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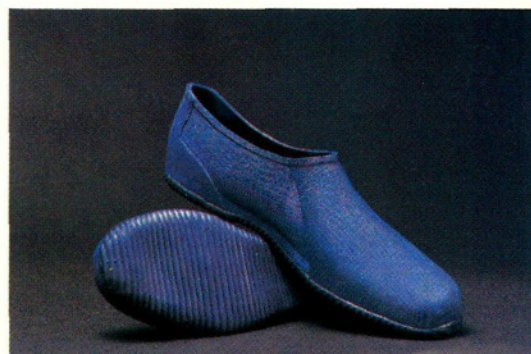
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Hobie **HOTLINE**

January/February 1985

Volume 14 Number 1



Robert Brown

FEATURES

12/Ask the Expert

Mast leaks and rudder hum? John Hackney comes to the rescue.

14/Hobie Trivia

You know who won Best Actor in 1937 but how about Hobie Trivia?

20/There's More to Sailing than Tuning

Brett Dryland advises tuning the sailor as well as the boat.

23/Comfort Is Key

A simple how to guide to maximum comfort.

24/Formula for Success

The first in another series from Dave Perry.

26/Hot Winter Sailing

Hobie sailors generate their own sailing heat on iced lakes.

30/A Racing Montage

A photographic tour through the recent championship races.

ON THE COVER



San Francisco Bay provides a scenic week of racing for the Absolut Vodka Hobie 18 National Championship racers. Photo by Robert Brown.

REGATTA REVIEW

42/The Boys from Down Under Come Out on Top

The Aussies took on the world at Ft. Walton Beach and won.

44/Hobie 18 Sailors Take on The Bay

Currents, wind, Alcatraz and a few cargo ships not withstanding.

46/Tucker, Winter and Cope Star on Hobie 14s

Turbos, women and 14s mixed in a Hobie 14 celebration.

DEPARTMENTS

6/Hobietorial

11/Letters

68/Briefs

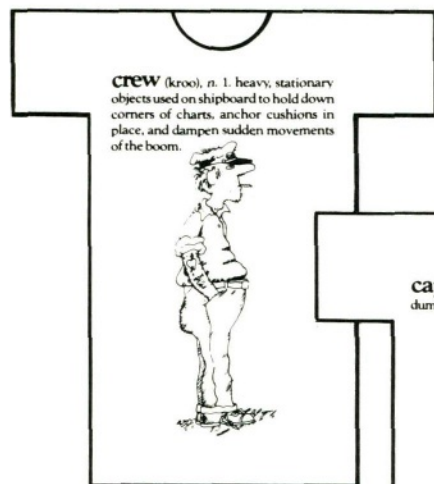
69/Hot Tip

70/Last Look

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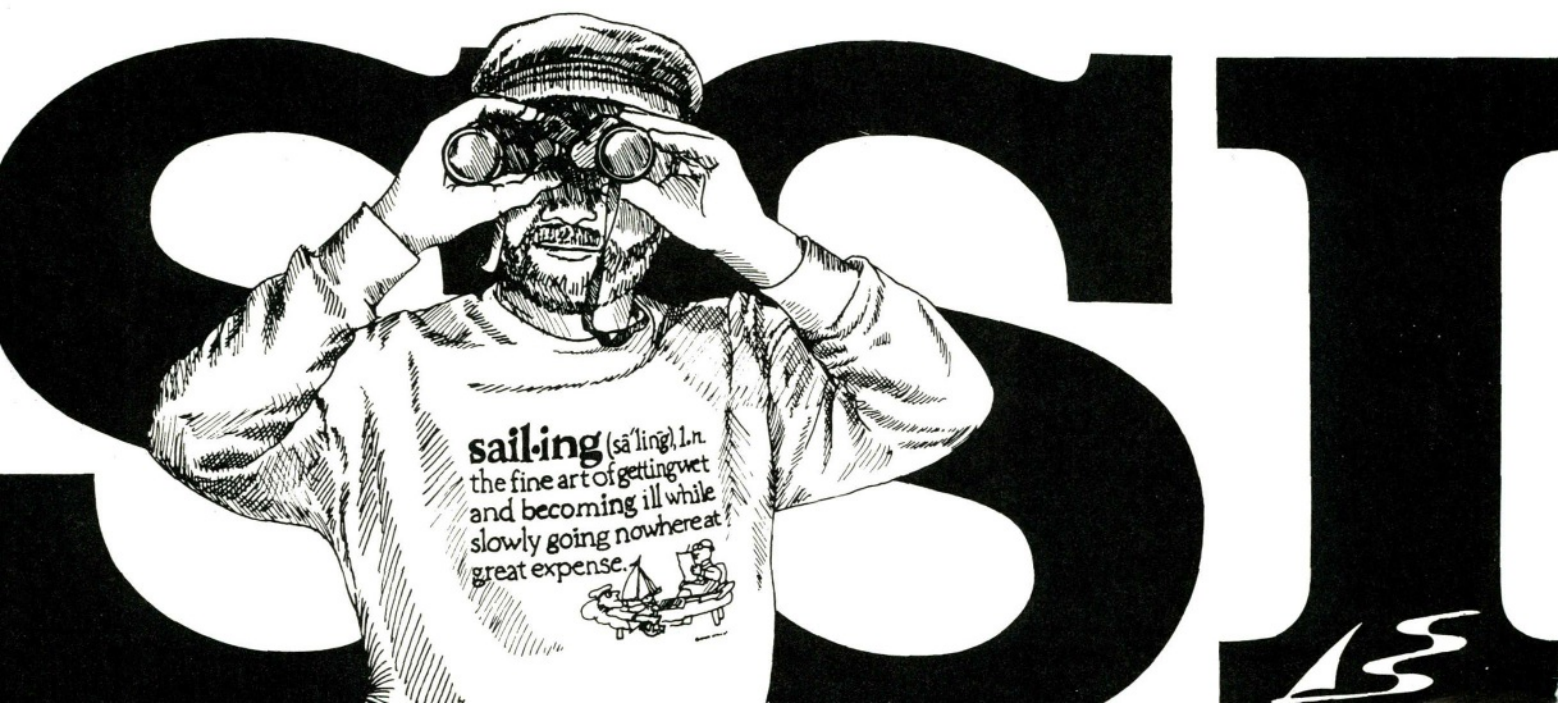
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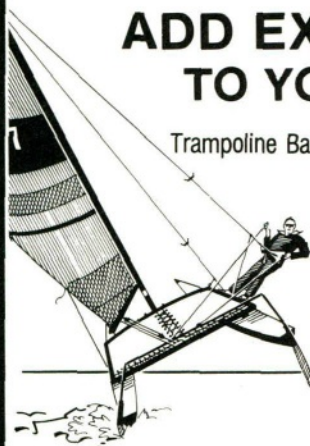
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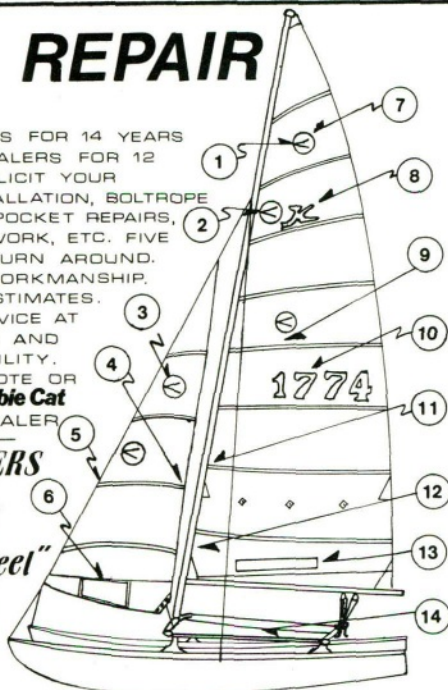
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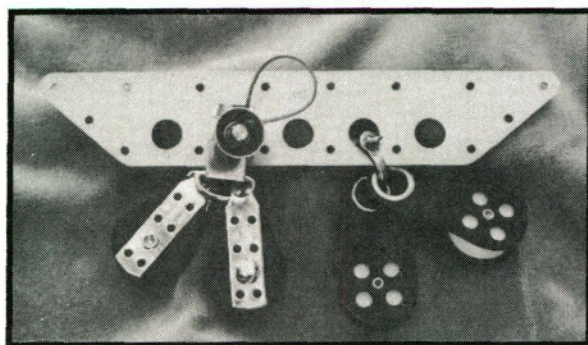
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The HOTLINE staff has been reminiscing around the office lately about how far we've come in the last four years. Many of you have watched and appreciated our growth. You've written, commented, shared your photographs and your Hobie sailing stories with us. What we have in common is a sport, a sailing activity, yet there seems to be more than that when two people go out for a sail, or hundreds of people gather at a major championship. The term, the Hobie Way of Life, was coined many years ago and it has come to mean something to many of us. It may have started with one man's commitment to a vision he had for fun. Now it is each of us that makes this sport something that contributes to our lives, adding some joy, excitement, and friendship.

There's something about a congregation of international Hobie sailors that is always an inspiration to me. Take the Fifth Absolut Vodka Hobie 16 World Championship in Ft. Walton Beach, Florida. The world seems to be a little bit smaller after you've breakfasted with Alice from Singapore, a couple of the hotshot Australians, and a crazy New Zealander, with a quick visit from the Dutch contingent thrown in. You sit discussing sailing like these are your everyday buddies that you haven't seen for awhile. At one such breakfast, I realized the opportunity Hobie Cat sailing has provided many of us.

In this issue we celebrate the relationship amongst the Hobie sailors of the world. It's a relationship that is just as strong among the daysailors as it is among the racers who gather at championship events. You'll find articles about the U.S. Hobie 18, 14, 14 Turbo and 14 Turbo Womens' titles. The Hobie 18 sailors had an outstanding week on San Francisco Bay in unseasonably warm and beautiful weather and lighter winds than the usual howl. The women Hobie sailors from across the country (with one important addition from South Africa) had another great event, this year on Turbos. The Womens' event could have been called a women's world championship with South Africa's Caroline Winter demonstrating her expert boat handling and speed.

Next up is the world championship for Hobie 16s. Ft. Walton Beach, Florida put on a grand welcome for Hobie sailors throughout the world. For those of us from the states, Ft. Walton may not sound like an exotic location, but I can tell you, when they say "white sand beaches," they mean it. I never realized that California has brown sand beaches. The warm wind, clear water, and palm trees made it seem like we were in the Caribbean. The mix of this wonderful weather and scenery with the

local hospitality made the world championship another excellent celebration.

As you'll see by the results, the Australian Hobie sailors dominated at the world championship. The new world champion, Garry Metcalf, was followed by fellow Australians Brett Dryland and Ian Bashford in second and third place respectively. Suspecting that the Australians may know something we don't, HOTLINE went to Brett Dryland, who convincingly won the Absolut Vodka Hobie 18 U.S. National Championship regatta in San Francisco. We checked to see if there was some secret the Aussies had discovered. His answer may surprise you.

By now you non-racers must be saying "Enough already, so what if these guys are fast." At the finale of the racing season, all this racing talk may be a little tedious. You haven't been forgotten. In fact, we've included an article by Terri Crary, titled *Comfort Is Key*, for some of you newer day sailors. Crary includes valuable tips for assuring your day on the water is as enjoyable as possible. Add in lots of exciting sailing photos from the recent events and we're confident you'll enjoy the issue as much as any hard core racing buff. Next issue, look for some more information on cruising and daysailing.

Well, this Hobie sailor was so inspired by the worlds and the people who attended that I have decided to hit the road and travel as a world roving reporter for the HOTLINE. You can expect to read about Hobie sailing around the globe. My first stop will be Fiji (it sounded so good in the last issue) then on to the Hobie 18 World Championship in Port Macquarie, Australia. After that, I'll head wherever the wind blows and Hobies are sailing.

No matter how excited I am about setting off, it's not easy turning this magazine and my relationship with you as readers over to the rest of the team here. What makes it possible is my faith that they are the ideal people to keep bringing you an outstanding magazine dedicated to Hobie Cat sailors. You can count on Brian, Bonnie, Judy, Jana, our freelance staff of photographers and newcomer Terri Crary to keep up the standards. I know that they will fully deliver on the Hobie Cat experience.

Over the past four years the HOTLINE has grown and gotten better, not only by my standards but yours also. I used to get letters about misspelled words in the headlines. Some of you expert grammarians may still catch us from time to time, but, thank goodness, Brian Alexander has brought a little sanity to the HOTLINE's writing. Brian will be taking on the editorship of the HOTLINE. Terry Crary, a

Continued on page 67

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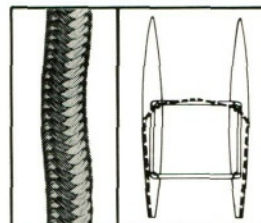
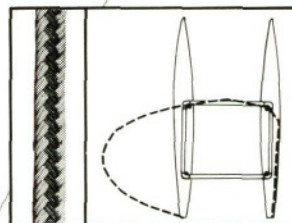
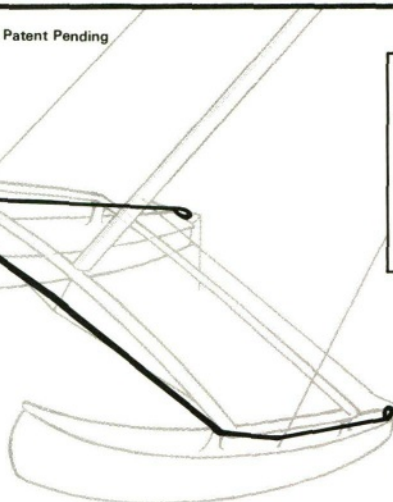
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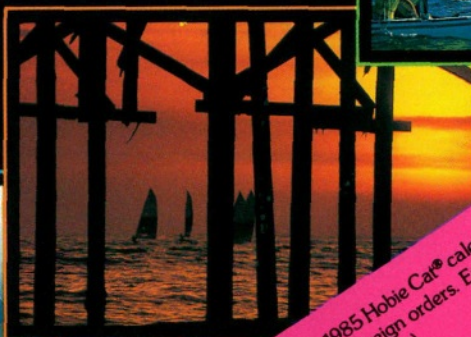
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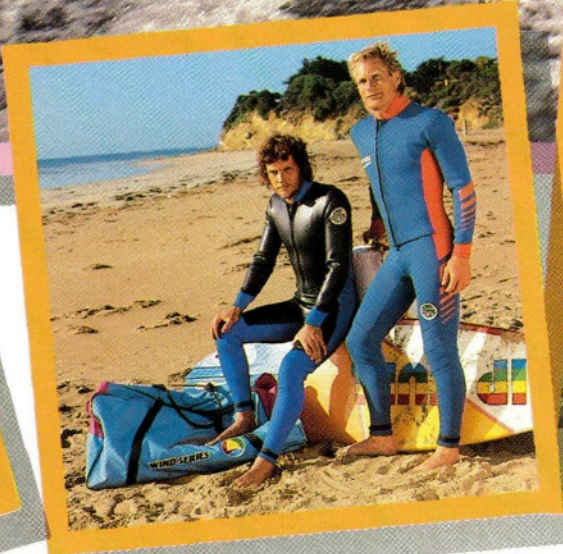
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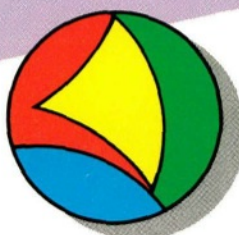
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LETTERS

In Praise of the World Championship.

Hobie 16 Worlds. What can I say. It was exquisite. The ultimate in racing was seen on the constantly choppy waters. It was more than a challenge for Edna and myself, plus the presence of sharks made Edna slightly "hesitant" to enter the water.

In addition to all this, we were having the time of our lives. The opening ceremonies were breathtaking. All in all, it was a pleasure to meet people from all over the world and to form friendships so easily. People are people, no matter where they are from. Adding a Hobie to the scene just adds to the fun.

Bill and Edna Kocsis
Fleet 23
Dallas, Texas

Questionable Conduct at the World Championship

We were shocked and appalled at the gross breach of sportsmanlike conduct exhibited by a certain competitor, namely Shaun Ferry of South Africa, at the recent Absolut Vodka Hobie 16 World Championship.

Probably the closest tussle of the regatta was the battle for maximum total points over the ten race series. Going into the final race of the series, a tight three-way struggle had developed between Junco of Puerto Rico, Ferry of South Africa and Ian "Fresh" Burns of Australia. They were going for a new world record. Who would be dead last in the championship series and accumulate the most points?

It went down to the wire for this prestigious honor. The skippers hit the line at the start of race ten, and it was here that the breach occurred. Ferry was over early. In a moment of boyish high spirits, Ferry continued racing despite acknowledging the hails of the race committee thus earning himself a DNS although finishing fourteenth.

We, the World Maximum Point Scoring Committee, would like it known the DNSs are not recognized as scores when attempting to achieve maximum points. We therefore award Ferry his position and points at 14.

Yes, we know this is a harsh penalty, but we simply must keep the striving for maximum points a clean enterprise, unstained by those who would thwart the spirit of finishing last. We hope this will serve as a warning to prospective competitors in our events.

Judiciary Committee
WMPSC

Skimming the Senses

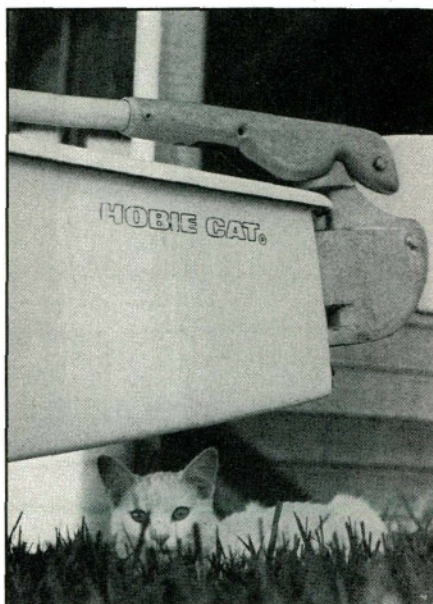
The reaching . . .
cool water splashes up over the pontoons
caressing my body as we gracefully glide
over the sparkling water;
The running . . .
mesmerizing pulsations of the waves
creating a timeless freedom,
enveloping my psyche
leaving an elusive trance;
The beating . . .
gentle flapping of the tattletail against
the bright colored canvas,
reacting to the natural vectors;
directs our course;
Coming about . . .
the shoreline blending in with the horizon
leaving only the senses to
flow with the imagination
carrying us to an unfamiliar destination;

A slight gust sends us on a different trek,
carrying us further, until consciousness
has docked ashore
The footprints in the sand imply reality,
yet my spirit is still with the craft,
sailing . . .

Larissa Kreth
Hobart, Indiana

A Hobie Cat?

Greg Madison, an employee of San Diego's Mission Bay Aquatic Center sent this photo to HOTLINE. Perhaps the feline senses it has found a lost relative.



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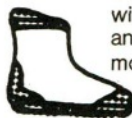
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ASK THE EXPERT

By John Hackney

DO YOUR EPO RUDDERS HUMMMMMMM?

Help us get the rudder hum out of our new EPO rudders. The directions that come with them aren't the greatest. I've tried just about everything recommended, and they still hum. We have had only one person in our local fleet get the hum out of his. I'm afraid to do too much sanding, for fear of breaking thru the fiberglass. My rudders fit snugly into the casting, I've installed the nylon rudder shims, installed new nylon rudder pins, and my gudgeons are in good shape. I have also padded the lower part of the casting with duct tape to take up any slop as told in the 18 performance manual.

I'm sure we in fleet 86 aren't the only ones having this problem. If we are, maybe we have a bad batch of rudders.

Please help. I will keep an eagle eye out for an article on this subject.

Keith Reynolds

Fleet 86

Odessa, New York

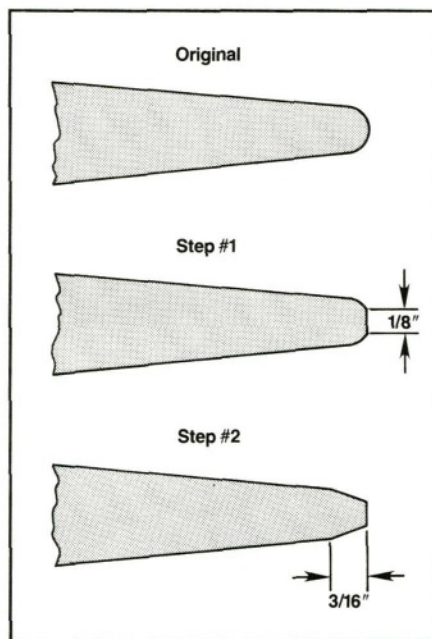
Humming rudders are not unique to EPO rudder blades. Hobie 16 Lexan and Hobie 14 ABS both have the same problem which has a common solution. The hum is caused by the water breaking free from the back edge of the rudder blade. The smooth round aft edge of the rudder hinders water separation from the rudder blade creating vibrations, which we hear as a hum. Sharpening or squaring off the aft edge of the rudder will stop the hum. ABS or Lexan rudder blades are constructed with solid plastic and could be filed extensively. However, the lighter EPO blade has approximately 1/16" skin (fiberglass-epoxy) and care must be taken not to file through it.

Material should slowly be removed using a coarse file wood rasp or 60 grit sandpaper with a sanding block. Step 1 requires sanding the back edge of the EPO rudder blade square (see diagram step 1) making sure you do not sand through the epoxy skin. As you sand, if you notice a yellowish tan color, you're getting close to the foam. Be careful.

Step 2 shows sanding a slight taper on each after side of the rudder (see diagram step 2) forming a sharp square edge (no

radius). If you sanded through to the foam, it may be sealed with epoxy resin, black epoxy paint or black enamel paint. Small spots of exposed foam should *not* cause any structural problems and also should *not* absorb water.

Now, the newly formed sharp rear edge may be sanded with finer sandpaper right down to 600 grit wet sanding of the entire rudder for the racing enthusiast. CAUTION: DO NOT REMOVE THAT SHARP EDGE WHEN WET SANDING.



Mike West

STOP THAT LEAK!

I have a pre 1976 Hobie 16 with mast leaks. Could you tell me how to fix it? I'm told that the mast is not sectioned, but I have water only in certain spots. I have installed Sail Trax, so I removed a screw and no water came out. I blew in air pressure and it appeared to hold it. Help.

Mark Brown

Birmingham, Alabama

The older Hobie 16 mast was sealed by the factory in the following manner. The top was sealed by an aluminum plate, the bottom with a foam plug. Both are approx-

imately four inches from each end and completely covered and sealed in polysulfide rubber. The newer boats have a plastic insert at the top of the mast replacing the aluminum plate, but this system also requires a new upper casting for retrofitting. The factory does not have any sections in the mast except for the mentioned plugs at both ends. In the extrusion where water accumulates in the center of the mast, the foam plug from the top of the mast slid down and stopped at the mast tang. This could explain the water accumulation at the center of the mast.

Leaks can occur in three areas—around the top aluminum plate, at the bottom foam plug, or at any of the pop rivets. The pop rivets from the top down are at the halyard hook, mast tang, jib downhaul cheek block, and two cleats. These rivets may be sealed with either polysulfide rubber or silicone rubber. Applying the rubber just to the tops of the pop rivets may not always work. Sealing tape and pop rivet caps will do a much better job of sealing the mast. This does require drilling out and replacing all the pop rivets.

Inspecting the top mast seal requires removing the top pulley assembly. Drill out the pop rivets and tap the casting off the mast. Inspect the rubber and aluminum plate (usually not visible under the rubber) for any signs of leaking or cracks. If a small leak is found, reseal with polysulfide rubber. Should you find the aluminum plate loose or corroded, remove the plate and replace with a new plate and reseal with a generous amount of polysulfide rubber. All old rubber and corrosion must be removed to insure a good seal. Reinstall the pulley casting using stainless steel pop rivets.

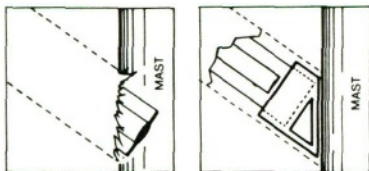
The mast base may be removed by drilling out the pop rivets and tapping off the lower mast base casting. Inspect rubber and foam plug (usually not visible under the rubber) for damage or any signs of leaking. Repair minor leaks with polysulfide rubber. Again if damage is severe clean out the old plug and replace and reseal using plenty of polysulfide rubber. Replace mast base using four stainless steel pop rivets instead of the original two for additional safety.





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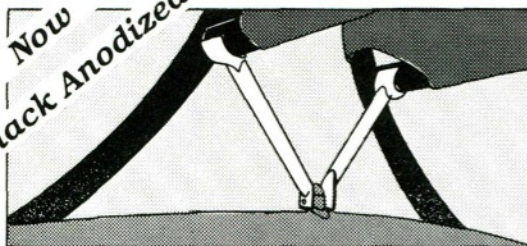
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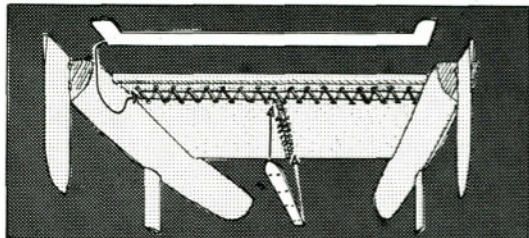
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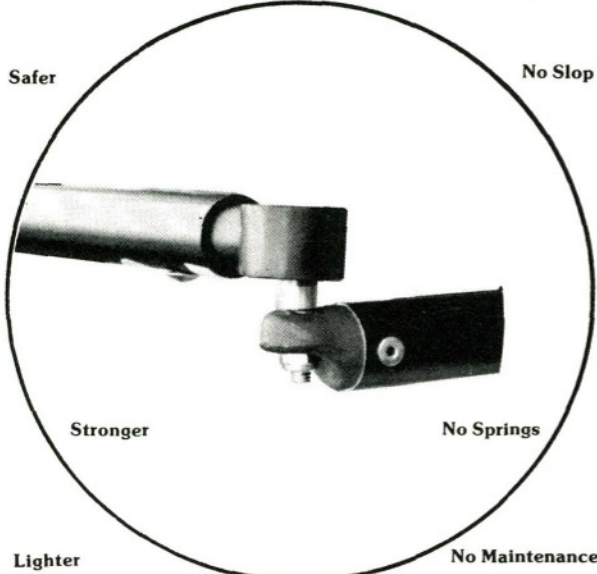
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Trivia Quiz

By Terri Crary

1. What was Sandy Banks' first job with Hobie Cat?
 - a. Promotion Manager
 - b. Plant Manager
 - c. Regatta Director
2. Which states dominated the 1970 Hobie 14 National Championship?
 - a. California and Hawaii
 - b. California and Florida
 - c. Florida and Hawaii
3. Who won the first Hobie 14 National Championship?
 - a. R. Paul Allen
 - b. Cappy Sheeley
 - c. Hobie Alter Sr.
4. Who won the 1970 Hobie 14 National Championship?
 - a. Wayne Schafer
 - b. Cappy Sheeley
 - c. Hobie Alter Sr.
5. Where did Hobie get the idea for a kick-up rudder system?
 - a. door hinges
 - b. knee joints
 - c. ski bindings
6. What was the original minimum weight on a Hobie 14?
 - a. 150 pounds
 - b. 125 pounds
 - c. 175 pounds
7. How many Hobie 14s had been produced by the end of 1970?
 - a. 1500
 - b. 800
 - c. 4000
8. Who was the youngest sailor in "A" fleet at the 1970 Hobie 14 Midwinters East?
 - a. David Rodgers Jr.
 - b. Hobie Alter Jr.
 - c. Carlton Tucker
9. Who was in charge of producing the first Hobie Hotline?
 - a. Bill Baldwin
 - b. Wayne Schafer
 - c. Keith Fuller
10. How many boats competed in the first Hobie 14 World Championship?
 - a. 30
 - b. 45
 - c. 75
11. Which country spurred the need for a world championship?
 - a. France
 - b. Germany
 - c. Japan
12. In which event did Hobie Alter win his first national title?
 - a. 1971 Hobie 16 National Championship
 - b. 1969 Hobie 14 National Championship
 - c. 1970 Hobie 14 National Championship
13. Who scored the most points in any Hobie World Championship?
 - a. Ian "Fresh" Burns—Australia
 - b. Russ Veenema—USA
 - c. Shaun Ferry—South Africa

Answers on page 18



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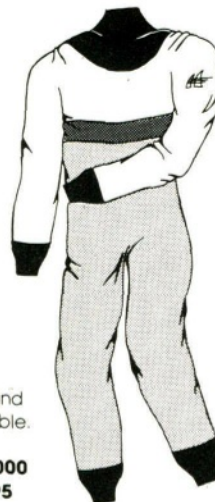
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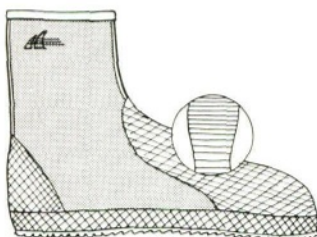
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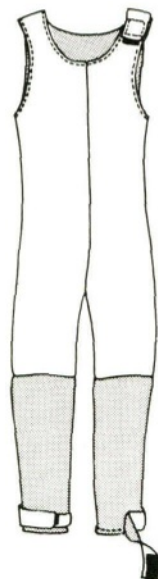
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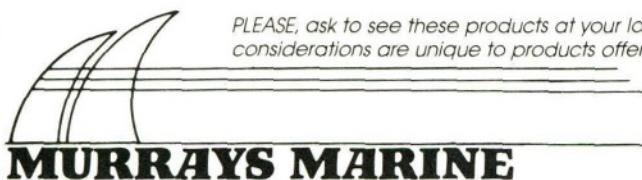
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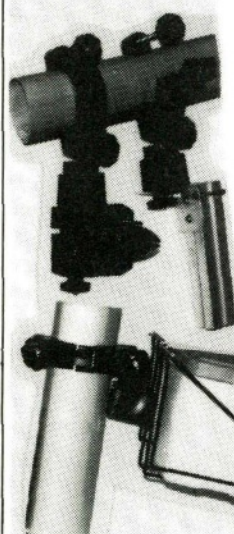
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Trivia Quiz Answers

Answers to questions on page 14

1. (b). Back in the late sixties, Banks was a surfboard maker and catamaran dreamer who helped Hobie make the first set of hulls. Today he is the Director of the Hobie World Class Association, but his first title was that of Plant Manager.

2. (a). At the 1970 Hobie 14 National Championship held in Honolulu, Hawaii, skippers from California or Hawaii took the top 15 places. Randy Miller, an Air Force Major stationed in Michigan, took sixteenth place and ended the California/Hawaii string.

3. (a). R. Paul Allen won the first Hobie 14 National Championship in San Diego. The year was 1969, Hobie Alter Sr. took second. Allen, one of the first Hobie enthusiasts, won fame as a cinematographer for his work on the classic surf film "Endless Summer." He then went on to make several films for Hobie Cat such as "Sharing the Wind."

4. (b). Cappy Sheeley sailed well in the 30 knots plus winds that ripped through Honolulu, Hawaii for the second Hobie 14 National Championship. The winds were so strong that only half the 27 boat fleet finished the qualifying race. But the 27 year old Sheeley was in good shape. The week before, he had been a paddler on the winning canoe in the Molokai to Oahu canoe race.

5. (c). Hobie determined the need for kick-up rudders after trying to sail standard catamarans into the beach. His family was forced to paddle out to their old cat since it could not be brought in to shore. Hobie noted the adjustable spring and ball combination with the rotating cam used in ski safety bindings and the kick-up rudder system was born.

6. (a). While the original weight requirement of 150 pounds remains today, several other racing rules have changed. For instance, as late as 1973, skippers in the world championship would use the same boat throughout the series.

7. (c). By the end of 1970, just three years after their introduction, there were over 4,000 Hobie 14s. Also by 1970, 400 Hobie 16s had been sold despite being on the market only since August of that year.

8. (a). At age 13, David Rodgers took sixth place at the 1970 Hobie 14 Midwinters East out of a fleet of 28 boats. He competed against men we now consider "dads" of current top racers including Jack Sammons, Hobie Alter, John Duke and Warren Eddington.

9. (c). Keith Fuller started the HOTLINE as a photocopied bi-monthly newsletter in 1970. Included in each issue were sailing tips, a photo contest, and a skipper of the month award. Fuller started his career at Hobie Cat as an assistant in the racing program and was later promoted to race coordinator and editor of the HOTLINE.

10. (b). At the first Hobie 14 World Championship, held in Honolulu, Hawaii in 1972, 36 skippers came prequalified while 54 others competed for the nine open slots. Richard Loufek, at the tender age of 18, beat out another "youngster," 18 year old Jeff Canepa, to take the title by only 3/4 points. Earlier in his career, Loufek had won the 1971 14 national title and had finished second in the 1972 14 championship.

11. (c). While the popularity of Hobies had grown all over the world, Keith Fuller commented that Hobie would have to plan an international championship since the Japanese wanted to send their national champion to compete in the U.S. championship. Japan's first Hobie regatta, held in 1971, had a total of 12 enthusiastic competitors.

12. (a). Hobie Alter took his first national title in the first Hobie 16 National Championship held in Coronado, California in 1971. The conditions got rough during the series and of the 55 boats in "A" fleet, 16 dropped out by the third race due to sore hands and exhausted crews.

13. (c). At the most recent Hobie 16 World Championship in Ft. Walton Beach, Florida, South African Shaun Ferry barely inched out Ian "Fresh" Burns for most point honors. Burns had been sailing towards that goal all week long and was disappointed in the end to lose to Ferry. A protest was even lodged (see letters this issue.)

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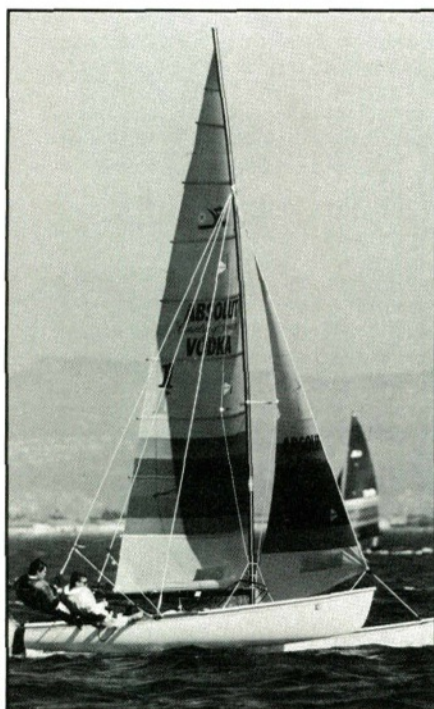
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THERE'S MORE TO SAILING THAN TUNING

By Brett Dryland



Patrick McDowell

Hobie Cat racers, whether in A, B, or C fleet are always looking to discover how to win the next race. We ask each other, read books, tune the boat, complain about the boat, the crew, the wind, the luck. Sometimes we attribute magical qualities to those who go fast and win regattas. The ones that win national and world championships live in a different world, they know something about tuning and sailing that we don't know. Many of us seem to be looking for the definitive answer that will enable us to be winners too. In pursuit of this ultimate "answer" HOTLINE asked Brett Dryland, current Hobie 18 World Champion and former 16 World Champion, who recently placed first in the Absolut Vodka Hobie 18 U.S. National Championship Regatta and second in October's Absolut Vodka 16 World Championship, what racers should know to improve their sailing. The following is an enlightening essay by Dryland. Dryland's advice, rather than giving the answers, opens the question on where to look for boatspeed. It may be here that the so called tuning secret lies.

The road to success has never, and never will be an easy road to follow. Every sailor strives for that victory celebration at the end of all sailing events. However, in their struggle for the top, sailors appear to have let themselves get overburdened with the vast array of tuning techniques; they have forgotten the most important factor—"sailing their boat."

It has gotten to a state now that Hobie sailors throughout the world will not put their boat on the water until it is fully equipped with all the finest racing gear. The standard Hobie Cat no longer exists as such. It appears to me that sailors have gone overboard on this "off-the-water" preparation.

I would be the first to admit that there are variances in the speed of boats. However, the fastest boat will not always win the race. How often have you seen a good sailor get onboard a slow boat and still do well? The reason is not because he performs miracles in transforming the boat into a speed machine. Rather, he sails the boat to the best of its capabilities. There is no substitute for good sailing.

Sailors must face the fact that their destiny in any race lies in the skill of the skipper. Accordingly, sailors should focus their attention on bettering their own performance on the water, and away from minute weight saving fixtures, the latest rudder designs, better mainsheet blocks and the giant array of equipment options.

The next question is how does one achieve this? Such a topic covers numerous matters ranging from psychological build-ups to understanding the rules of racing. However, the heart of this topic lies in the skipper's ability to develop a so called "feel" for his boat, an affinity with the boat he is steering. Such a feel will enable him to display such characteristics as very little reliance on telltales to describe what is happening to the boat and being able to identify and correct problems with boat trim easily and quickly.

You cannot manufacture a feel for a boat, it comes largely as the result of experience. Listed below are several points which I believe are important in not only developing a feel for your boat but also bettering your own sailing ability.

1. Most importantly, there must be a change in your frame of mind. You must face up to the results of your sailing. Far too often, skippers blame their boats for their misfortunes, when in most cases the problem lies with the person steering the boat.

2. Attempt to sail many different boats in your class. This will require you to adapt your sailing techniques, and prevents you from getting the feel of only your own boat.

I find sailing slower boats to be more gratifying than sailing fast boats. I approach such a task as a challenge, requiring me to sail harder than normal. There is nothing better than beating a skipper on an old, discarded boat. You know you have sailed an excellent race if you have done well despite helming a slow boat.

3. Try to sail in as many different conditions as possible. Changing your sailing locations, wind strengths and sea conditions will necessitate a modification in your sailing techniques in order to achieve good racing performances.

4. Maximum performance in any race is achieved largely through minimizing mistakes. Skippers and crews alike must concentrate on making as few mistakes as possible. When mistakes are made, Murphy's Law, they should be analyzed separately and all efforts made to prevent their recurrence on the race course. You must learn by your mistakes—failure to do so will result in the continued repetition of the error.

5. At all times, learn from your competition. More specifically, if someone is sailing faster than you, try to identify the reason by determining what they are doing differently. Have they more sheet tension? Less sheet tension? Pointing higher/lower? Traveller in/out? Once identified, modify your own sailing techniques accordingly.

This idea seems simple enough, but for reasons unknown to me many people persist in their own way of thinking. They fail to realize that the other skipper is sailing fast for a reason. Everyone should have the ability to admit that they don't know everything and be wise enough to learn from others that know more. You never stop learning.

6. You must have, or develop, a characteristic of being able to roll with the ever changing fortunes of competitive sailing. There will always be occasions where luck deserts you and mistakes are plentiful. In circumstances such as these, getting upset will only worsen the situation. Rather, keep calm and level headed and never give up. There is always a chance so long as the race is not over.

7. Lastly, enjoy your sailing at all times. The reason you sail is for fun. Don't ever lose track of that. If you cease to enjoy your sailing you are getting too serious. Instead, kick back a gear, relax, and enjoy what the Hobie way of life has to offer.

One last point to consider is that the ultimate sailing events, such as world and national championships, are contests of sailors' abilities to sail. If you can't master that, your tuned-up Hobie will be sitting in your backyard and will be of no use to you.



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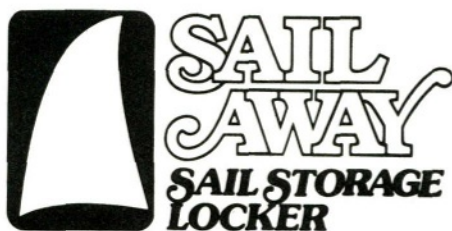
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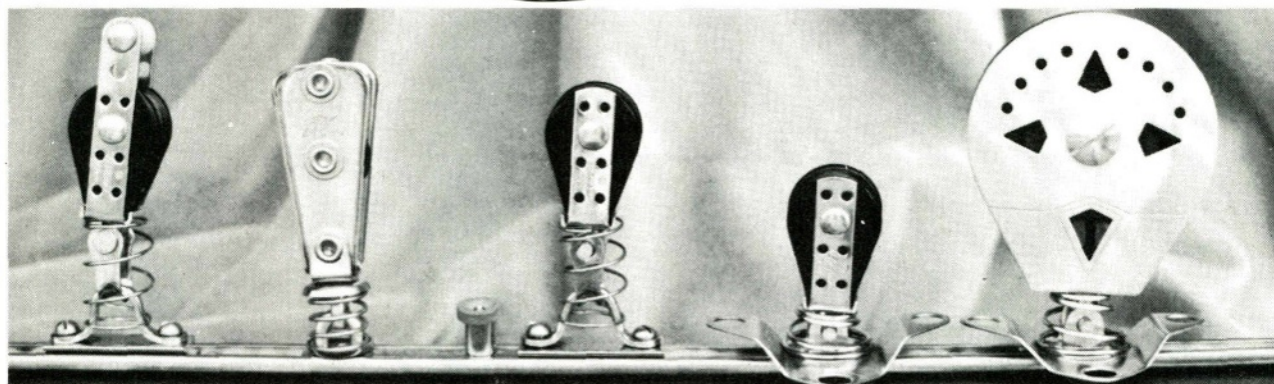


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COMFORT IS KEY

By Terri Crary

CLOTHING/GEAR

Bikinis and bathing suits are great for pictures and they're great for suntans. But if you are going out sailing for any length of time or in any wind condition over drifting, you'll get wet and you'll need a wetsuit or a dry suit. Most obviously, they provide warmth. What isn't so obvious is how cool it can get out on the water even if it's a very hot and sunny day on the shore. The best tip is to always, always take wetsuit gear out with you, even if you don't think you need it when you shove off the beach.

Another benefit wetsuits and drysuits provide is protection. At times this advantage is strong enough to warrant wearing a wetsuit even if the conditions are windless and hot. Full length wetsuits will protect your legs from cuts and bruises and will provide knee cushioning when you crawl across the tramp during tacks and gybes. (If you're wearing shorts or a shorty wetsuit, you may want to wear knee pads.)

Either a full-length or shorty wetsuit will provide protection . . . where you sit . . . against chafing from carpeted or neoprene-covered sidebars. They'll also put a thick layer between you and your harness, keeping it from cutting into you (once again . . . where you sit). Even if you don't wear a wetsuit, you should wear a pair of long shorts (that won't ride up) to guard against chafing and for comfort when wearing a harness.

There are many wetsuits and drysuits on the market today and most of them reflect tremendous progress in styling, comfort and function. As the most basic wetsuit purchasing guide, try to accumulate the four pieces that will take you through a variety of conditions. These are a shorty, a long john, a jacket, and booties.

If you find that your wetsuit chafes or rubs a little under the arms or around the neck, try wearing a shirt underneath. While a regular T-shirt (cotton or poly/cotton) feels great, it won't hold warmth and will get "soggy" when wet. A good idea is to get an undershirt made of polypropylene, a soft fabric that repels moisture and maintains body heat.

The traditional foul weather jackets worn extensively by monohull sailors aren't too

useful on a Hobie Cat. A sailing jacket made by one of the wetsuit manufacturers is recommended because it will have close fitting wrist and neck closures that keep water out. These jackets are comfortable and you can wear sweaters underneath for added warmth.

You'll also need booties for warmth, traction and protection against cuts and bruises. If, as a crew, you develop a style of wedging your foot between the sidebar and shroud for stability, you'll quickly appreciate the padding booties provide.

PERSONAL ITEMS

A day of sailing involves a lot of sun, so common accessories to take out with you include sunglasses (with snug-fitting "holders" attached), a visor, a small bottle or tube of sunscreen, and lip balm.

FOOD AND DRINK

Nothing takes the pleasure out of sailing quicker than being thirsty or hungry. If you're only out for a pleasure sail, a cooler carried in a rack mounted in front of the mast on the front crossbar is great for stocking food and drink.

If, on the other hand, you're going out to race, you won't want the extra weight and bulk of the cooler. You should still take something out with you (unless they have a drink boat) and can do so fairly conveniently by putting juice packs in the bag mentioned below and a couple of granola bars in a watertight container. The non-refrigerated juices in "soft" containers with individual straws are great because they are lightweight and won't break or hurt your knees when you crawl over them.

STORAGE BAGS

There are a lot of bags available, some waterproof and some not, in a variety of sizes. But you can also have one custom made, which has benefits especially if you weigh under 285 lbs. and have to carry weights to race. The custom bag can be sized to fit the amount of weight you have to carry, plus juice, a small container, and one or two pieces of wetsuit gear.

For general purposes, plus two ten

Continued on page 67

I think that the first time I went out sailing, I presented myself in full bikini and said, "Let's go!" That was the enthusiasm before the longer excursions and the cuts and bruises. I was having fun, sure enough, but it was also rough.

Out of a strictly selfish desire for self-comfort, I started to make changes in what I brought along. First it was adding the wetsuit and gloves. Then it was the sunscreen and fruit juices. And before you could say sheet-in-that-jib, I had changed some of the hardware on the boat itself.

The next thing you know, I had squashed the theory that sacrifice is what produces top sailors. My credo became (within obvious limits) "comfort is key." And while providing for comfort and convenience is not a popular topic of conversation among the do-or-die crowd of sailors who leap over masts in a single bound, at one time or another almost every sailor has gotten cold or thirsty out on the water.

The good news is that you can take steps to make sailing even more pleasurable. Indeed, there's a plethora of catamaran specific products marketed by entrepreneurs who count on the "comfort is key" theory to make their living. There's also a lot of methods that will come naturally ("this bothers me; how can I change it") with experience, but to get the beginner off to a good start, here are some tips:

FORMULA FOR SUCCESS

By Dave Perry

Editor's Note: Dave Perry, a former All-American sailor from Yale University, has won some of the most prestigious titles in yacht racing such as the 1983 Congressional Cup and the 1982 Prince of Wales match racing series. He is a certified United States Yacht Racing Union judge and has worked for several USYRU committees. The material in this and future articles is taken from his book *Winning in One Designs*.

Have you ever tried to explain to a nonsailor what makes sailing so fascinating and challenging, or, harder yet, justify why it often seems that the only thing sailors ever think and talk about is sailing? When I was working out in the local college gym for the Laser Worlds to be held in Australia, in the course of friendly conversations, I was repeatedly asked which sport I was in training for. I answered "sailing" and, with distressing regularity, was met with a somewhat confused "oh," and then silence.

My first reaction was to rush in with a heartfelt explanation of the mental and physical complexities of the sport, followed by vigorous demonstration of the many positions the sailor assumes throughout the race. But just as quickly I realized that most of these people had little in their backgrounds with which to relate to what I was talking about. And besides (they probably thought), sailing is never on ABC's *Wide World of Sports*, except for the time those guys burned their boat in the 1976 Olympics. So how important could it be, anyway?

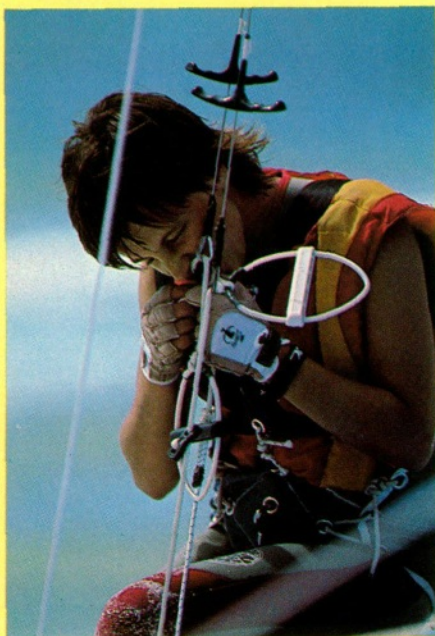
Finally, after much thought and a few rapid benchpresses to work up a sweat, I cornered a particular skeptic and put it to him this way: "Take pro football—a pretty complex sport, right? But every game is



Robert Brown

HOBIE 16 *world championship*

With blue skies, clear, green water and white sand, it could have been Aruba. It was Ft. Walton Beach, Florida and the world championship.



Photographs by Patrick McDowell

H O T W I N T E R S A I L I N G



Photo courtesy of Harken Marine

by either a wheel or foot pedals or a tiller which uses cables to reach the runner.

Finally, we come to the DN class which has a very large international following with world class fleets in Canada, the U.S.A., Germany, Austria, Sweden, Holland, the USSR and Poland. DNs (so named because they were designed in the offices of the Detroit News), are a one design class that allows some development in sails and materials. The boats are twelve feet long and carry 60 square feet of sails. Many of the boats are homebuilt. The cost of an all up racing model is around \$2000.00 complete.

The best way to find out more about ice boat sailing is to talk to the sailors in the sport. They're usually eager to spread the word. Look for Hobie sailors such as Stanley Woodruff, Donald Verduysse, Greg Smith, Bruce Williams, Kevin Miller and Dave Bonesteel at the major Hobie regattas next summer.

For complete information on DN ice boats, contact Hobie 18 sailor Evert H. Vanderberg who is the secretary-treasurer of the DN class. Send \$10.00 to Vanderberg at 3202 Maple Ave. Kalamazoo, MI 49001.



Editor's Note: Hobie Regional Sales Representative and Michigan resident, John Schuch is an active ice boater, a past world and national champion.

H O T W I N T E R S A I L I N G

Tornado regattas over the last decade.

Ice sailing is also very popular behind the iron curtain as is evidenced by the fact that out of the 14 remaining 20 championship slots mentioned above, the winners were Soviets or from a Soviet satellite country. Some of the eastern Europeans also sail cats and, in fact, Endel Voorma, coach of the USSR ice boat team, works with the Soviet Tornado team during the summer months.

How to explain the feeling of flying over the ice at speeds which can easily exceed 100 miles per hour is a bit of a problem. It's a little like being really frightened and then trying to explain to another how you felt about the experience. You would probably be lost for words. There's nothing so frightening about ice boating that would cause such a reaction, but the particular exhilaration most people experience often defies description. Rest assured though, that once you've tried it, it is both addictive and contagious. To picture it, imagine yourself on your Hobie, broad reaching in about 40 knots of wind, sheeted in, maxed out, and just on the edge. Now, triple the speed and find yourself in perfect control. That's a little like ice boating.

Whenever I've talked about the sport to non-ice boaters, the two most commonly asked questions seem to be: 1. Isn't it dangerous? and 2. Isn't it cold?! The answer to both of these questions is an unequivocal no.

As far as danger is concerned, there is a degree of danger involved in any sailing. Iceboating presents no more danger or difficulty than sailing on any body of "soft" water. The key, of course, is to know your equipment, your limitations and something about the area in which you are sailing. These are exactly the same concerns as in regular sailing. Like sailing on cats in July, sailing ice boats in February is as safe as we make it.

But what about the cold, you ask? Actually, it is rarely a factor at all. For one thing, ice boating is a reasonably strenuous activity. Your body is constantly in tension since you tend to get jostled around a little bit due to the speed of the boats. You are continuously adjusting trim, even more than on a soft water boat, and there is usually 20 to 40 pounds of pull on a sheet, which is never cleated. With the advent of today's

modern light but tight winter clothing, spawned by the ever growing popularity of mountaineering and snow skiing, dressing for the occasion is absolutely no problem.

When racing the boats, keep in mind that basic sailing skills and tactics are almost identical to cat sailing. Just about anyone who does well on soft water will be able to convert his success to hard water without any significant loss of sailing proficiency. There are only two essential differences in ice sailing.

First, ice boats are always raced on a windward/leeward course. The reason is simply that a boat "can" become uncontrollable on a reaching leg of a course. On a leeward leg then, an iceboat can always be brought under control by turning downwind (toward the next mark). The second difference is that on the leeward leg, the leeward boat must keep clear of the windward boat. If you think about the statements above, the reason for this rule becomes obvious. A windward boat must be able to escape back into full control at high speeds by bearing off.

Let's take a look at what the boats themselves are like. There are many designs of ice boats, but they can all be placed in three categories, rear steers, front steers and DNs. The first category, rear steers, includes a wide range of sizes in boats between approximately 18 and 45 feet in length, most of which are very old designs that carry large and usually low aspect ratio sail plan. The old Hudson River ice boats from the early 1900s are in this category. The rear steers had a large, heavy backbone for their length, and a runner plank near the mast and were controlled by a tiller above a steering runner at the very back of the boat. Not many of these have been built over the past thirty years, but many of the originals have been well maintained and still race in Wisconsin and on the East Coast north of the New Jersey state line.

The second category, front steers, includes many of the modern day classes such as Skeeters, Knights, Arrows and Renegades. The most elite of these is the E-class Skeeters which have evolved into sailing projectiles that often sail well over 100 miles per hour. These boats tend to vary in length between 16 and 35 feet with a runner plank carried well aft and a steering runner at the front of the boat that is controlled



John Schuch

John Schuch



The forty-fifth parallel is exactly half way between the Equator and the North Pole. It's the imaginary line that cuts across the states of Oregon, Idaho, Montana, South Dakota, Minnesota, Wisconsin, Michigan, New York, Vermont, New Hampshire and Maine. If you sail a catamaran anywhere within 400 miles of the forty-fifth parallel, you can count on putting her away between the months of November and April. Roughly speaking, that means that about one half of all Hobies ever built go into hibernation for six months of the year. For most sailors who fall victim to the forty-fifth parallel, this hibernation translates into snow skis, raquetball, or some other approach to physical fitness to try and gear up for the coming of the warm months and the next sailing season when the southerlies have melted the last of the snow.

There are however, a growing number of multihull sailors who do not stop sailing during the winter months and who are, in fact, so enthusiastic and zealous about winter sailing that their autos are adorned with slogans (along with "Have a Hobie Day!") such as "Think Ice" and "Cold is Gold." These are, of course, the ice boaters who sail their small craft at incredible speeds over lakes, bays and rivers as soon as Mother Nature turns the local water into a solid sheet.

For many, ice boating is not simply an alternative to summer sailing on cats, but rather is every bit its equal. Indeed, compared to any form of sailing, ice boating can only be said to be similar to catamaran sailing with its emphasis on thrills and sheer speed. Both forms of sailing use small, light craft which carry large sail plans and are capable of generating tremendous acceleration. It's easy to understand why so many Hobie Cat sailors have turned to the ice in the winter and vice versa. Multihull sailing is, in fact, so popular with ice sailors that during the last ten years, in the DN class ice boat, the world champion, North American Champion and runners up were cat sailors 20 out of the possible 40 times. Names like Henry Bassett, Jan Gougeon, Joe Gougeon, Meade Gougeon, Ed Kraft, Ron Sherry, John Schuch and J. R. Watson should sound familiar to many Hobie sailors from Hobie Cat and

BY JOHN SCHUCH

Hobie Cat Sailors Hit The Ice



Photo courtesy of Harken Marine

played on the same size field, in the same amount of time, against the same number of players, week after week, all over the country. Now imagine, just for a minute, that every field was different in size; that, in fact, the boundaries continually changed during the game. Furthermore, the playing surface moved along under the feet of the players and varied in speed and direction throughout the game. In addition, some areas of the field were soggy, others icy, and still others sandy, with irregular one-foot high ridges running all over.

"The game would still be the intricate offense vs. defense with the high premium on excellent individual performances. But there would be only eleven guys per team: no specialist teams, no offensive unit separate from the defensive unit, no punt return team, and no guy to come out just to kick the extra point. In fact, there would be no substitutes, no trainers, and no coaches high up in the grandstands looking down on the game, analyzing the upcoming defensive formations and quickly radioing down the correct play for the offense to use." (My mind raced with the image of a sky full of blimps hovering over the entire race course radioing tack after tack to their sailors, while little rubber dinghies shoveled in fresh skippers and crews at strategic points in the race.)

By now, though I'm not sure he was quite getting the point, my skeptic was beginning to show distinct signs of intimidation and had definitely begun to rethink his image of sailors. I was having a great time. "In addition," I continued, "there would be no referees passing instant judgments on rule infractions. Rather, the infractions would be noted down and, after the game, those involved would appear before a panel of austere and knowledgeable judges, who may or may not have watched the game. Imagine Joe Green accusing Dick Butkus of holding him. Both gentlemen would have the opportunity to state what happened, question each other to determine the exact place and nature of the alleged infraction, and call witnesses to aid in their case if . . ."

"But all that could take forever!" my skeptic suddenly blurted out.

And with active restraint to a huge inner grin that went from ear to ear, I answered politely, "Yes, it could." My skeptic had begun to see the light.

When you really stop to think about it, sailing is possibly the *most* complex sport in the world. I've listed below, in no particular order, some of the many traits the sport requires of its top competitors:

- The five senses must be acute and sensitive to everything going on around them. Some even definitively claim that the

top sailors possess a sixth sense, given to them at birth, located in their lower back region;

- Pinpoint accurate judgment and timing to place your boat where you want it, when you want it, and how you want it;
- The difficult ability to make quick decisions (which are also correct) under the constant pressure of ever-changing variables and talented competitors;
- Sufficient intellect to be able to rationally assess all the variables of a situation and apply them offensively and defensively to the race;
- Each individual competitor to deal psychologically with some difficult emotions—disappointment, frustration, anger, greed. We also have to deal with our egos and, perhaps most important, our relationships with others in the boat and in the race. Though no scientific corollary has yet been published, sailors, as people, tend to be frighteningly Jekyll-and-Hyde-like. Some of the nicest guys on land can be the meanest 1&*?s on the water. Unfortunately, it often goes beyond the race.

- Some, and in many cases, extreme physical conditioning and strength. I wonder how many people actually stretch out or warm up before sailing, though I know too well the stiff back and sore muscles after a seemingly relaxed weekend of racing that I would have avoided with a minimum of warming up.

- The ability to get one's boat into the best possible condition, to achieve equal or superior speed and, almost more important, to prevent breakdowns.

- Finally, it requires that we be our own counselors at law, our own trainers, our own pit crews, and our own program managers.

In fact, sailboat racing is its own complete world, demanding from all competitors a total immersion of all their senses and skills into the outcome of each race. And it is virtually impossible to keep this immersion from pervading the sailors' day-to-day lives. Thus you get sailors in church sneaking in a prayer or two for a little help in the frostbiting that afternoon. Or the two twelve-year-old junior sailors who, after saying good night to their parents at a dinner party in their home, zigzagged their way across the living room and up the stairs. When asked by a guest about this strange behavior, the parents

nonchalantly answered that they were tacking up to bed. Or you find sailors in cars yelling "Up, up, up," and insisting on "room" every time the traffic merges.

The beauty of the sport is that there are so many classes of boats and types of racing that almost everyone can find his or her niche somewhere. And with so many factors involved in the outcome of every race, the same one rarely determines the winner each time. In fact, sailing is a sport with a lot of specialists who excel with amazing regularity when the conditions are just right for them. In the Soling class there is Sid Dakin, a fellow from Toronto with an uncanny reputation for winning when the wind is extremely light and fluky. And, sure enough, once we were racing Solings on Chesapeake Bay when the wind went completely flat. The water turned glassy and most spinnakers fell draped on the headstays. One boat, however, managed to keep moving the entire time and went on to win the race, Sid Dakin's. It seemed too incredible to be anything but coincidence and good fortune—ah but that haunting quote, "The winds and currents are always on the side of the ablest navigator."

O.K., so how do we get this ability? Due to a liberal arts education in the social sciences, I have become preoccupied with the offering of equations as solutions to society's problems. So I would like now to offer my equation for understanding the complexity of sailing ability: Ability = Knowledge + Execution + Attitude. Knowledge is the sum of all we know about the sport, including our past experiences as well as what we've read and been told; execution is not what we do to our crew after a bad race, but rather how we actually sail the boat around the course—our boathandling, timing, spinnaker sets, etc.; and attitude refers to our psyche and mental state—i.e., do we learn from our mistakes, improve every time we go out and, most important, have fun doing it?

In the following articles we'll explore all three areas of the equation, isolating the many factors that go into winning, and focusing on improving each one. We've got a lot to talk about, and to the skeptic it may seem that it is all we ever do. But again, we're dealing with perhaps the *most* complex sport in the world—and definitely the most fun!





Ian Bashford, Brett Dryland and Jeff Alter show Tony Lewis what they think of the job of Beach Captain.



Garry Metcalf (left) and brother Chris (right) break open the bubbly after winning. Concentration like that shown in the photo above was the secret.

HOBIE
16
*world
championship*



Photographs by Patrick McDowell





When it appeared that the lack of wind would prevent racing on the final day, the toys were brought out and the Hobie olympics were continued with a round the buoy innertube race. Other events included water walking and a charity dunking booth.



HOBIE 18 *national championship*



Patrick McDowell



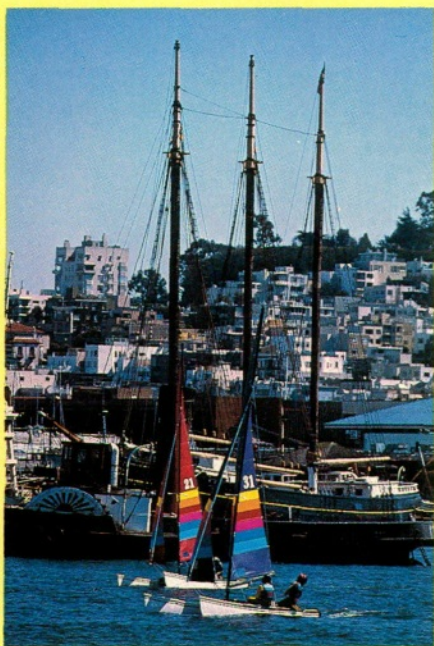
Patrick McDowell

Brett Dryland and Scott Ward (above) sailed to near perfection during the San Francisco event by taking a first in every race they sailed but one.



Robert Brown

Robert Brown



Robert Brown



Patrick McDowell



Bob Seaman (left) and Don Oltmans (right) were crowned the new Absolut Vodka Hobie 18 National Champions. They began celebrating immediately.



HOTLINE



Robert Brown

HOBIE 14 *national championships*



Photographs by Patrick McDowell



WOMENS

Caroline Winter and crew chief/husband Tommy Winter took home another victory over the best women Hobie sailors in the country. They also figured out how to save time by putting the limes and mix right into the Absolut bottle.

14 OPEN

Long thought of as the bride's maid, Carlton Tucker became the bride at the 14 National Championship.

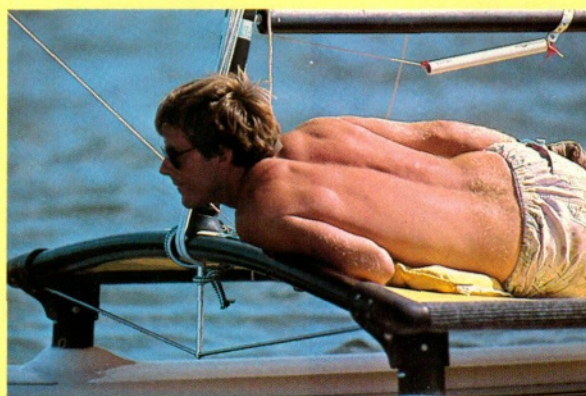


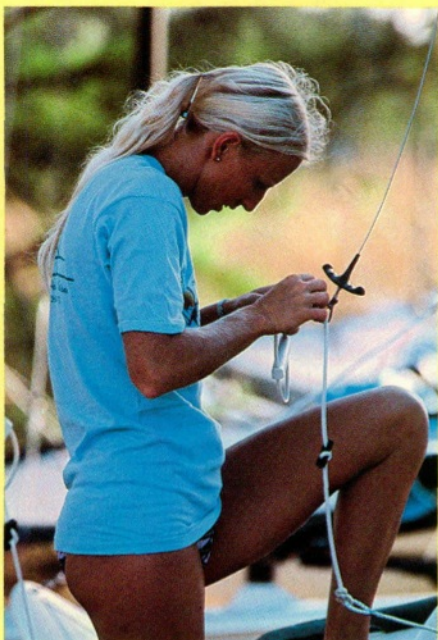
HOBIE 14 *national championships*



TURBOS

Woody Cope (above) hovered in the top five during the entire 14 Turbo championship then screamed at the end to take the title.





Linda Bowerfind (left) demonstrates some of the determination and outright strength the women had for their national championship. Winds were brisk, but the women were more than a match for the conditions.

HOBIE
16
*world
championship*

THE BOYS FROM DOWN



BY BIFF ROBERTS

N case anybody thought the America's Cup victory by the Australians was a fluke, Garry Metcalf, Brett Dryland and Ian Bashford thought they would come over to America, Ft. Walton Beach, Florida to be exact, and sweep the Absolut Vodka, Hobie 16 World Championship, the championship of the world's most popular catamaran class. Although it was no surprise that the Australians did well, it was surprising that they finished one, two, three and that Garry Metcalf, an unknown skipper to most Americans, emerged the winner.

Going into the event, Enrique Figueroa, fresh from his victory at the U.S. Hobie 16 National Championship, Hobie Alter Jr. and

DOWN UNDER COME OUT ON TOP

Brett Dryland, who left Americans stunned in San Francisco with his victory at the Absolut Vodka Hobie 18 U.S. National Championship, were the favorites. Alter was the reigning champ, having won his title in Tahiti in 1982. Dryland was sailing so well that some anticipated another sweep of victories. Figueroa nosed out Keith Christensen in South Carolina to take the U.S. title and had lived in Ft. Walton Beach long enough to become accustomed to the course and current conditions. Keith Christensen, who had been the runner up in South Carolina and was the reigning Division 2 champ was also thought to be in contention since he seemed to be hitting a streak of good sailing.

When the skippers arrived in Ft. Walton Beach, the town was ready and waiting. Thanks to local Fleet 178 workers, the Chamber of Commerce, and civic leaders of all types, the turnout for the opening ceremonies and pre-race press conferences was tremendous. This was going to be one sailboat event that was not going to be ignored by the local community. One reason for this was undoubtedly due to the fact that Hobie Cat sailing is as much a part of the Ft. Walton Beach scene as fried shrimp and beer at the Hog's Breath Saloon (more about that later). From the moment the first Hobie Cat sailors set foot on the whitest sand in the world (a documented fact, just ask any Ft. Walton resident, he'll be happy to tell you), local townsfolk were making sure everybody was happy and having a good time.

Having a good time in Ft. Walton Beach is pretty hard not to do, especially when the entire town seems to exist only for that purpose. The two industries in Ft. Walton Beach are tourism and Eglin Air Force Base, the largest military installation in the free world (just ask any Ft. Walton Beach resident he'll be happy to tell you). The area is a boater's paradise. The Intra-coastal Waterway snakes along most of the town's mileage and eventually forms a large, shallow bay. The Gulf of Mexico is not only warm (a constant 80 degrees, just ask any resident, he'll be happy to tell you) but on some days, it is so emerald green that one might mistake it for the Caribbean or the coastline of the Bahamas. Although there were some wind problems at the championship, there wasn't any day when the wind refused to show up.

The number of skippers and the number of countries they represented was amazing. The only disappointment in the turnout was the failure of the Tahitians to arrive.

This was especially unfortunate since the sailing ability of the Tahitians is well known, especially that of Kitty Salmon, a top Hobie skipper for a number of years. Otherwise, sailors came from Bahrain, Japan, Singapore, Netherlands, France, New Zealand, Australia, South Africa, Sweden, Germany, Brazil, Switzerland, Denmark, and Canada. This gathering made the Absolut Vodka Hobie 16 World Championship one of the most international sailing events ever held.

The welcoming ceremonies presented a great outpouring of town boosterism. First came the traditional Hobie Cat Mixing of Waters, during which sailors from the various countries pour a vial of water from their country into a silver bowl to demonstrate the fellowship which exists between the countries and the sailors themselves, and a brief benediction. Then the waters were poured into the Gulf of Mexico. Immediately afterwards, a helicopter lifted off from the beach with some of the army's crack paratroopers aboard. With smoke trailing from their boots, they glided down to earth in a stunning display of aerial acrobatics. As one hovered just a few feet over the crowd, a few spectators backed up and turned to run away because they thought the skydiver was going to land on them.

By the time the qualifying races were over, every skipper was eager to get started with the championship series. There had been good wind for the qualifying round, but, as the start of the first race was approaching, Beach Captain Tony Lewis had doubts about letting the boats off the beach. With low wind and unusually high breakers on the beach, Lewis advised some delay. Soon, however, the wind picked up briskly, and the boats were sent off for the first race of the world championship.

It was a colorful beginning to a week filled with colorful sights such as mark roundings. With all the excellent sailors racing in the same race, and all knowing which way to go on the course, it was inevitable that many would arrive at the marks at the same time. Some of the mark roundings were a little crowded. Well, maybe a lot crowded. "That has to be the most amazing mark rounding I have ever seen in my life," said Hobie Cat president Doug Campbell who has been to many regattas. "Just look at that," he said pointing to the dozen boats which arrived at the mark simultaneously. Here's where the colorful, multicultural part comes in. Anybody within 100 feet of the course got an interesting

HAVING A GOOD TIME IN FT. WALTON BEACH IS PRETTY HARD NOT TO DO...

education on how many different languages the universal oaths translate into. The funny thing is, each sailor, whether he knew the language or not, knew what the other sailor meant during those mark bunch ups. Incredibly, there were very few touches at these mark roundings, a tribute to sailing ability and, despite the epithets, courtesy.

The languages on the beach were equally as diverse. Fans from Europe and Australia and all parts of the U.S. followed their friends and family to Ft. Walton Beach. As Lewis would read out the standings at each mark rounding, a group of German girls would wait for the name of their hero and upon hearing it would sigh "Ahh. Ja das gut, huh?" and all these foreign languages were mixing with the "Ya'lls" and "Heys" of the South. (Although, as one reporter was firmly told by a local, Ft. Walton Beach is not really the South. This despite the fact that grits and red eye gravy are served with breakfast.)

If there is any doubt that Ft. Walton Beach is in the south, the name of the local hangout for Hobie sailors, and just about everybody else in town, should settle the argument. It's called the Hog's Breath and it serves up a drink called a hog snort. In fact, during the nights of the regatta, hog snorts and the Absolut sponsored welcome, cut and awards dinners turned Ft. Walton Beach into Fun City.

Other evenings the sailors gathered around the charity dunking booth to try their luck at sinking their favorite sailor.

Continued on page 63

HOBIE
18
*national
championship*

HOBIE 18 SAILORS

SAN FRANCISCO

is a marvelously haphazard city. When it was being developed, urban planning consisted of finding a piece of open ground, on a hill, of course, and putting up a building. Streets plunge crazily into the city from the hilltops. Some pursue a straight path but run at a diagonal to the other streets. Others, like the famous Lombard, now used as a sort of E ticket Disneyland ride by visiting tourists, meander wildly. Some streets consist of no more than several flights of stairs down the side of a hill.

No matter what part of humanity a San Franciscan hails from, or what part of the city he calls home, all San Franciscans take pride in The Bay. They talk about the daily influence The Bay has on the weather. They speak of The Bay's stormy moments. Swimmers test themselves in The Bay's chilly waters. The Dolphin Club, an old rowing and swimming club, has built a tradition of plunging their nearly naked bodies into The Bay on New Year's Day. People live in the South Bay, East Bay, on The Bay, across The Bay. But, above all else, The Bay is for boats. The Bay has very consistent wind, tricky currents and scenery that can't be beat. And, as the Absolut Vodka Hobie 18 National Championship proved, even on a bad day, the sailing in San Francisco Bay is exciting. The Bay acts as a crossroad for many voyaging sailors heading south from Tacoma or Alaska as well as those heading in the other direction. It's a traditional launching point for blue water cruisers making for the Hawaiian Islands or Tahiti. And it is often the site of some of the



Patrick McDowell

TAKE ON THE BAY

BY BRIAN ALEXANDER

most prestigious sailboat races in the country.

It was into this milieu that a young Australian accountant brought his prodigious sailing skills and, at the end of a week, had given the American sailors at the Absolut Vodka Hobie 18 U.S. National Championship a sailing lesson. With a masterful exhibition of sailing ability, Brett Dryland showed spectators, fellow racers, and anybody else who cared to watch why he is the reigning Hobie 18 World Champion. By the end of the series, Dryland had truly conquered The Bay's strong currents and wind conditions.

By any standard, the racing on The Bay was exciting. At the planning meeting Sandy Banks held with local fleet sailors

THE WIND WAS
JUST FINE,
THANK YOU,
EVEN IF IT WAS
A LITTLE LATE.

and chase boat crews, options were discussed about how best to use The Bay's currents and yet avoid any possibility for accidents. Banks set the course so that Alcatraz Island sat in the middle, giving the skippers a choice of which side of the island to sail around. After Alcatraz, the racers headed for the Golden Gate Bridge, then back down the city front toward C mark and the finish.

Even before the start of racing on San Francisco's Bay, the outcome never seemed to come into doubt. With the arrival of Dryland, reigning Hobie 18 and former Hobie 16 World Champion, the eyes of the American skippers turned to the Australian as the new man to beat. But none of them could. Dryland played The Bay's currents and used superior boat

speed and tactics with such dexterity that the premier Hobie 18 sailors in the United States could interrupt his string of first place finishes only once, and that was during an episode of fluky wind conditions when Dryland still managed to finish second.

But Dryland, being Australian, could not become the new Absolut Vodka Hobie 18 National Champion. That honor was taken by veteran Hobie sailor Bob Seaman of Los Angeles who edged out Jeff Alter to finish second in the regatta.

Most races were held on a course seven (ACABCAC), and when the wind was strong enough, Banks called for the fleet to go around twice. But the wind was surprisingly quiet on The Bay. The practice race was sailed in winds of 20 knots and expectations were for more of the same through the week, but the race committee was forced to postpone races every day until about one pm when the stubborn wind finally awoke and blew at 12-15 knots. The calm air and the unusually warm temperatures led many locals to comment on the unusual weather The Bay was exhibiting. "Boy," they would say, "this sure isn't like The Bay. Where's the wind? Of course, it is September, and you know how September is up here." Then they would nod knowingly.

Dryland came out like a shot in the first race and took his first bullet, then went on to do it again in the second race. By then, everybody knew that Dryland was in it for the duration and could not be counted on to make a mistake. Some hoped that by the time the cut was made and the top racers combined into just one fleet, the extra concentration of superior sailors would force Dryland into making mistakes. By the time of the cut however, Dryland had nearly wrapped up the regatta.

A perfect demonstration of his phenomenal skill on the water came during the first race of the next to the last day of the series. At the start of the race, Dryland lost his crew, Scott Ward, off the side of the boat. In the time it took for Ward to scramble back aboard, Dryland had already given up half a dozen places. Most observers felt that this was finally going to be the crack in the armour. By the third mark rounding however, Dryland was back in second place and dueling with Dave Clacher of Santa Rosa, California for first place. Dryland went slightly lower on the course, squeezed out as much boatspeed as possible, played the current

and forced Clacher high and away from the mark. After B mark, Dryland was in first and would stay there.

At the welcome party, held after the first day of racing and sponsored by Absolut Vodka aboard a Red and White tourist bay cruiser, most sailors sipped Seabreezes and talked about the muscular strain they felt after battling the late afternoon winds which had picked up from their earlier sluggishness. Some skippers, like Don Estapa of North Carolina who sails on lakes more than the ocean were more eager to get back into The Bay than those who are regular ocean sailors. "We get some of these winds and swells in the Atlantic," said Estapa, and when we get a chance to sail there we love it. I think this stuff is just great." By the time the boat docked back at Pier 39 on famed Fisherman's Wharf, even those sailors who were rubbing their necks and shoulders were looking forward to more windy sailing on The Bay.

Aboard the cruiser, The Bay was a scene of queer tranquility. Surrounded as it was with one of the great cities of the world, The Bay seemed to take the status in stride. Later, looking out the window of the staid Dolphin Club next to Aquatic Park where the races were based, the lights of the city reflected in gently rolling swells which belied the fact that The Bay can be one of the most brutal bodies of water in America. The photos on the walls of the Dolphin Club attested to the physical demands The Bay puts on man and the boatsman uses to navigate.

While Dryland was looking back from the front of the fleet, a struggle was going on for a second place to determine the new national champion. Bob Seaman and crew Don Olthmans were the picture of consistency as they sailed to three straight second places in a row, which put Seaman three quarters of a point ahead of Jeff Alter, the defending U.S. National Champion. Paul and Karen Parizeau held fourth.

"Yep," said the local on the morning of day two, "better get down there with the boats right away since the wind is going to really be blowing today. I'd say at least 20." Two hours later, the wind was struggling to reach four knots and the racers were milling about Aquatic Park watching members of the Dolphin Club dip into the frigid water. The vodka influenced enthusiasm of the night before had dissipated. The committee boat was anchored near Alcatraz, the

Continued on page 67

TUCKER, WINTER AND

WOMENS

“**BY PAULA ALTER
AND DORIAN GOLDBERG**

“I didn't know that girls could do that!” exclaimed the seven year old boy aboard the committee boat at the Absolut Vodka Women's National Championship. Indeed, 24 top female sailors demonstrated they can handle boats as well as the men as they sailed their Hobie 14 Turbos in winds in excess of 25 knots. Like all the other ladies' national championships before it, the 1984 event was a display of sportsmanship, fun, and quality racing. In this case, it was an event dominated by South African Caroline Winter, the woman who stunned the Americans in 1983 and returned to Florida to take another victory.

Hutchinson Island, directly off Jensen Beach, Florida, was the site for the women's event. A combination of Hobie 14, Hobie 16, Hobie 18 and Turbo skippers climbed aboard the Turbos to compete with and against each other. The Indian River Plantation Resort had a perfect view of the course to be set out on the Atlantic Ocean but a hurricane coursing through the area only days before had left such large swells that the inlet the chase boats

were to navigate through to get to the ocean from the inland waterway was closed due to rough seas. Each day, race chairman Sandy Banks would say “Today we'll race on the river (just behind Indian River Plantation) and, if we can get the boats through the inlet, we'll be on the Atlantic in a day or two.” Well, all four days passed and there was no sailing on the Atlantic. The ladies didn't seem to mind too much. The river was relatively smooth, yet had the advantage of receiving the strong ocean winds. In fact, all the Absolut Vodka Hobie 14 National Championships were sailed on the river and nobody seemed to mind very much. How nice to have a choice.

By tradition, the ladies get the winds and the open events suffer the doldrums after the ladies event is over. This year all the events had wind for all three weeks and the ladies were especially lucky. It was the kind of wind the racers at the world championship in Ft. Walton Beach had prayed for but had only glimpses of from time to time.

At Thursday night's welcome party, sponsored by Absolut Vodka, the women caught up with faces they had not seen since the last event. Some women, who ranged in age from 16 to 52, felt that the Turbos would not present as much of a challenge as the Hobie 16s used in the 1983 championship. With the winds the women encountered during the series however, the skippers had plenty to deal with. They also appreciated the combination of versatility borrowed from the Hobie 14 and the trapeze wire borrowed from the Hobie 16 which are brought together in the Turbo hybrid.

Friday's first race set the tone for the entire series. Dorian Goldberg started off quickly on the first leg to take the early lead, but Caroline Winter, sailing smartly and with precision, overtook Goldberg on the downwind leg and increased her lead throughout the race. Winter went on to pull off another first and then a second to finish the first day with a total of 3.5 points. Jackie Myers and Linda Bowerfind were tied for second with 12; Paula Alter was fourth with 13 and Kay Merrel, who pulled off a port start to win Friday's third and final race was sixth with 17.5 points.

Saturday's first race looked like it may have to be started in light air, but, by the time the boats were rigged and on the starting line, the wind was blowing at 15-18 knots out of the southeast. This race gave

hope to those women who felt they had a chance to catch the blazing Winter. Goldberg, using a risky strategy of reaching instead of running dead downwind like the other sailors, began picking up boats and moved from fifth at A mark to first at C mark. What Goldberg demonstrated was that the Turbo, when sailed in heavy wind, performed better on a reach than wing on wing, whereas in light air, the Turbo seems to perform better wing on wing. Goldberg won the race. Myers took second after losing the early lead to Goldberg and Winter took third.

Winter reasserted her dominance in the fifth race by winning again while Goldberg finished second. She then went on to practically seal a victory with a bullet in the sixth race, but an interesting battle for second was shaping up between Goldberg with 13.75 points, Alter, who took second in the sixth race with 16 points and Jackie Myers who held 17 points. Winter held five points.

For a time, it looked like the final races on Sunday would not come off. It rained in the morning and a sharp squall passed through which made Jungle Beach 1 (so called because the break in the mangrove trees on the river side of the island resembled a jungle with a dirt parking lot) look even more like its namesake. Despite Hobie rep Miles Wood's comment that the women would not want to sail because the rain might run their mascara (a comment for which he was soundly booed at the awards ceremony), the ladies were eager to get off the beach.

They were in luck. By the time the boats were started, the winds were gusting from 18 to 20 knots. Two foot chop was being whipped up in the river. Goldberg got off to an early lead but fumbled while trying to tack with her traveller car out, and gave up the lead to Myers who was followed by Alter, Winter and Bowerfind.

Goldberg's mistake cost her dearly. Instead of second, she was now in fourth place in a very tight contest for the runner up spot. Myers, with 17.75 points held second; but Alter, with 18, was extremely close and Goldberg, with 18.75 was obviously within reach of second.

The eighth and final race would decide the top five standings since only first place was assured. At the start however, Julie Renfro confused the situation by taking the lead at A mark. She was followed closely by Goldberg and Myers, but Alter was several boats behind. Goldberg made up for her mistake in race seven by passing

WOOD COPE STAR ON HOBBIE 14s

Renfro and putting Renfro between herself and Myers. Goldberg took the first with .75 points and Myers was forced to swallow three points. In the race for second in the regatta, Goldberg took the honors with room to spare, with Myers third and Alter finishing fourth. When the scores were made official, the dominance of Winter was obvious. She finished with 11 points to Goldberg's 19.5, Myers' 20.75, Alter's 24 and Bowerfind's 29. Once again, the South African snatched victory away from the Americans on their home turf in a very convincing fashion. She proved, if anybody doubted, that her sterling performance of a year ago was no accident.

At the awards banquet, provided by Indian River Plantation, the top 12 skippers received Freestyle watches. Freestyle rear gear was also given out to the rest of the skippers. Sand cast trophies were awarded to the top 20 skippers. Special thanks went out to Jackie Mayoe, Les Schreck and Jane Danielson for helping with the race committee work; Bob Johnson, John Hackney, Miles Wood and Fred McIntosh on the protest committee; Ian "Fresh" Burns, Christian Banks, Jack Sammons, George Hook, Walter Flowers, Stan Kemp, Mike Harrison, John Hock, Andy Norlander, Doug Hess, Dick Moldt, Leo Froman, and Miles Wood for their chase boat help; Carol Hackney, Chuck Benner, Steve Rathkopf and "Buzz" for the beach lunches; Tony Lewis who was the Beach Captain; Fleet 260 and Fleet 34; the Hackneys and their dealership Ocean Connection and Absolut Vodka which was ably represented by Bob McDonald and Cindy Kaiser of Action Sports Marketing.

TURBOS

BY BOB JOHNSON

If it were possible to dream a perfect setting for a national event, it might include a succession of warm days, plenty of wind, good food, good friendship, and an ABSOLUT(ely) fantastic time. At the first ever Absolut Vodka Hobbie 14 Turbo National Championship at Indian River Plantation Resort located in Stuart, Florida in October, that dream came true.

After a brief, business-like skippers'



Patrick McDowell

meeting on the morning of October 25, 1984, Sandy Banks, the director of the Hobbie World Class Association, sent the competitors off in search of their boats located in the back lot outpost, jokingly referred to as "Jungle 1." After preparing the boats for the first race, T.L. (Tony Lewis, the beach captain) announced in his own inimitable way, "Off the beach." The competitors launched their Hobbie Turbos through a small hole in the mangroves into the Indian River which was to be the sailing site.

With no qualifying races, it was racing from the very first day. The winds had backed from the previous week and presented an unusual angle to lay out the course in the river. With the northerly winds, the race course had to be set up so that it traversed the ship channel. A sandbar paralleled both sides of the channel so that after rounding C mark, sheeting in and jumping out on the wire to go back to weather, the rudders would slam into the barrier and shoot straight back, leaving the boat totally out of control and the skipper floundering on the wire. Tempers became short concerning lost places, capsizes, running aground, and other unpleasanties, but John Hackney proved that a Turbo could get across those pesky sandbars by scoring convincing first place victories in the two races that he sailed that first day; in fact, in one of the races, he developed a lead of almost three minutes. Richard Post from Indian Harbor, Florida and Richard Karran from Tampa, Florida scored firsts in the other two races run in winds that never fell below 20 miles per hour. What a first day!

On Friday, the fleet moved to the other

side of the causeway and to deeper water. The winds switched back to the predominant southeast with wind speeds between 15 and 20 miles per hour. Banks set the course so that the weather mark was located in a narrow corner of the river with a nasty tide that ripped under the nearby bridge and some wild gusts of wind under, over and around the causeway bridge, thus making the journey to the mark a treacherous one. After three races, Fred Ferrara from Dallas, Texas; Bob Johnson from Tampa, and John Hackney each had found the magical route to first place. Hackney, claiming a third in another of his races, became the leader of the pack in the quest for the national championship.

On Saturday, the morning of the final day of racing before reducing the field to 36 competitors, some new faces began to appear at the front of the pack. Fred McIntosh from Naples, Florida, who had finally found the way to master a Turbo, snapped up a first place. Doug Heil from Valrico, Florida captured first place in another race while John Duke from Orlando, Florida edged out John Hackney for a win in the last race of the day. Crowding just behind those first place finishers were Bill Joslin from Boca Raton, Florida, Woodie Cope of Tampa, and Richard Karran from Tampa, who were stringing together some impressive low-point finishes.

The scores at the cut pointed out a clear leader and quite a race for the remaining positions. John Hackney led the group with 4.25 points having a third for a throw out. Bill Joslin was next with 11 points and he also had a third for a throw out. Third was Richard Post who accumulated 12.75

points and was tied with Richard Karran; however, Post won the tie breaker. Fifth was "Old W.W. Laidback," Woodie Cope, with 17 points. Fred McIntosh was sixth with 19.75 points followed by Dennis MaCredde with 20 points. For one of the few times during Hobie Cat's stay at Indian River Plantation, the rains came, forcing the cut "party" into the confines of the covered garage area.

Sunday brought a change in the wind speeds, lowering them to a moderate 10 to 15 miles per hour. They backed around, twisting and turning through the condos and trees that bordered the river making the trek to the weather pin a real gauntlet for the racers who also had to master the tricky tides that surged rapidly under the nearby bridge and changed once during each day of racing, so that what would be the right side of the course in the morning would possibly not be the favored way to go in the afternoon. Bob Johnson claimed a win in the first race of the day battling Woodie Cope all the way around the course. Larry Becker pulled a third place with Bill Joslin getting a fourth. John Hackney, cursing the light air, fell to a twenty-fifth place. The standings were beginning to jumble around. After a fast lunch of famous Hobie hot dogs, the racers again headed out on the water. Doug Heil leaped out to a commanding lead and finished first with a sizeable lead. Second place went to Fred McIntosh with Woodie Cope following closely behind while Fred Ferrera finished fourth. Jim McCann from Orlando, who was making his presence felt by racking up a string of consistent fifths and eighths, finished fifth. The national championship was still within the grasp of several people as the final race approached. Joslin had 18 points but he had accumulated a 32 in the previous race so he now had his throw out.

Cope was close behind with only 22 points. Neither Joslin nor Cope had captured a first place finish. Richard Post was third with 22.75 points, but he too was carrying a sizeable throw out. Hackney was in fourth with 27.25 points while McIntosh was fifth with 28.75 points followed by McCann with 33 points. With a little luck any of these sailors could win the title. The winds had continued to oscillate during the day but now began to have a persistent shift. Cope went off the starting line on starboard tack in the middle of the line and immediately tacked to the previously unfavored side of the course. The winds had backed, and he had tacked to take advantage of the shift. Cope was never headed and won his first race of the championship series, nailing down the title when McCann finished fifth, McIntosh sixth, Joslin eighth, Hackney twelfth, and Post twenty-second.

At the awards banquet, Cope accepted the trophy stating, "There's still hope for all of us middle-aged, beer drinking, slightly

overweight Hobie sailors; so, hang in there, all of you guys." When asked what preparations he had made prior to attending the nationals, Cope replied, "I drank some beer to get my weight up and then drank some more beer and thought about practicing some." Congratulations, Woodie, the first Hobie 14 Turbo National Champion.

14 OPEN

BY BOB JOHNSON

It all brings good winds, smiles and excitement to Florida and this year was no exception as the Absolut Vodka Hobie 14 National Championship was held at the Indian River Plantation on Hutchinson Island just outside Stuart, Florida. The list of competitors caused the race to be more like a championship of champions as Hobie Alter Jr., Bob Curry, Enrique Figueroa, Tom Materna, Woodie Cope, Jerry King and Wayne Schafer were all in attendance. Questions were flying about the beach. Could Hobie 14 World Champion Bob Curry, who flew home from Korea just to sail in this event, win another national championship? Could Figueroa claim the 14 title as he had claimed the 16 Nationals a few months earlier? What about past World and National champ Hobie Alter Jr? Could he still make a Hobie 14 fly? Cope had shown a domination of this river in capturing the Turbo event the previous week. Could he do as well on a 14? What about Jerry King and Wayne Schafer? Or, could Carlton Tucker come from his perennial bridesmaid spot to capture a national title that has so long eluded him? The answers that flew about were as varied as the questions asked.

On Wednesday, the winds started out very brisk at 20 m.p.h., and Curry demonstrated that he had come home to Florida to win by winning the first race. Alter affirmed that he too was here to try to lay claim to another national title by seizing a first in his first race. Figueroa validated his intentions by winning the third race of the day. In the fourth and final race of the first day, Curry and Alter vied for the first time. Curry led Alter around the course, a seven, but blew the tack at "A" mark; as a result, Alter blew by him to capture the win.

The competition kept up at this pace so that by the end of six races for everyone on Thursday, November 1, Alter had two firsts and a second, Figueroa had two firsts and a third, Tucker had a first and two seconds while Curry had a first, a second and a fourth. The winds were still fresh but were beginning to die off a little. Tactics now seemed to be a big part of the day, not just survival as the day before had been for

many.

On Friday, the battle lines were again drawn on the Indian River. After eight races, the lead had changed again. Figueroa now moved into the lead after winning his fourth race while Alter snared a second. Curry collared a first in his fourth race and this moved him into third place in the standings ahead of Tucker who had slipped a little. The ultimate winner seemed destined to be the survivor of this group's assault on the race course. Curry proceeded to win race nine with Whitehurst from Pensacola in second and Figueroa slipping to a fourth place spot.

After the third day of racing and five races each for the group, the leaders would now be separated into the finalists who would race every race. The cut party found everyone in good spirits as Sandy Banks read the names of the final 36 who would battle in the last two days of racing. Hobie Alter Jr. was the first name read, and after three days of racing and five hard races, he had accumulated only 4.25 points. Curry was second with an identical score. Third was Figueroa with 5.25 points while Tucker was fourth with 8.75 points and David Rodgers from West Palm Beach was fifth with 12.00 points. The hour was ripe for a good time and many stayed and danced until the band went home; a superb time was had by all.

Saturday found the first bad weather day of the entire three weeks at Indian River Plantation. Everyone met on the beach for a skippers' meeting at 9:00 a.m. and so did the rain. The clouds moved in and the wind died completely. The only time the wind would rise was when a thunderstorm went through the area. Volleyball between raindrops and short naps were employed to pass the time. Lunch came and went and still the skippers waited for the clouds to break so that they could get off the beach; the tension was so thick that it could be sliced with a knife.

At two o'clock, a parting of the clouds occurred and a few stray cat's paws began to creep across the water. "Off the beach!" was the cry and 36 competitors glided out to the starting area for the first of the finals. The wind had shifted around and the entire course had to be readjusted. Curry leaped out to a commanding lead as Bob Bergstedt finished second with Alex Kirby securing a third. Jerry King, a past 16 national champion, claimed fourth while Fred McIntosh was fifth. The competitors rushed in to the beach to change boats and to get in another race for the day, but Mother Nature was not going to cooperate at all as the rains returned forcing Banks to call a halt for the day with a plan to have three races on Sunday, the last day of the championship series. At this point, the standings reflected a change with Curry moving into the lead with five points followed by Alter with 6.25 points, Figueroa

Continued on page 63

HOBIE RACING

JANUARY/FEBRUARY 1985

IN THIS SECTION:

Major Regattas
Regatta Schedules
Fleet News
Regatta Results



WORLD HOBIE CLASS ASSOCIATION

Racing Editor/Michele Krcelic

Regatta Secretary/Liz Reed

The racing section of the *Hobie Hotline* 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 cannot be guaranteed, so please submit duplicate photos. Send all contributions to Michele Krcelic, Hobie Class Association, P.O. Box 1008, Oceanside, California 92054.

MAJOR EVENTS

MAJOR REGATTAS

February 9-17

April 12-14

April 25-28

June 15-22

July 13-19

September 16-22

3rd Hobie 18 World Championships
Port Macquarie, N.S.W., Australia

Midwinters East

Tampa, Florida

N.A.L.H.H.C.F.F.R.R.

Lake Havasu City, Arizona

Hobie 14 European Championships
Portugal

Hobie 16 European Championships
Highcliffe, England

Hobie 18 European Championships
Geneva, Switzerland

H.C.A.

619/758-9100

Tampa Sailcraft

813/962-4092

H.C.A.

619/758-9100

H.C.A.

619/758-9100

H.C.A.

619/758-9100

H.C.A.

619/758-9100

FLEET DIRECTORY

FLEET NO.	COMMODORE	LOCATION	DIVISION	FLEET NO.	COMMODORE	LOCATION	DIVISION
1.	Bill Krull	Dana Point, CA	2	82.	Jim Terpstra	Guelph, Ont., Canada	10
2.	Dave Giguere	Auburn, CA	3	83.	Bob Curtis	Rock Hill, SC	9
3.	Charlie High	Long Beach, CA	2	84.	Don Baldwin	Des Moines, IA	7
4.	Greg Brown	San Diego, CA	2	85.	Dick Armstrong	Columbus, OH	10
5.	Jack Bowerfind	Clearwater, FL	8	86.	Jim Hoag	Elmira, NY	16
6.	Robert Foote	Kailua, HI	1	87.	Jane Kennedy	San Rafael, CA	3
7.	Richard Carroll	Pasadena, CA	2	*88.	Bill Pawlowski	Lake Havasu City, AZ	2
8.	Tommy Delesandri	Houston, TX	6	89.	Mike Griffie	Mishawaka, IN	10
9.	Ralph H. Stallcup	Lake Charles, LA	7	90.	Mikel Magnusson	Winnipeg, Man., Canada	7
10.	Larry Stayner	Clear Lake, IA	7	91.	David Cregar	Fort Worth, TX	14
11.	John Duke	Orlando, FL	8	92.	Mike O'Connell	Charlotte, NC	9
12.	Cary Heesner	Decatur, GA	9	93.	Bill Groves	Lafayette, LA	15
13.	Ralph Weir	Spokane, WA	4	+94.			
*14.	Paul Ulibarri	Seattle, WA	4	95.	Mike Stewart	Bothell, WA	4
15.	Bill Johnson	Ventura, CA	2	+96.			
*16.	Ken Dawson	Big Bear Lake, CA	2	97.	Terry A. Hanchey	Henderson, NC	9
17.	Jim Gustin	Citrus Heights, CA	3	98.	Lamont George	Clear Lake, Man., Canada	7
18.	John R. Medler	Ypsilanti, MI	10	99.	Billy Dominy	Corpus Christi, TX	6
+19.				100.	Ray Vallecillo	Salterpath, NC	9
20.	Mike Sowers	San Jose, CA	3	101.	Richard Johnson	Wilmington, NC	9
21.	Mike Arnerich	Modesto, CA	3	102.	Jibber Terheggen	South Padre Island, TX	6
*22.	Mike Kristiansen	St. Albert, Alb., Canada	4	103.	Mac Hasvold	Sioux Falls, SD	7
23.	Bill Kocsis	Dallas, TX	14	+104.			
24.	Wally Myers	Ocean City, NJ	11	105.	Jerry Elliott	Boise, ID	4
25.	Allen Bates	Tulsa, OK	14	106.	Debbie Metscher	Steamboat Springs, CO	5
26.	Mike Willitorn	Indianapolis, IN	10	*107.	Albert Aline	Papeete, Tahiti	Inter.
27.	Bob Bridgman	Wichita, KS	14	108.	Jerry Tejchma	Muskegon, MI	10
28.	Art Simms	Natick, MA	12	109.	Milt Dinhofer	Great Neck, NY	12
29.	Mark Londree	Merced, CA	3	110.	Jim Frank	Victoria, TX	6
30.	Neil Brady	Riverside, CA	2	111.	Richard Brew	Jacksonville, FL	8
31.	Gil Knorr	Brookfield, CT	12	+112.			
32.	Duvid J. Nulson	Virginia Beach, VA	9	+113.	Joe Thompson	Freeport, Grand Bahamas	Inter.
+33.				+114.			
*34.	Scott Baker	North Palm Beach, FL	8	+115.	David A. Hutchings	Wilmette, IL	10
35.	Rick Cumby	Pensacola, FL	15	*116.	Ike Selig	Lakeland, FL	8
36.	Jolena Plaut	Miami, FL	8	117.	Jake Taber	Grand Rapids, MI	10
37.	Gary Baker	Bellingham, WA	4	118.	Chuck Raney	Tyler, TX	14
+38.				119.	Jack Knooren	Eden, NY	16
39.	Denny Siquefield	Bradenton, FL	8	120.	Robert Self	Panama City, FL	15
40.	Chris Sundberg	Richland, MI	10	+121.			
41.	Kenny Boudreaux	New Orleans, LA	15	*122.	Walter Cabral	Fortaleza, Ceara, Brazil	Inter.
42.	Mike Weill	Tampa, FL	8	123.	Dan Gallagher	St. Louis, MO	10
43.	Bob Giehls	Tallahassee, FL	15	124.	Dick Osmun	Bayport, NY	12
44.	Peggy Monrodt	Ft. Lauderdale, FL	8	125.	Bob Haufschild	Lake Poinsett, SD	7
45.	Edward LeGrand	Cocoa, FL	8	126.	Tim Terrell	Chesteron, IN	10
46.	Derek Cassels-Brown	Auckland, New Zealand	Inter.	127.	Gene Soule	Vero Beach, FL	8
47.	Steve Campbell	Cincinnati, OH	10	128.	Mike Minerva	San Antonio, TX	6
48.	Tom Nelson	Albuquerque, NM	5	*129.	William Fretz	Thunder Bay, N. Ont., Canada	7
*49.	Tom Creed	Clear Lake, MN	5	130.	Bruce Machtaler	Ponticton, B.C., Canada	4
50.	Bob Kaphammer	Loveland, CO	7	131.	Stoney Douglas	Oklahoma City, OK	14
51.	Tom Roche	Las Vegas, NV	2	*132.	Arthur H. Jones	Kalimantan Timur, Indonesia	Inter.
52.	Dan David	White Bear Lake, MN	7	*133.	Rafael Mediavilla	Isla Verde, Puerto Rico	13
53.	Ernie Johnson	Isle of Palms, SC	9	134.	Chris Rooke	Memphis, TN	15
54.	Bill Lippincott	Baltimore, MD	11	135.	Deborah Cox	Hewitt, NJ	12
55.	Al Schweizer	Baton Rouge, LA	12	136.	Joel Marcus	Orfield, CT	12
*56.	Dean R. Stordahl	Weston, CT	12	137.	Jay Sutton	Hopatcong, NJ	11
57.	Richard Seleno	Los Angeles, CA	2	138.	Eduardo Villagran	Guatemala, Guatemala	Inter.
58.	Louis Greisemer	Jackson, MI	10	+139.			
59.	Tom Harper	Springfield, MO	7	+140.	Richard Owen, Sr.	Levittown, PA	11
60.	Walt Fite	Sandusky, OH	10	*141.	Ron Woodcock	Columbia, SC	9
61.	Bob Kinnear	Denver, CO	5	142.	Dave Resch	Louisville, KY	12
*62.	Phil Trotter	Clovis, CA	3	*143.	Ron Marcink	Seaford, NY	10
63.	Don Schnorr	Norman, OK	14	144.	Ric Balesky	East Lansing, MI	10
64.	Mark Schleckser	Austin, TX	6	145.	John Bracken	Ft. Smith, AR	14
65.	Pete Wolcott	Shore Acres, NJ	11	146.	Neal R. Denison, Jr.	Wichita Falls, TX	14
66.	Mary Tuckett	Scottsdale, AZ	2	+147.			
67.		Salt Lake City, UT	5	*148.			
+68.				149.	John Owen	Bangkok, Thailand	Inter.
69.	D. A. Rogers	Key West, FL	15	150.	Tom George	Blue Springs, MO	7
70.	Lenny Carey	Key West, FL	8	151.	Bob MacKenzie	Orillia, Ont., Canada	16
71.	Ken Marshack	Portland, OR	4	*152.	Art Clark	Decatur, IL	10
72.	Bill Miller	Northfield, NJ	11	153.	Bob Duncan	St. Simons Island, GA	8
+74.				+154.	L. Kenny Duffield	Gainesville, FL	8
75.	Jim Holst	Tamuning, Guam	Inter.	*155.			
76.	Lee McDonald	Fairhope, AL	15	156.	Gerald D. Knierum	Brooklyn, MI	10
*77.	John Wright	Vail Lake, CA	2	+157.	Woody LaValle	Casper, WY	5
+78.				+158.			
79.	Dick Wass	Pago Pago, American Samoa	Inter.	+159.	James V. Kelly	Springfield, IL	10
80.	Judd Dando, Jr.	Daytona, FL	8	160.	Gail Fricke	Grand Junction, CO	5
+81.				161.	Roy Underwood	Bryan, TX	6
				162.	Ray Murray	Waco, TX	14

FLEET DIRECTORY

FLEET NO.	COMMODORE	LOCATION	DIVISION	FLEET NO.	COMMODORE	LOCATION	DIVISION
*163.				290.	Sue Davis	Union Hall, VA	9
*164.	Rick Harper	Seneca, SC	9	291.	James R. Brewer	Yankton, SD	7
*165.	Ollie Fredrick	Mahometi, MN	7	*292.	Al Balazovic	Traverse City, MI	10
166.	Rick Buchanan	Oceanside, CA	2	*293.	Dave Chick	Bathurst, N.B., Canada	12
167.	Robert Covey	Bakersfield, CA	2	294.	Joe Short	Savannah, GA	9
168.	Gerald Jenkins	Rapid City, MI	10	295.	Don Camelon	Rochester, NY	16
+169.				+296.			
+170.				+297.	Rod Schamle	Emporia, KS	7
171.	Steve Amador	Ann Arbor, MI	10	*298.	Dave Milne	Ottawa, Ont., Canada	16
172.	Brian Price	Ganonoque, Ont., Canada	16	299.	Larry Armstrong	Fredericton, N.B., Canada	12
+173.				300.	Jay Vestal	Westerville, OH	10
+174.							
175.	Steve Dixon	Mt. Gilead, NC	9	301.	Manfred Dangel	Munich, Germany	Europe
176.	Ed Ogden	Mohnton, PA	11	302.	Sandro Michelangeli	Bracciano, Italy	Europe
*177.	Grey Ganz	Hitchcock, TX	6	303.	Alain Saurat	St. Malo, France	Europe
*178.	Lynn Stone	Fort Walton Beach, FL	15	304.	Ruud Visser	Zandvoort, Holland	Europe
*179.	Gordon Lailson	Hong Kong	Inter.	305.	Bram Lussenburg	Wijk v., Holland	Europe
180.	Berry Bernbaum	Woodland Hills, CA	2	306.	Chris Minee	Katwijk, Holland	Europe
+181.				307.	Jan Van Spellen	Schrevingen, Holland	Europe
182.	Tom Baldauf	Kingshill, St. Croix, USVI	13	308.	Jan Wijker	Edmond, Holland	Europe
183.	Gary Francis	Whitby, Ont., Canada	16	309.	Guy Pasquier	Toulon, France	Europe
184.	Stephen Treadwell	Milton, VT	12	310.	Sigurd Maxwell	Geneva, Switzerland	Europe
+185.				311.	M. Harris	Nantes, France	Europe
186.	Stanley Pastore	Norwalk, CT	12	312.	Jean-Pierre Foucauld	Hyeres, France	Europe
187.	Denis Renaud	Montreal, Quebec, Canada	12	313.	Marc Gattier	Le Havre, France	Europe
188.	Mike McGinnis	Tampa, FL	8	314.			
*189.	Bill Sakovich	CHRD, Saipan, C.M., Guam	Inter.	315.	Helmut Jakobowitz	Vienna, Austria	Europe
190.	Warren Kaplan	Linwood, NJ	11	316.	Martin Schuitema	Wassenaar, Holland	Europe
191.	Buck Newsome	Greensboro, NC	9	317.	Dierk Reinhardt	Hamburg, Germany	Europe
192.	Rod Phipps	Omaha, NE	7	318.	Michael Rust	Bremen, Germany	Europe
193.	Gary Nichols	Eugene, OR	4	319.	Heiner Knopp	Krefeld, Germany	Europe
194.	Mark Pierner	Vallejo, CA	3	320.	Claude LeRoux	Metz, France	Europe
195.	Rick Parsons	Richland, WA	4	321.	Guy Delmas	Lacana, France	Europe
196.	Bill Davenport	Rockville, MD	11	322.	Helmar Haubi	Zurich, Switzerland	Europe
197.	Sally O'Rourke	Rockport, MA	12	323.	Colin White	Plymouth, England	Europe
198.	Charlie Ellis	Rapid City, SD	7	324.	Joseph Perrissaguet	Ban Saint Martin, France	Europe
*199.	Michael Adorjan	Murphysboro, IL	10	325.	Rinus Van de Haak	Noordwijk, Holland	Europe
*200.	Barry W. Barnes	Norfolk, VA	9	326.	Osten Nilsson	Holviksnas, Sweden	Europe
201.	Mark Wittup	Pueblo, CO	5	327.	Junger Klein	Mannheim, Germany	Europe
202.	Douglas Schmidt	Gladstone, MI	3	328.	Pierre Molia	Biarritz, France	Europe
203.	Scott Dacus	Reno, NV	3	329.	Walter Steiner	St. Gallen, Switzerland	Europe
204.	Marty Hallowick	Brewerton, NY	16	330.	Erik Nienstaedt	Copenhagen, Denmark	Europe
205.	Susan Farris	Clearlake, CA	3	331.	Dario Soresina	Milan, Italy	Europe
+206.				332.	Bino Bani	Pisa, Italy	Europe
+207.				333.	Fred Paasch	Alsen, Denmark	Europe
208.	Drake Barber	Fairfield, CT	12	334.	Peter Jannack	Hamburg, Germany	Europe
209.	Rick Bolduc	Amesbury, MA (located in NH also)	12	335.	Friedrich Schiebel	Vienna, Austria	Europe
210.	Roger Bristol	Olivet, MI	10	336.	Erich Minarik	Graz, Austria	Europe
+211.				337.	Rene Bos	Zandvoort Nord, Holland	Europe
+212.				338.	Serge LeCouteur	Cap d'Agde, France	Europe
+213.				339.	Jean-Marc Niedergang	Montpellier, France	Europe
214.	Greg Knight	Vancouver, B.C., Canada	4	340.	M. Chincholle	La Rochelle, France	Europe
215.	Tom Newport	Cedar Rapids, IA	7	341.	Werner Wittwer	Morges, Switzerland	Europe
216.	Jack Keldenich	Marion, IN	10	342.	Don Findlay	Stafford, England	Europe
217.	David Carter	Chattanooga, TN	9	343.	Bram Van Straalen	's-Gravezande, Holland	Europe
218.	Lou Mosko	Rocky River, OH	10	344.	Denis Auckenthaler	Cannes, France	Europe
*219.	Billy Joe Crider	Marion, KY	10	345.	Mario Businco	Cagliari, Sardinia	Europe
+220.				346.	Manolis Pallas	Rhodos, Greece	Europe
221.	Ed Bush	Richmond, VA	9	347.	Xavier Kieffer	Ajaccio, Corsica	Europe
222.	Rod Nixon	Pacific Grove, CA	3	348.	Donald Aubin	Munich, Germany	Europe
223.	Thomas S. Zalewski	Wausau, WI	7	349.	Klaus Wegner	Cologne, Germany	Europe
+224.				350.	Kellegmann	Baldeneysee, Germany	Europe
225.	Scott Rankin	Mattoon, IL	10	351.	Karl-Fried. Hessemann	Gooimeer, Holland	Europe
226.	Steven L. Tubbs	Anchorage, AK	4	352.	Michael Schwindt	Wiesensee, Germany	Europe
227.	Peter Delhueck	Pierre, SD	7	353.	Dirk Jan Kann	Gooimeer, Holland	Europe
*228.	Joe McKeag	Eric, PA	16	354.	Georges Daniele	Marseille, France	Europe
229.	Patrick Babiaiz	Rensselaer, NY	16	355.	Robert Rives	Toulouse, France	Europe
+230.				356.	Wolfgang Listl	Nurnberg, Germany	Europe
231.	Rich McNeill	Gray, ME	12	357.	Christopher Maguin	Dunkerque, France	Europe
232.	Glenn Fontenot	Beaumont, TX	6	358.	Maurizio Juris	Venice, Italy	Europe
*233.				359.	Domenico De Toro	Rome, Italy	Europe
*234.	Cheryl Stone	Mazatlan, Mexico	Inter.	360.	Reiner Seelen	Sonsbeck, Germany	Europe
235.	Scott Levanway	Millville, NJ	15	361.	Friedhelm Weller	Bunde, Germany	Europe
+236.				362.	Stefan Griesmeyer	Bavaria, West Germany	Europe
237.	Rob Miller	Sarnia, Ont., Canada	10	400.	Stuart Ravary	Toledo, OH	10
238.	Ron Weiss	Mayfield, NY	16	*401.	Jay Terrell	Shreveport, LA	6
239.	Doug Keller	Akron, OH	10	*402.	Charles F. Cronheim	Lagos, Nigeria	Inter.
240.	Rich Grewohl	Bolder Creek, CA	3	*403.	Jim Trask	Lynn, MA	12
241.	David Nigus	North Little Rock, AR	14	404.	Douglas Meyer	Angola, NY	16
*242.	Rick Sullivan	Saskatoon, Sask., Canada	4	405.	Andy Thompson	Boroko, Papua, New Guinea	Inter.
*243.	Jane Loguasto	Grand Island, NY	16				
244.	Charles G. Power	Myrtle Beach, SC	9	+406.			
*245.	Jon Edblom	Durango, CO	5	407.			
246.	William Kingston	Grand Rapids, MI	7	+408.			
247.	Ann Harden	Bonadua Bay, Ont., Canada	11	409.			
248.	Terry Brown	Union Lake, MI	10	+410.			
249.	John Bolt			411.	Ken Farrar	Dubai, United Arab Emirates	Inter.
250.	John W. Sullivan	Sandy Hook, NJ	11	*412.	John Pearman	Jeddah, Saudi Arabia	Inter.
*251.	Tom Neiswonger	Lawton, OK	14	*413.	Wayne Fischer	Green Bay, WI	7
252.	Noel Kilner	Suva, Fiji	Inter.	*414.	Bill Petraitis	Conneaut Lake, PA	11
*253.	Brian Dunloy	Dhahran, Saudi Arabia	Inter.	*415.	Jahn Koedt	Tali Beach, Philippines	Inter.
254.	Robb Haylor	Benidj, MN	7	416.	Craig Moore	Hatfield, PA	11
*255.	Samuel Applegate	New Albany, IN	10	417.	Bill Gill	Amherst, N.S., Canada	12
256.	Tim Goslin	Grand Island, NY	9	+418.			
257.	Phillip M. McRoy	Washington, NC	16	419.	Bill Slusser	Peoria, IL	10
+258.				+420.			
259.	Bill Gerblick	Arroyo Grande, CA	3	421.	Ricardo Rovira	Calafell, Spain	Inter.
260.	Charles A. Benner	Jensen Beach, FL	8	422.	Alvarez Del Manzano	Vilaforuny, Spain	Inter.
261.	Robert Woodward	Victoria, B.C., Canada	4	423.	Joan Nuviola	Castelldefels, Spain	Inter.
+262.				424.	Esteve Puigula	Rosana, Spain	Inter.
263.	Ron Rubadeau	Kelowna, B.C., Canada	4	425.	Felipe Bellini	Port Pollensa, Spain	Inter.
+264.				426.	Ramon Pino	Puebla Farnals, Spain	Inter.
+265.				+427.			
+266.				428.	Pedro Garcia	Sanlucar de BDA, Spain	Inter.
267.	Hal Savage	Philadelphia, PA	11	429.	Antonio Munoz	Calas de Guisando, Spain	Inter.
268.	Sam Smith	Lubbock, TX	14	430.	Antonio Oriol	Sotogrande SV, Spain	Inter.
+269.				431.	Jose Ignacio Asensi	Madrid, Spain	Inter.
+270.				432.	Tim Wuhle	Ponca City, OK	14
271.	Bill Pagels	Newark, DE	11	+433.			
+272.				434.	Don Campbell	Lake Arrowhead, CA	2
273.	Tom Burrows	Florissant, MO	7	435.	Steve Fangio	Amarillo, TX	14
274.	Peter Capotosto	Manila, Philippines	Inter.	*436.	Mike Cooper	Mammoth Lakes, CA	2
+275.				437.	Don Estapa	Asheville, NC	9
276.	Ken Mette	Roseville, MI	10	438.	Age deVries	Bahrain	Inter.
277.	Stan Muse	Birmingham, AL	15	439.	J. Thomas Lang, Jr.	Mamaroneck, NY	12
*278.	Lionel Conacher	Cambridge, Ont., Canada	16	440.	John Friesz	Hampton, VA	9
*279.	Larry Van Tuyl	Ann Arbor, MI	10	441.	Chris W. Walker	Burlington, Ont., Canada	16
280.	Jim Stevenson	Stockton, CA	3	*442.	Tomas Irizarry	Mayaguez, Puerto Rico	13
281.	Len Chesmore	Santa Rosa, CA	3	443.	Doug Ackroyd	Town Bank, NJ	11
*282.	Scott Brubaker	Birmingham, MI	10	444.	John David Morris	Spicer, MN	7
283.	Ann Galluzzo	Springfield, OH	10	445.	Pete Mulligan	Geneva, OH	10
*284.	Robert L. Ryan	West Liberty, OH	10	446.	Kevin Morrison	Calgary, Alb., Canada	4
*285.	G. J. deVries	Curacao, Netherlands, Antilles	Inter.	447.	Hunter Fry	Fox Lake, IL	10
+286.				448.	Joe Boulay	Pawtucket, RI	12
*287.	Jim A. Brisbois, Jr.	Saginaw, MI	10	449.	A.J. Pope	Pinnellas Park, FL	8
288.	Dennis Henderson	Marquette, MI	10	450.	Walter Goodell	Whitmore Lake, MI	10
289.	Carlos Aguilo E.	Santo Domingo, Dominican Repub.	Inter.	451.	Larry Howard	Klamath Falls, OR	4

FLEET DIRECTORY

FLEET NO.	COMMODORE	LOCATION	DIVISION	FLEET NO.	COMMODORE	LOCATION	DIVISION
452.	Frank Brearley	Barneget Bay, NJ	11	*499.	Moriyasu Murase	Saitama-ken 350, Japan	Inter.
*453.	Paul Pocock	Quensal, B.C., Canada	7	*500.	Russ Towbridge	Libreville, Gabon	Inter.
*454.	Mark Tryggstad	Amery, WI	7	*501.	Aijito Hirayama	Tokyo, Japan	Inter.
*455.				*502.	Fred Sponsel	Brigantia, NJ	11
*456.				*503.	John Smal	Athens, Greece	Inter.
457.	Vaughn Costa	Brownwood, TX	14	504.	Skip Marsh	Cadillac, MI	10
458.	Luis Lerdo de Tejada	Mares, Spain	Inter.	505.	Henry Kazmier	Ogden Dunes, IN	10
459.	Salvador Barrachina	Castellon, Spain	Inter.	506.	Craig Findlay	Caringbah, NSW, Australia	Inter.
460.	Carlos Hernandez	Sevilla, Spain	Inter.	*507.	Masami Kozuge	Kanagawa Prefecture, Japan	Inter.
461.	Paul Moreira	Portugal	Inter.	508.	Paul Ricketts	N. Myrtle Beach, SC	9
*462.				*509.	T. Marc Dickenson	Malvern, AR	14
463.	Fred Jodts	Titusville, FL	8	510.	Dennis Patterson	El Dorado, KS	14
*464.				*511.	Chris Loat	Abudhabi, UAE	Inter.
465.	C. Everett Thompson	Elizabeth City, NC	9	512.	Graham Webb	Wellington, New Zealand	Inter.
466.	Diane Charles	Pymatuning, PA	11	513.	Friedrich Niederquell	Germany	Inter.
*467.				514.	Bert Wells	Tucson, AZ	2
468.	Boyd Bass	McAlester, OK	14	*515.	Charles Leekley	Excelsior, MN	7
*469.	Poncho Limon	San Felipe, Mexico	Inter.	516.	Tom forty	Pohick Bay, VA	11
470.	Ginny Draeger	Whitefish, MT	4	517.	Nigel King	Turkey Point, Ont., Canada	16
471.	Claus C. Nimb	Christchurch, New Zealand	Inter.	518.	Max Westwater	Cheung Chau, Hong Kong	Inter.
472.	Scott J. Schuppe	Madison, WI	7	519.	Jim Geerlign	Portage, MI	10
473.	Dieter Bronkamp	Niantic, CT	12	520.	Buz Moore, Jr.	Hartsville, SC	9
474.	David Buckingham	Spirit Lake, IA	7	521.	Tom Bailey	Valdosta, GA	8
*475.	Scott Russell	Storm Lake, IA	7	522.	Eugene Zalar	South Haven, MI	9
*476.	Jim Murray	Leesburg, IN	10	523.	Scott Aman	Poconoke Rapids, NC	10
477.	Neal D. Houx	Tahoe City, CA	3	524.	Marce Davidson	Centertop, NY	12
*478.	Debbie Blackburn	Walker, MI	7	525.	Bob Anderson	Regina, Saskatchewan, CN	4
*479.	Mike Stevens	Kahului, Maui, HI	1	526.	Karl E. Boehler	Midland, TX	6
*480.	Gary Doty	Cordova, IL	7				
481.	Chuck Druckenmiller	New Lisbon, WI	7				
482.	James T. Walrath	Puget Sound, WA	4				
483.	Miquel Soldevila	Benidorm, Spain	Inter.				
*484.	Laird R. Jones	Montgomery, AL	15				
485.	Jane Brown	Elkhart, IN	10				
486.	Dean Tyler	Abilene, TX	14				
*487.	Geoffrey Monsen	Doha, Brunei	Inter.				
*488.	Richard L. Rymor	Pewaukee Lake, WI	7				
489.	Randy Beimann	Two Rivers & Manitowoc, WI	7				
*490.	Ubaldo Tacconelli	Edo. Mueva Esparta, Venezuela	Inter.				
*491.	Will Pulsford	Trinidad, West Indies	Inter.				
492.	Jose L. Marti	Singapore, Republic of Singapore	Inter.				
*493.	Mike Rea	Muscat, Gulf of Oman	Inter.				
*494.	John W. Ingham	Doha, Qatar, Arabian Gulf	Inter.				
495.	Brad Kelsey	Longview, TX	14				
496.	Nick Kalergis	Seabrook, NH	12				
497.	Rick Tinga	Trenton, Ont., Canada	16				
*498.	Masahiko Ozeki	Kanagawaken 250, Japan	Inter.				



DANGER

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

REGATTA SCHEDULE

DIVISION 6

April 27-28	Tenth Annual Olympic Regatta Corpus Christi Bay, Texas Fleet #99	Peter Colby 512/991-7859
July 13-14	Ninth Annual San Dune Regatta Port Aransas, Texas Fleet #99	Peter Colby 512/991-7859

DIVISION 8

January 13	Ocean Connection Speed Trails Jensen Beach, FL	Steve Sargent 305/334-1515
February 10	Ocean Connection Speed Trails Jensen Beach, FL	Steve Sargent 305/334-1515

INTERNATIONAL

MANAMA, BAHRAIN

January 1	Hangover Regatta Race 1 Manama, Bahrain Fleet #438	Age J. de Vries 693862
February 1	Brass Monkey Long Distance Regatta Manama, Bahrain Fleet #438	Age J. de Vries 693862
February 8	Four Seasons Series IV Race 1 & 2 Manama, Bahrain Fleet #438	Age J. de Vries
February 15	Four Seasons Series IV Race 3 & 4 Manama, Bahrain Fleet #438	Age J. de Vries
March 8	Valentines Race 1 & 2 Manama, Bahrain Fleet #438	Age J. de Vries
March 21	BYC Annual Dinner Dance	
March 22	Hangover Regatta Race 1 & 2 Manama, Bahrain Fleet #438	Age J. de Vries
March 29	Hobie Fleet to Great Muharrag Raft Race/Manama, Bahrain Fl.#438	Age J. de Vries

EUROPEAN CLASS ASSOCIATION

June 15 - 22	Hobie 14 European Championship Portugal	Tony Laurent 33-94-573172
July 20 - 26	Hobie 16 European Championships Highcliffe, England	Tony Laurent 33-94-573172
September 16-22	Hobie 18 European Championships Geneva, Switzerland	Tony Laurent 33-94-573172

GUAM

February 16-18,	Laguna Regatta Tamuning, Guam Fleet #75	
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NEW ZEALAND

February 23-24,	Third Annual Akaroa Hobie Classic Christchurch 1, New Zealand Fl.#471	Claus C. Nimb 03/556-555B.H.65-183
March 2 - 3	Canterbury Hobie Cat Championship Christchurch 1, New Zealand Fl.#471	Claus C. Nimb 03/556-555B.H.65-183
April 6 - 7	Hobie Easter Meeting Christchurch 1, New Zealand, Fl.#471	Claus C. Nimb 03/556-555B.H.65-183

DIVISION 2

Sunrise Hobie Cat Regatta
Fleet 514, Division 2
Sunrise Lake, Arizona
September 22-23, 1984
by Randy Palmer

September 22-23 found some of our members enjoying the cooler temperatures found at Sunrise Lake in the White Mountains. Representing our fleet were the Egers and Mulays in 18s and the Lowes, Nashes and Palmers in 16B. There were 15 boats in all on this small lake, but there was plenty of room to race.

Saturday's racing provided us with no wind to speak of and calm conditions. We were able to get in two races before Mother Nature decided to take the wind somewhere else. The day's racing was canceled at the start of the third race. The 18s had already started but the 16As were still at the start with no wind.

The fleet retired to the resort hotel where we enjoyed the indoor pool and spa and the bar. Later we were treated to a steak dinner which is included in the entry fee.

Sunday, we were glad to see the wind picking up, but not so glad to see the dark clouds rolling our way. The first race

went well, but the second and final race was the kicker. We had enough wind to send the crews out on the wire. I remember that when John and I were rounding C mark and heading for the finish, those dark clouds were now overhead and spitting out a chilling rain. Even with a wetsuit, I was freezing. Lori Lowe and my wife Cindy were terrific in having hot food waiting for us after the race. Trophies and a paid weekend at the resort were given out after the racing was completed. John Eger and John Muly took first and third in 18s and I picked up a second in 16B, but no way could it have happened without John Lowe's knowledge and racing experience.

All in all, the weekend went well except for the race organizer bailing out and not even showing up. We really needed and enjoyed the change in climate after suffering through a hot summer in town.

DIVISION 9

Okthobiefest

Fleet 12, Division 9
Lake Lanier, Georgia
October 6-7, 1984

A championship regatta without points—just for the fun of it! This was the mandate handed down from Fleet 12's Commodore, Cary Heefner, in June of this year. On October 6 and 7, fleet 12 hosted its annual "Okthobiefest" at the Old Federal Park Campground on Lake Lanier. The event was a huge success even without the substantial sponsorship that the spring points regatta normally sustains. Thirty-nine boats attended, and all were amply provided with good wind, championship courses, and, thanks to Dr. Pepper, long sleeve, five-color T-shirts. There was even a novice class where the uninitiated could try for a trophy at their first regatta.

Of all the thousands of inland lakes in Division 9, Lanier is the heavy weight. It encloses 37,810,080,000 cubic feet of water within her 760 miles of continuous shoreline. If the dam broke, half the fleets in the Division would wash down to Tybee Island in Savannah. On Lanier, the possibilities for an experienced race committee are endless. Mile-long weather legs are always possible with wind from any direction.

The skippers poured into Old Federal from as far north as Chattanooga and from as far south as Savannah. Some came for the keen competition and brass trophies, some for the long-sleeve Dr. Pepper T-shirts, and some for their first regatta experience in the novice class. All shared in a marvelous weekend of championship racing served up down home style by Hobie Fleet 12.

Race Committee Chairman, Thom Andreozzi, lost ten pounds the first week of October. A dying weather system had brought light and variable winds and intermittent rain for the week prior to the regatta. The boats drifted to the starting line on Saturday morning as the postponement flag hung down listlessly over the committee boat. A grey strand of smoke moved vertically aloft at the northern end of the lake. Suddenly, the smoke moved rapidly to the west. The wind gods had smiled on



Josh Burkholder

Okthobiefest and Thom Andreozzi. Ten knots of air filled across the lake as the racing began. Three races were run on Saturday in 10-15 mph winds.

On Saturday evening, the Okthobiefest celebration was held at the Old Federal Park Campground. On a shoestring budget, a tremendous smorgasborg was laid out featuring dozens of covered dishes prepared by the members of Hobie Fleet 12. It was a bountiful harvest of great food and Lowenbrau beer. System 7 Hair Salons contributed give-aways as game three of the National League playoffs began on the tube. The party lasted long into the night around campfires and draft beers. All the while, the wind was building, and the Cubs couldn't stop the Padres.

Sunday morning gusted in wildly with stiff 15-20 mph winds. The novices were wide-eyed and the A-fleeters were ecstatic. Even the mud on the beach was "brown-capping." For both of the back-to-back course seven's, the reaches and downwind legs were screaming. You could get as "totally out of control" as you dared. Rooster tails flew off the hulls as the boats sliced through the white caps.

As if by some miracle, the heavy winds died 25 minutes after the end of the final race on Sunday. Trophies were awarded three deep in 18's, 16's, 14's and novice 16's. Atlanta's newest Divisional threat, ex-Olympic Tornado skipper, Chris Stater, won the 18-A's sailing in only four of the five races. He was followed by Lynn "Olie" Olson of Fleet 217 and Greg Green of Fleet 12. In the 16-A's, Atlanta swept the lineup with Mike Percy, Russ Dalba, and Joe Moore finishing first, second, and third.

In the 16 Novice class, 13 skippers came out to compete for the trophies. A workshop was held for the novices before

the white flag on Saturday morning. Their apprehensions about racing were left on the beach, as all later expressed their appreciation for a great weekend. For us, this more than anything else, made the weekend worthwhile.

John Derringer of Fleet 217 in Chattanooga won the novice class with Fleet 12's Jeff Ashcraft and Cindy Vibert following second and third. Jeff Ashcraft, by the way, did a masterful job designing the Okthobiefest T-shirts. We were all glad to see Jeff win a trophy, as his brand new 18 was totaled in a car accident while en route to the regatta. In the 14's, Tray Sunderland, yes you've heard the name before, sailed his boat to a first place finish. He showed his dad, Stan Sunderland, that he's a chip off the old block.

Finally, Fleet 12 proved something to themselves at Okthobiefest. You can put on a first class regatta without points or major sponsors if you have the desire, teamwork, and organization to see it through (not to mention some help from the wind gods). We wish to thank all who attended, and we'll do it again in '85 in a bigger and better way.

Cannonball Run Ocean Regatta

Fleet 100, Division 9
Atlantic Beach, North Carolina

Warm winds, clear skies and calm seas greeted the 52 Hobies registered for the 1984 Cannonball Run Offshore Regatta. This ocean race, named after a peculiar style of drinking, took sailors along the coast to Cape Lookout Lighthouse and back to Atlantic Beach for the best 30 miles of sailing to be found anywhere. Sailors from several states came to compete in 18 Magnums, 18's, 16's and 14 Turbos. The Hobie 16 Fleet was especially competitive with several national calibre sailors present. The prevailing southwesterly winds had steadied at 10 knots by the 11:30 AM start off Atlantic Beach as all fleets were started at the same time on a broad reach to the lighthouse.

This year's format departed from Fleet 100's traditional non-stop race and a picnic was held at the lighthouse. Chicken and beer awaited the hungry

crews as everyone rested, tuned their boats or just drank beer and told lies until the start of the return leg. Actually, some crews got to the lighthouse just in time to start the second leg. Here's a local knowledge tip for next year: "It's not quicker to go over the horizon looking for the Gulf Stream before heading for the lighthouse". Those of you who sailed 30 miles on the first leg alone don't need a reminder!

The return leg was started without mishap at 3:30 PM on a close hauled course back to Atlantic Beach. Those sailors who footed off early found themselves pinching the last three miles, much to the delight of the skippers coming in from farther offshore who drove over and past them to the finish. As sails were furled and the last keg finished, most competitors had some well deserved praise for Fleet 100 and its well organized regatta.

The Cannonball could not have been as successful without the support and sponsorship of our local Hobie dealer, Marsh's Surf-n-Sea, Woodruff Distributing Company of New Bern, Z-103 radio station and Kentucky Fried Chicken of Morehead City. Recognition and gratitude to all those who helped on the three chase boats to make safety a strong component of Fleet 100 sponsored regattas. For next year's regatta dates, check the race schedule in the HOTLINE and in the Division 9 Major Regattas booklet. See you new and old salts next year!

DIVISION 11

THIS YEAR'S GOOMBAY SMASH WAIT TIL NEXT YEAR HOBIE CAT POINTS REGATTA

Fleet 137, Division 11
Hopatcong, New Jersey
September 15-16, 1984
by Mick Roberts

From the middle of the week preceding Labor Day the weather in the Northeast had been absolutely fantastic. Too good to be true. So good, in fact, that the regatta committee began to get nervous. For the first time the Goombay Smash was to be held as a benefit for Welkind Rehabilitation Hospital. We wanted the best there could be for the sailors, the hospital

and especially for the wheelchair athletes race scheduled for Sunday afternoon.

By Tuesday before the regatta weathermen and ladies were predicting gloom and doom for the weekend. "If the big low pressure don't get you, hurricane Diana will." However, babies and regattas conceived in December arrive in September, hurricanes or no.

As advertised, Saturday morning dawned to a steady drizzle, but with some air! The Fleet 137 traffic committee donned foul weather wear and negotiated arriving boats off trailers and onto the beach in single file. After a brief skipper's meeting on the beach the chase boat left to set the marks while Jim Glanden of Newark, Delaware held a racing seminar for the new C Fleeters.

By the start of the first race, the rain was steady, temperatures on the cool side and the wind light to moderate. With the help of friends who live near the lake and SEAS (Society for the Education of American Sailors), and Tom and Donna Hansen (Jet 14 sailors) things were under control. Since Budd Lake is relatively small, about a mile by 1½ miles, we used as much of the lake as possible. Course 7 was called for 18's and 16A with the 14 Turbos and 16B sailing 4's while C fleet drew course 2's. While this scheme kept everyone racing, it did make for some frantic activity on the committee boat as boats from several fleets finished together.

After the first race C fleet was sent into the beach for a hot lunch provided by the Pavilion. The rest of the fleets continued to race until C fleet came back out for another course 2. Everyone else hit the hot dogs at that time.

By late afternoon the breeze was beginning to build into double trapping stuff. "Go for a fourth and insure the throwout!" A few complaints, but only four boats stayed on the beach. Course 4 for everyone then to the showers and the buffet dinner at the Pavilion. As usual, a terrific dinner accompanied by the now famous Goombay Smash punch provided by CocoRibe coconut rum from National Distillers, was held. National also made available to us a box of gym bags promoting their products for the free dinner raffle. (They provided the tee shirts for the regatta as

well).

Sunday morning came with the sun on the tops of the trees. It was gonna be a great day! If we could get some air. By 9:30 a light breeze out of yesterday's direction started to blow. No need to reset the marks! Go for an early start!

We went for it but just as the 18's were almost halfway to A mark the wind shifted to the West. "Abandon the 18's and postpone everyone else." Move B and C, reset the pin end of the line and we were ready to go again on a reverse course within minutes. After another course 4 for everyone, it was back to the beach to tally the results, hear protests and have a beer.

While the technicals were being taken care of, the Welkind Wheelchair Athlete's race was underway. Pete Laue, the winner of 16A took Jim Stickel and 16B winner Randy Colson drew Scott Kish. Both are paraplegics who refuse to give up. After a very tight match race won by Laue and Stickel, Pete confided that he had turned over the helm to Jim about halfway through the race. "I didn't win it, he did," Laue said.

After the dust of protest hearings settled, the results seemed fantastic for only 33 boats racing in five fleets. A quarter point separated 18 sailors Schlecker and Canfield. In 16A, Pete Laue had a comfortable lead but second, third and fourth places were separated by only 3/4 of a point. In C fleet first was won by Fatica and Edwards with 12½ points over Cummin and Cummin's 12¼. But the real thriller came in the Turbo fleet as Gray Holland and Jim Merello tied for first with 6¼ points. Both had the same throwout, three points. Who beat who the most? Dead even. The winner was decided by the ultimate tie-breaker, who beat who last? Holland took the horn on the last race and the first place honors back to Silver Spring, Maryland.

At the final tally, Fleet 137 had raised nearly \$2,000 for Welkind through selling ads for the souvenir program, sponsorships for individual boats and a 50/50 raffle. (Sponsors received the same trophies as the crew on winning boats).

It just goes to prove that you don't need fair weather to hold a successful Hobie regatta. But it sure helps!

DIVISION 11

Fourth Annual Points Regatta

Fleet 267, Division 11
Spray Beach Yacht Club
Long Beach Island,
New Jersey
June 16-17, 1984
by Hal Savage

Fleet 267 hosted the Fourth Annual Points Regatta on June 16-17, 1984. Although the weather was somewhat temperamental a total of 40 Hobie Catters got in two days of racing.

Saturday's race started off with good winds but they eventually dwindled and by day's end it was a strong indication of what was to come on Sunday.

Sunday's races were plagued by 90 to 180 degree wind shifts and by the time the second race got off it eventually became a "drifter" in the rain.

In the 14 Turbo Class there were only two entrants and to say the least both boats really went at it. However in the end Mick Roberts was all alone in first place.

Fleet 267 would like to offer a very special thanks to Bob Dees and Division 11 for helping us with this regatta. In addition thereto a very special thanks to Fay Bennet, Jake Bennet and Hugh Elliot who served as the Race Committee and set the courses for both days. Without their help, guidance and devotion we probably could not have had a great regatta. Finally Fleet 267 would like to extend a special thanks to the Spray Beach Yacht Club and the Ladies Auxiliary for all of their help in this regatta.



Dave Madonoli

DIVISION 12

Boodles '84

Fleet 136, Division 12
Madison, Connecticut
by Joe Manganello

The Seventh Annual Boodles British Gin and Tonic with a Slice of Lime Regatta was held September 22-23, 1984 held in

Madison, Connecticut.

As Saturday morning dawned on a quiet beach at Hammonasset State Park in Connecticut, the only sound heard was the screeching of the seagulls. Soon that silence was broken by shouts of "I'm next," and "Where's my cat key?" as the more than 130 boats started to arrive. The seventh annual Boodles British Gin and Tonic with a Slice of Lime Regatta had begun. Fleet 136's Commodore, Joel Marcus, had done it, he persevered over all the problems that befell the regatta in its planning stages, including a last minute change in the regatta site. When the boats came into the park, the members of Fleet 136, with the aid of four wheel drive vehicles, brought them to the water's edge. The registration committee under the auspices of Denise Wadanoli and Joan Marcus, who had spent many late hours putting together registration packets for the different fleets, checked the boats in.

The Skippers meeting, which had already been postponed, was about to begin and crews all around were asking "Where's the wind?" During the skippers meeting the participants were told that over 130 boats were registered and coming from every state in New England and as far away as Montreal, Canada, and the Great Lakes. All the sailors agreed that this site was as nice as the original one, especially because of the excellent camping facilities provided. Hot and cold running water and warm toilets were available which was especially pleasing to the female crews, and as we all know a happy crew makes for nice sailing.

The "Boodles" as we call it, was the first regatta of the 1984-1985 season in Division 12 to start the new Hobie 18 Magnums or "Hobie's Angels" as the race committee called them. Needless to say, these boats drew a lot of attention, and a lot of ribbing, as the wind on Saturday was very light. Also at this regatta an idea new to Division 12 was tried. The race committee started the 18 A's and B's together to make a larger fleet and had them all sail the same course. This worked extremely well, and as a matter of fact, half the 18 B's finished ahead of many of the 18 A's. Watch out A-Fleeters!

When the first starting gun on Saturday finally did go off, the rip (tidal current) was almost as strong as the wind, making all the boats cross the line with a crab like movement. Take the aggressive starts and add a pinch of tidal current and you have an extremely good general recall situation.

The lake sailors had a very difficult time with this, but more than made up for it after the starts by playing the shifty winds that are very similar to lake sailing. After two races, the race committee decided that, as this was supposed to be a fun sport and not a course in torture, they would pull the pins and shut down for the day. Everyone headed to the beach to drink the beer and soda supplied by our local Hobie Dealer—Rob Coster of Pedal & Sail, and enjoy freshly cooked hot dogs and soup provided by the Madison Civic Women's Club. After telling all that would listen of what happened and why, the sailors went back to the campgrounds, motels, and fleet member's homes, to prepare for the main event "The Clambake."

This year, as in all the previous six others, Onofrio Caterers of New Haven, Connecticut did an outstanding job serving over 3,000 clams on the half shell plus many bushels of steamers, mussels, and over 200 freshly steamed lobsters with all the trimmings, followed by Italian ice, miniature pastries, and loads of fresh fruit. Dave Wadanoli, the regional manager of General Wine & Spirits, was the perfect host with "Oodles of Boodles" British Gin and a new product that his company was promoting, Dr. McGillicuddy's Mentholmint Schnapps. Take all this food, mix in some gin and schnapps, add "a with it" D.J., and you have a Hobie Dinner that goes on and on till the wee hours of the morning. During the evening festivities our sponsors, General Wine & Spirits, and Pedal & Sail had a raffle with prizes ranging from T-shirts, umbrellas, and mirrors to Hobie mast covers and trapeze harnesses. All added to the reason that this regatta is said to be a big party with a little racing thrown in.

Sunday morning, keeping the Boodles tradition true to form, Long Island Sound reared its head and blew. The wind was coming out of the

southwest, at 22 mph, blowing directly on shore, bringing with it large pounding waves. The breakers, the wind, plus the night before made more than one person say "Why me, Lord?"

All the sailors who had either lake and or light wind experience were seen standing at the water's edge, their mouths agape and their eyes opened wide. One could just imagine the thoughts that were going through their heads. As it was, there were stories going around that some skippers had to physically restrain their crews to keep from jumping ship.

As soon as the skippers meeting was over, the race committee attempted to get from the beach to the pitching, rolling committee boat. The Odin, a 65' charter fishing boat skippered by Henry Bromkamp, was supplied to us by our neighboring New London Hobie Fleet.

Finally, after repeated attempts, the race committee was aboard and on station. As the Hobies were leaving the beach, all those still on shore heard more yelling, screaming and cursing than they had ever heard before. For many, this was the first time ever launching a Hobie in heavy surf.

In consideration of the wind and water conditions, a rather tight course was set to keep everyone within reach of the chase boats, which it may be noted were quite busy towing demasted and rudderless boats back to the beach. With just two points separating the 16 A's top finishers, the pressure was on up until the last race with Jeff and Diane Warren winning by a nose over David Bliss. The 18 B Fleet had its own hero—a 14 year old named Jeremy Van Arkle, a new Hobie owner and first time racer. Jeremy won the Gold with three firsts, and a fourth. All under very trying conditions. Nice going!

The 18 Magnums were the first fleet to start with The Flying Finns, Billy and Dennis, on target with a total of five bullets for the regatta. In each race the second boat over the finish line, also with five bullets, was an 18 A crewed by Jim and Greg Adelman. At the finish of the last race only 5½ seconds separated Jim from the Flying Finns, and this after a general recall of the 18s. Jim Adelman;

one of Division 12's most prominent sailors, when asked about that finish, looked out over the water, then down at the sand and replied "I really wanted to catch him. Maybe next time!"

The race committee after spending a couple of hours on the anchored roller coaster was, even after taking numerous Dramamines, rather green around the gills. The race results committee, headed by Joan Marcus and assisted by Jennifer Manganello, Beth Miciche and Roz Cama who were also aboard the Odin, when asked if they had tallied the finishes yet, said (with one on the way to the lee rail), "No way Jose." For the first time Fleet 136 would not be able to post the race results and hand out trophies immediately upon returning to the beach.

After three races the race committee called it a day and headed back to the beach to tally scores and hand out the "BOODLES" hardware. All three of the boats that came down from Canada took home a memento of this great regatta as did a couple of the boats from Division 16. "Nice going guys, hope to see you at more of the regattas down here."

Along with the trophies and all the thank you's, a special award was presented to Joe Manganello. Joe has been the race committee chairman for Fleet 136 for many years and recently has also run race committee for some of the new fleets that have put on point regattas. For his active participation he was given a shirt emblazoned with the words, "MISTER RACE COMMITTEE" For once he was speechless and couldn't even say "I'd like to take just a minute and tell a story."

Thank you Boodles British Gin . . . from all the members of the Hobie Sounders of Connecticut—Fleet 136 and from all the others who enjoyed this great regatta.

INTERNATIONAL

Hong Kong/Singapore Interport

Fleets 179/492, International Hong Kong HONG KONG/SINGAPORE INTERPORT 1984

Oh, the disappointment! After the drubbing in Singapore last year we were so sure of bringing the

magnificent Anchor Beer trophy back to its rightful owners—but unfortunately that just wasn't to be.

Hong Kong was variously represented over the two day interport by Koid/Hill, Neilson/Ho, Browne/West, Addington/Pascall (et al.), Walker/Walker and Fong San/Crew. Despite this array of talent we were not quite up to catching the strong team from Singapore. No doubt suspicious of our intentions after the food poisoning episode at the last encounter, they wisely booked themselves into the Excelsior Hotel. Competition commenced the next day with two races in the morning, followed in the afternoon by an all-comers cup race won by our own Ray and Andrea Walker.

After the first two races honours were even, one race apiece. On the Monday morning, again there was nothing separating the two teams which provided a fitting finale that afternoon with Race 5 as the decider. Well, the result is history but it was all the harder to bear knowing that that race was our worst loss of the competition. The scorelines tell their story—certainly couldn't have been much closer, but they also highlight one Hong Kong success. In four out of the five races a Hong Kong boat took line honours—sadly, the remainder couldn't follow that example.

SCORES

Race No.	Hong Kong	Singapore	Winner
1	20¾	34	Hong Kong
2	29¾	25	Singapore
3	25¾	29	Hong Kong
4	27¾	27	Singapore
5	30	24¾	Singapore

Following the serious activities on the water rather more informal proceedings commenced at the Yacht Club facilities at Middle Island. Needless to say the revelry was in true Hobie Club style and a good time was had by all. Prizes were awarded by the lovely Christine and everyone agreed that the interports must become a regular feature of our respective sailing calendars.

Thanks for organising this very enjoyable event are due to Mark Browne and Gordon Neilson who also performed faultlessly as the two OOD's. And of course many thanks to those who generously loaned their boats without which there would never have been any racing in the first place.

REGATTA RESULTS

DIVISION 2

1984 DEL REY POINTS REGATTA
FLEET #57 DIVISION 2
DEL REY, CALIFORNIA

HOBBIE 18A POINTS

1. Wright, Craig	2 3/4
2. Aucerman, Corky	4 3/4
3. Kimball, Jim	8
4. Timm, Steve	9
5. Brown, Rick	11
6. Parizeau, Paul	11
7. Hicks, George	14
8. Thomas, Bob	19
9. Conner, Jeff	20
10. Faucher, S.	21
11. Effinger, Dan	21
12. Biakanja, Krist	23
13. Brown, Chuck	23
14. Holowach, Mike	25
15. Burton, James	28

HOBBIE 18B POINTS

1. Pinckney, Mike	1 1/4
2. Bisson, Monty	6
3. Clair, Bob	6
4. Liberatore, Alan	7
5. Halter, John	11
6. Davis, Greg	11
7. May, Rich	14
8. Garland, Bob	16
9. Lawe, Bruce	20
10. Black, Richard	21
11. Grimes, Edd	21
12. Caswell, Bill	22

HOBBIE 16A POINTS

1. Seaman, Bob	4
2. Cockstader, Lee	6 3/4
3. Heath, Frank	9
4. Hauser, John	11
5. Alter, Jeff	11 3/4
6. Materna, Tom	14
7. Forgrave, John	14
8. Schafer, Wayne	14
9. Christensen, K.	17
10. Fogarty, Fred	19
11. Wagniere, Ron	21
12. Casher, Jeff	22
13. Winkler, Udo	23
14. Walsh, Geoff	26
15. Newsome, Jeff	27

HOBBIE 16B POINTS

1. Ploss, Dexter	2 3/4
2. Winterhalter, M.	3 3/4
3. Rendler, Billy	9
4. Flood, Don	10
5. Halberstadt, M.	10
6. Elter, Ron	11
7. Elter, Ron	11
8. Fields, Chris	16
9. Harper, Fran	18

HOBBIE 16C POINTS

1. Robinson, R.	2 3/4
2. Wennerstrom, M.	7
3. Olson, Tim	7
4. Harris, W.	7 3/4
5. Lundberg, Ron	8
6. Donaley, G.	10
7. Polanco, Rick	12
8. Racz, Joe	14
9. Wasselman, Curt	19
10. Schalz, Don	20

HOBBIE 14A POINTS

1. Legge, Mike	1 1/4
2. Patterson, Mike	4
3. Legge, Jim	6

HOBBIE 14B POINTS

1. Bjerring, Erik	1 1/4
2. Whitaker, T.	6
3. Donesley, Don	6

HOBBIE 14 TURBO POINTS

1. Brooks, Henry	1 1/4
2. Woods, Dennis	4

LAKE PERRIS REGATTA
FLEET #30 DIVISION 2
LAKE PERRIS, CALIFORNIA

HOBBIE 18A POINTS

1. Brown, Rick	4 3/4
2. Timm, Steve	6 3/4
3. Buchanan, Rick	7 1/4
4. Hicks, George	10
5. Brown, Chuck	13
6. Martinez, Alex	16
7. Biliconja, K.	17
8. Kimball, Jim	18
9. Wright, Craig	21
10. Holowach, M.	26
11. Conner, Jeff	29
12. Wood, Wayne	30
13. Lewis, Chris	36
14. Wooding, Bill	39
15. Poitras, Lou	40
16. Gwin, Barbara	40
17. Churchill, Dave	43
18. Mardel, Frank	57

19. Thomas, Bob 57

HOBBIE 18B POINTS

1. Liberatore, A.	2 1/4
2. Eggen, Randal	6 3/4
3. Bernbaum, B.	9
4. McFadden, Ivan	12
5. Clair, Bob	12
6. Huebner, P.	17
7. Davis, Greg	19
8. Yonker, Britain	21
9. Terrick, Jim	24
10. Murray, Dave	24
11. Lane, Bruce	24

HOBBIE 18C POINTS

1. Savage, Jim	2 1/4
2. Marker, Max	6
3. Campbell, Don	9
4. Graham, Gene	9 3/4
5. Dolan, Dan	18
6. Mohler, Bill	19
7. Carroll, R.	24
8. Barrola, Tom	36

HOBBIE 18 MAGNUM POINTS

1. Spindle, K.	3 1/4
2. Eaton, Allen	3 1/4

HOBBIE 16A POINTS

1. Myrter, Steve	5 3/4
2. Seaman, Bob	6 3/4
3. Materna, Tom	8
4. Chee, Mike	11 3/4
5. Casher, Jeff	15
6. Bell, Brian	16
7. Greer, Bill	17
8. Crider, Don	18 3/4
9. Martin, Gary	21
10. Fogarty, Fred	24
11. Smith, Brian	31
12. Newsome, Jeff	35
13. Oltmans, Don	35
14. Gilb, Steve	39
15. Hensien, William	44
16. Dixon, Scott	49
17. Howard, Ray	53
18. Mayeski, Paul	57
19. Pasterkellog, M.	57

HOBBIE 16B POINTS

1. Base, Len	5 1/4
2. Tyler, Ross	7
3. Sanders, Bill	8
4. Muto, Kurt	17
5. Miller, Rex	21
6. Evans, John	21 3/4
7. Rathburn, P.	22
8. Johnson, Ron	24 3/4
9. Stanislawski, C.	25
10. Collins, Mike	25
11. Harscheid, Dave	27
12. Searles, Hobie	28
13. Jernigan, C.	30
14. Mares, Larry	33
15. Flood, Don	33
16. Scott, Michael	35
17. Howard, Jim	39
18. Porcella, B.	43
19. Olson, Tim	48
20. Elder, Mike	48
21. Bloomer, Tom	54
22. Halberstadt, M.	56
23. Rogers, John	62

HOBBIE 16C POINTS

1. Roberson, Jason	3 1/4
2. Pinner, Trey	5 3/4
3. Braught, Don	11
4. Ashley, Steve	14
5. Nichols, Jan	17 3/4
6. Malin, Dave	19
7. Saupstad, Chris	20
8. Racz, Joe	20
9. Richards, John	23
10. Wambach, D.	23
11. Diamond, Mike	26
12. Schiller, F.	27
13. Morris, John	30
14. Gill, Ken	32
15. Carey, S.	32
16. Scott, Wiley	36

HOBBIE 16 NOVICE POINTS

1. Lapwood, Brian	6 1/4
2. Tlor, John	11
3. Bienemann, R.	11
4. Scholte, P.	13 3/4
5. Long, Buck	16
6. Beck, Sid	17
7. Burns, Hugh	18
8. Gonzales, V.	18
9. Niel, Dave	20
10. Spence, Tom	20 3/4
11. Hillman, Ken	26
12. Waelder, K.D.	30
13. Bienemann, R.	32
14. Taylor, Shari	36
15. Harmon, Phil	38
16. Robinson, D.	41
17. Stutson, D.	41
18. Aguirre, R.	44
19. McLean, Bill	48
20. Grant, Stuart	53
21. Chalk, Marcia	56
22. Faulkner, John	62

HOBBIE 14A POINTS

1. Sherriff, Burt	3 1/4
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2. Bjerring, Erik 4 3/4
3. Lesley, Larry 6 3/4

HOBBIE 14C POINTS

1. Forth, Gary	2 1/4
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HOBBIE 14 TURBO POINTS

1. Eggen, Armon	2 1/4
2. Brooks, Henry	4 3/4
3. Nash, Wayne	8
4. Walden, Jon	11
5. Lord, T.	14

WOFFORD HEIGHTS POINTS
FLEET #167 DIVISION 2
BAKERSTFIELD, CALIFORNIA
SEPTEMBER 22 - 23, 1984

HOBBIE 18A POINTS

1. Timm, Steve	1 1/4
2. Biakanja, K.	4
3. Wooding, Bill	8
4. Conner, Jeff	9
5. Brown, Roger	9
6. Liberatore, Alan	10

HOBBIE 18B POINTS

1. Black, Richard	2 3/4
2. Covey, Ken	3 3/4
3. Samson, Marc	7
4. Lewis, Jim	8
5. Bernbaum, B.	9
6. Davis, Greg	12
7. Shea Eby	13

HOBBIE 18C POINTS

1. Barr, Jim	1 1/4
2. Williams, Ron	5
3. Campbell, Don	6
4. Cline, Brad	8
5. Johnson, W.	9

HOBBIE 16A POINTS

1. Wagniere, Ron	1 1/4
2. Katz, Ron	8
3. Fogarty, Fred	8
4. Hauser, John	8
5. Gustin, Jim	9
6. Newsome, Jeff	15
7. Winkler, Udo	16
8. Ploss, Dexter	16
9. Forgrave, John	18
10. Bose, Len	21
11. Ensore, Mark	21
12. Brulee, Rudy	21
13. Sims, Greg	23
14. Hall, Herb	23

HOBBIE 16B POINTS

1. McGrath, Mark	1 1/4
2. Payne, Steve	5
3. Sanders, Bill	10
4. Agre, Larry	12
5. Johnson, Ron	13
6. Howard, Jim	13
7. Butcher, Ross	13
8. Roberg, Jon	18
9. Wennerstrom, M.	18
10. Butler, Randy	22
11. Gerbllick, Bill	23
12. Winterhalter, M.	27
13. Woods, Dennis	28
14. Collins, Mike	30
15. Chaney, Bill	31
16. Roberson, Jason	33
17. Porcella, BJ	33
18. Teeters, Charles	33
19. Pettit, Paul	34
20. Hagar, Jon	36
21. Smith, Jay	37
22. Robinson, R.	41
23. Evans, Spence	44

HOBBIE 16C POINTS

1. Williams, Jim	2 3/4
2. Lapwood, Brian	8
3. Spencer, Gary	9
4. Delfino, Carl	9
5. Cargill, Bob	11
6. Lobro, Frank	12
7. Prusa, Jeff	12
8. Danforth, R.	15 3/4
9. Burge, Guy	19
10. Cummings, Fred	19
11. Hunt, Ray	21
12. Jeffrey, Dave	22
13. Chase, Steve	28

HOBBIE 16 NOVICE POINTS

1. Hockett, Dave	1 1/4
2. Flodberg, Den	4
3. Norsworthy, Jim	7
4. Summers, Terry	8
5. Lingeman, Bill	9
6. Burns, Hugh	12
7. Pleinski, Ted	16
8. Holiday, Jim	18
9. Homer, Jon	18

HOBBIE 14 POINTS

1. Sajdak, Jeff	1 1/4
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HOBBIE 14 TURBO POINTS

1. Hilliard, Cliff	1 1/4
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2. Bjerring, Erik 4
3. Brooks, Henry 6
4. Heyer, Robert 6

DIVISION 4

IDAHO REGATTA RACE 1
FLEET #105 DIVISION 4
LAKE LOWELL, IDAHO
MAY 5 - 6, 1984

HOBBIE 18A POINTS

1. Insinger, John	5
2. Quick	7 1/4
3. Crisler	13

HOBBIE 16A POINTS

1. Bowen, Mark	6 1/4
2. Polhemus, Steve	7 1/4
3. Woodard, Charlie	12 3/4
4. Elliott	22
5. Hofstetter	22

HOBBIE 16B POINTS

1. Manza, Al	7 1/4
2. Adornato, Bruce	9 3/4
3. Uppiano, Eric	10 3/4
4. Hoflord	18
5. Miracle	22
6. Kircher	30
7. Frank/#78223	31

IDAHO REGATTA RACE 2
FLEET #105 DIVISION 4
LAKE LOWELL, IDAHO
MAY 19 - 20, 1984

HOBBIE 18A POINTS

1. Sander, Phil	8 1/4
2. Quick, Ken	8 3/4
3. Crisler, Chris	13
4. Insinger	18
5. Compton	21 3/4
6. Rand	24
7. Way	28

HOBBIE 16A POINTS

1. Polhemus, Steve	8 1/4
2. Stanczak, Ski	8 3/4
3. Hanson, Bob	11
4. Woodard	15
5. Hofstetter	15
6. Olson	19

HOBBIE 16B POINTS

1. Uppiano, Eric	7 3/4
2. Kircher, Mark	13 3/4
3. Carter, Ron	17 3/4
4. Manzo	26
5. Frank	28 3/4

POTHOLES POINTS REGATTA
FLEET #13 DIVISION 4
MARDON RESORT
MOSES LAKE, WASHINGTON
MAY 19 - 20, 1984

HOBBIE 18A POINTS

1. Cheek/Chong	3
2. Schmidt, Willi	9
3. Young, Dennis	9 3/4
4. Crowe, Bruce	17
5. Baggerly, Keith	21
6. Archer, Rick	22
7. Crowe, Randy	24
8. Peterson, R.	29

HOBBIE 18B POINTS

1. Johnson, Ron	3
2. Parsens, Rick	9

HOBBIE 18C POINTS

1. Armstrong, Rick	3
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HOBBIE 16A POINTS

1. Wyant, Steven	5 1/4
2. Corrie, John	6 3/4
3. Sprague, Steve	11 3/4
4. Bugles, Scott	15
5. Marshall, Lee	19
6. Dickinson, Dean	20
7. Roundy, Scott	23
8. Wier, Ralph	28

HOBBIE 16B POINTS

1. Rodeheaver, Jim	3
2. Zop	8
3. Benjamin, Steve	11
4. Smith, Steve	12 3/4

HOBBIE 16C POINTS

1. Ingersell, Randy	4 1/4
2. Heer, Tom	7 3/4
3. Swegle, Todd	10 3/4
4. Hull, Todd	14
5. Lewis, Curt	17
6. Bryant, Mike	18
7. Smith, L.	24

HOBBIE 14A POINTS

1. Amsden, Skip	3
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REGATTA RESULTS

HOBIE/RACING

HOBIE 16A POINTS

1. Lawson, Jim	3
2. Behrend, Doug	10
3. Allen, Don	10
4. Chalupny, T.	13

HOBIE 16B POINTS

1. Nichols, Gary	4 1/2
2. White, Michael	8 1/2
3. Ballenger, Rex	13
4. Bonzer, Roger	13
5. Bond, David	13
6. Gambill, Bill	22
7. Toews, John	25

HOBIE 14 POINTS

1. Amart, Tony	3
2. Rocamona, Frank	6 3/4

HARRISON REGATTA
FLEET #214 DIVISION 4
VANCOUVER, BC, CANADA
SEPTEMBER 1 - 2, 1984

HOBIE 18A POINTS

1. Severs/Severs	10 1/2
2. Uliabari/	14
3. Sjobeck	15
4. Woodward/	20 3/4
5. Anderson	21 1/2
6. Ling/Churchill	21 1/2
7. Alexander/	27
8. Martini/Adams	27
9. Norwood/Harce	27 3/4
10. Marshack/	33
11. Marshack/	33
12. Reed/Reed	33
13. Chadwick/Hills	46
14. Henderson/	52
15. Copeland	52
16. Johnstone/	52
17. Johnston	52

HOBIE 18B POINTS

1. Davidson/Ray	7 1/2
2. Parsons/Parsons	9 3/4
3. Bonford/Spender	15 3/4
4. Renz/Renz	24
5. Anderson/Enos	24
6. Sonnenfeld/	30
7. La Morla	30

HOBIE 16A POINTS

1. Christensen/	14 3/4
2. Wilson	14 3/4
3. Kingth/Hodgson	16 3/4
4. Trendell/	18
5. Thirkell	18
6. Ruggles/Lloyd	18 3/4
7. Jung/McNeil	22 1/2
8. Smith/Noyd	24 3/4
9. Mitchell/Fraser	30
10. Carter/Combie	32
11. Butchart/	34
12. Butchart/	34
13. Marshall/	37
14. Marshall/	37
15. Allen/Crew	43
16. Weike/Sklakon	49
17. Dickinson/	60
18. Dickinson	60

HOBIE 16B POINTS

1. Machtaler/	10 1/2
2. Liebrecht	10 1/2
3. Koreman/Koreman	11 3/4
4. McGlashan/Ething	13
5. Holder/Holder	23 3/4
6. Hepple/Simonson	25
7. McEllan/	25 3/4
8. McEllan/	25 3/4
9. Hepple/Duffels	44
10. McHugh/Crew	44
11. Olson/Crew	45
12. Sand/Stallard	48
13. Pilger/Crew	48
14. Dautre/Dautre	50 3/4
15. Pfeifer/Pfeifer	54
16. Huli/Markfelder	56
17. Petley-Jones/	56
18. Cook	56
19. Whitmore/Monti	67
20. Pocock/Saunders	71
21. Enos/Fox	74

HOBIE 16C POINTS

1. Harris/Low	7 1/2
2. Bryant/Skeen	12 1/2
3. Myrvold/Schultz	13 3/4
4. Holmberg/	21
5. Separsvich	22
6. Domingo/	22
7. Bartholet	22
8. Nicholson/Crew	23
9. Stivers/Renz	34
10. Critchley/Crew	38
11. Lauman/Lauman	45
12. Anderson/Calrin	47
13. McLennan/Crew	55

HOBIE 14A POINTS

1. Urshich, Greg	6
2. Cross, Ted	7 1/2
3. Glavina, John	12
4. Fleming, Mark	12

DIVISION 7

HOBIE PRAIRIE REGIONALS
FLEET #98 DIVISION 7
CLEAR LAKE, MANITOBA, CANADA
JUNE 22 - 23, 1984

HOBIE 18 POINTS

1. Starkey, Mike	3 1/2
2. Gray, Paul	5 3/4
3. Killen, Warren	8 3/4
4. Courtney, Dave	11
5. Hainer, Murray	12
6. Eisbisch, Peter	19

HOBIE 16A POINTS

1. Johnson, Robin	4 1/2
2. Magnusson, M.	6 3/4
3. Nowicki, Frank	7
4. Taylor, Mike	11
5. Peto, Bruce	12 3/4
6. Kilimik, Dale	14
7. Anderson, Chuck	17

HOBIE 16B POINTS

1. George, Lamont	3 1/2
2. Bell, Kim	8
3. Toews, Mike	12
4. Westdal, Neil	13
5. Bulger, Steve	13 3/4
6. Lepage, Ed	13 3/4
7. Behrns, Kym	21
8. Johnas, Dan	26

HOBIE 16C POINTS

1. Burnette, Bill	8 3/4
2. Clement, Dave	8 3/4
3. Bell, Gary	13
4. Beernaert, D.	16
5. Lewis, Jeff	18

GREAT AMERICAN CLASSIC
NEBRASKA STATE CHAMPIONSHIP
FLEET #192, DIVISION 7
BRANCHED OAK LAKE, NEBRASKA
AUGUST 25 - 26, 1984

HOBIE 18 POINTS

1. Wheeler, Dennis	4 1/2
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HOBIE 16A POINTS

1. Hensler, Roger	3 3/4
2. Fox, Lloyd	11
3. Swanson, Ron	15
4. Russell, Scott	16
5. Phipps, Rod	22
6. Rohe, Rich	29
7. Stoffel, Bob	32
8. Musselman, K.	37

HOBIE 16B POINTS

1. Swotek, Ed	8 1/2
2. Kirkpatrick, T.	9 1/2
3. Reifschneider, T.	9 3/4
4. Calabrese, F.A.	19
5. Andrysk, Rich	25
6. Kirkpatrick, T.	27
7. Hawley, Bob	35

HOBIE 16C POINTS

1. McGranaghan, M.	3 3/4
2. Carleton, Tom	11
3. Burklund, Brad	15
4. Brittain, Scott	17

4TH ANNUAL LABOR DAY REGATTA
FLEET #198 DIVISION 7
ANGUSTORA RESERVOIR
RAPID CITY, SOUTH DAKOTA
SEPTEMBER 1 - 3, 1984

HOBIE 18 POINTS

1. Harper, Mike	3
2. Larson, John	8 3/4
3. Jarred, Kelly	11
4. Colson, Bill	14
5. Stohke, Ron	18
6. Cruce, B & D	22
7. Ellis, Ken	24

HOBIE 16A POINTS

1. La Vallee, W.	3
2. Fredrickson, R.	12
3. Bengtson, Paul	14
4. Selken, Gale	15
5. Feuske, Dave	17
6. Boulter, Jim	21
7. Blunch, Kurt	21
8. Peterson, Eric	35
9. Jackson, Steve	37
10. Wintuton, James	38
11. Reoh, Robin	43

HOBIE 16B POINTS

1. Daknis, Arthur	5 1/2
2. Raubert, Tim	9 3/4
3. Anderson, Aal	12 1/2
4. Hall, Joe	13
5. Adams, Tom	18
6. Johnson, Ron	25
7. Kula, Tom	28
8. ?	30

9. Balleu, Bob	35
10. Logan, Terry	36
11. Robinson, Jim	38

HOBIE 14 POINTS

1. Aisenbuey, Terry	3/4
2. Dudrich, Mike	2

DIVISION 8

ANNA MARIA ISLAND REGATTA
FLEET # DIVISION 8
ANNA MARIA, FLORIDA
JULY 15, 1984

HOBIE 18A POINTS

1. Kuiper, Rick	3 1/2
2. Duke, John	5 3/4
3. Stewart, Brian	8 3/4
4. Hackney, John	10
5. Cady, Layne	15
6. Cozart, Key	16
7. Sheppard, Rick	17
8. Elder, Bud	17
9. Wilcox, Lance	19

HOBIE 18B POINTS

1. Starker, Richard	4 1/2
2. Stahr, John	4 3/4
3. Brew, Rick	5 3/4
4. Osenhoff, Tony	14
5. Halback, Skip	14
6. Stevens, Rick	16
7. Gregg, David	20
8. Lewis, Doug	20
9. Hutchinson, C.	22
10. Mullen, Michael	28
11. Heft, Tom	11

HOBIE 16A POINTS

1. McIntosh, Fred	6 3/4
2. Whitehurst, Bob	10 3/4
3. Carter, Rich	13
4. Radtich, Rick	18
5. Miller, Kevin	20
6. Walton, John	23
7. Andrews, David	25
8. Keyser, Chris	26
9. Karan, Richard	28
10. Bowerfind, Linda	29
11. McKee, Dick	29
12. Sammens, Jack	31
13. Whiteleather, C.	31 3/4
14. Weaver, Rick	32
15. Liebel, Chris	33
16. Sloan, Dave	39
17. Linton, Jeff	39
18. Bertollet, Ray	39
19. Theiss, Paul	44
20. Startenbecker, S.	45
21. Corson, Scott	46
22. Ashton, Larry	49
23. Dwyer, Dennis	49
24. Gallagher, M.	52
25. Grese, Wright	52
26. Caldwell, Carl	57
27. Linton, John	57
28. Bowerfind, Jack	67
29. Legrand, Ed	75
30. Gallagher, Pat	77

HOBIE 16B POINTS

1. Dawson, Mike	2 1/2
2. Murphy, Robert	8 3/4
3. Sattler, Susie	10
4. Burnett, Neal	11
5. Schulman, R.	12
6. Okraglesia, M.	16
7. Bennett, Rich	18
8. Polland, Pete	19
9. Auger, Paul	20
10. Beede, Milton	21
11. Detrick, Mark	31
12. Weis, Susan	33
13. Hancock, Mick	39

HOBIE 16C POINTS

1. Lightman, David	5 1/2
2. Bennett, Edward	6 3/4
3. Pryor, Lisa	6 3/4
4. Meyers, Bob	8
5. Dickinson, Gary	11
6. Forbes, L.A.	21
7. Wheeler, D.	22
8. Lengyel, David	24
9. Taylor, Robert	27
10. Martin, Herb	30
11. Lintner, Michael	31
12. Shireling, Bob	36
13. Taylor, Chris	36
14. Brown, Mike	40
15. Sanchez, Steven	40
16. Starkey, Jay	42
17. Hollinsworth, H.	42
18. Hines, Tom	42
19. Candish, Wood	49
20. Hanna, Mike	49
21. Johnson, Dan	50
22. Schmidt, Fred	51
23. Biruties, Stas	62
24. Giarmita, Joe	67

HOBIE 14A POINTS

1. Johnson, Bob	2 1/2
2. Conaty, Kevin	6 3/4
3. Johnson, Cheryl	9
4. Moldt, Dick	9
5. Floyd, Paul	12

6. Craig, John	14
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HOBIE 14B POINTS

1. Nelson, John	2 1/2
2. Marecki, Roman	2 3/4
3. Green, Kelly	10
4. Beal, Joe	11
5. Scherzinger, L.	13

HOBIE 14 TURBO POINTS

1. Joslin, Bill	5 1/2
2. Heil, Doug	5 3/4
3. DeKreek, Vel	7
4. Johnson, John	7 3/4
5. Keyser, Clark	12
6. Renfro, Julie	13
7. Donovan, Lance	16
8. Burns, John	19

DIVISION 8 CHAMPIONSHIPS
FLEET # DIVISION 8
DAYTONA BEACH, FLORIDA
AUGUST 1984

HOBIE 18A POINTS

1. McCann/Downing	12 1/2
2. Carlson/Carlson	13
3. Cozart/Abel	14 3/4
4. Sassaman/	23
5. Thompson/Andra	27
6. Cope/Cope	27 3/4
7. Sheppard/Johnson	28
8. Cady/Varney	28.98
9. Dunn/Allen	28.99
10. Parks/Parks	29
11. Crouse/Bois	30 3/4
12. Hohenhausen/	33
13. Hohenhausen	33
14. Ussery/Grandy	35
15. Shaw/Wilcox	14
16. Whitworth/Hooper	46
17. Lindo/	57

HOBIE 18B POINTS

1. Stahr/Valley	6 3/4
2. Corliss/Corliss	11 3/4
3. Brew/Brew	12 3/4
4. Keough	14 3/4
5. Krolikowski/	14 3/4
6. Chappius	23
7. Litton/Antonini	23
8. Fox/Fox	29
9. Brown/Brown	34
10. Cawley/Cawley	42
11. Paterson/	44
12. Aydelotte/	44
13. Chavoustie	44
14. Mullen/Mullen	46
15. Knoche/Knoche	49
16. Oates/Oates	52
17. Bradley/Kelter	53
18. Hansen/Hansen	55
19. Hutchinson/	56
20. Hutchinson	56
21. Leighton/Beller	57
22. Sova/Visanaw	66
23. Seelig/Aronow	66.99
24. Varano/Varano	67
25. Ruck/Ruck	78
26. Chanfan/Brawn	93
27. Ferberder/	93
28. Resnick	93

HOBIE 18M POINTS

1. Deans/Deans	7 3/4
2. Willey/Buckshot	8 1/2
3. Staker/Webb	11
4. Fuger/Reynolds	16
5. Reed/Debbie	17
6. Blakeman/Miller	19.74
7. Monroe/Kieffer	19 3/4
8. Schubert/Seon	32
9. Prendergast/	35

HOBIE 16A POINTS

1. Karan/Hill	20
2. McIntosh/Mass	22 3/4
3. Radtich/Radtich	25
4. Miller/Miller	28 3/4
5. Sloan/Sloan	28 3/4
6. Caldwell/	29.99
7. Caldwell	29.99
8. Gallagher/	30
9. Castallano	30
10. McKee/Sammons	30 3/4
11. Daniel/Dawson	40
12. Keyser/Smith	43
13. Liebel/MacPhail	44
14. Rodgers/Warren	46
15. Dickinson/Kramer	48
16. Post/Post	52
17. Walter/Walter	54
18. Whiteleath/Gray	54 3/4
19. Bowerfind/Brice	55
20. Stortenbecker/	56
21. Nickerson	56
22. Andrews/Marrod/	61
23. Sammons/Sammons	64
24. Dwyer/Dwyer	64
25. Corson/	67
26. Whiteleather	68
27. Dickinson/Dickson	70
28. Weill/Wood	70
29. Kirby/Keith	71
30. Bertollet/Craig	73
31. Legrand/Stef	75
32. Weaver/Weaver	90

29. Conaty/Barbara	94
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REGATTA RESULTS

5. Keyser	13
6. Johnson	17
7. Coss	19
8. Dovovan	24
9. Medley	24.99
10. Burns	25
11. Papas	31
12. Jacobs	34
13. Whalen	40
14. Osaba	40

DIVISION 9

MICHELLO OCEAN REGATTA
FLEET #101 DIVISION 9
CAROLINA BEACH, N.C.
JULY 22, 1984

HOBBIE 18A	POINTS
1. Akers, C.	6 3/4
2. Estapa, D.	15
3. Sifford, R.	16 3/4
4. Grant, J.	19
5. Vallecillo, R.	21
6. Booth, L.	26
7. Dunn, L.	27 1/2
8. Kirkley, B.	32
9. Ayscue, G.	34
10. Ellis, N.	39
11. Whitley, M.	42
12. Lawson, J.	47
13. Harper, R.	48
14. Garvey, S.	52
15. Faillie, S.	54
16. Graham, D.	68
17. Swann, C.	72
18. Whiteside, T.	75
19. McRoy, P.	75
20. Steenson, G.	76
21. Weeks, M.	85
22. Stevesib, C.	86
23. Newsome, B.	91

HOBBIE 18B	POINTS
1. Beveridge, Odin	4 1/2
2. Loftis, P.	10 3/4
3. Bishop, A.	10 3/4
4. Anderson, T.	15
5. Wooten, G.	16
6. Williams, R.	19
7. Lang, R.	33
8. Williamson, R.	35
9. Hurt, D.	37
10. O'Neal, D.	41
11. Hersey, R.	41
12. Smith, M.	42
13. Trimm, J.	43
14. Dollar, D.	60
15. Able, S.	60

HOBBIE 16A	POINTS
1. Smith, W.	4 1/2
2. Poteat, B.	10 3/4
3. Needham, R.	17
4. Guthrie, K.	17
5. O'Caia, P.	18 3/4
6. Robinson, J.	20
7. Barrett, J.	23
8. Breeden, D.	29
9. Curtis, B.	29
10. Vogel, P.	39
11. Everest, D.	42
12. Taylor, B.	46
13. Efland, D.	47
14. Haynsworth, G.	50
15. Nelson, D.	59
16. Grimes, J.	62
17. Humphrey, J.	66
18. Koch, R.	67
19. Efrid, L.	72
20. Shaw, D.	74
21. Healy, M.	78
22. Weeber, W.	79
23. Tyner, T.	79
24. Bush, E.	82
25. Jernigan, M.	89
26. Richardson, P.	96
27. Drake, B.	104
28. Hunter, A.	107
29. Keller, K.	111
30. Roe, R.	116
31. Roy, M.	132
32. Hersey, R.	136
33. Kidder, C.	136

HOBBIE 16B	POINTS
1. Mueller, K.	4 1/2
2. Blair, M.	5 3/4
3. Sage, D.	9
4. McCrackin, S.	14
5. Vitamus, M.	26
6. Daum, R.	28
7. Spies, B.	28
8. Jett, F.	29
9. Graves, L.	32
10. Hill, C.	32
11. Moore, B.	34
12. Baggett, J.	35
13. Richbourg, D.	35
14. Greene, B.	35
15. Vitez, D.	37
16. Frazee, J.	43
17. Edlund, S.	44
18. Broadway, J.	44 3/4
19. Williams, L.	47
20. Quattlebaum, D.	49
21. Denkins, T.	49
22. Neesden, L.	50
23. Dennis, B.	58
24. Vernon, B.	61
25. Neal, E.	62

26. Joyce, D.	69
27. Fahlberg, C.	69
28. Ferris, M.	72
29. Winn, J.	77
30. Stonestreet, R.	82
31. Walker, S.	105
32. Poplin, R.	110
33. Johnston, F.	111
34. Helfrich, T.	114
35. Vance, W.	115
36. Weatherford, S.	123
37. Barbere, R.	123
38. Avant, T.	123
39. Lee, S.	123
40. Dixon	123
41. McClure, D.	123

HOBBIE 16C	POINTS
1. Lawrence, E.	5 1/2
2. Geesey, G.	5 3/4
3. Spruill, A.	8 3/4
4. Sharpe, R.	14
5. Frovarp, R.	14
6. Sunquist, S.	16
7. Neal, F.	18
8. Dalzell, B.	20
9. Meyer, R.	24
10. Langston, J.	25
11. McKinney, T.	25
12. Burnside, R.	25
13. Malone, M.	30
14. Clark, W.	32
15. Mahvi, D.	46
16. Thompson, D.	60
17. Dupree, J.	62
18. Garris, G.	62
19. Witten, D.	67
20. Collins, J.	74
21. Phillips, L.	80
22. Koszalka, B.	81
23. Gwaltney, L.	93
24. Babbitt, J.	93
25. Haithcock, T.	93
26. Cox, T.	93
27. Evans, M.	93
28. McCarn, C.	93
29. Mclester, R.	93
30. Jackson, R.	93

HOBBIE 14A	POINTS
1. Goforth, B.	4 1/2
2. Gardner, P.	10 3/4
3. Badurski, J.	11
4. Lowrance, R.	14

HOBBIE 14 TURBO	POINTS
1. Deaton, J.	3
2. Moore, D.	12 3/4
3. Bohannon, K.	14
4. Worden, H.	14
5. Winberry, G.	15
6. Moseley, B.	23
7. Hall, D.	25
8. Schudder, S.	36
9. Treble, J.	41
10. Hutchins, R.	60
11. Smith, G.	62
12. Huppman, J.	72
13. House, J.	72
14. Waple, M.	72
15. Cochran, J.	72
16. Ritch, S.	72
17. O'Connell, J.	72
18. Lasater, R.	72

DIVISION 10

LONGEST DAY REGATTA
FLEET #89 DIVISION 10
DIAMOND LAKE YACHT CLUB
DIAMOND LAKE, MICHIGAN
JUNE 16 - 17, 1984

HOBBIE 18	POINTS
1. Sundberg, Chris	3
2. Roberts, Carl	8 3/4
3. Frakes, Roger	15
4. Laure, Jim	18
5. Griswald, Ken	19
6. Theissen, R.	20
7. De Visser, Ken	20
8. Kowatch, Joe	25
9. Platte, Don	34
10. Swaim, Kevin	35
11. Oehler, Ron	37

HOBBIE 16A	POINTS
1. Carey, Steve	9
2. Francis, Reid	9 3/4
3. Pairitz, Phil	12 3/4
4. Kellogg, Jim	17 3/4
5. Wills, Martyn	20 3/4
6. Herbert, Rick	22
7. Griffie, Mike	26 3/4
8. Bidwell, Mark	28
9. Wernitz, Pat	30
10. Holden, Harold	33
11. Field, Steve	40
12. Kartz, Jack	44
13. Kartz, Jim	45
14. Call, Casey	48
15. Kosht, Dave	51
16. Stutsman, Gene	52
17. Wernitz, John	56
18. Strait, Rick	59
19. Bley, Bob	60
20. Gotsch, Gary	69

HOBBIE 16B	POINTS
1. Beutter, Brad	6 1/2
2. Bruni, Bob	8 3/4
3. Lehman, John	12 3/4
4. Bush, John	15
5. Harrington, J.	17
6. Dean, Fred	21
7. Mohny, Jerry	22
8. Figulski, Bruce	26 3/4
9. Stoller, Terry	29
10. Bond, John	37
11. Weingarten, H.	37
12. Bechtold, Dave	42
13. Barry, Stephen	43
14. Rutz, Chris	50

HOBBIE 14	POINTS
1. Woodruff, Stan	5 1/2
2. Driggs, Matt	6 1/2
3. Driggs, Rip	11
4. Wall, Robert	11 3/4
5. Mack, Bill	18
6. Weber, Mike	24

DUCK LAKE REGATTA/RACE 2
FLEET #210 DIVISION 10
SPRINGPORT, MICHIGAN
JULY 1, 1984

HOBBIE 18	POINTS
1. Troncray, Rick	2 1/2
2. Schelb, Jim	7
3. Bristol, Roger	7
4. Long, Jim	12
5. Bristol, Ted	13

HOBBIE 16	POINTS
1. Bush, John	4 1/2
2. Dewberry, Dan	4 3/4
3. Stowe, Brad	5 3/4
4. Brown, Kevin	11
5. Elliott, Stan	13

GRAND POINTE THIRD ANNUAL
OPEN REGATTA
FLEET #210 DIVISION 10
SPRINGPORT, MICHIGAN
JULY 9, 1984

HOBBIE 18	POINTS
1. Laure, Jim	4 3/4
2. Schelb, Jim	5 3/4
3. Bristol, Roger	7 3/4
4. DeVisser, K.	12
5. Bristol, Ted	16
6. Toncray, Rick	17
7. Long, Jim	21

HOBBIE 16	POINTS
1. Allen, Greg	2 1/2
2. Stowe, Brad	6
3. Dewberry, Dan	10
4. Lewis, David	12
5. Galant, E.	14
6. Brothers, L.	18

DUCK LAKE REGATTA/RACE 3
FLEET #210 DIVISION 10
SPRINGPORT, MICHIGAN
JULY 15, 1984

HOBBIE 18	POINTS
1. Toncray, Rick	2 1/2
2. Schelb, Jim	4 3/4
3. Bristol, Roger	7
4. Bristol, Ted	10
5. Long, Jim	14

HOBBIE 16	POINTS
1. Dewberry, Dan	3 1/2
2. Stowe, Brad	3 1/2

SUMMER SERIES, TOTALS
FLEET #447 DIVISION 10
FOX LAKE, ILLINOIS
AUGUST 26, 1984

HOBBIE 18	POINTS
1. Buchfin, Bruce	2 1/2
2. Beusse, Wally	4
3. Hale, Rink	7
4. Fry, Hunter	10
5. Warden, Alan	14
6. Gockenbach, Don	14

HOBBIE 16	POINTS
1. Schuessler, Jim	2 1/2
2. Burch, Scott	4
3. Rowlee, Mike	7
4. Bateman, John	10
5. Kern, Rich	14
6. Scimeca, Tom	14
7. McNeil, Graham	14
8. Libert, Joe	14
9. Ryan, Hugh	14
10. Reagan, Pat	14
11. Runder, Tom	14

HOBBIE 14 TURBO	POINTS
1. Repplinger, Dan	3

2. Inbody, Mac	4 1/2
3. Zabolski, Bill	4 1/2
4. Fairbairn, David	6 3/4

DIVISION 11

SHORE ACRES
FLEET #65 DIVISION 11
SHORE ACRES, NEW JERSEY
JUNE 2 - 3, 1984

HOBBIE 18	POINTS
1. Schleckser, M.	4 1/2
2. Hayward, Read	5 1/2
3. Lenshock, Peter	14
4. Hartung, Mike	16
5. Alldian, Dave	20
6. Sdayth, Todd	24
7. Hartmann, Bob	26

HOBBIE 16A	POINTS
1. Myers, Wally	2 1/2
2. Funari, Greg	8
3. Dees, Bob	11
4. Sersen, Steve	13
5. Laue, Pete	17
6. MacConnell, R.	18
7. Schmidbauer, G.	18
8. Glanden, Jim	19
9. Kulkoski, Dan	27
10. Sullivan, John	27
11. Krause, John	28
12. Christy, Paul	29
13. Bentson, D.	29
14. Johnson, Warren	31

HOBBIE 16B	POINTS
1. Kornwebel, W.	4 3/4
2. Gillis, Jeff	10
3. Norris	12 3/4
4. Ackroyd, Doug	13 3/4
5. Frink, Murray	21
6. Adams	22
7. White, Roger	23
8. Pinto, Mike	24
9. Witt, Walt	24

HOBBIE 16C	POINTS
1. Damigella	5 1/2
2. Kulaski	10 3/4
3. Keiser, J.	13 1/2
4. Brown	14
5. Dougherty	17
6. Wiegiers	19
7. Cummin	28
8. Wagner	28
9. Reason	31
10. Yowowski	35
11. Edwards	36
12. Fatica	41
13. Sheedy	43
14. Spiel	56

HOBBIE 14 TURBO	POINTS
1. Roberts, Mike	3
2. Stewart, George	6 3/4

SPRAY BEACH POINTS REGATTA
FLEET # 267 DIVISION 11
SPRAY BEACH, NEW JERSEY
JUNE 16 - 17, 1984

HOBBIE 16A	POINTS
1. Sersen, Steve	7 3/4
2. Laue, Peter	10 1/2
3. Schmidbauer, G.	15 3/4
4. MacConnell, R.	17
5. Glanden, Jim	17
6. Dees, Bob	22
7. Wilkie, Sandy	24
8. Kulkoski, Dan	25 3/4
9. Phillips, Chaz	26
10. Corsig, Ken	36
11. Funari, Greg	37
12. Sullivan, John	44
13. Kornwebel, W.	44
14. Maser, Fred	45
15. Tarditi, A.	59

HOBBIE 16B	POINTS
1. D'Agostino, J.	6 1/2
2. Ackroyd, Doug	10 1/2
3. Martin, Bill	10 1/2
4. Covella, Pete	16
5. Busby, John	18 3/4
6. De Furia, A.	23
7. Shaw, Alan	24
8. Kulkoski, R.	28
9. Hamilton, Rob	28
10. Essington, Alan	35
11. Williams, Jim	35
12. Fowler, Craig	46
13. Witt, Walter	50

HOBBIE 16C	POINTS
1. Keiser, Jack	6 1/2
2. Brown, Clark	6 3/4
3. Wiegiers, Bill	10 3/4
4. De Curtis, Don	14 3/4
5. Edwards, Bob	17
6. Cummin, Jerry	24
7. Glebe, Robert	25
8. Brearley, Frank	28
9. Smith, Kent	33
10. Kaletkowski, C.	35

HOBBIE 14 TURBO	POINTS
1. Roberts, Mick	4 1/2
2. Merello, Jim	6 3/4

SANDY HOOK POINTS REGATTA
FLEET #250 DIVISION 11
SANDY HOOK, NEW JERSEY
JULY 21 - 22, 1984

HOBBIE 18	POINTS
1. Schleckser, M.	3
2. Busichio, P.	7 3/4
3. Arata, H.	11
4. Luisi, G.	14
5. Rumsey, C.	16
6. Wille, B.	22

HOBBIE 16A	POINTS
1. Glanden, J.	5 1/2
2. Schmidbauer, G.	8 3/4
3. Kulkoski, D.	9 1/2
4. Kornwebel, W.	20
5. Sersen, S.	20
6. Dees, B.	20
7. MacConnell, R.	20
8. Krause, J.	30
9. Sullivan, J.	30
10. Andrews, C.	31
11. Ackroyd, D.	40
12. Rhodes, W.	48

HOBBIE 16B	POINTS
1. Gillis, J.	6 3/4
2. Brearley, F.	11 1/2
3. Keiser, J.	13
4. Condon, B.	20 3/4
5. Witt, W.	21
6. Forster, R.	21
7. Winthers, B.	27
8. Crane, C.	28
9. DeFuria, B.	29
10. Ochab, B.	29
11. Kulkoski, R.	32 3/4
12. Villa, B.	38
13. Salvo, S.K.	4

REGATTA RESULTS

DIVISION 12

FINAL POINTS STANDING
FLEET # DIVISION 12
PORT JUDITH, RHODE ISLAND

HOBIE 18 POINTS

1. Adelman, Jim
2. Adelman, Jim
3. Shea, Bill
4. Cuttillo, John
5. Barber, Drake
6. Finn, William
7. Mazzacane, Ron
8. Coccarri, Paul
9. Thompson, Brad
10. Walklet, Colin
11. Palmer, Tim

HOBIE 16 POINTS

1. Carpenter, Brad
2. Carpenter, Brad
3. Warren, Jeff
4. Becker, David
5. Campbell, Al
6. Davis, Harvey
7. Simms, Art
8. McCarty, Cliff
9. Bliss, David
10. Smith, Dave

HOBIE 14 POINTS

1. Smith, Steve
2. Baker, Doug
3. Fairchild, Edwin
4. Kustes, Tom
5. Baker, Scott
6. Scharbach, Larry
7. McDermott, Dick
8. Driver, John
9. Smith, Steve
10. Pastore, Stan
11. Summerfield

HOBIE 14 TURBO POINTS

1. Bradley, Bob
2. Bradley, Bob
3. Carpenter, Charlie
4. Pickett, Bob
5. Osmunk Dick
6. Duncan, Skip
7. Lindfors, Carl
8. Duncan, George
9. Bowman, Ned
10. Beckers, Larry
11. Snyder, Bill

HOBIE 14 WOMEN POINTS

1. Cox, Debbie
2. Pastore, Sue
3. O'Rourke, Sally
4. Cennamo, Jeanne
5. Scarduzio, Nancy

MEGREW'S CUP

FLEET #448 DIVISION 12
PORT JUDITH, RHODE ISLAND
JULY 14, 1984

HOBIE POINTS

1. Boulay/Boulay 6 1/4
2. Linke/Linke 12 1/4
3. Gamache/Alterio 14 3/4
4. Scarduzio/ 19
5. Lemme/Santos 20
6. DeLeo/Migliore 23
7. Boulange/ 41
8. Elliott 41
9. Lockwood/ 42
10. Salonia/ 42
11. Girard/Girard 49
12. Franco/Franco 54

STROH'S NEW ENGLAND

CHAMPIONSHIPS
FLEET #208 DIVISION 12
FAIRFIELD, CONNECTICUT
OCTOBER 6 - 7, 1984

HOBIE 18A POINTS

1. Adelman, Jim 3
2. Shea, Bill 11
3. Cuttillo, John 13
4. Barber, Drake 19
5. Thompson, Brad 20
6. Baker, Bruce 23
7. Walket, Colin 23 3/4
8. Blom, Gerard 26
9. St. John, Paul 26
10. Van Arkel, G. 31

HOBIE 18B POINTS

1. Managenello, Joe 3
2. Andrews, Robert 8
3. Mead, George 14
4. Schwager, Frank 17

HOBIE 16A POINTS

1. Becker, David 7 1/4
2. Bounds, Matthew 8 3/4
3. Colum, Robert 14 3/4

4. Simms, Arthur 15
5. Campbell, Al 27
6. Korzeniewski, T. 28
7. Ackroyd, Doug 32
8. Ferrara, Bob 33
9. Johnson, Warren 36
10. Davis, Harvey 38
11. Samson, Alain 41
12. White, Michael 41
13. Cullen, Bob 42
14. Baker, Scott 44
15. Barley, Frank 51
16. Boulay, Joe 54
17. Mason, Tom 68
18. Horne, Robert 68
19. Featherstone, P. 70
20. Barrera, Hernan 72
21. Manzella, Bob 84

HOBIE 16B POINTS

1. Kelly, Mike 9 1/4
2. Harris, David 11
3. Klefer, Thomas 14
4. White, Roger 15 3/4
5. Moore, Doug 20
6. Stanley, Arthur 22
7. Rook, Michael 22
8. Quatrone, Rico 23 3/4
9. Bassett, Ted 30
10. Van Hosen, Rick 30 3/4
11. Hafen, Felix 36
12. Driscoll, Joe 37
13. Adelman, Todd 44

HOBIE16C POINTS

1. Adams, Frank 13 3/4
2. Karp, Jerry 15 3/4
3. Boulanger, R. 16 3/4
4. Manware, Chick 17
5. Sippel, Norm 21
6. Kolakowski, D. 25 3/4
7. Huff, Alden 31
8. Petrowsky, G. 33
9. Bonnett, Craig 34
10. Kimball, R. 35
11. Mayer, Allen 38
12. Edwards, Bob 42 3/4
13. Vodola, David 45
14. Kimball, D. 45
15. Swanson, William 50
16. Duda, Mark 53
17. Johnson, Dan 61
18. Loftus, Sherree 76
19. Drake, Frank 80
20. Chiclo, Al 80
21. Wirth, Lew 80
22. Miller, Jay 80
23. Stadler, Howard 80

HOBIE 14 POINTS

1. Driver, John 4 3/4
2. Kustes, Tom 7 3/4
3. Knorr, Gil 11
4. Scharbach, L. 13
5. Raitlon, Donald 16
6. Pastore, Stan 19
7. Greenbaum, P. 25

HOBIE 14 TURBO POINTS

1. Bradley, Bob 3
2. Matthews, Jim 7 3/4
3. Pickett, Bob 12
4. Carpenter, C. 13

DIVISION 14

POINTS REGATTA

FLEET #27 DIVISION 14
WICHITA, KANSAS
JULY 1984

HOBIE 18A POINTS

1. Curtis, John 4 1/4
2. Winblad, David 7 3/4
3. Thakery, Robert 10
4. Blanchat, Greg 15 3/4
5. Twyman, Bill 17
6. Weihe, Carl 18
7. Blecha, Bob 22
8. Cleland, C.L. 31
9. Heaton, John W. 33

HOBIE 18B POINTS

1. Beddow, Paul 6 1/4
2. Hoffman, Dave 6 3/4
3. Gilbert, Scott 9 3/4
4. Carlson, J. 14 3/4
5. Reimer, Gene 18
6. Thurman, Mark 18
7. Oatman, Vern 25

HOBIE 18C POINTS

1. Banta, Vern 4 1/4
2. Patterson, Dennis 5 1/4

HOBIE 16A POINTS

1. Collins, Phil 4 1/4
2. Downham, Steve 8 3/4
3. Bass, Boyd 10
4. Keefe, Doug 11 3/4
5. Reyes, Manny 19
6. Trotter, Phil 24
7. Means, Ron 26
8. Brewer, Dan 26
9. Wilson, Larry 37
10. Henry, Robin 38
11. Hattan, Doug 38

HOBIE 16B POINTS

1. Royce, Mark 5 1/4
2. Hunter, Bill 12
3. Lindsey, Russ 20
4. Wiseman, Bill 20
5. Schamle, R. 20 3/4
6. Walters, Larry 20 3/4
7. Collins, Jay 22
8. Frahm, Bryan 25
9. Brey, Paul 27
10. Dewey, Dave 32
11. Carver, Bob 41
12. Ettner, Fred 41
13. Milligan, Ted 43
14. Fry, Jim 44
15. Siebert, Jim 47
16. Gish, John 57
17. Pinaire, Al 60

HOBIE 16C POINTS

1. Marcotte, Steve 6 1/4
2. Greenly, John 13
3. Carter, M.L. 27
4. Blackwell, R. 21 3/4
5. Knapp, Phil 27
6. Turk, Kyle 29
7. Rose, Brian 30
8. Neuhouse, K. 31
9. Schwartz, Lee 32
10. Hollister, D. 35
11. Mattenson, Kris 41 3/4
12. Mower, Russ 42
13. Russell, Ron 46
14. Schirko, M. 47
15. Thackery, Roy 48
16. Torres, Jose 49
17. Finley, D.S. 54 3/4
18. Stein, David 55
19. Sherrod, Steve 55
20. Davis, John 55
21. Swiler, John 55
22. Germonprez, K. 72
23. Stephenson, K. 72
24. Work, Mike 90
25. Regester, M. 99
26. Bright, Bob 104

HOBIE 14A POINTS

1. Abbott, Arlie 3
2. Webb, David M. 9
3. Riha, Ota 13 3/4
4. Giles, Jerry W. 15
5. Stolz, Len 17
6. Tiger, John 20
7. Graham, Steve 22
8. Barry, Steve 22
9. Welsh, Jack 34

HOBIE 14B POINTS

1. Parma, Ed 3
2. Abbott, Cheryl 8
3. Riggins, Bill 10 3/4
4. McElroy, Scott 13

HOBIE 14 TURBO POINTS

1. Langston, Chris 6 1/4
2. Loewen, Rick 8 1/4
3. Trent, Greg 13
4. Puetz, Ted 15
5. Miller, Hope 16 3/4
6. Fuller, Tony 17
7. Johnson, John 21
8. Utaler, Warren 24
9. Capes, Don 35
10. Schluter, W.J. 36
11. Purington, Phil 43

SHORT MOUNTAIN SHOOT OUT

REGATTA
FLEET #145 DIVISION 14
KERR LAKE, SALLISAW, OKLA.
JULY 14 - 15, 1984

HOBIE 18A POINTS

1. Curtis, J. 4 1/4
2. Winblad, D. 7 3/4
3. Burton, M. 11 1/4
4. Burrows, A. 14
5. Fields, D. 20

HOBIE 18B POINTS

1. Kelsey, B. 3
2. Andersen, P. 6 3/4
3. Johnson, R. 12

HOBIE 16A POINTS

1. Collins, P. 5 1/4
2. Freed, D. 12 3/4
3. Downham, S. 17
4. Vockrodt, R. 17 3/4
5. Cregar, D. 18
6. McIntosh, K. 20
7. Bass, B. 24
8. Kelley, N. 25
9. Young, D. 26 3/4
10. Reyes, M. 32
11. Hees, F. 35
12. Sparks, S. 39
13. Blair, C. 44
14. Trotter, P. 50

HOBIE 16B POINTS

1. Wideman, J. 4 1/4
2. Parma, E. 11

3. Bradford, R. 12 3/4
4. Collins, J. 12 3/4
5. McDowell, R. 14
6. Ettner, F. 19
7. Walters, L. 20
8. Delozier, N. 30

HOBIE 16C POINTS

1. Nerhouse, R. 4 1/4
2. Greenly, J. 5 1/4
3. Turk, K. 12
4. Macko, B. 16
5. Russell, R. 17
6. Burgess, R. 22
7. McClendon, S. 25

HOBIE 14A POINTS

1. Welch, J. 3
2. Tiger, J. 6 3/4
3. Taylor, D. 11
4. Johnson, J. 16
5. Holbird, T. 20

1984 LAKE ARROWHEAD REGATTA
FLEET #146 DIVISION 14
WICHITA FALLS, TEXAS
JULY 21 - 22, 1984

HOBIE 18A POINTS

1. Edwards, Joe 4 1/4
2. Windbald, David 6 1/4
3. Curtis, John 9 1/4
4. Burrow, Alan 15

HOBIE 18B POINTS

1. Kelsey, Brad 4 1/4
2. Johnson, Roger 10
3. Beach, Scott 13 3/4
4. Waldrop, Skip 14 3/4
5. Walburg, James 16
6. Rossi, Ron 19
7. Wischmeyer, M. 19

HOBIE 18C POINTS

1. Mattingly, T. 4 1/4
2. Sevfert, John 5 1/4

HOBIE 16A POINTS

1. Collins, Phil 12 1/4
2. Freed, David 14
3. Balthaser, Don 16
4. Liles, Bill 17
5. Kelley, Noel 17 3/4
6. Sparks, Scott 18 3/4
7. Cregar, David 24
8. Hoyer, Andy 25 3/4
9. Holmes, Sheila 28
10. Simpson, Tyler 34
11. Bass, Boyd 42
12. Fuller, Judy 47
13. Summers, J. 60
14. Hayes, Bob 68
15. Dickerson, Mik 68
16. Vockrodt, Rob 68
17. Kocsis, Bill 68

HOBIE 16B POINTS

1. Saylor, Robert 8 1/4
2. Gregory, Phil 11 3/4
3. Bradford, Randy 14
4. Mead, F. Holt 14
5. Davis, Mickey 15 3/4
6. Walker, Alan 15 3/4
7. McClung, Rick 24 1/4
8. Wade, Maurice 29
9. Walter, Larry 30
10. Shields, Wade 35
11. Denison, Neal 68

HOBIE 16C POINTS

1. Givhar, Doug 11
2. Messersmith, R. 11 1/4
3. Saxby, Art 13 3/4
4. Whisenhunt, G. 16 3/4
5. Buck, Philip 16 3/4
6. Hotham, Doug 23
7. Messersmith, G. 24
8. Russell, Ron 25
9. Puckett, Phil 28
10. Murphy, Terry 29
11. Loggie, Mark 33
12. Torres, Jose 39
13. Oyle, Bill 52
14. Lippard, J.L. 64
15. McKee, Mike 68
16. McKee, Vaughn 68
17. Potter, David 68

CHENEY CAT CHASE

FLEET #27 DIVISION 14
WICHITA, KANSAS
AUGUST 25 - 26, 1984

HOBIE 18A POINTS

1. Mitchell/Mitchell 3
2. Beddow/Stand 10
3. Blanchat 12
4. Andrews/Andrews 16

HOBIE 18B POINTS

1. Carlson/ 3
2. Pomerperien 7 3/4
3. Patterson/Gisel 12

4. Banta/Giner 17
5. George/George 19

HOBIE 16A POINTS

1. Brewer/Brewer 3
2. Means/Means 7 3/4
3. Bass/Walher 9
4. Bridgman/ 15
5. Seibert/Roberts 18

HOBIE 16B POINTS

1. Hamilton 7 3/4
2. Fry/Fry 8 3/4
3. Schamle/McKeown 9 1/4
4. Wilson/Ratts 18
5. Buskirk/Childers 18
6. Bright/Swiler 21 3/4
7. Brey/Stump 22
8. Dewey/Bill 24
9. Bailey/Cheatwood 31
10. Pinaire 36

HOBIE 16C POINTS

1. Mower/Mower 4 1/4
2. Stein/Rudiger 12
3. Regester/Stewart 12 3/4
4. Knapp.Blume 13 3/4
5. Macaulay/Barnard 19
6. Greenly/Greenly 22
7. Ganon/Gagnon 24
8. Davis/Miller 26
9. Torres/Torres 29
10. Schluter/ 29
- Wallace

HOBIE 14A POINTS

1. Graham 4 1/4
2. Webb 5 1/4
3. Tiger 12
4. Stolz 14
5. Ratts 20

HOBIE 14 TURBO POINTS

1. Loewen 3
2. Purinton 10
3. Dowty 11

DIVISION 15

HOBIE JUBILEE RESULTS

FLEET #45 DIVISION 15
FAIRHOPE, ALABAMA
SEPTEMBER 8 - 9, 1984

HOBIE 18 POINTS

1. Ederer, Mark 2 1/4
2. Mulvaney, G. 6
3. Springett, Ted 9
4. Rodriguez, D. 11
5. King, Keith 14
6. Rabalais, Brad 15
7. Gaston, A.J. 19

HOBIE 16A POINTS

1. Soares, John 3 1/4
2. Latman, John 7
3. Gaston, Shane 9
4. Gaston, Ronnie 12 3/4
5. Zorn, George 12 3/4
6. Putman, Sherman 13
7. Jeffcoat, Al 16

HOBIE 16B POINTS

1. Ladas, Steve 4 1/4
2. Irby, Sean 4 3/4
3. Meyers, James 6 3/4
4. Rabalais, Keith 10
5. McDonald, Lee 11

HOBIE 16C POINTS

1. Richardson, F. 3 1/4
2. Trione, Anne 6 3/4
3. Marcella, B. 7 3/4
4. Lucas, David 8
5. Gough, Dennis 10

HOBIE 14 POINTS

1. Neal, Steve 2 1/4
2. Groves, Bill 6
3. Miles, Steven 10
4. Rich, Ashley 11
5. Myers, Babe 13

PO'OL KOWALIGA REGATTA

FLEET #484 DIVISION 15
LAKE MARTIN, ALABAMA
SEPTEMBER 15 - 16, 1984

HOBIE 18A POINTS

1. Olson, Lynn
2. Robertson, Bill
3. Roberson, Ed
4. Patton, Bill
5. Jones, Frank
6. Pierman, Paul

HOBIE 16A POINTS

1. Smith, Kevin
2. Brock, Jim
3. Kernion, Brad

REGATTA RESULTS

4. Gabriel, Bob
5. Thornton, C.
6. Kalata, Larry
7. Stone, Lynn
8. Watson, Ray
9. Gorie, Bobby
10. Self, Robert
11. Gorie, Tom

HOBIE 16B

1. Murphy, Burl
2. Jones, L. R.
3. East, Joe
4. Durham, Dick
5. Stapler, Randy
6. Johnston, B.
7. Neville, N.
8. Howell, Scotty
9. Brown, Jim
10. Ananian, C.
11. Harrelson, Joe
12. Perry, Bob
13. Lauderdale, D.
14. Hawkins, Don
15. Dobbs, Fred
16. Sparks, Mike
17. McKinney, Mac

BAYOU CLASSIC III
FLEET #55 DIVISION 15
FLASE RIVER BAYOU,
VENTRESS, LOUISIANA
OCTOBER 20 - 21, 1984

HOBIE 18	POINTS
1. Ederer/Edered	3
2. Perchaud/Howard	6 3/4
3. Holland/Holland	10
4. Lewis/Lewis	15
5. Mulvaney/ Mulvaney	17
6. Rabalais/ Rabalais	22
7. Truk/Chappel	23
8. Hartsfield/ Sharp	32
9. Gallegos/ Gallegos	32
10. King/Bill	38
11. Smith/Dudrow	39
12. Geiger/Geiger	49
13. Smith/Smith	52

HOBIE 16A	POINTS
1. Smith/Lambert	3
2. Schweizer/ Schweizer	11
3. Andrews/ Andrews	11
4. Pelledine/Malden	14
5. Gates/Gates	16
6. Jackson/Fox	22
7. Starr/Masters	22

HOBIE 16B	POINTS
1. Delesandri/Dunn	3
2. Rabalais/Walton	6 3/4
3. Ingram/Denson	13
4. White/Hefner	17
5. Anderson/Gates	17
6. Mills/Yancy	18
7. Pankratz/ Guthrie	22
8. Bryan/ Cadwallader	27
9. McDaniel/Sanders	30
10. Lea/Anderson	35
11. Richardson/ Richardson	40
12. Butler/Butler	41
13. Donaldson/ Donaldson	43
14. Tweedel/Gauthier	56
15. Sanchez/Hazlett	57

HOBIE 14	POINTS
1. Cook, J.Jr.	3

DIVISION 16

POINT STANDINGS
DIVISION 16
ALL CLASSES

HOBIE 18	POINTS
1. St. John, Paul	75
2. Tierson, Dave	47
3. Merner, Bill	40
4. Barbee, Gene	37
5. Hoag, Jim	34
6. Caster, Jim	29
7. McDonald, Stew	26
8. Kafim, Terry	25
9. Illi, Ted	20
10. Lemer, John	19

HOBIE 16A	POINTS
1. Korzeniewski, T.	78
2. Howie, Dave	56
3. Marner, Paul	45
4. Caster, Pat	38
5. Buckley, Bill	37
6. Meyer, Doug	36
7. Terpster, Jim	29
8. Kushe, Jim	28
9. Elve, Charlie	27
10. Cowe, Shaun	23

HOBIE 14

1.	Rosenberg, G.	64
2.	Gamble, Bill	51
3.	Laquasto, Sam	46
4.	Horton, Ralph	20

HOBIE 14 TURBO

1.	Pesane, Sue	45
2.	Korzeniewski, S.	37
3.	Sinclair, D.	25
4.	Sinclair, G.	14

HOBIE 14 WOMENS

1.	Pesane, Sue	134
2.	Dunn, Starr	119
3.	Appel Mimi	101
4.	Taylor, Carrie	78

DIVISION 16 WOMEN'S RACE PT.1
FLEET #204, DIVISION 16
SKANATELES LAKE, NEW YORK
JUNE 16, 1984

HOBIE 16

POINTS
1. Cox, Debbie
2. Caster, Barb/ Elve, Denise
3. Pesane, Susan/ McElroy, Mindy
4. Taylor, Carrie/ Taylor, Sue
5. Appel, Mimi/ O'Connor, Anne
6. Hallock, M.P./ Pekins, Joanne
7. Dunn, Starr/ Perry, Sue/ Delavgy, Cindy

6TH MILLER HIGH LIFE REGATTA
FLEET #119 DIVISION 16
EDEN, NEW YORK
JULY 8, 1984

HOBIE 18A

1.	St. John, Paul	4 3/4
2.	Illi, Ted	5 3/4
3.	McDonald, Stu	9 3/4
4.	Barnes, Ed	12
5.	Caster, Jim	16
6.	Tyska, Dan	19
7.	Lemmer, John	20
8.	Tierson, Dave	20

HOBIE 18B

1.	Howes, B.	3 1/2
2.	Kratz, Rudi	8 3/4
3.	Bellahuser, Ron	9
4.	Slattery, Dave	13
5.	Chamberlin, Alan	14
6.	Breen, Tim	15
7.	Froom, Jim	23
8.	Klein, Andy	27
9.	Volgstad, Dave	27
10.	Stockhauser, M.	36
11.	Parkot, Brian	38
12.	Schaff, Bob	41
13.	Shay, Tom	42
14.	Wilson, Bob	45
15.	Wilcox, Scott	45

HOBIE 16A

1.	Korzeniewski, T.	8 3/4
2.	Klahr, Chad	13
3.	Bonner, Ted	14 3/4
4.	Meyer, Doug	19
5.	Caster, Pat	19
6.	Kusche, Jim	21
7.	Cowe, Shaun	21 3/4
8.	Dally, Jack	23
9.	Hall, John	24
10.	House, Jeff	31
11.	Meyer, Chuck	11
12.	Chamberlin, R.	35
13.	McVamara, Mike	36
14.	Tanski, Dale	43
15.	Evert, Bradley	47
16.	Miller, Gerry	47
17.	Saulsgiver, Jon	48
18.	Tompkins	48
19.	Peelle, Sanford	52
20.	Cuzdylo, Mike	63
21.	Block, Dave	69
22.	Pihlblad, Dan	69
23.	Perkins, Jim	69

HOBIE 16B

1.	Goslin, Tim	11
2.	Lawrence, Bob	11 3/4
3.	Clark, Greg	14 3/4
4.	Little, Joe	17
5.	Witzel, Gerry	23
6.	Colucci, Al	24
7.	Dunbar, Dan	31
8.	Mergenhagen, D.	33
9.	Meyer, Chuck	33
10.	Jircitano, Matt	36
11.	Magin, Ed	37
12.	Chamberlin, G.	37 3/4
13.	Cameron, Don	40
14.	Lane, Jim	40
15.	Rhodes, Tim	45
16.	Konieczny, B.	16
17.	Pfender, Ron	52
18.	Scott, Jon	58

19. Sweet, Rick	58
20. DeBoy, Dave	59
21. Kleindinst, J.	65
22. Pierce, Calvin	67
23. Davies, Paul	67
24. Knighton, Bob	70
25. Scherzmann, P.	70
26. Jaszczak, Gary	70
27. Braun, Doug	77
28. McCombs, C.J.	79
29. Schaff, Gary	85
30. Knight, Diane	102
31. Vincent, Anthony	102
31. Thames, Arch	31
31. Kramer, Rick	31
31. Kiggins, Ray	31

HOBIE 16C

1.	Coleman, Steve	8 3/4
2.	Ryan, Dale	14
3.	Bender, Tom	18
4.	Csati, Steve	21 3/4
5.	Clauss, Tom	24
6.	Sleeman, Lex	25
7.	Kiefer, Mickey	28 3/4
8.	Dunn, Star	29
9.	Hachel, Ed	30
10.	Amico, Mark	31
11.	Cray, Bill	37
12.	Appel, Dave	38
13.	Benson, Jack	42
14.	Hallett, Nanette	45
15.	Jeffers, William	47
16.	Jones, Mark	48
17.	Quatrone, Rick	49
18.	Sukiennik, Jim	50
19.	Ramsay, Alan	55
20.	Emerson, Matt	55
21.	Williams, Don	56
22.	DeFreest, C.	58
23.	Reber, Bill	68
24.	Buell, James	68

1984 GLENORA CUP
FLEET #86 DIVISION 16
WATKINS GLEN, NEW YORK
JULY 21 - 22, 1984

HOBIE 18A

34. Crooks, Ken	99
35. Heine, Bill	105
36. Kistner, K.	111
36. Krystofik, Ray	111

<u>HOBBIE 14</u>	<u>POINTS</u>
1. Komarnyckay, N.	3 ½
2. Gamble, Bill	4 3/4
3. Loquasto, Sam	10
4. Rosenberg, G.	11
5. Chamberlin, M.	15
6. Korzeniewski, S.	20
7. Hineseter, N.	22

HOBIE 18B

1984 GLENORA CUP	
FLEET #86 DIVISION 16	
WATKINS GLEN, NEW YORK	
JULY 21 - 22, 1984	
<hr/>	
HOBIE 18A	POINTS
1. Barree, G.	2 1/2
2. Hoag, J.	5 3/4
3. St. John, P.	9
4. Tiersden, D.	9
5. Hanewald, T.	12
6. Lemmer, J.	17
7. Beardslee, R.	20
8. Reynolds, K.	22

HOBIE 16A

1.	Hanewald, M.	3 1/2
2.	Williams, R.	9 3/4
3.	Bellohausen, B.	10
4.	Reagan, B.	13
5.	Doud, T.	18
6.	Korckwell, C.	20
7.	Blattberg, D.	21
8.	Cummings, R.	22
9.	Salzer, J.	26
10.	Suits, S.	26

HOBBIE 16A	POINTS	
1.	Howie, D.	2 1/2
2.	Korzeniewski, T.	10
3.	Terpstra, J.	11
4.	Cros, B.	12
5.	Kushe, J.	13
6.	Sindle, K.	21
7.	Peele, S.	23
8.	Ladu, K.	24
9.	Elve, C.	25
10.	Dally J.	30
11.	Montanye, J.	32
12.	Hazlett, J.	34
13.	Cuzdylo, M.	38

HOBIE 16B

1.	Lovell, M.	10
2.	Hale, F.	11
3.	Bilsbach, R.	12 3/4
4.	Pierce, C.	15
5.	Quail, F.	15
6.	Buck, D.	17
7.	Cameron, D.	19
8.	Knight, D.	20
9.	Webster, R.	22
10.	Sleeman, L.	23

HOBIE 16C

1.	Quatcone, R.	10	3/4
2.	Taylor, C.	11	3/4
3.	Hands, M.	12	
4.	Amico, M.	12	3/4
5.	Ramsey, A.	14	
6.	Jeffers, W.	16	
7.	Kasmer, K.	20	
8.	Dunn, S.	23	
9.	Appel, M.	29	
10.	Williams, D.	29	
11.	Cross, E.	29	
12.	Hachael, E.	32	
13.	Milliron, T.	39	
14.	Shallick, J.	41	
15.	Yurks, M.	43	
16.	Cross, A.	45	

WOMEN'S 16C

POINTS
1. Taylor, C.
2. Dunn, S.
3. Appel, M.

HOBIE 14

1.	Rosenburg, F.	8 3/4
2.	Loquasto, S.	10
3.	Ivancie, P.	10 3/4
4.	Gamble B.	12 3/4
5.	Dittmar, J.	14
6.	Horton, R.	14
7.	Avery, R.	17
8.	Root, J.	20

HOBIE 14 TURBO

1.	Pesane, S.	2 1/2
2.	Korzensweski, S.	6
3.	Iszard, S.	9

WOMEN'S 14 TURBO

POINTS
1. Pesane, S.

DIVISION 16 CHAMPIONSHIPS
FLEET # 295 DIVISION 16
HAMLIN BEACH, ROCHESTER, NEW
AUGUST 4 - 5, 1984

HOBIE 18A

1.	Perry, Steve	6 3/4
2.	Marner, Bill	7 1/2
3.	Caster, Jim	12 3/4
4.	Hoag, Jim	16 3/4
5.	Barbee, Gene	18
6.	Hanewald, M	20
7.	McDonald, Stu	22
8.	St. John, Paul	26
9.	Coleman, Mike	31
10.	Harris, Pat	36
11.	Tierson, Dave	38
12.	Mayer, Jim	41

HOBIE 18B

1.	Williams, Randy	6 1/2
2.	Breen, Tim	12
3.	Bellohusen, Gail	13 3/4
4.	Kratz, Rudih	14
5.	Chamberlain, A.	14 3/4
6.	Froom, Jim	20
7.	Slattery, David	22
8.	Johnson, Gary	27
9.	Rockwell, Chuck	32
10.	Shay, Tom	40

HOBIE 18 MAGNUM

1.	Hallock, Marty	3
2.	Chapman, Dyke	6 3/4
3.	Wilson, Justin	10

HOBIE 16A

1.	Marner, Paul	5 1/2
2.	Liefeld, John	9 3/4
3.	Howie, Dave	14 3/4
4.	Cowe, Shawn	15
5.	Buckley, Bill	18
6.	Walker, Pamela	25
7.	Caster, Pat	25 3/4
8.	Korzeniewski, T.	26
9.	Bonner, Tedrone	28
10.	Hall, John	33
11.	Kusche, James	33
12.	Meyer, Douglas	47
13.	Chamberlain, R.	47
14.	Tompkins, Squatt	51
15.	Demaline, Terry	54
16.	McManara, Mike	57
17.	Vielhalier, Skip	64
18.	Huzidco, Michael	70

HOBIE 16B

1.	Bilsback, Rich	3
2.	Pfender, Ronald	13 3/4
3.	Magin, Edward	16
4.	Colucci, Al	21
5.	Quatrone, Rick	25
6.	Felowicz, Robert	27
7.	Walker, Michael	29
8.	Sweet, Richard	31
9.	Potter, Zane	32
10.	Krystofik, Ray	33
11.	Hale, Fred	36
12.	Konielzky, Brian	38
13.	Lane, Jim	46
14.	Settembre, Rick	57
15.	Schwermann, P.	57
16.	Treacy, John	59
17.	Braun, Doug	66

18. Pierce, Calvin	66
19. Jaszczak, Gary	74
20. Krasner, Rick	82
21. Mergenhagen, D.	84
22. Witzel, Gerry	89

HOBIE 16C

1.	Taylor, Carrie	9
2.	Kiefer, Thomas	10
3.	Jeffers, William	11
4.	Ormiston, Doug	15
5.	Jones, Mark	18
6.	Yielhauer, Eric	21
7.	Appel, Mimi	22
8.	Williams, D.	27
9.	Sleeman, Lex	37
10.	Emerson, Matt	37
11.	Bothner, Carl	38
12.	Reber, Bill	44
13.	Ramsay, Alan	47
14.	Sunn, Star	50
15.	Hacheal, Ed	52
16.	Frey, Tim	55
17.	Kent, Bill	55
18.	Kerr, Bob	68

HOBIE 16C WOMEN

1. Taylor, Carri	9 3/4
7. Appel, Mimi	22
14. Dunn, Starr	29

HOBIE 14

1.	Rogenberg, G.	4
2.	Gamble, Bill	6
3.	Root, James	11
4.	Thaeler, Robert	12
5.	Loquasto, D.	19
6.	Horton, Ralph	20

Absolut Vodka Hobie 14 Turbo Womens U.S. National Championships
Indian River Plantation, Hutchinson Island, Stuart, Florida
October 19-21, 1984

Skipper		1	2	3	4	5	6	7	8	Total
1. Caroline Winter	Johannesburg, S.A.	3/4	3/4	2	3	3/4	3/4	3	7	11
2. Dorian Goldberg	Isla Verde, Puerto Rico	2	5	10	3/4	2	4	5	3/4	19 1/2
3. Jacque Myers	Tallahassee, FL	5	4	3	2	5	3	3/4	3	20 3/4
4. Paula Alter	Capistrano Beach, CA	6	3	4	4	3	2	2	6	24
5. Linda Bowerfind	Dunedin, FL	3	2	7	6	4	6	4	4	29
6. Kay Merrill	Charlotte, NC	8	9	3/4	5	8	5	6	13	41 3/4
7. Julie Renfro	Winterpark, FL	4	6	11	9	12	8	7	2	48
8. Cheryl Johnson	Tampa, FL	9	7	8	10	10	16	8	11	63
9. Kay Wheeler	Charlotte, NC	10	10	5	11	14	9	14	9	68
10. Susan Pesane	Syracuse, NY	7	13	23	7	9	7	18	8	69
11. Sue Weiss	West Palm Beach, FL	12	16	20	8	6	10	13	5	70
12. Lori Treble	Raleigh, NC	17	14	9	13	11	13	9	10	79

Absolut Vodka Hobie 14 Turbo U.S. National Championships
Indian River Plantation, Hutchinson Island, Stuart, Florida
October 25-28, 1984

Skipper		1/2	3/4	5/6	7/8	9/10	1	2	3	Total
1. Woodie Cope	Tampa, FL	18	4	7	2	4	2	3	3/4	22 3/4
2. Bill Joslin	Boca Roton, FL	3	3	3	2	3	4	32	8	26
3. Fred McIntosh	Naples, FL	3	13	25	3/4	3	7	2	6	34 3/4
4. Jim McCann	Orlando, FL	8	2	8	6	7	5	5	5	38
5. John Hackney	Jensen Beach, FL	3/4	3/4	3	3/4	2	25	20	12	39 1/4
6. Larry Becker	Brightwaters, NY	9	28	4	4	10	3	6	9	45
7. Douglas Heil	Valrico, FL	5	27	11	8	3/4	11	3/4	11	47 1/2
8. Richard Post	Indian Harbor, FL	3/4	5	6	3	4	31	7	22	47 3/4
9. Vel De Kreek	St. Pete, FL	6	8	7	7	5	30	12	7	52
10. Chris Langston	Sallisaw, OK	4	7	20	6	9	10	16	4	56
11. Bob Johnson	Tampa, FL	28	6	3/4	11	12	3/4	10	18	58 1/2
12. Fred Farraro	Dallas, TX	2	4	3/4	15	31	6	4	27	58 3/4
13. Dick Moldt	Jupiter, FL	7	8	9	11	2	13	27	10	60
14. John Duke	Orlando, FL	2	5	8	12	3/4	28	23	73	3/4
15. Buzz Braatvedt	South Africa	10	15	10	23	9	15	14	3	76
16. Richard Karran	Tampa, FL	6	3/4	2	4	20	32	28	17	77 3/4
17. Charles Thornton	Birmingham, AL	11	11	20	17	12	8	15	8	82
18. John Schandelmayer		13	6	5	13	30	19	11	19	86
19. Dennis McCredie	Dallas, TX	4	2	5	9	11	33	25	31	87
20. Rolf Woods	Corpus Christi, TX	16	11	2	27	23	14	17	16	90
21. David Horthrop	Brooklyn, MI	7	12	15	23	15	9	9	33	90
22. Dick McKee	Lake Park, FL	13	9	13	3	10	27	26	24	98
23. Roger Neathery	Boulder Creek, CA	20	28	6	16	13	16	13	14	98
24. John Johnson	Florida	5	10	19	8	6	34	22	32	102
25. David Carlson	Gainesville, FL	21	25	21	5	11	12	19	16	105
26. Billy Dominy	Corpus Christi, TX	19	3	14	13	8	17	35	34	108
27. Richard Burleson	Blacklick, OH	10	9	23	9	14	23	29	21	109
28. Wright Gres	Maitland, FL	22	17	11	10	16	18	18	29	112
29. Stephen Acquart	San Antonio, TX	15	12	19	5	24	21	30	21	116
30. Rick Morrison	Spring, TX	25	18	14	14	5	20	21	25	117
31. Thomas Eisele	Mt. Clemens, MI	20	16	10	18	21	22	34	13	120
32. Rick Loewen	Wichita, KS	17	7	16	12	15	29	33	26	122
33. Paul Coss	Winterhaven, FL	12	22	16	24	7	26	15	35	122
34. Jack Hill	San Jose, CA	11	10	30	28	8	35	36	2	124
35. Jay Meric	Mt. Dora, FL	17	22	12	17	6	34	24	28	126
36. Bruce Moseley	Sayville, NY	29	27	4	10	26	36	30	30	156

Absolut Vodka Hobie 14 U.S. Open National Championships
Indian River Plantation, Hutchinson Island, Stuart, Florida
October 30-November 4, 1984

Skipper		1/2	3/4	5/6	7/8	9/10	1	2	3	4	Total
1. Carlton Tucker	Fort Walton Beach, FL	2	2	3/4	4	4	7	2	3/4	33	22 1/2
2. Bob Curry	Tampa, FL	3/4	2	4	3/4	3/4	3/4	6	9	33	24
3. Enrique Figueroa	Puerto Rico	3	3/4	3/4	3/4	4	9	12	8	3	29 1/4
4. David Rodgers	W. Palm Beach, FL	2	4	3	3	5	10	5	2	11	34
5. Tom Materna	Sherman Oaks, CA	3	4	3	6	13	6	18	7	7	49
6. Hobie Alter, Jr.	Capistrano Beach, CA	3/4	3/4	2	2	3/4	11	20	14	33	51 1/4
7. Fred McIntosh	Naples, FL	7	6	6	2	9	5	3/4	16	16	51 3/4
8. Jerry King	Newport Beach, CA	5	8	8	18	15	4	11	6	3/4	57 3/4
9. Bill Whitehurst	Pensacola, FL	4	10	11	4	2	26	25	3	2	61
10. Stan Woodruff	New Baltimore, MI	8	5	4	10	2	14	16	12	8	63
11. Bob Bergstedt	Bayville, NJ	9	15	9	17	8	2	3	23	6	69
12. Steve Neal	Pensacola, FL	16	8	20	10	3	22	10	4	71	
13. Alex Kirby	Tampa, FL	13	3	5	7	7	3	34	25	13	76
14. Dennis McCredie	Dallas, TX	13	9	7	5	14	12	27	10	10	80
15. Enrique F. Torres	Puerto Rico	5	3	2	3	18	20	26	34	15	92
16. Mike Willegal	Plantation, FL	8	12	10	16	9	19	22	19	5	98
17. Michael R. Miller	Azle, TX	12	16	24	8	11	13	7	30	9	100
18. Fred Ferrara	Dallas, TX	11	10	7	12	5	24	14	36	19	102
19. Wayne Schaefer	Capistrano Beach, CA	6	13	12	6	10	15	32	11	31	104
20. Woodie Cope	Tampa, FL	4	7	5	20	8	31	9	21	30	104
21. Stephen Acquart	San Antonio, TX	11	11	13	11	6	34	31	18	12	113
22. Douglas Baker	Melrose, MA	6	14	11	13	16	36	15	20	27	122
23. Dick Blount	Hermosa Beach, CA	9	6	15	11	34	33	23	4	22	123
24. Bill Carney	Saratoga, CA	35	5	8	8	17	16	35	17	17	123
25. John Lipka	Orange Park, FL	17	24	19	12	22	18	8	13	14	123
26. Bruce Fields	Torrance, CA	10	9	13	5	12	30	33	24	24	127
27. Wayne Mooneyham	San Jose, CA	12	14	10	33	24	8	13	15	32	128
28. Chris Keysor	Clearwater, FL	10	13	6	7	23	23	29	27	25	134
29. Bob Wall	Algonac, MI	22	20	22	19	3	35	4	22	23	135
30. Bob Johnson	Tampa, FL	22	15	9	23	21	17	19	28	18	144
31. Buzz Braatvedt	South Africa	14	19	16	9	26	27	17	29	20	148
32. Greg Ursich	Redmond, WA	17	17	17	17	16	25	21	33	26	156
33. Tom Reed	St. Thomas, V.I.	19	16	12	13	30	28	28	26	33	172

Skipper		1	2	3	4	5	6	7	8	Total
13. Susan Perkins	Cleveland, OH	11	20	13	22	7	12	10	14	87
14. Marlene Sassaman	Cocoa, FL	15	23	14	15	13	15	11	12	95
15. Ann Karnitschnig	Virginia Beach, VA	16	8	16	14	20	14	12	16	96
16. Janet Kovach	Northfield Center, OH	14	18	15	12	16	11	15	15	98
17. Hope Miller	Kansas City, MO	13	12	12	16	19	17	18	18	106
18. Lisa Pryor	Sarasota, FL	18	15	6	17	15	22	18	17	106
19. Debroah Schaefer	Port Clinton, OH	19	17	17	18	17	19	18	21	125
20. Jennifer Sammons	Palm Beach, FL	20	11	19	19	24	22	16	19	126
21. Laurie Oehler	Ann Arbor, MI	23	19	18	23	22	18	18	21	139
22. Mary Whalen	Melbourne, FL	22	21	21	21	21	20	17	20	141
23. Mary Jane Andrews	Tequesta, FL	21	22	22	20	23	21	18	21	145

Skipper		Total
37. Jeff Deaton	Atlantic Beach, NC	67
38. Dennis Woods	Bakersfield, CA	67
39. Greg Trent	Wichita, KS	71
40. Clark Keysor	Clearwater, FL	72
41. Peter Colby	Corpus Christi, TX	75
42. Mike Lawrence	Henrietta, TX	76
43. Douglas Deyo	San Benito, TX	77
44. John Kidder	Mary Esther, FL	78
45. Bob Eustace	Sunnyvale, CA	78
46. Mark Gruber	Tampa, FL	78
47. Bill Wetty	Palm Harbor, FL	78
48. George Winberry	Newport, NC	81
49. Bob Medley	Jacksonville, FL	84
50. David Moore	Pawleys Island, SC	89
51. Dick Blount	Hermosa Beach, CA	89
52. Gary Glenn	Indianapolis, IN	92
53. Gaudlen Reed	Florida	94
54. John Kuc	Austin, TX	95
55. Denny Hall	Richmond, VA	95
56. Dave Williams	Folsom, CA	95
57. Mick Roberts	Budd Lake, NJ	95
58. David Shaeffer	Powell, OH	105
59. George Papais	Ormand Beach, FL	107
60. Bruce Fields	California	107
61. Ted Puetz	Harrisonville, MO	110
62. Stanley Korzeniewski	Syracuse, NY	114
63. John Burns	Bradenton Beach, FL	115
64. Ronald Knight	Shalimar, FL	117
65. Pete Murray	Hobe Sound, FL	122
66. Paul Wolters	Palm City, FL	126
67. John Hamlet Jr.	Longwood, FL	129
68. Charles Deyo	Fort Worth, TX	137

Skipper		1/2	3/4	5/6	7/8	1	2	3	4	Total	
34. Steve Smith	Colchester, VT	24	7	14	21	32	29	24	32	28	179
35. Michael Sarduy	Tampa, FL	7	25	19	20	29	32	30	31	21	182
36. Jim Tantillo	Milpitas, CA	30	23	20	23	6	21	36	35	29	187
37. Mike Braswell											55
38. David Horthrop	Brooklyn, MI										56
39. Tio Ferrera											61
40. Val DeKreek	St. Pete, FL										62
41. Gray Holland	Silver Spring, MD										73
42. Rich Andrysik	Lincoln NE										81
43. Charles Rathkopf	Palm City, FL										83
44. Hap Walter	Stuart, FL										84
45. Jerry Giles	Dallas, TX										85
46. Richard Schulman	Coral Spring, FL										85
47. Scott Baker	Palm Beach Gardens, FL										86
48. Craig Simpson	Fort Collins, CO										87
49. Sue Weis	Lantana, FL										93
50. David Moore	Pawleys Island, SC										93
51. Walter Thompson	Tampa, FL										93
52. Walter Fite	Lakewood, CO										94
53. Edward G. Conklin	Palmer Lake, CO										94
54. Mike Williamson	Edgewood, MD										97
55. Jay Goldstein	W. Bayshore, NY										98
56. Dick Moldt	Jupiter, FL										101
57. Erik Bjerring	San Pedro, CA										102
58. Steve Tyler	Blue Springs, MO										104
59. Cheryl Johnson	Tampa, FL										104
60. Todd Brooks	Fort Walton Beach, FL										106
61. Stan Evans	Arlington, VA										110
62. Bill Brooks	Tampa, FL										111
63. Bob Eustace	Sunnyvale, CA										112
64. Charles Froeb	La Jolla, CA										113
65. Scott Fite	Lakewood, CO										115
66. Ted Cross	Tacoma, WA										116
67. Gus R. Blackwell	Sayre, OK										119
68. Sam Loquasto	Grand Island, NY										128
69. George Rosenberg	Pittsburgh, PA										130
70. Michelle McManus											134
71. John Stark	Palm Beach, FL										136

Absolut Vodka Hobie 16 World Championship
Fort Walton Beach, Florida
October 6-13, 1984
Championship Series

Skipper/Crew		1/2	3/4	5/6	7/8	1	2	3	4	5	Total	Skipper/Crew		Total
1. Garry Metcalf/C. Metcalf	Australia	2	2	3/4	3	3	13	3/4	3	54	27 1/2	57. Paul Marner/Randy Lake	Canada	69
2. Brett Dryland/Tracy Wood	Australia	3	2	2	6	20	6	2	5	5	31	58. Paul Thomas/Peter Tomalin	South Africa	72
3. Ian Bashford/J. Bashford	Australia	4	24	3	3/4	7	14	7	3/4	3	39 1/2	59. George Zorn/Cindy Zorn	Mississippi, U.S.	72
4. Keith Christensen/Chris Veneman	California, U.S.	3/4	3	3/4	3/4	16	25	11	17	2	51 1/4	60. Alan Lowry Jr.	Brazil	74
5. Jeff Alter/Sue Brenny	California, U.S.	8	3/4	2	9	17	3/4	9	11	18	57 1/2	61. Randy MacConnell/Chris Carroll	New Jersey, U.S.	75
6. Enrique Figueroa	California, U.S.	2	9	13	7	24	12	57	10	3/4	77 3/4	62. Mark Ralph/Sheila Holmes	Texas, U.S.	76
7. Carlton Tucker/Kelly O'Brien	California, U.S.	5	21	24	5	18	3	4	13	9	78	63. Jim Hennessy/Lee Grinham	Australia	76
8. Hobie Alter, Jr./K.K. O'Brien	California, U.S.	6	15	4	30	26	2	3	4	24	84	64. Steve Leo/Jo Ellen Haynes	California, U.S.	78
9. Bob Whitehurst/Barry Cochran	Florida, U.S.	3/4	8	5	4	30	19	14	19	21	90 3/4	65. Alan Lawrence/Gary Shaban	South Africa	80
10. Tom Materna/D. Hennelly	California, U.S.	14	5	4	11	8	38	15	20	27	104	66. Bob Seaman/Jana Seaman	California, U.S.	80
11. Sergio Gama/Al. Raceio	Brazil	5	10	3	42	12	10	13	44	10	105	67. Dave Bonesteel/Gretchen Bonesteel	Michigan, U.S.	80
12. Richard Karran/R. Hill	Florida, U.S.	12	11	6	11	23	20	30	18	6	107	68. John Dalton/Kathrine Raper	Florida, U.S.	81
13. Carlos Bierkarck	Brazil	25	36	8	18	6	7	21	9	14	108	69. Thorsten Wycisk/Kris Von Kroge	Germany	81
14. Miles Wood/Paula Alter	Florida, U.S.	9	36	11	10	13	9	10	22	26	110	70. Dean Froome/San McPaul	Hawaii, U.S.	83
15. Alan Egusa/Ross Taylor	California, U.S.	10	9	40	10	3/4	40	23	12	8	112 3/4	71. David Sloan/Kevin Miller	Florida, U.S.	84
16. Tom Whitehurst/Bill Whitehurst	Florida, U.S.	4	33	10	10	22	4	22	6	31	121	72. Bob Muggleton/Dincy Fain	Australia	85
17. Gustavo Leal/J. Escudero	Brazil	3	20	30	13	44	5	25	2	33	131	73. Dorian Goldberg/Francisco Mayni	Puerto Rico	87
18. David Bliss/David C. Robinson	Massachusetts, U.S.	19	42	29	2	19	4	57	27	4	146	74. Noel Kelley, III/Susan Welch	Texas, U.S.	88
19. Rick Eddington/Greg Drum	Texas, U.S.	7	10	24	8	56	46	43	6	13	157	75. John Lattman/Chance Gaston	Florida, U.S.	88
20. Brian Downham	South Africa	36	12	5	4	50	24	12	32	34	159	76. David Shearer/Kari Sandberg	Utah, U.S.	89
21. Robbie Brice/Linda Bowerfind	Florida, U.S.	12	6	20	17	31	8	31	43	47	168	77. Birger Laing/Oliver Laing	West Germany	91
22. Carsten Eli Hansen	Maryland, U.S.	15	30	9	39	40	16	38	8	15	170	78. Bill Buckley/Russ Blake	Canada	93
23. Mike Shearer/Stephanie Wood	Utah, U.S.	54	18	8	12	48	18	8	39	20	171	79. Kevin Smith/Jarrett Melvin	Florida, U.S.	94
24. Anthony Duchatel/Penny Burns	Australia	8	43	18	29	25	15	33	28	23	179	80. Joost De Groot/Monique De Groot	Brunie	95
25. Scott Ward/Steve Fields	California, U.S.	32	33	35	7	14	28	17	16	32	179	81. Jim Brock/Don Adams	Alabama, U.S.	97
26. Robert Whittington/Cathy Whittington	Texas, U.S.	32	35	15	19	22	17	16	33	28	182	82. Andre Morse/Gerry Vedder	South Africa	97
27. Andrew Hurlford/Beth Hurlford	Australia	51	3	23	18	43	11	36	7	44	185	83. Wally Meyers/Paul Christy	New Jersey, U.S.	97
28. David Krut/Michael Krut	South Africa	9	19	56	16	35	29	19	45	17	189	84. Raymond Cattin/Christin Tiersbier	Switzerland	97
29. Gregory Smith	Michigan, U.S.	27	16	7	41	10	33	34	23	39	189	85. Rick Tate/Noel Ryan	Australia	98
30. Blaine Dodds/June Dodds	South Africa	6	41	30	2	41	47	29	27	16	192	86. John Liefeld/Jim Terpstra	Canada	99
31. Henderickson M. Schwarz	Denmark	13	5	13	53	39	21	45	14	46	196	87. John L. Flanagan III/Bruce Hart	Maryland, U.S.	101
32. Mike Collier/Brad Rolfe	South Africa	29	27	27	15	11	48	24	41	25	199	88. Jose Marti	Singapore	101
33. Tony Laurent/Christophe Fabre	France	36	34	16	16	29	57	35	24	19	209	89. Colin Hancox	South Africa	102
34. Clifford McCarty, Jr./	Connecticut, U.S.	16	4	18	8	42	54	37	36	50	211	90. Robert Heilbron/Marleen DeWilde	Holland	102
35. Steve King/Pip King	Australia	16	39	16	21	37	34	28	26	48	217	91. John Lockwood/Cathy Lockwood	Australia	105
36. Ian Burke/Steve Gray	Australia	23	12	17	6	46	35	44	38	43	218	92. Mike Lemon/Nick Bailey	Virgin Islands	105
37. Ouno Van Der Platt/J. Van Der Platt	Holland	31	52	5	23	33	31	26	42	29	220	93. Andy Shearer/Marilyn Shearer	Utah, U.S.	106
38. Jan Neergard/R. Nielsen	Denmark	29	8	23	25	52	41	22	34	38	220	94. Peter Birch/Meredith Malouf	Australia	108
39. Don Algier/K. Clover	Australia	14	25	53	14	9	49	49	52	12	224	95. Warren Collier/Donovan Adler	South Africa	109
40. Mike Montague/G. Russell	California, U.S.	30	6	27	17	54	23	41	40	41	225	96. Eric Cook	South Africa	109
41. Lange/	Holland	20	15	45	13	57	50	27	50	7	227	97. Yutaka Yazawa/Fhiroshi Satoh	Japan	109
42. Todd Brooks/	Florida, U.S.	10	4	37	35	32	56	47	25	37	227	98. Colin Whitehead/Robyn Whitehead	South Africa	111
43. Geoff Walsh/Debbie Carmichael	California, U.S.	25	17	25	32	34	43	48	46	11	233	99. Mark Pryke/Jamie Morrison	Australia	116
44. Dave Lung	Hawaii, U.S.	18	49	32	15	53	42	32	15	31	234	100. Age De Vries/Elfriede De Vries	Baharain	120
45. Garth Loudon/G. Loudon	South Africa	17	18	41	20	28	27	54	37	49	237	101. Bob Henderson/Marilyn Henderson	Australia	121
46. James Glanden/Jeff Crompton	Delaware, U.S.	18	27	9	55	27	37	18	51	53	240	102. Jan Wycker/Rob Wycker	Holland	122
47. Larry Kalata/Arthur Sencil	Florida, U.S.	17	29	44	9	21	26	51	47	51	244	103. Lachlan MacFarlane/Phillip Bisset	Australia	122
48. Peter Spyker/M. Sterk	Holland	49	37	6	24	5	44	40	53	40	245	104. Peter Henning/R. Aveling	South Africa	123
49. Tony Van Oeveren/	Holland	7	25	31	43	15	53	42	55	30	246	105. Jack Sammons	Florida, U.S.	123
50. Pat Porter/Laurie Robertson	California, U.S.	13	7	39	42	47	51	20	48	36	252	106. Bobby Wythes	Hawaii, U.S.	130
51. Hans J. Bress/Ute Bress	West Germany	37	19	10	33	51	32	56	29	42	253	107. Steve Eichner/Lorie Eichner	Guam	131
52. Don Balthaser/Karen Horton	Texas, U.S.	21	32	7	5	38	55	50	56	56	264	108. Derek Casel Brown	New Zealand	132
53. Paul Pascoe/J. Pascoe	Australia	11	7	50	36	45	39	46	49	35	268	109. Mark Fallwell/Libby Weathers	New Zealand	136
54. Enrique Junco	Puerto Rico	15	3/4	56	51	36	52	52	21	45	272 3/4	110. Andres Karasa/Eduardo Riveros	Venezuela	142
55. Ian "Fresh" Burns/Darlene Matuska	Australia	9	46	14	49	55	36	55	30	52	291	111. Geoff Partridge/William Maione	Australia	149
56. Shaun Ferry/Damian Johnson	South Africa	46	23	15	19	49	45	53	54	56	304	112. Joe Bruckner	Virgin Islands	157
1984 Absolut Vodka Hobie 18 National Championships														
San Francisco, California														

1984 Absolut Vodka Hobie 18 National Championships
San Francisco, California
September 23-29, 1984


Skipper/Crew		1/2	3/4	5/6	7/8	9/10	1	2	3	Total	Skipper/Crew		1/2	3/4	5/6	7/8	9/10	1	2	3	Total
1. Brett Dryland/Scott Ward	Australia	3/4	3/4	3/4	3/4	3/4	3/4	2	42	6 1/2	36. Don Estapa/John Coats	NC	13	20	26	20	19	19	20	33	139
2. Bob Seaman/Don Oltmans	CA	2	2	2	4	2	16	3/4	4	16 3/4	37. Ron Oehler/Greg Allen	MI	21	24	11	10	29	16	38	39	140
3. Jeff Alter/Floyd White	CA	3/4	5	3/4	2	3/4	4	17	12	25 1/4	38. Greg Stone/Obe Stone	CA	17	13	27	20	30	14	41	20	141
4. Hobie Alter, Jr./Dick Blount	CA	15	9	2	2	2	3	7	2	27	39. Mike Ettlw		24	34	26	15	18	12	30	23	148
5. Miles Wood/Dan Mangus	FL	22	6	5	4	3	5	3	3	29	40. Mike Preiss/Chris Roibertson	CA	25	30	20	6	16	18	41	42	156
6. Allan Timms/Misha Orloff	CA	4	3/4	18	3	4	10	8	7	36	41. William Shea/Carlos Deluzaiaga	CT	19	25	16	19	18	31	29	36	157
7. Paul Parizeau/Karen Parizeau	CA	3	3	4	5	6	7	28	17	45	42. Rafi Yahalom/Dafna Yahalom	CA	14	35	22	15	22	23	34	37	165
8. Dave Clacher/Greg Loose	FL	7	4	33	7	8	2	21	3/4	49 3/4	43. Adrian Eichhorn	CA									194
9. Matt Miller/M. Hammond	CA	11	7	11	12	3	3	22	5	52	44. Chuck, Brown	CA									199
10. Steve Cary/Deanna Link	CA	5	10	10	3/4	5	12	14	37	56 3/4	45. Bob Thomas	CA									202
11. Wayne Schafer/Jerry King	CA	2	13	3	3	17	11	9	22	58	46. Gordon Isco	IL									205
12. Pat Porter/John Poncin	CA	6	10	14	3	8	6	13	14	60	47. Billy Rendler	CA									206
13. Tony Probst/Jackie Rupp	CA	8	5	8	10	12	4	24	18	65	48. Michael Garrett	NV									209
14. Jim Kimball/	CA	9	6	6	11	10	15	32	10	67	49. Gordon Moncibais	CA									209
15. Rick Brown/Kathy Brown	CA	16	4	9	9	5	34	26	37	69 3/4	50. Paul St. John	NY									212
16. Roger Neathery/Doug Johnson	CA	3	11	16	8	6	22	15	15	74	51. John Barnett	TX									214
17. Tighe Huber/Kevin Pellone	TX	13	3	12	16	7	24	16	9	76	52. Fred Collins	AL									216
18. Craig Wright/P. Taylor	CA	8	17	7	7	14	7	35	16	76	53. Larry Simpson	CA									222
19. Krist Biakanja/Bette High	CA	10	7	7	13	9	9	25	31	80	54. Ken Marshack	CA									227
20. Michael Rayfuse/Robert Schnieder	CA	7	18	3	12	4	24	13	37	81	55. Dave Carlson	CA									228
21. Mark Schleekser/Rob Windender	NJ									82	56. Tom George	CA									232
22. Jason Bradley		20	21	17	5	7	10	5	21	85	57. Mark Williams										233
23. Steve Timm/Sue Brown	CA	18	19	31	6	10	2	12	19	86	58. Drake Barber	MO									237
24. James Severs/L. Severs	OR	6	11	25	14	13	13	19	11	87	59. Len Chesmore	CA									242
25. Tom Poore/D. Littlefield	CA	9	9	19	14	9	9	27	23	92	60. Mark Skvarla	CA									245
26. Paul Tobie/Mike Forbert	CA	4	2	8	8	36	13	40	28	99	61. Frank Heath										248
27. Mike Shearer/Bob Shay	UT	14	20	13	33	19	22	4	8	100	62. Richard Grewohl										250
28. Peter King/R. Kitowski	CA	12	17	21	13	26	11	39	6	108	63. David Giguere										254
29. Corky Aucreman/Barbara Aucreman	CA	5	16	10	21	32	19	6	32	109	64. Steve Lewis										256
30. Brian Boschma/Ed Wong	CA	26	19	5	17	11	20	11	34	109	65. Rex Bristow										259
31. Key Cozart/Phyllis Abel	FL	36	26	9	11	21	8	10	37	121	66. Penfield Clark										263
32. David Smith/Katherine Smith	CA	15	12	15	16	22	29	18	26	124	67. Ed Halloran										265
33. John Cuttillo/M. Cutillo	NY	15	8	13	33	15	17	30	27	125	68. Lee Roll										269
34. Lance Dunn/Karen Dunn	NC	21	12	12	32	15	5	36	35	132	69. Lloyd Wagner										277
35. Phillip Alotis/Brendan Myers	CA	24	24	20	22	12	8	33	25	135	70. Larry McFall										325

HOBIE 14s

Continued from page 48

was third with 9.25 points, Tucker fourth with 12.75 points and David Rodgers was fifth with 17.00 points.

As Sunday dawned bright and cheery with no trace of rain and little trace of wind, the racers assembled for the final day to determine the national champion. Some smiled while others fretted and fumed about the lack of wind. The wind was from the south now about five to ten m.p.h. as Banks called the racers off the beach for the first race of the day. Fred McIntosh exacted a win while Carlton Tucker sailed to a second place finish. Bob Bergstedt claimed third with Bob Wall finishing fourth. Fifth went to David Rodgers while Curry could do no better than sixth. Figueroa finished twelfth while Alter slipped to a disappointing twentieth. A fabulous lunch of delicious Hobie hot dogs greeted the racers after this first race, but all knew that time was fleeting if Banks was going to have three races. Boats were tuned, hot dogs eaten and all were ready to try again to master the Indian River with its tricky tides, shifting winds and sometimes monstrous boat wakes.

Tucker claimed the win in Race 12 while Rodgers finished a close second. Whitehurst managed a third as Dick Blount finished fourth. Figueroa finished eighth, Curry ninth and Alter could only manage a fourteenth. As the standings were reviewed prior to the final race of the series, Curry was first with 15 points closely followed by Tucker with 15.50 points. At this point, it was down to only Curry and Tucker. Curry's plan, based on the scores that were posted, was just to cover Tucker and finish in front of him, but he failed to take into account the throw out. If the throw out was added back into the scores, Tucker would be in the lead with a seventh for a throw out while Curry would be 1.5 points behind with his throwout, a ninth, added back in. Curry could still win but his plan could be faulty. The first leg saw Tucker pull ahead of Curry but neither was in front of the pack. On the downwind leg of the course, a three (A-C-A-B-C), Tucker fouled another competitor and pulled out to do a 360 degree penalty turn. When he resumed racing, he was behind Curry who was in fifth position. If this was to remain as it was, Curry would win and Tucker would again finish second. Tucker tacked at "C" mark and went to the unfavored side of the course hoping that Curry would follow him; he did. As the wind began to clock, they fell further behind. Curry was in front of Tucker, but Tucker had taken Curry out of the race with no chance of recovering the fifth spot that Curry would need to win the championship. Tucker packed it in and went to the beach to celebrate the championship that had eluded him for so many years. 

HOBIE 16s

Continued from page 43

Tucker the elder spent Carlton Tucker's inheritance trying to put his son in the tank. Hobie olympic events that have become a tradition, such as the innertube relay and water walking, also helped keep the sailors, and, better yet, the spectators, entertained. Skippers and crews danced the night away under the warm Florida skies on the patio of the Ramada Inn. Still, despite the fun and more fun, this was the world championship and nobody forgot about the racing.

In the first race, Keith Christensen, sailing with Chris Veneman and Bob Whitehurst sailing with Barry Cochran both took firsts. Garry Metcalf with brother Chris and Enrique Figueroa with Melissa Scott took seconds (first round racing was done in two fleets with each fleet exchanging boats with the other). While this was not completely unexpected, people did begin to ask: "Who is Garry Metcalf?" In the second race of the first day, Enrique Junco of Puerto Rico showed a brief flash of brilliance by winning his second race. Jeff Alter also placed first with Dryland and Metcalf each placing second. Christensen took third.

Day two saw Keith Christensen take two bullets and a strong, if not commanding lead. By throwing out his earlier third place, Christensen carried only 2.25 points to Metcalf's 4.75 points. Dryland carried seven points with Bashford close behind with 7.75 points. After two days, Christensen and Veneman looked like the team that would keep the title in the United States. Unless he faltered.

But Christensen showed no signs of faltering. When asked during the Absolut sponsored cut party if he felt confident, he shrugged and said "I have to feel confident." Was he going to win? "We'll see. I'm in first now."

Christensen's confidence proved to be short lived. In the first race of the finals, Christensen got off to a slow start and, just when he appeared to be moving up through the fleet, hit a mark and was forced to reround. He took 16 points, but, since he could use that as his throwout, was still in first place.

In the next race, Christensen gulped 25 points and, since Metcalf's last two races added a total of 16 points to his score, with 13 of those being throwout, Christensen had given up 13 points to Metcalf in just two races. He had also given up the lead. Christensen knocked himself out of the running in the next two races by adding 11 then 17 points to his total while Metcalf finished first and third, Dryland second and fifth and Bashford seventh and first. A last race second could not save Christensen from fourth place.


Meanwhile, a somewhat less significant battle was going on for sixth through

eighth places. Four heavyweights, Figueroa and Tucker, Hobie Alter Jr. and Whitehurst were struggling for sixth place (Jeff Alter was secure in fifth.) Although Figueroa and Scott had a better first half of the series than did Tucker, Tucker pulled down a third and a fourth in the second half while Figueroa stumbled. It took a first by Figueroa in the last race of the event to clinch sixth.

Hobie Alter Jr., sailing with K.K. O'Brien, sailed somewhat erratically during the first half, but, after the cut, he sailed to a second, third and fourth until taking 24 points in the last race of the series, thereby eliminating any chance of overtaking Figueroa or Tucker. Since Whitehurst failed to break into the top ten even once during the second half, he was unable to answer Alter's string of low scores and fell to ninth. Tom Materna rounded out the top ten.

By the time the dust cleared, Christensen was 11.5 points behind Bashford. Dryland came in second with 31 points and Metcalf took the victory (despite finishing last in the final race due to a hull filling with water) with 27.50 points. Jeff Alter, Enrique Figueroa, Carlton Tucker, Hobie Alter Jr., Bob Whitehurst and Tom Materna rounded out the top ten.

At the awards ceremony, the Americans took consolation in the fact that they captured seven of the top ten places, but it was definitely the Aussies' night. The Metcalf brothers triumphantly accepted the trophy presented to them by Hobie Alter Sr., and Banks.

At the dinner, special thanks were given to hosting dealer, Jim, Lorraine and Carlton Tucker of Playground Sails, Fleet 178 members who helped in many ways including supervising the Hobie olympics and making the trophies which featured sand dollars mounted on cut stone. Dave Sniveley, Jack Pranzarone and Lynn Stone received special thanks. Eric Visser was lauded for his publicity work, as was Kelly O'Brien who helped with the program. Roberta O'Brien, Susan Coolter, Alve Thornton, Susan Gabriel and Cecil Phillips were thanked for providing lunches and Jerry of the Hog's Breath was recognized for the barbeque and fish sandwiches. The Ft. Walton Beach Chamber of Commerce headed by Jerry Melvin and the Emerald Coast Group were thanked for their support. Doug Campbell, John Whitmore, John Schuch, John Dinsdale and Bob McDonald worked the protest committee and Steve Ross, David Yates, Mindy Carder and skipper Larry Boyd worked the committee boat. Steve Day, Ron Kight, Eric Renelt, John Kidder, Jerry Dees, Joe East, Lee McDonald, Rick Bennett, Dyson Patterson, Luis Socalrasi, John Mitchell, Rod Clodfelter, De Anna Lewis, Sandy Zerin, Gordon Thomas, Gordon Thomas Jr., John Barnett, John Schuch, Mel Wills and Larry Chisholm manned the chase boats and were thanked for their efforts. 

THUNDER



Sailors from around the world will bring the Thunder Down Under to Australia to challenge the Aussies on their home turf. They have proven they're the best in the world by winning several recent major championships. Now every Hobie Cat sailor will be doing his best to perform well in the heat of the Australian summer.



DOWN UNDER



**THE THIRD HOBIE 18
WORLD CHAMPIONSHIP.
PORT MACQUARIE,
NEW SOUTH WALES,
AUSTRALIA.
FEBRUARY 9-17, 1984.**

Port Macquarie, Australia is one of the country's great weather capitals. It is blessed with warm breezes, currents, and attractive beaches. Official records prove that Port Macquarie and its environs have the best climate in eastern Australia. And remember, February is the middle of the Australian summer.

What an excuse to see Australia. The nightlife of Sydney. The Opera House. Australia's vast interior. Ayer's Rock. The cosmopolitan Gold Coast.

This is the first time the World Championship has been held in Australia. Who knows when it will be back? Don't miss Thunder Down Under and some of the greatest sailing and vacationing of your life. Go on. See Australia and the Hobie 18 World Championship. They've thrown a shrimp on the barbi for 'ya.



THUNDER DOWN UNDER

TRAVEL PACKAGES INCLUDE:

- Round trip airfare from San Francisco or Los Angeles to Sydney aboard Qantas Airlines, the official carrier of the Hobie 18 World Championships, including free stopovers in both Hawaii and Tahiti plus an additional stop in New Zealand, New Guinea or Fiji.
- Eight nights accommodations at a choice of properties all located near the championship site.
- Airfare from Sydney to Port Macquarie and return.
- Sydney and Port Macquarie airport transfers.
- Meeting assistance for groups arriving and departing.

All this for only \$1750.00 per person based on four people sharing an apartment. With the beachfront hotel as your accommodation, the price goes up to \$1900.00 based on double occupancy. Hotel and apartments are all near the race site with restaurants and sporting facilities located nearby. Apartments are available with one or two bedrooms. Space is limited and reservations are held on a first come, first serve basis. For more detailed price and accommodation information, fill out the form below.

TRAVEL OPTIONS

See Australia. There are several travel options available for before or after the racing's over. Keep in mind that any additional airfare is not included.

SYDNEY/3 NIGHTS

Visit the beautiful city on the harbor. The beaches, mountains and waterways make this cosmopolitan city a worthwhile attraction. The Sydney package includes: three nights at the old Sydney Hotel situated in the historic Rocks area; a full day excursion to Katoomba in the spectacular Blue Mountains and the Australian Wildlife Park; Sydney in a day via The Rocks, the opera house and a harbor cruise; dinner at the Summit revolving restaurant overlooking the city; round-trip transfers by private car from the airport to the hotel and back; half day tour of the city and the southern beaches.

This trip departs February 6, 18 and 19. Price per person is \$225 based on double occupancy.

THE RED CENTER/4 NIGHTS

While in Australia, why not see the heart of the country, Ayers Rock? This package includes one night's accommodation in Adelaide, South Australia; an overnight stay at Yulara Resort, all meals included; an opportunity to climb Ayers rock and return at sunset; a full day tour to Standley Chasm with its amazing colors and formations; round trip transfers from hotels and airports.

This trip departs February 18 and 21 only. Price per person based on double occupancy is \$370.

SAIL THE WHITSUNDAY ISLANDS/5 NIGHTS

What better way to end your Australian holiday than a few tranquil days aboard a yacht visiting Australia's private beaches. This package includes an overnight stay in Sydney in the heart of the nightlife; bareboat charter on a choice of vessels for four days and nights, provisions included; all transfers.

This excursion departs February 18 and 20. The price ranges from \$250.00 to \$500.00 per person depending on the size of the boat chartered and is based on parties of four.

SEE NEW ZEALAND/3 NIGHTS

The intriguing north islands are a water sportsman's paradise. Visit the thermal region and the beautiful Waitomo caves. See the glow worm grotto.

This package includes two nights at the Rotorua Hyatt; a half day of visiting the city, a visit to Maori Village, and one night at Taupo. New Zealand trips leave February 18 and 20. The price is \$187.00 per person based on double occupancy.



FOR MORE INFORMATION

Please send me more travel information about Australia and the Hobie 18 World Championship

☐ Mr./Mrs. ☐ Mr. ☐ Mr. _____

Mailing Address _____

City _____ State _____ Zip _____

Telephone (____) _____ Number in party _____ I am interested in additional stops ☐ Yes ☐ No

I have the following questions: _____

Send this form to: World Travel Consultants, P.O. Box 1527, El Toro, CA 92630, or call Marianne or Steve, in California: (800) 432-7436, other states: (800) 854-6733

COMFORT

Continued from page 23

pound barbell weights, a bag, made of woven nylon, with a full length side zipper and four grommets in the corners for tying it onto the tramp, works well.

In addition to this general purpose bag, you should have a smaller tool bag on board. These are readily available and come with clips on each end for convenience in attaching them to the tramp lacing. Keep this bag filled with extra shackles, pieces of line, a screwdriver and pliers or a cat key. Literally hours of frustration can be avoided by having these minor repair parts and tools on hand.

WATERPROOF CONTAINER

For items such as chewing gum, paper towels, cigarettes and granola bars, you'll need a small waterproof container you can put inside the general purpose bag. A Tupperware® container is perfect. Remember, you don't want anything too big because you are going to have to crawl over it.

As double security against water, wrap all the items in a couple paper towels, and put them in two baggies. (You'll find the paper towels great for cleaning salt water spots off your sunglasses once you're out on the water.)



Hobietorial

Continued from page 6

Hobie sailor from Florida who has raced and crewed for some of the best cat sailors in the country, will be Brian's right arm. You can count on them to constantly improve the quality of your magazine. Bonnie Hepburn and Judy Schneider make sure you get your magazine on time. They'll be here for you whenever you have trouble with your subscription or when you move. Jana Whitney, our intrepid art director, has kept the magazine looking great. Thanks to Jana we get lots of good comments about the magazine's layout and graphics. Look for articles and photos from our many freelance contributors too.

Over the past four years, I have appreciated the support, criticisms and contributions made by many of you. It has been a fulfilling experience being Executive Editor of the HOTLINE, not only because of the actual job, but also because of the people I have been able to meet. Now, I look forward to meeting many of you throughout the world. I would like to wish our longtime and newer readers alike the best of sailing luck in the new year whether it be on the world championship scene or taking a sail across the bay and flying a hull. Remember, you can always look to the HOTLINE for the best catamaran information available from any magazine.



HOBIE 18s

Continued from page 45

marks were set, even the press boat was ready to usher journalists out to the course, but there was no wind. Banks, fresh from a rough time at the Hobie 16 U.S. National Championship in South Carolina that featured a week of poor wind conditions, was in no mood for the wind to abandon him in San Francisco, one of the windiest areas in the country; so windy that windmills looking like giant airplane propellers are becoming as popular as hot tubs. "Of course," said that local sailor, "you've got to remember that this is September."

Fortunately, the wind did come up. By about one in the afternoon, the wind was brisk enough to call the boats off the beach and start the race. As it turned out, this would be the pattern for the rest of the regatta. Finally, everybody learned that there was no reason to get up as early as possible when the wind was sleeping late too. Even the first race of the day started off in light wind, but, by the time the race was half over, nearly all teams were double trapped. The wind was just fine, thank you, even if it was a little late.

With the wind of day two came the swells, which were not exceptionally fierce by San Francisco standards, but still presented quite a challenge, especially for the crews when they were stretched out on the wire coming into marks. Wanting to stay out as long as possible, they hovered close to the top of the water. By day three, the swells were causing some incidents, such as when Dryland was hustling for the start line and Ward was pulled off. Swells would reach up and grab the crew. Sometimes sailors would pull free, other times not. Karen Parizeau was clipped by a roller heading into B mark. The wave almost knocked her completely off the boat and forced her back into her husband's lap. "I just kept trying to hang on," she said later. "Paul wanted to make sure we didn't miss the next mark rounding, so he just kind of pushed me off him and told me to hang on."

By the start of the fifth race on day three, Jeff Alter had managed to take second place from Bob Seaman. After five races, Seaman had eight points, using a fourth place finish as a throwout. Alter however, now able to use an early fifth place finish as a throwout, and having pulled down another first, was carrying only 4.25 points. Seaman then stumbled in the sixth race and finished sixteenth while Alter and crew Floyd White managed a fourth.

In what would be the only race Dryland and Ward would not win, the first race of the finals, most observers were fooled. The wind appeared to come up in its normal early afternoon pattern that held all week, but this time, it diminished after a third of the race had been sailed. Different tactics had to be used and the currents, an impor-

tant factor when the winds are blowing at 20 knots, became crucial in the light air. A mistake could result in boats drifting into the mark and losing several places. Then it happened. At first, it was thought that one of the large maxi boats practicing for the Big Boat Series the next week, had stolen the air from the fleet. As it turned out, most of the fleet had sailed into a hole. As the front of the fleet sat nearly becalmed, the back of the fleet caught up.

Another added feature arrived in the form of a giant cargo vessel steaming out of port. All week, navy ships, tourist liners, tankers and cargo vessels had done an amazing job coordinating with Banks to avoid any close calls. With these becalmed conditions however, the race committee became a little nervous. "Are you sure he sees us?" asked Banks. "He's getting a little close." Although the ship did split part of the fleet, Hobies and cargo vessel managed to miss each other by a safe margin. Seaman ended up pulling down his first and only bullet of the regatta, Dryland finished second and Jeff Alter finished a disappointing seventeenth. As a result, Seaman had 12.75 points while Alter had 13.25. With only half a point separating them and Dryland not sailing the last race since he had already locked up the first, it was to be a head to head challenge for the Absolut Vodka U.S. Hobie 18 National Championship.

Dave Clacher, who had sailed well, but inconsistently during the week, charged out to take the early lead, while Alter seemed to stay buried. Halfway into the course, it was becoming apparent that, barring any unforeseen miracles, Alter was not going to be able to catch Seaman who was hovering in the top five. Clacher won the race, Seaman finished fourth and Alter finished twelfth. Hobie Alter Jr., who got off to a suprisingly slow start due to some boat leakage, pulled himself back together. He and crew Dick Blount finished fourth for the series. The team of Miles Wood and Dan Mangus also became progressively better after an initial 22, and finished fifth. Local sailors Allan Timms and Misha Orloff of Concord, California were sixth, the Parizeaus, who finished well back in the fleet in the last two races of the series were seventh; Clacher and crew Greg Loose were eighth; Matt Miller and Mike Hammond of San Diego showed moments of glory and preserved ninth; and Steve Cary, sailing with Diana Link held on to tenth.

Many people received thanks for their help with the Absolut Hobie 18 U.S. National Championship, but Mike Montague, Gary Russell and George and Joyce of Empire Sailing were pointed out for their extra hard work as was Bob Eustace who, once again, piloted his inflatable around the chilly waters of the Bay. Rich Stout, captain of the press boat, was also recognized for his patience and expertise with members of the press.





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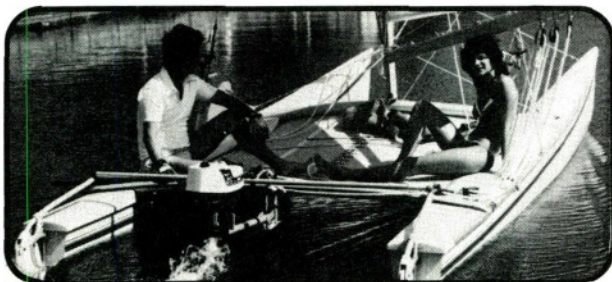
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HOBIE BRIEFS

Good News and Bad News About Powerlines.

The good news is that the word about mast electrocution has been getting out. The bad news is that some power companies have not been listening. Major sailing magazines have run stories about the mast electrocution problem during the past year and legislation is pending in some states, namely California and South Carolina, to require new height regulations and compel power companies to raise all wires over bodies of water to meet the new standards. The Coast Guard has recommended that companies place bouys under powerlines which cross navigable waters, but, unfortunately, no power companies have acted on the recommendation as of this fall. Fifteen companies have moved power lines in the past year, especially in the southwest, but these corrections have taken place only after a fatality has occurred. The results that have been obtained by sailors have been the result of continued pressure on power companies and legislators. With over 100 deaths in the last 14 years attributable to mast/powerline contact, all sailors should stay aware of the danger and write to companies and law makers.



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

Cat Chow Bill Cooled Feline Lover's Desire to Buy a Hobie Cat.

Editor's Note: The following was sent into HOTLINE by Valerie Bukowski of Fleet 111 in Jacksonville, Florida. It originally appeared in the Jacksonville Times-Union.

About two weeks ago in your classified column headed "Dogs-Cats-Pets" there was listed: "For Sale: 16-foot Hobie Cat."

I would have looked into it myself but the ad neglected to state whether or not it was housebroken or trained in any way, and the Cat Chow bills would have been too expensive for me.

I have been wondering which generous animal lover finally purchased this feline.

Kate Bassett
Live Oak, Florida

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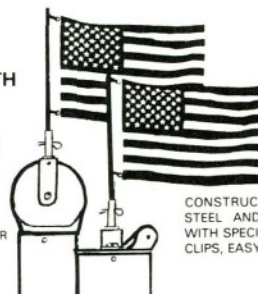
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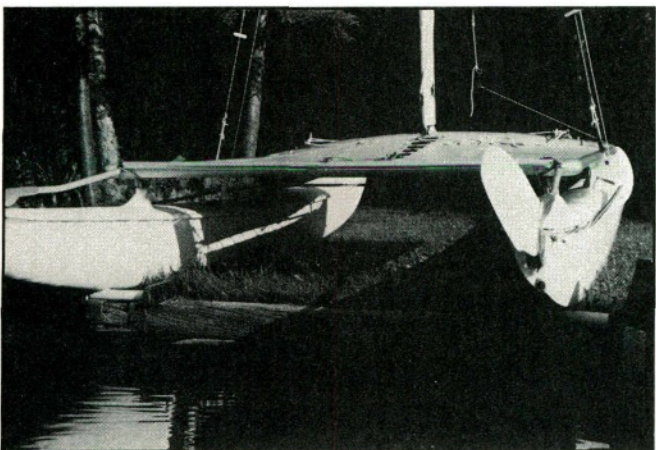
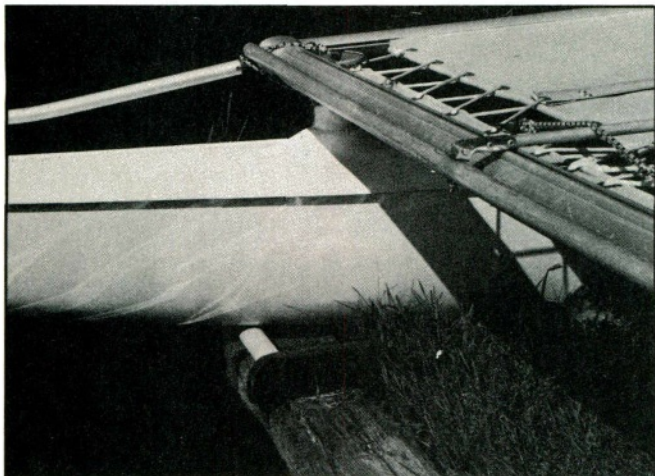
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HOBIE HOT TIPS

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Conrad Cimbuls sails the Kawartha Lakes near Peterborough, Ontario. He has designed a system for launching his Hobie 16 that he claims "is the simplest yet." It features a railway tie to which he has attached two rollers from an old washing machine, one on each end. The distance between the rollers fits the boat exactly. As the photos indicate, the rollers make launching and removing the boat from water a very easy process. According to Cimbuls, the system works even better when placed near a dock.



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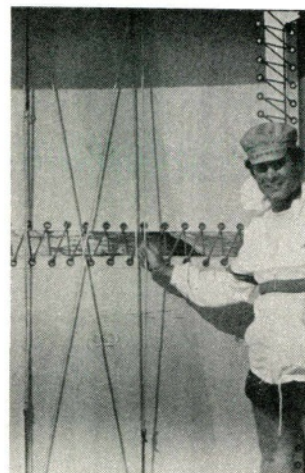
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The First Annual Alpha World Championship is open to all. A three phase competition featuring slalom, long distance and funboard will be held and appropriate boards will be supplied. Divisions for men and women will be included.

For more information, write to: North American Alpha Class Association, P.O. Box 1008, Oceanside, California 92054.

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