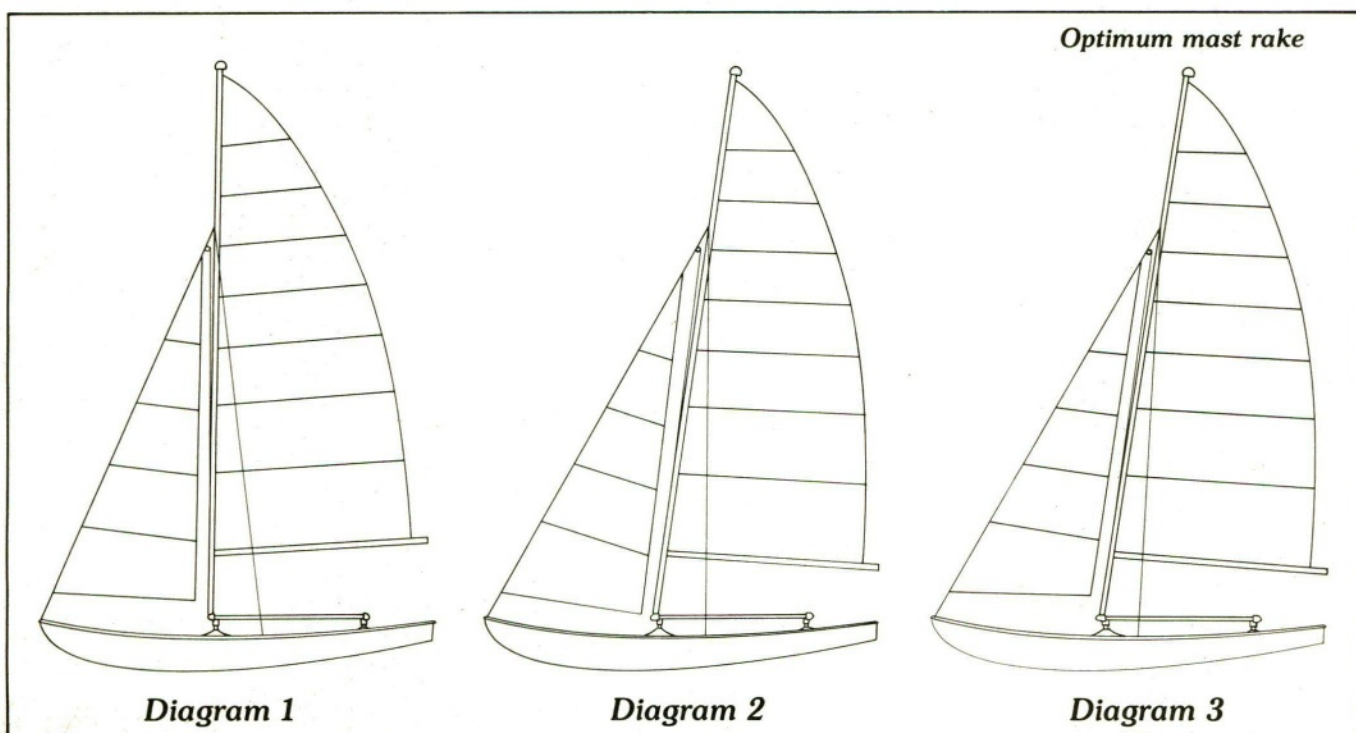
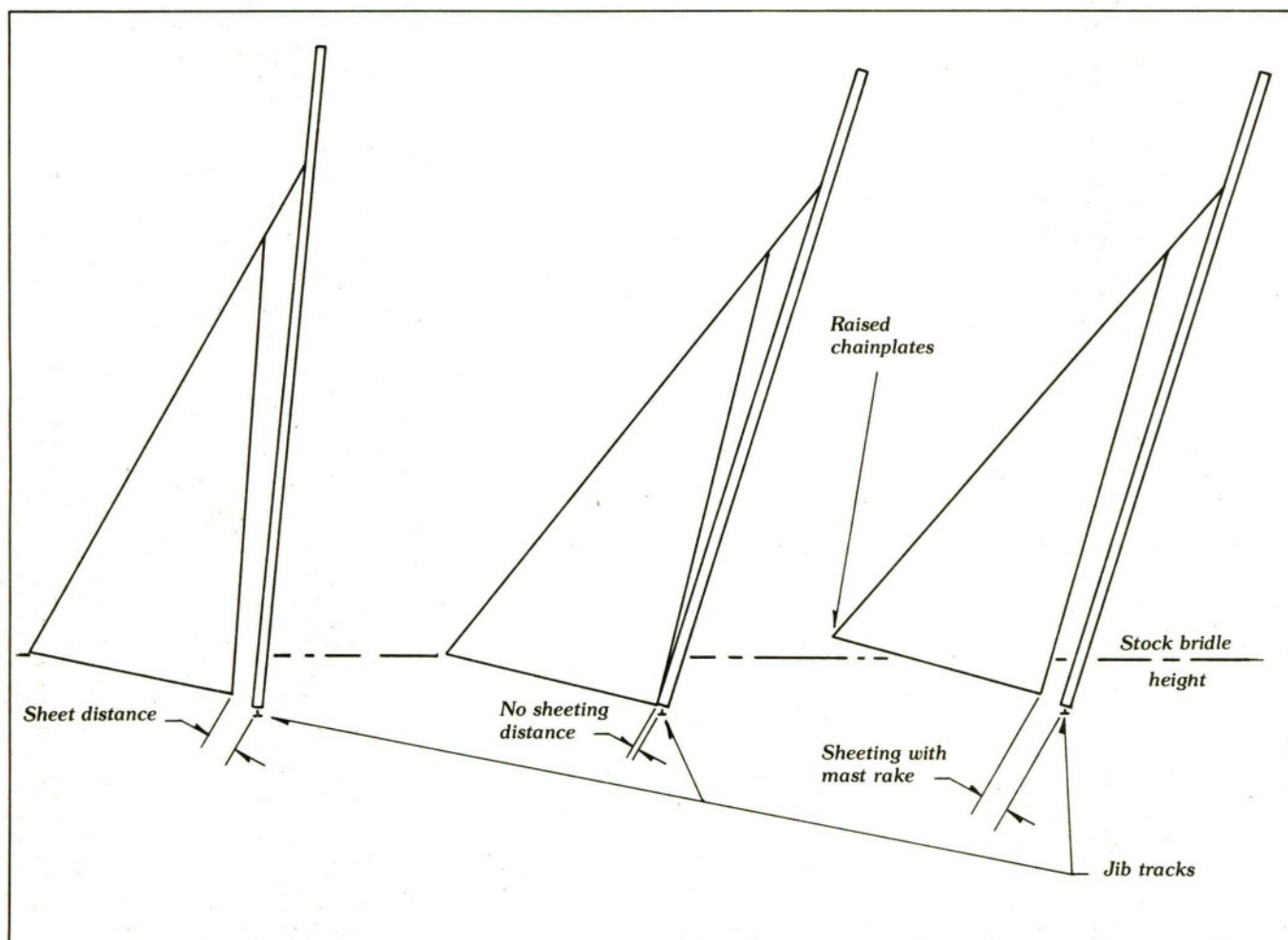
When we change something on the boat, we gain very little unless we understand the reason for the change and when to use the change to our advantage.

Mast Rake

The standard boat comes with the mast standing fairly upright, although

there is provision for fore and aft adjustment. The sidestay chainplates and the jib halyard not only adjust rake, they adjust rig tension, mast bend, leech lay-off and forestay sag. After reading that impressive little list of sailing terms, it should be obvious that having the correct amount of mast rake is of prime importance.

When we rig our standard boat with maximum mast rake (with the sidestays in their bottom-most position) and apply the correct amount of jib halyard tension, there is still insufficient mast rake. To have the correct amount of



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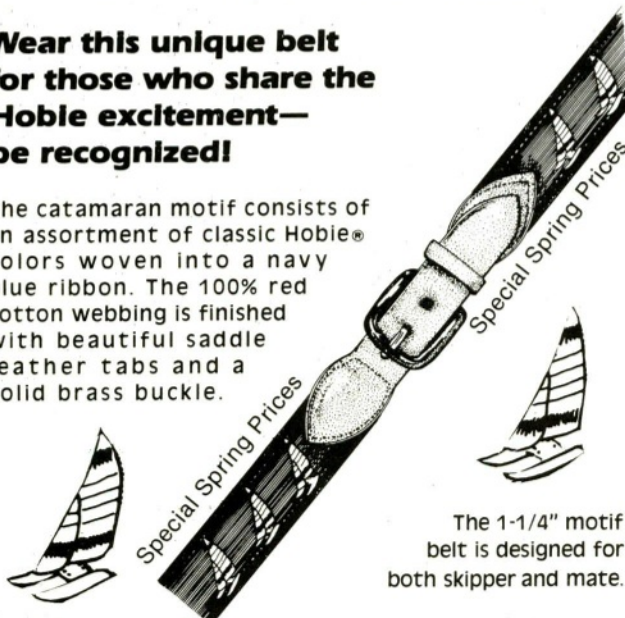
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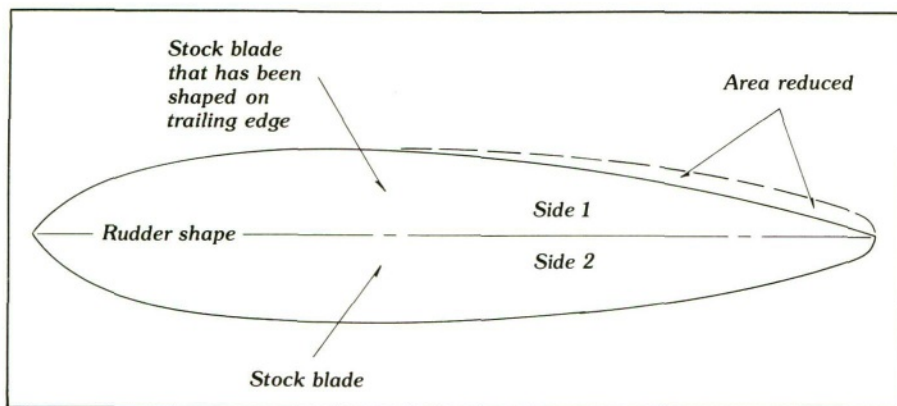
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mast rake without an unacceptably loose rig, it is necessary to shorten the sidestays.

Diagram 1 shows a stock Hobie 16 with maximum mast rake and correct rig tension, but with the mast still too far forward.

Diagram 2 shows the same boat with maximum mast rake and a reduction in jib halyard tension. This gives the boat a very loose rig and some unpleasant side effects.

When sheet tension is applied, the mast moves aft very easily due to the lack of jib halyard tension. As a result, there is very little sheet tension, making it impossible to gain much-needed power in light to medium conditions.

Diagram 3 shows the boat with a

What we are trying to achieve is maximum mast rake aft with enough mainsheet tension to keep a firm leech.

reduction in sidestay length to 100mm and the correct amount of jib halyard tension. This means we can control the amount of leech tension by our mainsheet pressure without going block to block and losing power, giving us the best of both worlds. (If you are a little lighter in crew weight or find yourself getting overpowered, decreasing jib halyard tension will reduce power and make the boat more manageable in the gusts.)

What we are trying to achieve is maximum mast rake aft with enough mainsheet tensions to keep a firm leech. The amount of mast rake attained is dependent on one important thing: the necessity to retain sufficient distance between the mainsheet blocks.

There are two ways in which we can achieve a greater distance between our mainsheet blocks while still retaining maximum aft rake: (1) by bringing the sail up the mast as far as the Hobie World Class Association rules will allow. This can easily be done by replacing the shackle at the end of the mainsail halyard with one of a shorter length; (2) by replacing the existing mainsheet system with a low-profile system. There are several systems available. Check with your Hobie dealer or local ship's chandler about these.

What we have achieved with these changes is greater distance between the mainsail and jib, making for less interference between the two, which not only gives us better windward and reaching speeds, but gives the boat the ability to point higher to windward. Your Hobie 16 will also be a safer and more manageable boat at high speeds.

The only drawbacks with extreme mast rake are that the boat is harder to tack and slower downwind in light weather, but for a Hobie 16 that is going to be raced in heavier winds, these improvements are necessary.

Sails

The Hobie 16, as all Hobie Cats, has a one-design sail that is made by only a few sailmakers in the world. This prevents use of other types of sails when racing a Hobie, eliminating costly sail expenses. Therefore, we have only two sail shape adjustments allowed to us under the HWCA rules. These are batten shape and batten adjustment.

The last two Hobie 16s I sailed had very soft, flexible battens. I find the stock battens supplied with the boat far superior. There are 100 different theories about batten tension, but basically, just apply enough tension to remove all creases or wrinkles and allow a little for stretch in both sail and tie-in cord. We all have near enough to the same sail when we start. A little experimentation with batten tension is all we need to produce a fast sail.

Jib Height

After increasing the mast rake on your Hobie 16, you will find the effective sheeting distance between the jib clew and the jib block has been significantly reduced (as shown in Diagram 2).

Therefore, getting the required sheet tension on the jib is impossible, unless we raise the take-off point on the bridle. A standard side chainplate fitting joined to the existing jib chainplate will allow the sail to move further up, thus allowing a greater sheeting distance at the jib blocks.

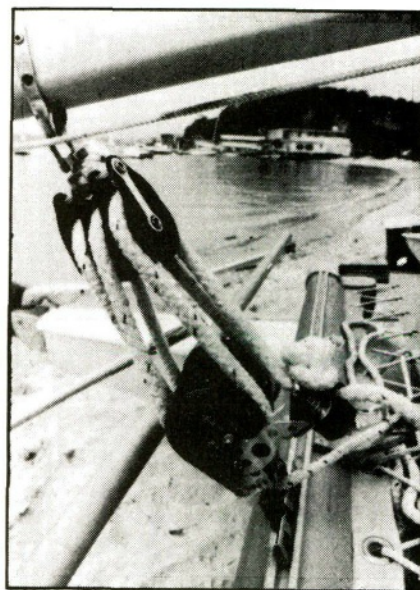
When mast rake is increased, it is quite normal for the boat to suddenly develop weather helm. This is caused by the center of effort of the rig being moved back and loading up the rudders. Weather helm can be eliminated by filling the bolt holes on the rudder blades and re-drilling the holes so that the bottoms of the blades are further forward. The further under the boat the blade is angled, the more lee helm will be induced.

Rudder Alignment

Rudders give us the ability to point our boat where we want to go, so any improvement to the tiller alignment or rudder shape is a big advantage.

Rudder alignment can be divided into two categories; toe-in/toe-out and weather and lee helm.

Ideally, there should be approximately 3mm of toe-in when the boat is in its normal sailing configuration. Toe-in/toe-out can easily be ascertained by rigging the boat and applying normal sail tension to halyard and mainsheet, as if sailing to windward. The boat must be placed so there is equal weight on both hulls and so that the rudders can be put down in the normal sailing position. This



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HOW: Flights are available daily to Charleston via Atlanta on Delta, Eastern and Piedmont Airlines. Rental cars, airport limousines and taxis are available at the airport.

WHY: The Beach & Racquet Club was chosen as the site of the 1982 14 Nationals because of all it has to offer. Two and three bedroom villas and cottages are available to Hobie skippers. In addition to the excellent facility, this site was chosen because the host for this event will be Time Out, the local Hobie dealer. Time Out hosted the Hobie 18 Nationals in Charleston in 1979 and all that attended will tell you it was a great event!

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THE RACES:

All skippers, whether pre-qualified or not, will pay a \$40 entry fee. All pre-qualified skippers must pre-register by September 10th.

Skippers will be required to bring:

Life jackets, weights (if necessary), bridle flies and protest flags.

BOAT DAMAGE DEPOSIT:

A \$100 refundable boat damage deposit will be required upon registration at the event. This deposit will be refunded at the event if no damage is done to your boat by you. The money will become your deductible in the event of damage or loss of equipment.

One night's deposit must be received by September 1. The Beach & Racquet Club reserves the right to assign individuals to specific units. The two-bedroom units are limited.

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I'D LIKE TO TRY TO QUALIFY. I SAIL IN DIVISION _____

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MAIL TO: Hobie Class Association
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WOMEN'S NATIONALS ()
OPEN NATIONALS ()

can be done by rigging the boat on the trailer.

After the boat is in the described position, measure the leading and trailing edges of the rudders. If the trailing edge measurement is more than the leading edge measurement, the rudders are toed-in. If the trailing edge measurement is less than the leading edge measurement, they are toed-out. Never sail with toed-out rudders, as they tend to "track off" on their own. It also greatly increases the chances of cavitation and is very, very slow!

Rudder Shape

Rudder shape is a popular point of discussion: whether to buy relatively expensive fiberglass rudder blades or stick to the standard lexan blades. The standard blade does not have the same turning abilities or handling characteristics as the glass blade, but a little work on the trailing edge and a rub with wet-and-dry sandpaper will produce good results. The standard lexan blades also flex slightly, reducing pressure on the rudder mechanism and lessening the

The tuning modifications mentioned herein will give any Hobie 16 potentially greater performance.

chances of rudder mechanism failure.

Hull Rigidity

Hull rigidity, as the name implies, deals with the amount of free movement one hull has in relation to the other. If I pick up, say, the port hull of a boat, and lift it 300mm without the other one moving, then I have very little hull rigidity.

Rigidity is very important for the following reasons.


- It makes the boat more responsive.
- It decreases the chance of burying a hull.
- It increases boatspeed in choppy conditions.
- It increases the tacking speed of the boat.

With a list like that, it's not hard to see that hull rigidity is essential for the racing Hobie 16. If the boat is fairly new or it has seen little use, you will find the boat is still fairly rigid, but if it has been driven hard for a number of seasons, I suggest glueing the corner castings with epoxy and re-riveting all castings. This will result in a very stiff boat.

Alignment

This refers to the variation we can get in the center line measurement between the bow and stern of the boat. The hull alignment is nearly always correct on new boats, but on older boats, we find varying degrees of toe-out. This toe-out can be corrected, to a large extent, by tightening the dolphin striker.

The tuning modifications mentioned herein will give any Hobie 16 potentially greater performance, but this performance potential will only be realized with the appropriate amount of

training and understanding of what's been done to the boat. 

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Ian Bashford was the 1980 Hobie 18 World Champion. He placed third in the 1981 Hobie 14 World Championships and fifth in the 1980 and 1982 Hobie 16 Worlds. Bashford is a boat builder in Sydney, Australia.

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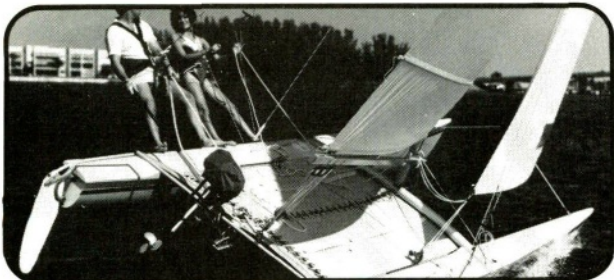
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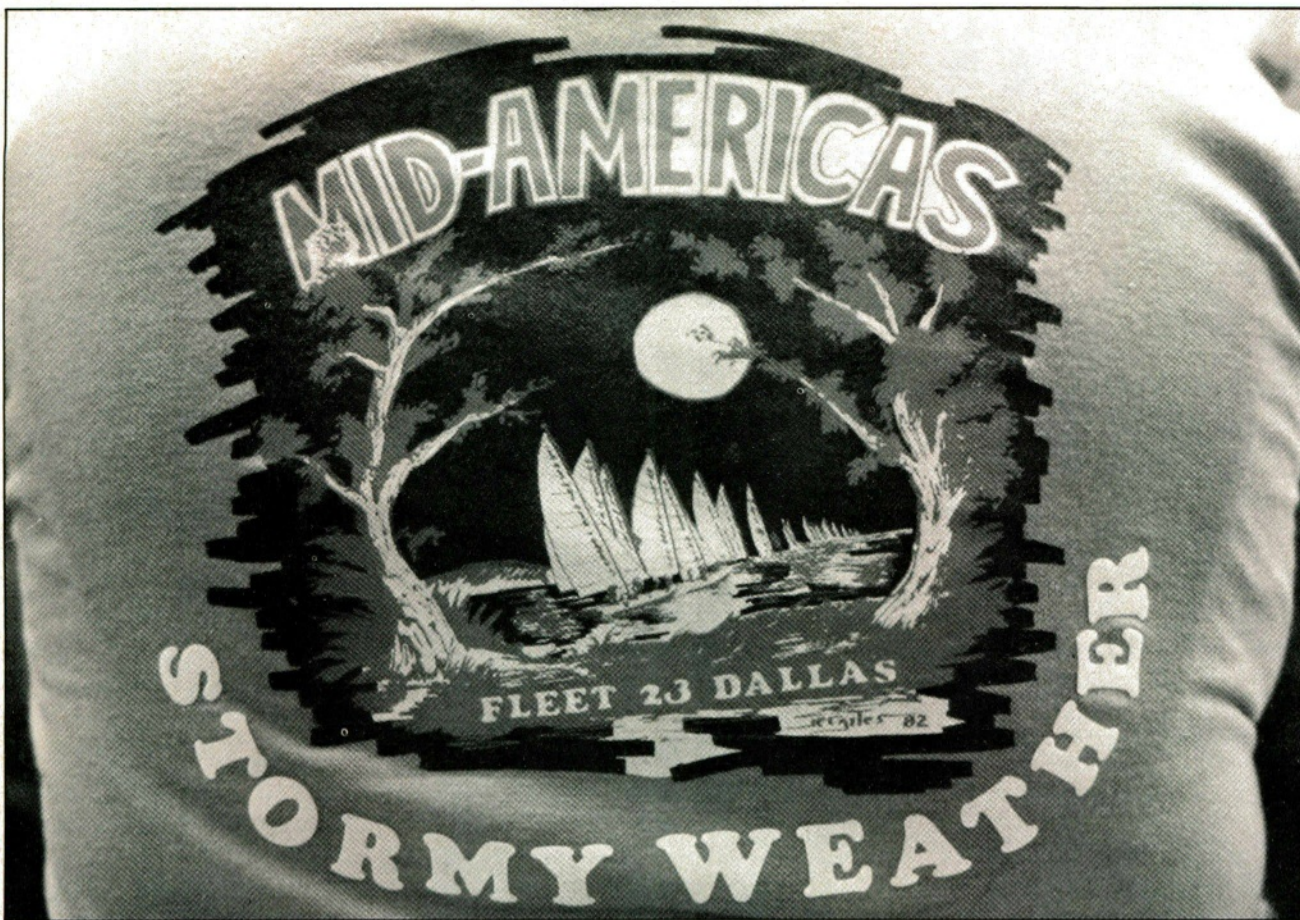
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by Patricia Siegfried-Giles

On Monday morning, the survivors looked at what was left of their camps and surveyed the damages: broken boats, shredded sails, demolished tents and sobered spirits. The 1982 Mid-Americas was over.

Each year, over Memorial Day weekend, Division 14 and all comers get together for a two-day regatta and a one-day long distance race. The site of this annual meet is big, beautiful Lake Texoma, a mass of water that separates Oklahoma and Texas.

Sailors began arriving Thursday evening, only to find the meeting area, Sunset Park, severely altered by persistent recent rains. Of 175 acres, 87 were under water. Familiar campsites were lost; the lake had risen 15 percent above the flood stage. Somehow, the Army Corps of Engineers made room for us, even turning back some of the usual day trippers and non-Hobie people.

The weather, however, was not so kind. The night brought more rain and winds, raising the lake even more and demolishing a concession stand. The



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fury apparently spent, Friday was sunny, hot, humid and windy. By Saturday morning, everyone was ready for a regatta.

More than 200 boats registered, representing 27 fleets and four divisions. By white flag, 35 miles of open lake had built up a considerable chop. Even the 15 to 20-knot winds were barely enough to push us through: The waves kept knocking us back for every foot we gained. There was no favored course, no pinching, no footing, no fancy footwork; we just clawed our way through wave after wave after wave. When we got to A-mark, we had to do it all again, conquerors of the elements, threading our way through 57 C-Fleeters.

Like the weather, Lone Star Beer (purveyor of liquid gold and sponsor of Texas fleets) was doing its best to cooperate. Not only did cold beer revive tired sailors between races, Big Fred Schussler was there with his Armadillo Chaser, the best four-wheelin' hot dog/Hobie combo to be found in the Lone Star State. Strains of *Surfin' Safari* surrounded the headquarters pavilion as Fred cooked up one dog after another for wind-weary catters.


The sun got hotter, the winds got lighter and the day got longer as one race followed another, totaling three for the day. The night was ours, Hobie catting at its best: good food, good drink, good fellowship around a bonfire, swapping stories and singing songs.

Sunday had its dropouts, but the regulars went out to claim their due. Two races were held under a foreboding sky. There was a lot of chop and little wind, but they did it—five races in two days and trophies all around. Now we could relax; now we could be friends again.

The long distance race was cancelled because the island was under water, so we planned other kinds of races. The night ended with easy hearts, heedless of the dark, starless sky.

The hurricane hit at 4:30 a.m. on Monday. Winds, later reported to have been 100 MPH, were followed by torrential rains, great shafts of lightning and ear-rending claps of thunder. Four-foot waves pulled boats down the shore, into the water. Others were lifted by the wind and carried across the beach, sails lost or torn. Trees were uprooted, tents torn down and vans rocked perilously. The calm settled in 45 minutes later.

The weather had cooperated just long enough for us to have our fun. What more could we ask? There were no injuries to those who rescued boats, nor to those whose tents collapsed on them. There were some damaged boats.

There were no races on Monday, just people helping one another. The 1982 Mid-Americas was indeed over, but never forgotten. 

Mammoth Sail/Ski

by Rikki Mitman



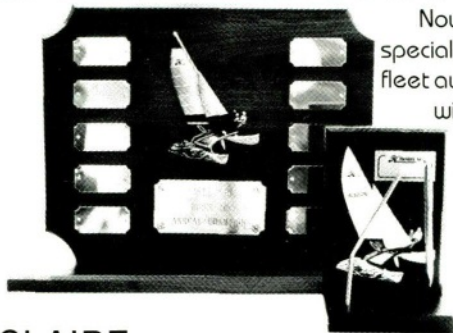
Few places in the country offer fantastic skiing in the morning and good sailing wind in the warm afternoon. The beach at Crowley Lake, California looked like any other sunny beach on the Sunday of Memorial Day weekend: bikini-clad ladies, colorful Hobies, fishermen and the like completed the immediate scenery. Turn and lift your head, though, and the still snow-covered peaks of the High Sierra were close at hand.

For the third time in as many years, Mammoth Mountain Ski Resort hosted one of the most exciting events of the season: the Mammoth Hobie Sail/Ski Race. It's an unusual event, in that the Hobie 16 and 18 teams don't just sail around the course. Each team must also race their fellow sailors down a slalom ski course.



photos by Tom Johnston

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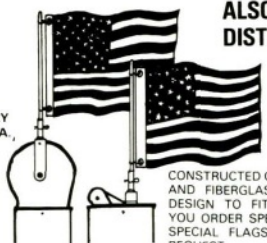
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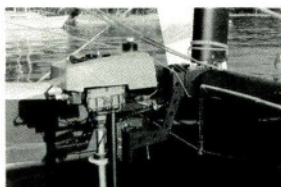
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The weather was perfect this year, with good spring skiing, good sailing on the lake (after a little bit of shifty light air) and no earthquakes. (Some of you may remember the infamous shake, rattle and roll of the 1980 Mammoth Sail/Ski.)

Three Hobie races each were held for a 16 fleet and an 18 fleet. Lake Crowley pulled some typical lake-ish airs, with the wind shifting 180 degrees in either direction, dying, picking up again, etc. Later in the day, though, the wind settled in and started blowing.


The Mammoth Sail/Ski is one of the more elegantly run regattas around. Bo Cunningham (of Mammoth Mountain) arranged for lunches on the spot, barbecues, wine-tasting, gorgeous stained-glass trophies and lots of beer from the event's sponsor, Coors.

After the day of Hobie Cat racing, the recruits from Southern California were showing their style, having taken the top places in each class: in the 16s, Hobie Alter, Jr. (first); Jeff Alter (second) and Lewie Wake (third); in the 18s, Eric Witte (first); Steve Myrter (second) and Mike and Stevie Cooper, Mammoth locals, (third).

As the skiing began on the second day of the meet, the bets were on. Lewie and John Wake had signed up two of the hottest lady skiers in Mammoth for crews, while Hobie, Jr. was rumored to have driven all the way to Lake Tahoe to pick up Leilani Soares, a US Olympic Ski Team hopeful.

While the local sailors had not seemed quite so experienced the day before on Crowley, it was obvious who the hotshots were when they strapped on their skis. The Mammoth Mountain Race Department set up a double slalom course for skippers and then crews to race against each other. The Mammoth locals showed their stuff on that slalom course, though the Southern California boys were not too far behind. The fastest time of the day went to young Joe Walker of the Mammoth Mountain Ski Team.

In the end, Hobie, Jr. (whose crew also had one of the fastest ski times) held onto the first place finish in the 16s, with Jeff Alter and crew Scott McManus (both of whom lived in Mammoth for the winter and practiced their racing techniques) taking second.

In the 18 fleet, a tight match between Steve Myrter and Eric Witte was decided on the slopes. With a throw-out, they were tied in the sailing races. With the combined ski times of skipper and crew, Myrter slipped past Witte by 1/2 second. Mammoth locals Richard Hume and Jim Conrad took third place with their excellent skiing times. 

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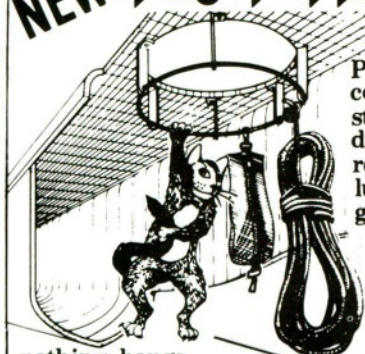
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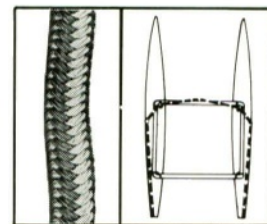
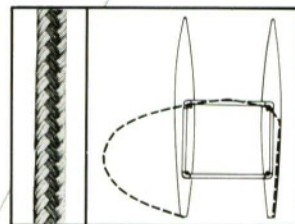
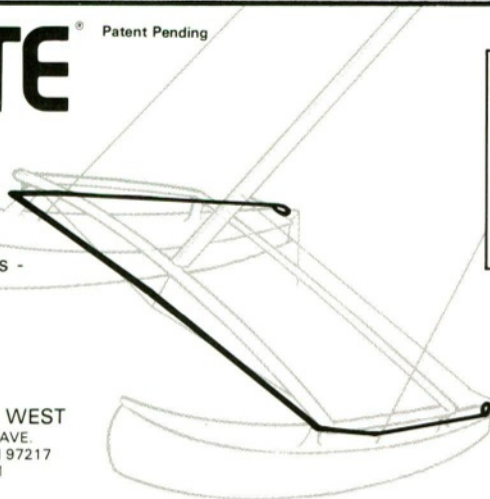
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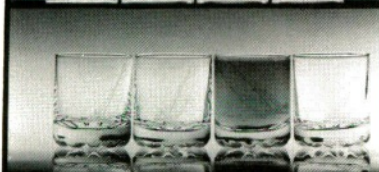
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Hobie 16 Nationals

South Padre Island, Texas
October 10-16, 1982

HOST HOTEL: BAHI'A RESORT

This sub-tropical resort features a flowing lagoon, tennis courts, shops, two restaurants with lounges and two swimming pools. It's right on the beautiful sandy beach of the Gulf of Mexico. There is a 12-story, 200-room hotel and more than 100 one, two and three-bedroom condominiums.

LOCATION:

South Padre Island is near Port Isabel, Texas, 20 miles from Brownsville and 35 miles from Harlingen. This was the site of the 1978 Hobie 16 World Championships.

THE RACES:

Qualifying races will be held Sunday and Monday, October 10-11, with the round robin series Tuesday through Thursday. Friday and Saturday will be the finals. The qualifying races will be sailed on Hobie Class Association supplied boats only.



ENTRY FEE:

All teams, whether pre-qualified or not, will be required to pay a \$80 entry fee.

SKIPPERS ARE REQUIRED TO BRING:

Life jackets, throwables, weights (if necessary) and trapeze harnesses. Skippers may want to bring their own bridge flies, protest flags and tiller extension.

BOAT DAMAGE DEPOSIT:

A \$200 refundable boat deposit will be required upon registering at the event. Do not send this deposit in prior to the event. This deposit is to be refunded in the event no damage is done to your boat by you. The money will become your deductible in the event of damage or loss of equipment.

TRANSPORTATION:

All transportation needs can be taken care of with one toll-free call to Sport Tours. They have arranged special hotel and rental car rates for this event. They can also arrange the lowest possible airfare to South Padre Island. For all your transportation arrangements, call 1-800-854-1011.

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P.O. Box 1008
OCEANSIDE, CA 92054

ALL PRE-QUALIFIED SKIPPERS MUST BE PRE-REGISTERED BY OCTOBER 1!

Imagine trying to transport one Hobie Cat, two sets of skis, four paddles, a canoe, a ten-speed bicycle and one pair of running shoes, located variously in Los Angeles, San Francisco, Seattle and Vancouver, to a small town in Northern Washington for a one-day race. Add a few choice manifestations of Murphy's Law, multiply by 136 and what do you have? The Bellingham Ski to Sea Marathon, held on May 30, 1982 in Bellingham, Washington.

The Ski to Sea Marathon is a fun race, open to all amateur persons 15 years or older. Each team consists of one cross-country skier, one downhill skier, one runner, one bicyclist, two persons in a sailboat and a choice of one or two persons in a canoe or a one-man kayak. There are seven divisions: Open, Women's, Veterans' (age 35-40), High School, All Whatcom County, Masters' (age 45 and older) and Mixed Men/Women. There must be a minimum of three women on a mixed team.

I was a member of the San Andreas Vibrators, a mixed team, along with Sue Brenny (the two of us were to sail a Hobie 16 in the last leg of the race), Gordy Russell (downhill skier), Corneil Russel (cross-country skier and Gordy's wife), Buddy Storm (runner), Mark Gates (bicyclist and team organizer) and Dave Harrison and Dennis Donovan (canoers).

The day before the race, Brenny and I located the Hobie and went to work on her. She hadn't been in the water for more than a year, but she looked like she would float. We spent several hours tuning, tightening the tramp, aligning and shimming the rudders, checking the sails for tears and sail shape, tightening the shackles and taping all the O rings. All that was left was launching the boat and sailing her to the mooring area. That was easier said than done.

By the time we finished with the boat, what wind there was had died. We had a choice: paddle her two miles to the mooring area or launch her down the steep, rocky embankment surrounding the slips. Gung-ho athletes that we are, we chose the latter.

With the help of Gates and Storm, we backed the trailer to the edge and proceeded with caution. The men held the front while Brenny and I anchored. We got about one third of the way down and put the boat down to rest. The loose rocks acted like the little rollers on your trailer, and our Hobie launched herself. As a testimony to quality control, she suffered barely a scratch. We loaded on the sails and paddled 100 yards across the inlet to the slips.

We joined the rest of the team for dinner, discussing strategy over pizza and



Linda Leth

Ski to Sea

Hundreds of people sail, run, ski, paddle and pedal in a mad marathon on the West Coast.

by Linda Leth



beer. Our canoers were entering the Ski to Sea for the fifth time, and they offered some good advice.

"It's really shallow on the bank of the river where the checkpoint is," Dennis Donovan told us. "If you can run faster than you can sail in shallow water, it's best to be as far from the exchange point as they'll allow. If not, then get as close as possible."

Brenny and I looked at each other.

"If you can run faster than you can sail in shallow water, it's best to be as far from the exchange point as possible."

"You run," we both said at once.

The day of the race, we drove up the mountain to take pictures and watch the start. Not until we reached the top did the full impact of the race hit me. There were 408 competitors (136 teams), all warming up, getting ready, psyching each other out.

The race begins with all the skiers starting together—the cross-country skiers to head uphill for a rendezvous spot two miles away while the downhill skiers run, carrying skis and poles, up the mountain by another route. The medallion is passed from cross-country to downhill skier, who speeds back down the mountain and passes it to the

runner. The runner has eight miles—during which he loses 4,000 feet in altitude—to go before he passes the medallion to the bicyclist. The bicyclist pedals 46 miles to meet the canoers, who paddle downriver to the sailors on the bay. One sailor meets a canoer on shore, takes the medallion and runs out to the boat with it for the last part of the race.

At exactly 8:30 a.m., the gun went off. It was a spectacular sight: snow-covered mountains, crystal blue sky and 172 people shooting up the mountain. As soon as the area cleared, we went to find our runner, Storm, and wish him luck. We found him outside the lodge,

stretching and limbering up.

Thanking God that we didn't have to face that eight-mile downhill sprint, we got into the car and drove Gates down to the bicycle checkpoint. Gates was getting nervous. He'd driven the course in the car the day before, and it was tough. There were a lot of curves and hills.

"Smile!" Brenny hollered, but all he could manage was a nervous laugh. Of all the team members, Gates was the most competitive. With a few encouraging words, we drove down the mountain to the bay.

It would be a couple of hours before the racers got to the bay, but I was in such a hurry to get on the water that I managed to clock in at 62 MPH in a 35 MPH zone. Let me tell you, everything you hear about small town police officers is true.

We made it to the boat (finally) and rigged it without any mishaps. There was no wind, so we had to paddle from the mooring area to the start. There, where the Bellingham River joins Bellingham Bay, were more than 130 sailboats of every description. The only stipulation in the rules is that the boats be less than 16'7" long. Most were Hobie 16s, with a scattering of other catamarans, monohulls and homemade craft. We found a spot, beached the boat and

Continued on page 51

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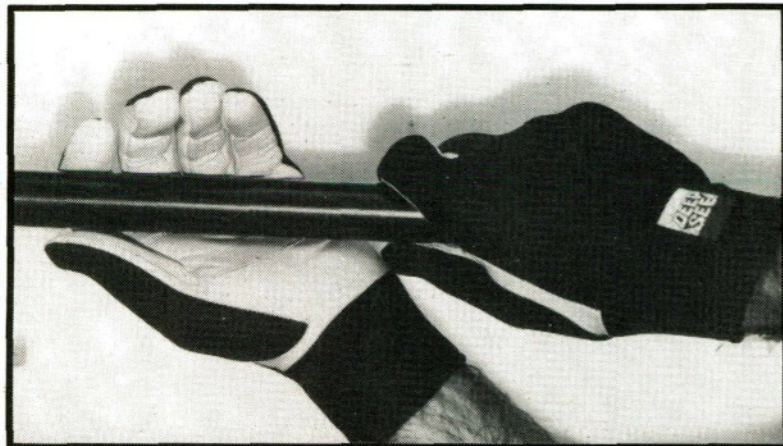


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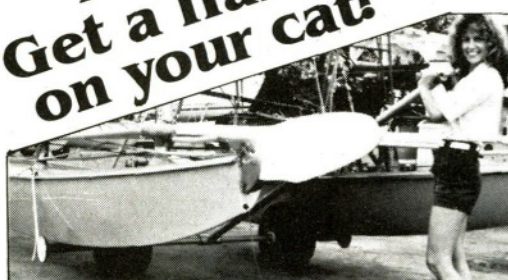
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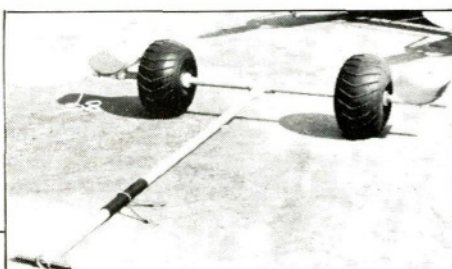


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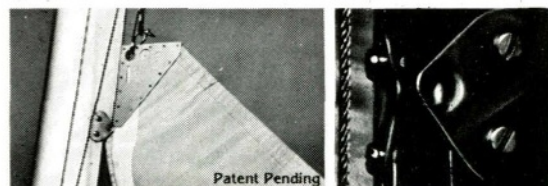
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Hobie Briefs

Hobie Goes Hollywood

Hobie Alter's hit the big time. The crew from television's *60 Minutes* followed him up the last bit of the Worrell 1000 race, then flew to California for a ride on a Hobie 33. Alter also took Harry Reasoner out for a sail on a Hobie 16 at Hurricane Gulch in San Pedro, California. Be watching for it this fall.

Those of you in the eastern part of the country may also catch a glimpse of Hobie Alter in a United Airlines commercial that's scheduled to be released very soon.

Hobies Sweep Round Texel Race

In the largest catamaran race in the world (503 boats entered), Hobie 16s took the first four places. Also placing in the top 10 were another 16 in sixth and a 14 in ninth.

The race is an annual round-the-island event at Texel, Holland. Held on June 12 this year, it is open to all types of catamarans.

Kodak Colorama

The striped sails of Hobie Cats billow in a summer breeze along the shore of a Rocky Mountain reservoir in a recent Kodak Colorama.

The scene was captured just before a regatta on Dillon Reservoir, about 70 miles west of Denver, by photographer Chuck O'Rear. It will be used as part of an upcoming Kodak television commercial to demonstrate the sharpness of the film.

Catamarans is number 481 in the 32-year-old Colorama series. The world's largest color transparency, it is composed of 20 individual panels, spliced together and placed on an 18-foot spool. The spool is unwound on a special track for display.

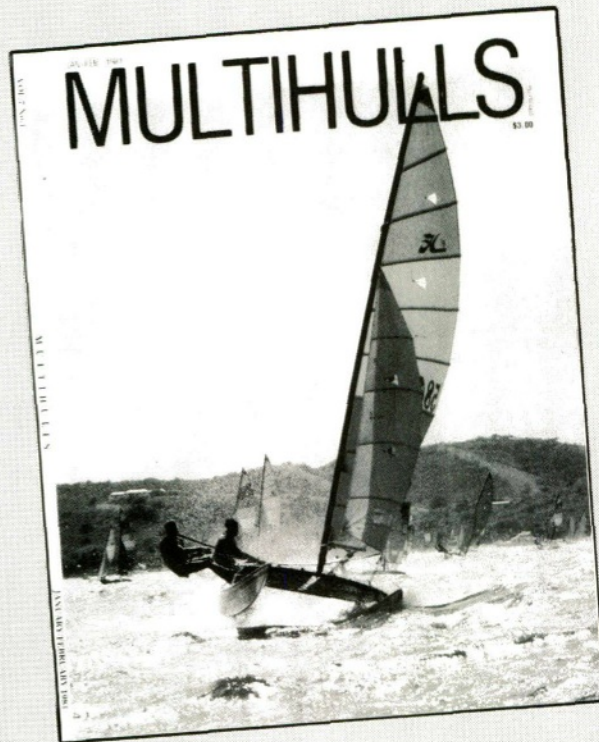
Each Colorama is displayed high above the main concourse of Grand Central Station in New York City, where it is viewed by more than 352,000 people daily. Subjects range from striking landscapes and nature scenes to examples of scientific photography or significant events.

We're Going to France!

The second Hobie 18 World Championships will be held June 19-26, 1983 in Hyères, France. Halfway between Marseilles and Cannes, Hyères lies along the warm Mediterranean coastline. The regatta site, located on a peninsula, will be an exciting venue for this prestigious event.

Batten Hinge Ruling

The World Hobie Class Association World Council recently met and approved the new Hobie 16 jib batten hinge (see ad on page 49) for class racing. The council determined that the hinge doesn't affect the speed of the boat but does eliminate the jib batten hang-up on the mast and halyard.



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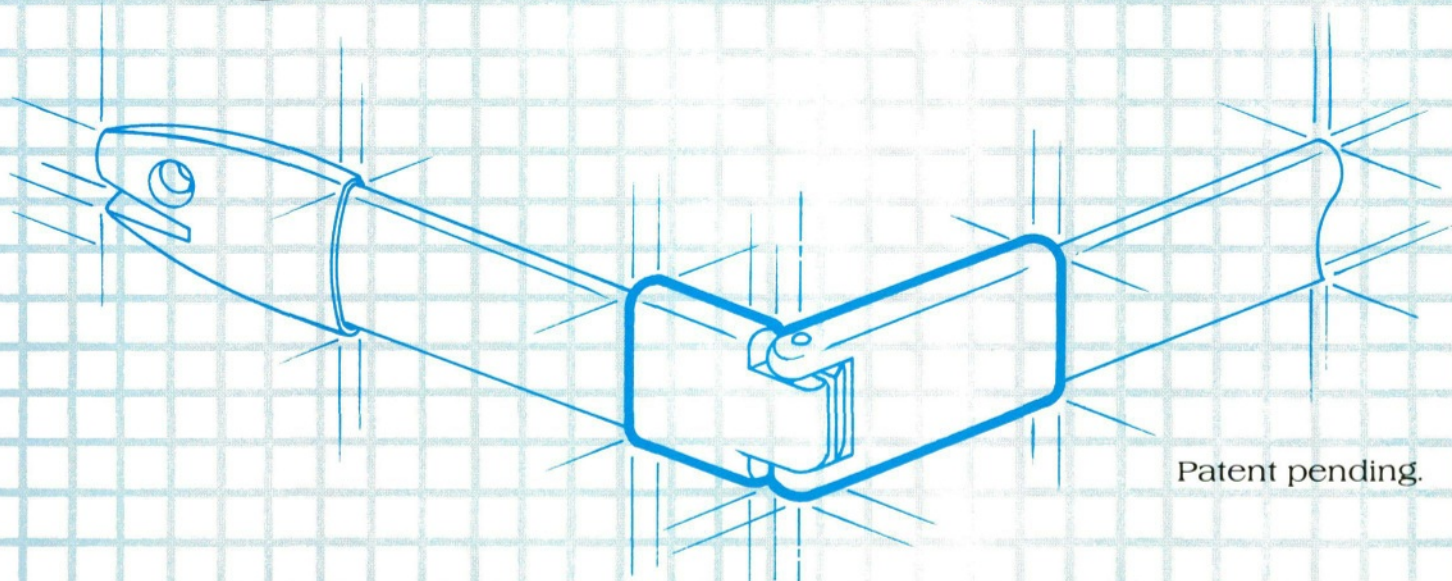
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The New Batten Hinge for the Hobie 16:



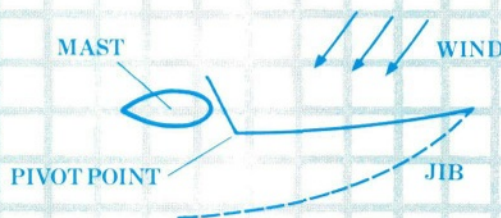
Patent pending.

We liked it so well, we bought it.

When Fritz Harnsberger introduced his Batten Hinge, our research and design department ran extensive endurance tests, equivalent to 10 years of use, and reported the Batten Hinge to work like a charm. We were so impressed, we bought the design and tooling from Harnsberger.

Inexpensive and easy to install, the Hobie Batten Hinge allows the jib battens to pivot on contact with the mast, then snap back straight after the tack, sliding smoothly across the mast without hang-up. Designed by Hobie Fleet sailors, the Hobie Batten Hinge reduces jib wear and can be expected to last the life of your boat.

Spend less time yelling at your crew: Install the new Hobie Batten Hinge. It takes only 10 minutes and will save you both hours of frustration. Ask your local Hobie dealer to



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Approved by the World Hobie Class Association Rules Committee for class racing.

Hobie Hot Tips

Vocabulary for the Learning Sailor

For quick, easy reference, here are some of the most commonly used sailing terms.

Abeam: At a right angle to the boat.

Back or **Backwind:** To push or hold sails out to windward so wind pushes boat backward.

Bear off: To turn the boat to leeward.

Beat: To sail to windward.

Bow: The forward part of the boat.

Clew: The lower back corner of a sail.

Close hauled: Sailing as close to the wind as possible.

Come about: See *tack*.

Come up: See *head up*.

Downhaul: A tension line for hauling down the luff of a sail to give it a more effective shape when hoisted.

Downwind: With the wind at the back of the boat.

Foot: The bottom edge of the sail.

Gooseneck: A fitting connecting the boom to the mast.

Grommet: A metal ring set into material for a line to attach to or through.

Halyard: A line for hoisting the sail.

Head: The top corner of a sail.

Heading: The direction of a boat's travel.

Head off: To turn a boat away from the wind.

Head up: To turn a boat closer to the wind.

Headstay: The forward wire supporting the mast.

Head-to-wind: Bow headed into the wind, sails luffing.

Hiking straps: Straps on the trampoline under which a sailor tucks his feet to facilitate getting his weight further out as the hull starts to lift.

In irons: A boat that will not come about but lies head-to-wind is said to be in irons.

Jibe: To turn the boat by causing the sails to swing over to the opposite side when sailing downwind.

Leech: The aft edge of a sail.

Lee: The side of the boat away from the wind; opposite of weather.

Leeward: The direction away from the wind; opposite of windward.

Leeward mark: The mark dead downwind from the starting line. Usually called C mark.

Luff: To head a boat into the wind; the forward edge of a sail.

Luffing: The flapping of sails as they fail to draw wind.

Masthead fly: A wind indicator mounted atop the mast.

Mast rake: The amount a mast leans fore or aft.

Off the wind: Any course except one to windward, which is called on the wind.

Outhaul: A line used to haul the clew out to the end of the boom.

Pinch: To sail a boat too close to the wind.

Pointing: Sailing close to the wind.

Port: The left side of a boat.

Reaching: Sailing between close hauled and downwind. *Close reach:*

Wind forward of abeam. *Beam reach:* Wind abeam. *Broad reach:* Wind aft of abeam.

Reaching mark: The mark lying on a reach from the windward mark. Usually called B mark.

Reef points: A series of grommets, through which short pieces of line are tied, located several inches above and parallel to the boom, which are used for reducing the area of the mainsail during heavy winds.

Rigging: All the lines and wires of a boat. *Standing rigging:* Supports the mast. *Running rigging:* Controls sails.

Righting line: Line used to right a capsized boat.

Rudder: The blade that steers a boat, controlled by the tiller.

Shackle: A u-shaped fitting with a removable pin, used to secure halyards to sails, etc.

Sheet: A line used to control a sail.

Shrouds: The wires that support the mast from the sides.

Spars: Masts and booms.

Starboard: The right side of the boat.

Step: To set a mast in position.

Stern: The back end of the boat.

Tack: To change course by heading into the wind and bringing the wind to the opposite side of the sail.

Telltale: A short piece of ribbon tied to the shroud or on the sail to indicate wind direction and help trim the sail.

Tiller: A bar connected to the rudder head and used to control the rudders, thus steering the boat.

Traveler: A metal track and car used for trimming the mainsail.

Traveler car: The car on the traveler to which the mainsheet is attached.

Trim: To set the sails at the correct angle to the wind.

Upwind: Toward the wind.

Vang: A line to steady the boom when off the wind.

Weather: Toward the wind; same as *windward*.

Windward: Toward the wind; opposite of *leeward*.

Weather mark: The mark that lies upwind from the starting line. Usually called A mark.

Ski to Sea

Continued from page 44

waited for the canoers to arrive.

It was a long wait. We had decided Sue Brenny would meet canoer Dave Harrison on shore, take the medallion from him and run to the boat. I'd hold the boat in water deep enough to float her, and wait for Brenny. The water was so shallow and muddy that deep enough water turned out to be 100 yards offshore and more than half a mile from where the canoers landed.

"Next year," said Brenny, "you run."

We heard it before we saw it: A large helicopter carrying media people sighted around 1:00. It hovered over the checkpoint as the exchange was made. An excited crew grabbed the medallion and headed for his boat as the other

teams cheered him on. Another crew soon followed, then another, while I sat, disappointed, waiting and wondering where my team was.

Two hours passed, along with more than 50 boats. I was hot, tired and engaged in conversation with the woman holding the Hobie next to me. She was on a women's team and expected to do fairly well. So far, no all-women teams had sailed.

We were deep in chatter when the man on the other side said, "Hey, isn't that your crew?"

"Huh?" I looked up, and sure enough, there was Brenny, running through the ankle-deep mud and yelling, "Get it moving!"

I started walking the boat out farther. It was difficult to even walk in the gluey mud. I wondered how Brenny could be running. We joined up and started

sailing, if you can call it that, as soon as the water was deep enough. There was hardly any wind, and most of the boats that had taken off in the last hour were drifting slowly toward the mark. It was downwind, and we settled down for a long haul.

"Don't look now," I said to Brenny, "but it's filling in from behind." We couldn't believe it. Analyzing the situation, we discussed which boat we wanted to catch.

"I want that one," Brenny said, pointing to the farthest boat. There must have been 20 boats and an hour's sailing between us and them, but she stood firm. "I want it."

We passed them one by one, until we made the mark with only four boats ahead of us, not counting the 25 that had already finished. The second mark was a reach, and we didn't catch anyone.

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SUPER RUDDERS are internationally known and used by the best skippers in the world. Our rudders are hand-made with patented, high-performance fiberglass. Separating the water with RaZor accuracy combined with hydro-dynamically balanced foil shape.



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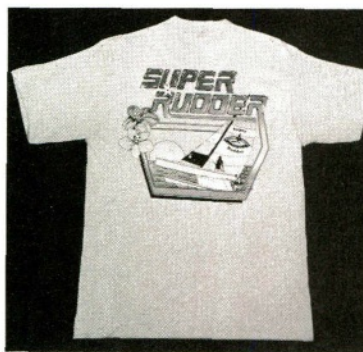
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Order Form

Please ship:

NAME:
ADDRESS:
COLOR: WHITE, SKY-BLUE, BANANA
YELLOW (please circle)
SIZE: SMALL, MEDIUM, LARGE,
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NUMBER OF SHIRTS:

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SUPER SAILBOX



SUPER SAILBOX

9'8" wide, 10" deep. Manufactured with same quality as **SUPER RUDDER**. **SUPER SAILBOX** has reinforced foam corelid, same as Hobie Hull. Bottom of **SUPER SAILBOX** has three (3) cross stringers for extra strength to allow sails and equipment to dry without resting directly on the bottom. Lid opens at either end for easy access. Price \$225.00

SUPER SAILBOX comes with two wood mounting blocks and two special non-corrosive marine hardware hasps with lock clips.

Our new **SUPER SAILBOX** is made of same construction, and will allow Hobie 18 dagger boards to lay flat on the bottom. Dimensions are 10" deep, 21" wide and 10' long. Price \$260.00. Hobie 18 dagger board tray \$15.00 each.

We ship anywhere in the U.S. for \$25.00 on all prepaid orders. Fits all catamarans.

AUTOMOTIVE • INDUSTRIAL • MARINE • SUB-SEA



HOBIE 18 NATIONAL CHAMPIONSHIPS

October 24-30

Key Biscayne, Florida

ENTRY FEE:

All teams, whether pre-qualified or not, will be required to pay a \$100 entry fee.

LOCATION:

Key Biscayne is just eight miles from downtown Miami, 14 miles from Miami International Airport. It's a beautiful, sub-tropical island with palm trees and miles of sandy beaches.

BOAT DAMAGE DEPOSIT:

A \$200 refundable boat deposit will be required upon registering at the event. Do not send this deposit in prior to the event. This deposit is to be refunded in the event no damage is done to your boat by you. The money will become your deductible in the event of damage or loss of equipment.

TRANSPORTATION:

All transportation needs can be taken care of with one toll-free call to Sports Tours. They have arranged special hotel and rental car rates for this event. They can also arrange the lowest possible airfare to Miami. For all your transportation arrangements, call 1-800-854-1011.

SKIPPER'S ARE REQUIRED TO BRING:

Life jackets, throwables, weights (if necessary) and trapeze harnesses. Skippers may want to bring their own bridle flies, protest flags and tiller extension.

HOST HOTEL:

THE SHERATON ROYAL BISCAYNE HOTEL

Situated on beautiful Key Biscayne, the hotel overlooks the Atlantic Ocean and boasts 1/4 mile of private beach, ten tennis courts, two restaurants, two bars, two swimming pools and a poolside barbeque.

THE RACES:

Qualifying races will be held Sunday and Monday, Oct. 24-25, with the round robin series Tuesday through Thursday. Friday and Saturday will be the finals. Qualifying races will be sailed on HobieClass Association supplied boats only.

HOBIE 18 NATIONAL PRE-REGISTRATION

NAME _____
ADDRESS _____
CITY/STATE/ZIP _____
CREW _____ CREW'S HOMETOWN _____
WEIGHT (SKIPPER & CREW COMBINED) _____

() I AM PRE-QUALIFIED FROM DIVISION _____

() I WISH TO ATTEMPT TO QUALIFY FROM DIVISION _____

MAIL YOUR PRE-REGISTRATION TO: HOBIE CLASS ASSOCIATION

P.O. Box 1008
OCEANSIDE, CA 92054

ALL PRE-QUALIFIED SKIPPER'S MUST PRE-REGISTER BY OCTOBER 10

ACCOMMODATION AND TRAVEL RESERVATION REQUEST

NAME _____ PHONE () _____
ADDRESS _____
CITY _____ STATE _____ ZIP _____
NUMBER OF PEOPLE _____ ARRIVAL DATE _____ DEPARTURE _____
NAMES _____

_____ HOTEL ROOM - \$55 PER NIGHT (SINGLE OR DOUBLE)
_____ LANAI ROOM - \$90 PER NIGHT (1 TO 4 PEOPLE)
\$100 DEPOSIT REQUIRED FOR EACH ROOM

CAR RENTAL

_____ ECONOMY @ \$19/DAY \$69/WK
_____ COMPACT @ \$20/DAY \$79/WK
_____ MID @ \$22/DAY \$89/WK
_____ FULL @ \$24/DAY \$99/WK
UNLIMITED MILEAGE.
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RATES SUBJECT TO STATE TAX.
\$25 DEPOSIT REQUIRED ON EACH CAR.



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MAIL TO: SPORT TOURS, INC.
HOBIE 18 NATIONALS
P.O. BOX 747
DEL MAR, CA 92014

We still had four boats to pass as we headed for the finish, an upwind leg.

We got one, then another. We were right on the tail of the third when we ran out of room. Looking behind us as we crossed the line, we saw the 20-odd boats we'd passed.

"Not bad," Brenny said, "but I wanted that one."

The finish line was just offshore, and a large crowd had gathered. The rest of our team was there, cheering us on. They were ecstatic that we had done so well. Mark Gates swam out to congratulate us.

We later learned we'd placed 28th out of the 136 teams entered, with a time of seven hours, 34 minutes and 59 seconds. Not bad for more than 80 miles. We finished fifth in the mixed division, the best yet for the San Andreas Vibrators. My only regret was that I didn't get to watch the other members of our team race.

In true after-race style, we headed for beer and stories of how much fun (agony, frustration, satisfaction) it was. Brenny and I tried to explain the luck of the wind to these non-sailors, but they wouldn't listen. We can only hope that next time we're just as lucky, and that the Wind Gods are just as kind. *KL*

Linda Leth is one of the top women Hobie sailors in the U.S.

Hobietorial

Continued from page 4

Watch out for low electrical power lines when sailing, raising or lowering your mast, launching or trailering. The lines are deadly.

When you discover a low power line in your sailing area—land, sea or lake—write the appropriate power company president and tell him where, how and why the hazard exists. (Sad experience tells us that a telephone call or even direct one-on-one verbal contact to power companies often doesn't work. The message just fails to get through.) Send us a copy of your letter, so we can follow up and also send you a Hobie "goodie" from our Bounty Program.

Write your US Senators and Congressmen and tell them in no uncertain terms that you support Senate Bill S2631—the Product Liability Act—recently introduced in the US Senate by Senator Robert Kasten (R-WI).

This bill recognizes the inequities in today's product liability laws and is designed to make them fairer for all parties involved in accidents across America. If you're interested, we'll be happy to send you a copy of the June 16, 1982 Congressional Record describing the bill. Just write and ask. You'll be amazed at the facts.

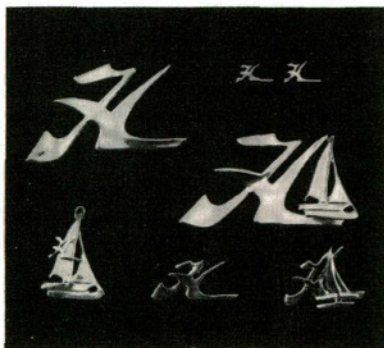
Give up? Not this Hobie sailor! Fair winds and good sailing and thanks for your support! Sailing needs it.

Doug Campbell

Doug Campbell
President, Hobie Cat

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<i>KL</i> Pendant 1 1/4"	\$124.95	_____
<i>KL</i> Catamaran with small <i>KL</i> 1 1/4"	\$85.95	_____
<i>KL</i> with Catamaran 3/4" (small)	\$69.50	_____
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Plus 5% Sales Tax _____

Total Cost _____

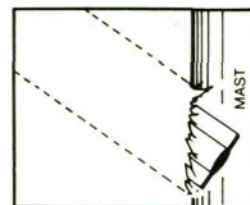
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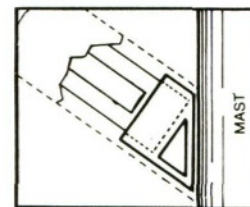
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E Hele Mai E Hui Aloha me māua



Marci Moore

"The best things that have happened to me were unexpected," model Kahala Del Rey once told a reporter in Hawaii, and that seems to hold true for her today. Her recent marriage to our own Hobie Alter is almost as much a surprise to her (and Alter) as it has been to anyone else. "I think we're both a little shocked," Del Rey told *Hot Line* staffers shortly before the wedding.

A well-known model whose most-acclaimed work is probably the Wild Wahine bikini ads, Del Rey has done countless other newspaper and magazine ads as well as appearing in walk-on parts in *Hawaii Five-O*, *Magnum P.I.*, *The Devil and Max Devlin*, *First Family* and other shows. She was named Miss Congeniality in the 1981 Miss Hawaii USA contest.

The newlyweds met at a Hobie apparel promotion in Honolulu, but they both were pretty busy and didn't have time for more than a dinner together.

"We exchanged autographed pictures," says Del Rey with a chuckle.

It wasn't until three months later, when Del Rey came to the mainland to work, that they began to see a lot of each other. After that, things began to fall into place for the happy couple.

So how will Kahala Del Rey manage career and marriage?

"I'm not going to have a career—I'm going to be a wife first," she says contentedly. "I always wanted a marriage that came first. You set your priorities; at one time mine was my career. You couldn't even talk to me about marriage."

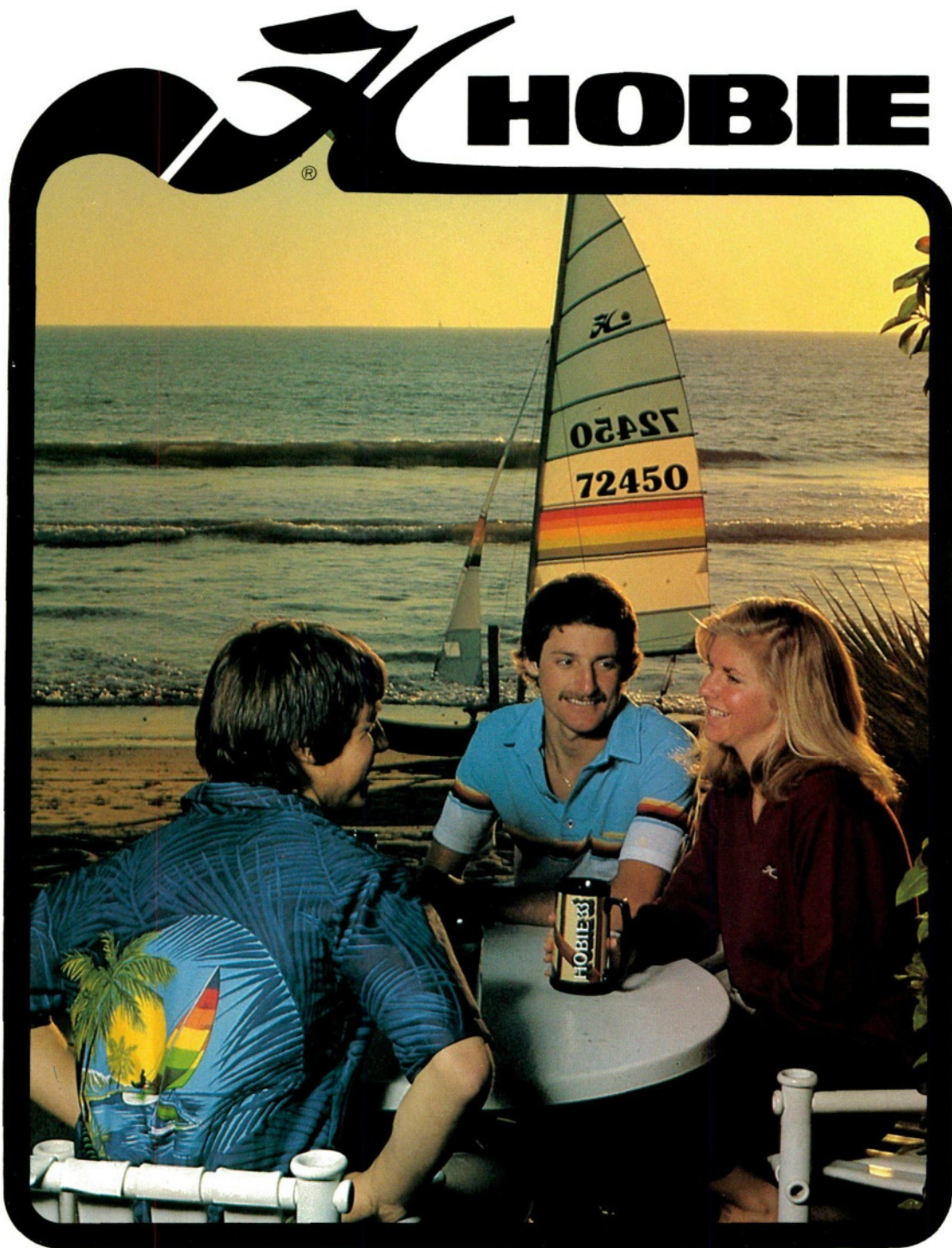
Concluding that she will still accept modeling jobs, though not aggressively seeking them, Del Rey says that she'll rely heavily on Alter's management.

"I like that," says she. "I want Hobie's opinion. We have the same outlook on a lot of things."

Perhaps the question foremost in many Hobie Catters' minds is: How does Kahala Del Rey feel about sailing?

Says she, with a big smile, "I love it."

KAHALA & HOBIE



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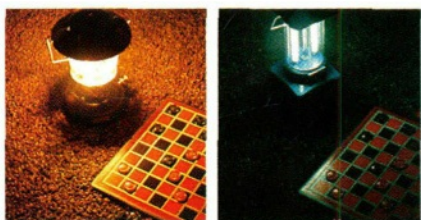
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