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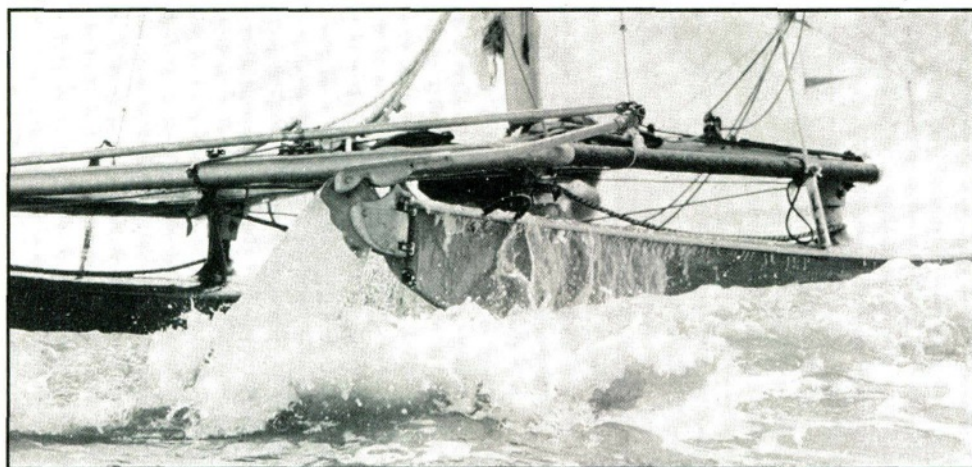
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Hobie **HOTLINE**

May/June 1985

Volume 14 Number 3



Christopher Cunningham

FEATURES

21/ Ask the Expert

John Hackney compares the performance of two boats and answers the question: To Turbo or not to Turbo?

22/Now That You've Learned Them . . .

You finally learned the rules. Now they've changed them and Dave Perry is here to explain it all to you.

28/Lessons Learned

Jay Glaser tells how even the top crews can learn something from experience.

31/Team Metcalf

He now stands as the only skipper to hold two titles at once. The "team" is a reason why.

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48/The Lowdown on High Cuts

Terri Crary explains a few facts about what's hot in styles, fabrics, and colors for 1985 waterwear.

REGATTA REVIEW

32/Lightning Strikes Twice

Gary Metcalf sailed to near perfection against an all-star field at the 18 World Championship.

36/Yes, We Have No Wind Today

One thing about Midwinters West, when there's no wind, you can always party.

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ON THE COVER



Model shoots photographer shooting model in Guy Motil's hand tinted photo. Swimsuit by California Proline.

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Getting Into the Swim

This is the time of year when most of us gear up for what we hope will be a summer filled with those things we like to do most. For the readers of this magazine, that means sailing, the beach and the water. We prepare ourselves for all the physical activity by taking a good look at the extra pounds gained over our winter hibernation and resolving to take them off. We actually listen to commercials advertising health spas. We wonder if we're up to another season of sheeting in and maxing out.

Well, of course we are. A few mast raisings and a couple of races into the summer and most of us will have forgotten about the aches and pains of a few short weeks ago. We'll be ready. One of the things most of us do to get ready is make the yearly trip to a store to buy the latest swimwear. Usually there's a lot of looking at the racks with incredulous eyes until we finally give in and pick out something we think we can live with for a few months.

HOTLINE is here to help! In this issue, you'll find our first swimwear preview. It's a first glance at the latest styles you'll find around the water this year. We hope you enjoy it. And, for those of you who like to know a little about what you're buying, we've included Terri Crary's informative article about what's what in swimwear. What are the latest styles, colors and fabrics? What will stand up under the Hobie punishment? Turn to Crary's article to find out. If it doesn't convince you to get out there to the water, nothing will.

February's Hobie 18 World Championship in Australia was called the greatest gathering of catamaran sailors short of the Olympics. The talent was all there. The wind was blowing, and the Australian press was primed. The American contingent went Down Under determined to prove themselves against the Aussies who had dominated the Absolut Hobie 16 World Championship in Ft. Walton Beach, Florida just a few months before. The Aussies meanwhile, had not lost a Hobie 18 World Championship since the series began. Contributing editor Paula Alter was there and her report on the racing is combined with some sound advice from Jay Glaser, Olympic silver medalist in the Tornado class. Glaser's piece on what he learned from his first Hobie championship gives a good look into how easy it is to make

mistakes. A profile of the eventual winner, Gary Metcalf, is also included in our package. Sit back and take a trip to the land of "gday" and read all about the championship that lived up to the name "Thunder Down Under."

Midwinters West went to San Felipe in search of wind and sun and found little of either. Still, San Felipe is fun even when there is no wind and Terri Crary reports on what little action there was on the race course, as well as the extra-curricular activities that have become a part of the Midwinters scene.

As Dave Perry explains in another one of his informative articles, it's that time when the International Yacht Racing Union and the United States Yacht Racing Union change their rules to modernize and clarify the old standards. This time around, there are some fairly significant changes that racers will be interested in, especially if they are tactically savvy around marks and at starts. Don't be caught with your pants down when the other guy knows more about the rules than you do. Read "Now That You've Learned Them . . ."

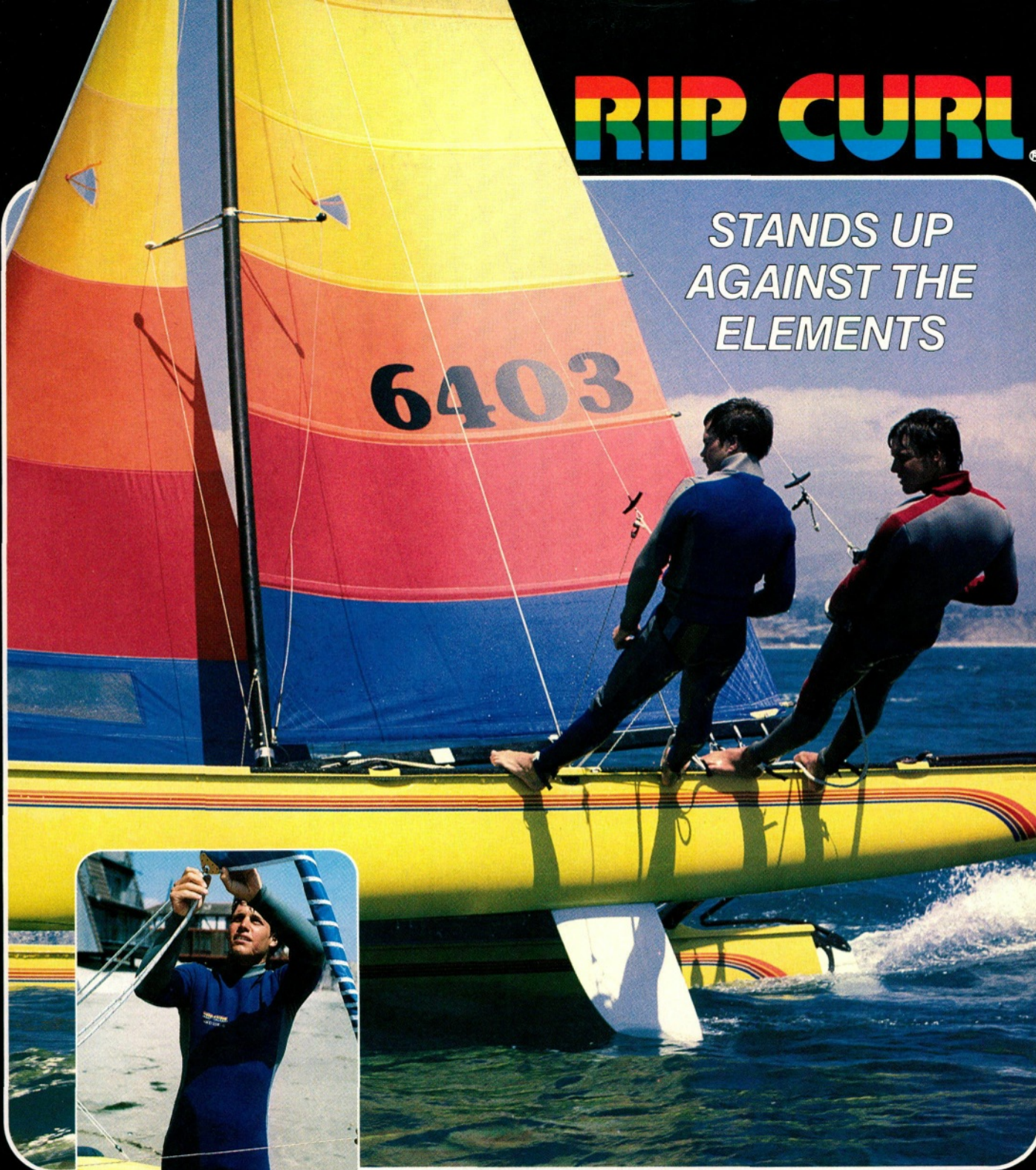
Of course, the HOTLINE's also packed with useful information in Briefs, Hot Tips, Hot Products and all our other departments, plus a new surprise called Baldwin's Corner, so get out there and start sailing. The season's here and don't forget to take HOTLINE along with you to the lake, river or ocean where you sail.

Next Issue: In the July/August issue of HOTLINE, you can look forward to the Hobie Traveller, a series of features and hints about how to make the most of your Hobie summer vacation.

Brian Alexander

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Jeff Alter and crew/Photo: Mott



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LETTERS

Where The Hobies Are!

My wife and I recently moved to the San Francisco Bay Area from Australia. We have since been asked by several people: "Of all the areas to live in the USA, why did you chose California?" The first time I was asked this question, I had to think awhile until I remembered how we made our decision. We were sitting in our living room in Australia reading the regatta results section in the *HOTLINE*. I looked at the areas that had the larger Hobie fleets and turned to my wife and said "California looks pretty good," and that was it.

Keep up the good work, and thanks for helping us make a decision on our move.

Paul and Jenny Pascoe
Fleet 20
San Jose, California

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John W. Frye, Jr.
KISME, Inc.

Wear Life Jackets!

I was just paging through the March/April issue of the *HOTLINE*. In the two years or so that I have held a subscription to the *HOTLINE*, I've seen a lot of good improvements. The articles are now more tailored not only toward racers but to the recreational sailor also.

While I've had my subscription to the *HOTLINE*, I've seen constant warning of the danger of raising a mast or sailing near overhead powerlines, and this cannot be over emphasized. However, in that time I

have yet to see one warning about one of the most important safety precautions that you can take, and that is to wear your life jacket.

Some people are very set in their ways as to whether or not they wear a life jacket. There are those who insist, "I'm a good swimmer, I don't need one." To me this is so much bullstuff because no one can swim when they are unconscious. I challenge any man, woman or child to swim or even tread water after they have been knocked unconscious by the boom or flung head first into the mast during a pitchpole. Granted I am taking a rather gruesome look at the possibilities, but these things do happen, and people can drown if they do. If this does happen and you're wearing a life jacket, your chances of survival are increased countless fold.

Now, what does all this preaching have to do with the *HOTLINE*? Well, despite all of the improvements over the past two years or so, I counted five or six photos in which the sailors are not wearing life jackets. Most notably, on the cover there are two lovely ladies flying a hull without life jackets. On the contents page, there again are another two fine women flying a different hull with the same problem: no life jackets. When I see this it suggests that it might be OK to not wear a life jacket while Hobie-ing, and that ain't right! The *HOTLINE* is making a good effort to inform its readers of the dangers of overhead powerlines, why not put in a warning about life jackets?

Along with all the thrills of Hobie Catting there are the spills. The sport has many potential dangers and every Hobie sailor should be ready for them so they will be just incidents and not tragedies of loss of life. Life jackets save lives.

David Salvator
Fleet 445
Shaker Heights, OH

Editor's Note: *HOTLINE* has received letters such as the above from time to time over the years when we have run photos of sailors without life jackets. It should be noted that many of these photos which have been questioned by writers such as Mr. Salvator are taken at specially held photo sessions where a chase boat is involved and, even then, jackets are nearly always carried on board. *HOTLINE* joins with Mr. Salvator in encouraging all sailors to wear their life jackets whenever they are sailing, especially if the wind is medium to heavy.

More Back To Basics

Being an avid Hobie Cat sailor and having read your magazine for the past few years,

Continued

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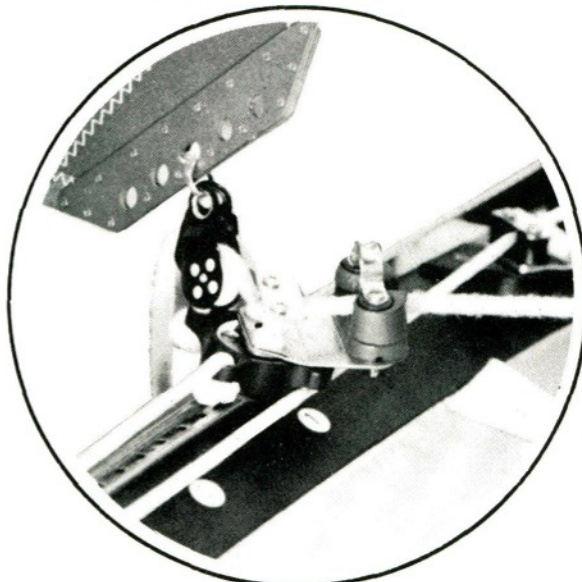
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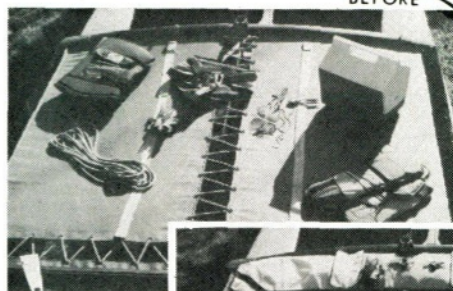
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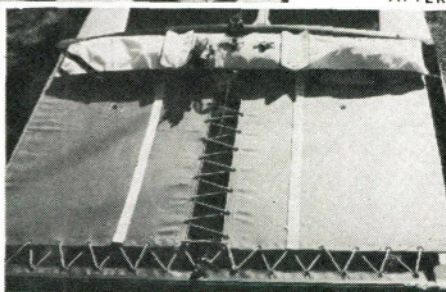
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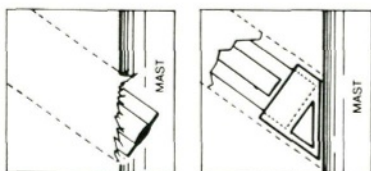
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LETTERS

I'd first like to thank you for putting out an excellent publication and making the winter months a little more bearable here in the midwest. As a recreational sailor, I really appreciated articles such as "The Basics of Hardware: Blocks" and "Ask The Expert" in the March/ April issue. I'd like to see more articles like these in the future that explain some of the basics to a recreational sailor like me in addition to the other interesting articles and photos. Thanks again and keep up the great work. Looking forward to a Hobie summer!

Dan Karns
Toledo, Ohio

A Winter Salvation

As the snow finally starts to melt away, I can only sit here and stare at these dorm walls covered with flying hulls and sun drenched sailors. To tell you the truth, I don't think I could make it through the Spring semester if it weren't for your fine photographs reminding me of warmer days on our Hobie 14 Turbo.

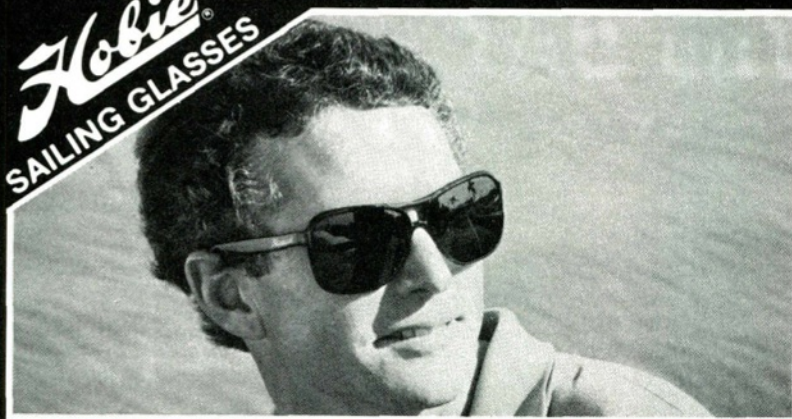
I spend my summers at our home on Lake Fenton, a beautiful little lake in south-east Michigan. Needless to say, I enjoy that life a little bit more than this one. But, for now, all I can do is dream. I make it a point,

now and then, to pull my face out from between the pages of my statistics book and glance up at those who are more fortunate. Sometimes I do it for motivation, while at other times, it seems that I just enjoy punishing myself. As the summer draws closer and closer, I begin to pull out the old issues of HOTLINE. Sure, there are no more colorful pictures covering the pages; but I'm not after any more wall-papering. Instead, I'm searching for an article that will tell me how to achieve maximum boatspeed. After two summers of sailing, I can now readily identify that tall pole as being the mast. Now I'm ready to move on to things like mast rake and boom vang.

However, as I scan the tattered pages, I notice that none of the articles about tuning ever mention the 14 Turbo. Therefore, I have a suggestion for a future issue of HOTLINE. How about an entire article devoted to us "little guys" on the Turbos? I'm sure there are many of us who feel we have "missed the boat" on Turbo information. Or maybe we just didn't have the "tack" to ask. Keep up the good work.

Jeff Rabidoux
Western Kentucky University
Bowling Green, Kentucky

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USYRU RULES TIP

1



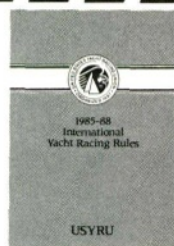
That's right. Scrap your old rule book.

The racing rules for the next four years have changed enough that the old Rule Book is now obsolete.

The new 1985-88 Rule Book has been completely updated, incorporating the International Racing Rules as adopted by USYRU for American sailors. The format's been updated too. So it's faster and easier to read. But the price is still just \$5.00.

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New USYRU Rule Book Available

The United States Yacht Racing Union has updated its rule book for 1985 through 1988. This new rule book is completely updated and incorporates the International Racing Rules as adopted by the USYRU for American sailors. According to the USYRU, the format has also been updated so that the book is much easier to read and understand. These new rules will go into effect this Spring.

Cost of the book is still five dollars. It can be obtained by sending five dollars in cash, check or money order to: USYRU, Box 209, Newport, Rhode Island 02840. Sailors can receive a free rule book by joining the USYRU for \$25 (ten dollars if under age 21). For orders of fifteen dollars or more, a Visa or MasterCard can be used by calling 401-849-5200.

Making Regattas Fun

Since many fleets are in the final planning stages for their summer points regattas, it's an appropriate time to remind all organizers that the prime ingredient in any regatta is fun. According to Ted Knowlton, Chairman of Division 12, this point was brought home strongly at his division's meeting. Not only should regattas be attractive to the very experienced "A" fleet sailors, but also to the rest of the Hobie community all the way down to the novices who may have never raced before.

One tip Knowlton suggests is letting the novices know that it's proper to ask questions of the more experienced skippers. Even if they have no intention of becoming full time racing sailors, at the very least novices will be better able to make the most of their boat after listening to sailors who have sharpened their skills over the years. This sort of interaction in a non-intimidating atmosphere will help the novices feel at home.

The World Hobie Class Association has made an important step in making regattas more fun for all by instituting a master's class at some 1985 regattas. Sandy Banks, Director of the World Class Association, urges all organizers to try establishing master's classes at their summer events. "It will really increase the participation on the part of the older sailors," says Banks.

Running a master's class is relatively easy. Any sailor of a single handed boat must be at least forty years of age to qualify. Two person boats should have a combined team age of 75. The masters would start with their appropriate fleet, so there is no need to run another start. "It's easy to have a masters fleet," says Banks, "but if fleets don't have time to institute this for their 1985 regattas, I would definitely encourage them to try it in 1986."

Banks also suggests starting strong sponsorship connections if such ties do not already exist. Sponsors are very important to holding a large regatta since they can contribute money, material, prizes and other extras that can add to an event. If no sponsors are available, fleets will have to do without some of the Hobie extras that have become a part of racing. Still, the basics of a regatta, two boats and two skippers, are always readily available and, oftentimes, the lower budget regattas can be pulled off quite successfully if all fleet members contribute their time and effort.

Continued



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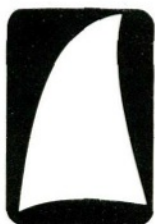


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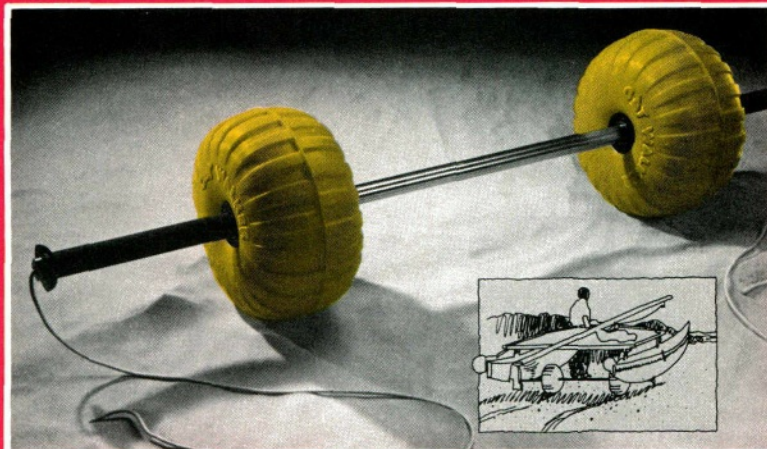
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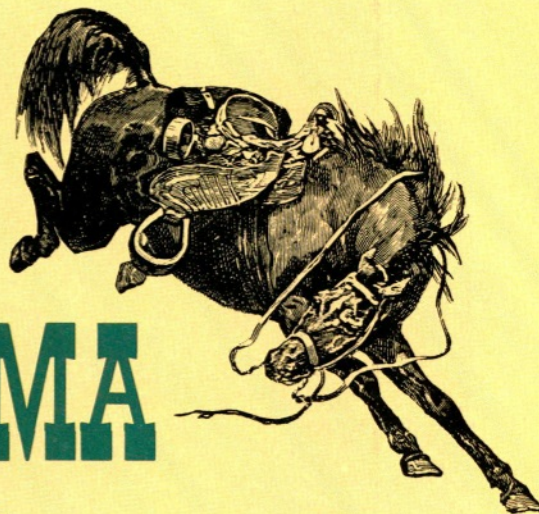
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OKLAHOMA IS O.K.



FOR HOBIE 14 TURBOS, THAT IS.

This year, the Hobie 14 Turbo U.S. National Championship will be held near Oklahoma City, on Lake Eufaula, Oklahoma at the gorgeous Arrowhead Resort, September 30 through October 5, 1985.

Arrowhead Resort has all the facilities to make a racer's stay wonderful: golf course, nature trails, playgrounds for the kids, horseback riding and, of course, the lake itself. It sits right in the heart of some of the greatest western historical sights in America. Famous outlaws like Belle Starr roamed this territory, and some of the great Native American tribes lived in the area where

the lake is today.

This year, the Turbo Championship will be hosted by Fleet 468. Skippers can bring their own boats or rent a boat. Rental boats will be made available only to those skippers outside a 24 hour driving radius of the race site. Preference will given to area, division and points champions. For more information about the Hobie 14 Turbo U.S. National Championship, contact Fleet 468 Commodore Boyd Bass at 918-423-0603 and 918-426-0211 or call the World Hobie Class Association at 619-758-9100. Further details will be published in next month's HOTLINE.

ALSO COMING UP

Look for the Hobie 18 Absolut Cup tentatively scheduled for Clearwater, Florida in October. Details will be published in the next issue of HOTLINE.

The last national championship event of the year, the Hobie 14 Absolut Cup, is tentatively scheduled to take place in Biloxi, Mississippi from October 27 through November 2, 1985.

All in all it will be a busy season for the Absolut Cup Racing Series. The Great Lakes, the Plains, the Gulf and the Atlantic Ocean will all see Hobie racing this year.

HOBIE BRIEFS

Two Fleets Try New Ways To Attract Members

Atlanta Hobie Fleet 12 in conjunction with Sailing Inc., has laid plans for a sailing school which organizers feel will add greatly to the fleet's membership rolls and to the fleet's treasury. "With everyone doing his small part . . . we will directly expose 200 to 300 people to H boats and our little old club," says Paul Dingman, chairman of fleet 12's organizing committee.

The sailing school agenda calls for a two day event to be held on Friday night and Saturday in early June. The Friday night phase will feature a slide show about the Hobie Way of Life, lectures on the effects of wind, rigging, sailing the boat, tacking and gybing, launching and safety tips.

Saturday's training consists of on-the-water experience. The class will review procedures for rigging with a demonstration boat, then will practice trapezing and using the sheets. The second part of Saturday's activities will see the students sailing with an experienced skipper. The skippers will take novices through the points of sail and, if time permits, a small race will be held. Dingman anticipates that all novices will have a chance to handle the tiller themselves.

Fleet 12's program closely parallels a similar program sponsored by Coast Cat through its dealer network. Soon Hobie Cat Sailing Schools will be springing up across the country and will present an ideal opportunity for fleets and dealers to work together to expand the sport.

Fleet 526 in Midland, Texas has also made plans for gaining publicity and increasing membership. They have proposed a media race to include local television and radio celebrities. This media event has a twist. At the time of the races, to be held May 19 at Moss Lake in Big Spring, skippers will be matched with crew members from the media. The skippers will have five minutes to explain the intricacies of Hobie crewing before the start of the races. Each boat will have the station's call letters taped onto the sail so that observers can tell how each station's representative is doing in the race.

Fleet 526 will donate all proceeds to charity. That way, all participants will win. Charity will receive money, the fleet will receive valuable publicity and the media will have an interesting story to tell.

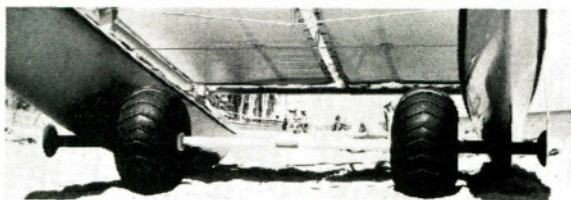
Hobie Fiesta

Those travelling sailors who may be in the neighborhood of Spain may want to see the Hobie 14 European Championship which will be held in Cascais, Portugal from June 17 to June 22. The headquarters hotel will be the Baia.

Starting on June 29, The Spanish version of the Worrell 1000 will take place during "Mediterranean Hobie Fun." Eight sailing legs will be raced up the Spanish coast covering approximately 200 miles. The start will be from Amposta in Tarragona province and the finish will be in La Escala in Girona province.

Those interested in learning more about these events should contact Coast Cat Spain, Telex 52303 HBCTE. Adios!

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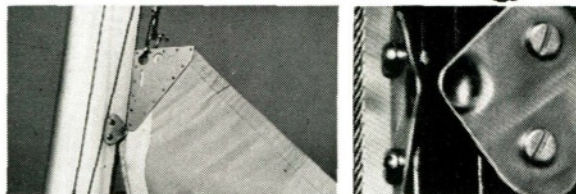
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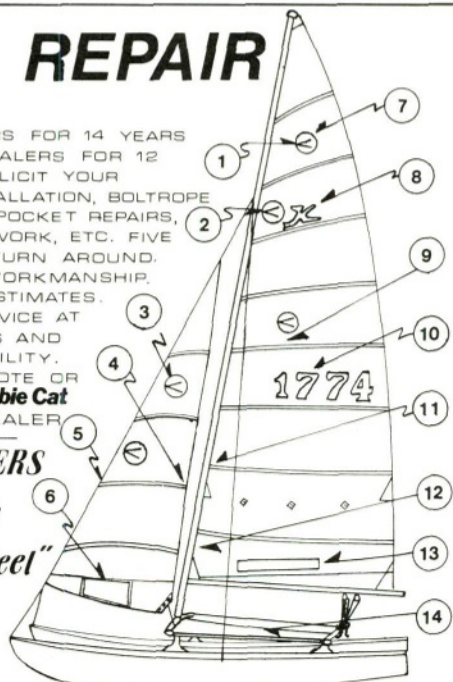
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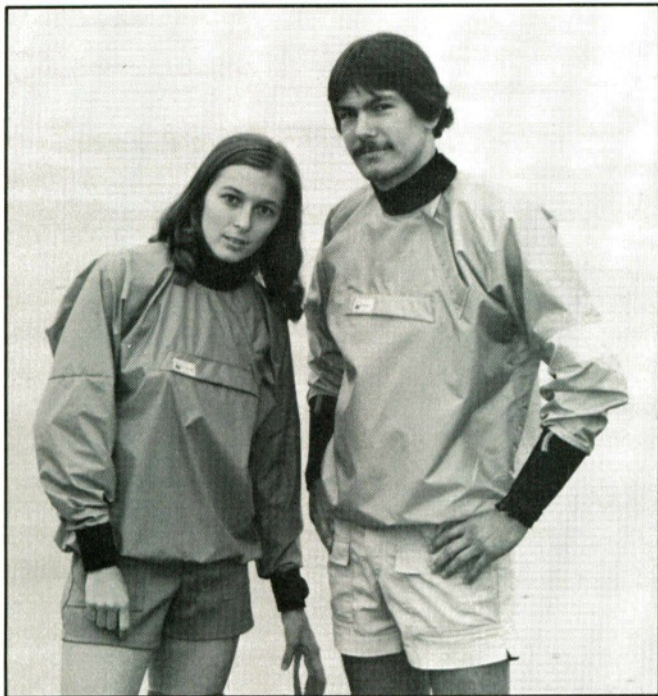
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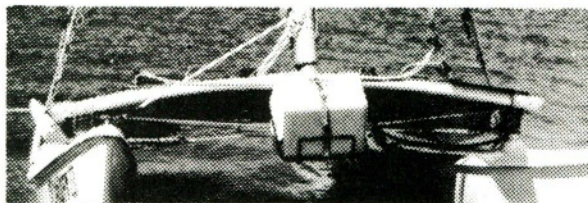
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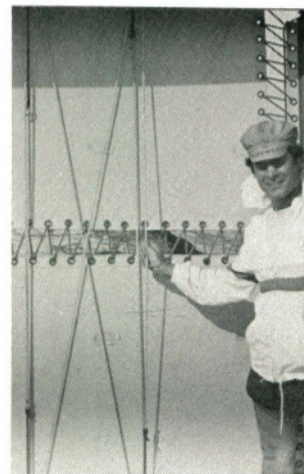
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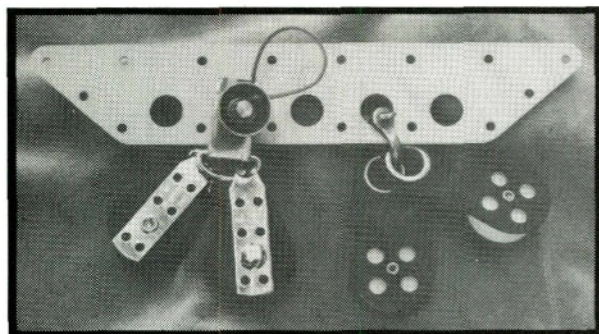
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ASK THE EXPERT

By John Hackney

I have an old Hobie 14 that is ten years old. I am interested in the Turbo kit but am concerned about the effect it might have on an older boat. Does the Turbo really help performance, and what problems could I encounter? Are there any parts of the boat that require reworking? If there is any information that is available I would be interested in reading about the Turbo kit.

Howard Hallstein
Normal, Illinois

Boat and Skipper Magazine test number 372 Hobie 14 vs. Hobie 14 Turbo.

Editors: BS's five best.

Location: Hawaii

Equipment: Five new Hobie 14s and Turbos

Time: One week.

Well, we're not Boat and Skipper magazine and we weren't able to go to Hawaii for a week of ocean testing in ideal conditions, but from what we have been able to learn over the years, some relative comments can be made about the Hobie 14 and the Hobie 14 Turbo even though such a comparison is not a totally black and white situation. There is a significant amount of grey area. Still, here's what we came up with.

Light Air (0-10 mph): The performance features of the Turbo and the standard 14 are essentially equal in both tacking upwind and sailing downwind. Although each boat will demand a different course, both will arrive at approximately the same time at the weather or leeward mark. Reaching in light air should propel the Turbo a bit faster than the Hobie 14.

Medium Air (10-16 mph): The speed edge now goes slightly to the Turbo in both upwind and downwind tacks. Of more significance at this level of air speed is that the reaching speed of the Turbo will now be measurably greater than the Hobie 14.

Heavy Air (17 mph and over): This is trapeze time so watch out. The Turbo will come alive. In windy conditions, the Turbo is faster on all points of sail except if a Hobie 14 sailor cheats and trapezes his boat while going upwind. In that case both boats are about equal when going to weather. However, reaching the Turbo and sailing downwind really amplifies the

Turbo's advantage, and the boat would easily win a match race even if the Hobie 14 was equipped with a trapeze. Keep in mind the experience of the sailor can make a tremendous difference and will affect boatspeed. Therefore, it is possible for an inexperienced Turbo skipper to be passed by an experienced Hobie 14 skipper.

So much for relative boat speeds. Remember that this is only one of the tests. The next test is the "fun factor."

Since the Turbo is equipped with the trapeze, it wins hands down over the Hobie 14. One reason in particular for this fun factor advantage is that the Turbo has the ability to tack without getting caught in irons. With the jib, tacking is definitely easier on the Turbo. Trapezing and tacking then, along with the extra speed noted previously make the Turbo the clear winner in the fun factor category.

Well, then, the Turbo wins in the overall performance section of our test and in the fun factor section. When these two categories are considered together, it becomes plain that the Hobie 14 Turbo has shown itself to be a superior boat overall. This is not to say that the Hobie 14 is without redeeming qualities. It is easier to sail than the Turbo. In most conditions, it performs almost as well as the Turbo and, as those thousands of owners like yourself will tell you, it is a lot of fun to sail.

Changing a Hobie 14 into a Hobie 14 Turbo is relatively easy and requires very few tools. This is especially true for boats built after 1982. Boats built before 1982 will need to have grommets installed in the tramp and will also need new chain plates. Some Hobie 14s come with factory installed dolphin strikers and the newer boats already have the grommets installed in the trampoline along with the new style chain plates. Both of these operations require special tools: a pop rivet gun and a grommet setting tool. These can be found at most canvas shops and Hobie dealers, so don't fret, help is not far away.

A Turbo kit, Dolphin Striker kit and trapeze seat are required to complete the conversion of the older Hobie 14s into Turbos. These kits will include the jib, jib sheet, shrouds, forestay, jib blocks, instructions and a variety of other, smaller

goodies. An afternoon is required to complete the conversion although a full day is required if a six pack of beer and a few friends are included with your conversion kit. Older boats should have no problem withstanding the added strain of the Turbo kit, but the dolphin striker is a very important part of the boat's structure and should definitely be installed and kept tight before using the trapeze or jib. To complete your new package, a Hobie 16 tiller or Hotstick is recommended to help you steer when you're flying from the trapeze.

Boat and Skipper final score? Go for the Turbo. Then you'll have both boats and double the fun!



This marks the third installment of John Hackney's "Ask the Expert." Hackney, a long time Hobie sailor who has worked with Hobie Cats for many years, welcomes questions on subjects relating to the boats and how to achieve the most enjoyment from them. Those with questions for "Ask the Expert" should write to HOTLINE "Expert," P.O. Box 1008, Oceanside, California 92054.

NOW THAT YOU'VE LEARNED THEM...

By Dave Perry

Dave Perry, the author of several yachting books including *Winning in One Designs* which has been serialized in *HOTLINE*, is one of America's top yachtsmen having won the Congressional Cup and campaigned a Soling in the 1984 Olympic Trials. He just recently lost a hard fought battle in the 1985 Congressional Cup to Rod Davis.

Since 1961, the International Yacht Racing Union has revised the yacht racing rules every four years, to go into effect in the year following the Olympic Games. This is such a year, and the 1985–1988 IYRU rules will go into effect on April 1. As usual, there are many small word and phrase changes to help make the rules clearer. There are also some major changes in some of the rules themselves.

The 1985–1988 rule book will be available in the United States in March. U.S. Yacht Racing Union members will receive one free; others may purchase the rule book from USYRU or from their local marine store. Every change from the 1981–1984 rules, regardless of how minor, will be marked by a line in the margin of the new book. Many of the rules have been relocated in the book and their new numbers appear in a chart near the front of the book. Of significance; Rule 58, Rendering Assistance, is now Fundamental Rule A, making it the first rule in the book; and Rule 60, Means of Propulsion, is now Rule 54.

Here then are not all the changes, but the significant changes in the 1985–1988 rules, listed numerically. Yes, starboard tack still has right of way over port, but the rule writers have made some changes which are worth studying and learning. In particular, the major changes in the right-of-way rules (Part IV) are in Rules 33.2, 42.3, (a)(ii) and 43.3 (a). Rule 26 on Sponsorship and Advertising has undergone a major revision (see *One-Design Racing*, page 57), and in Appendix 1, trust funds have been mentioned for the first time.

Rule 1.3 (Authority for Organizing, Conducting and Judging Races): The new rule incorporates the decision in USYRU Appeal 110, that an entry shall be rejected or rescinded only before the start of a race or series. Furthermore, the USYRU has

prescribed that an organizing authority or race committee must now state its reason for doing so.

Rule 4.1 (Visual Signals): International Code flag "C" (blue, white, and red horizontal bars) has been added, making "C" the standard signal for change of course while racing. "C" means: "After rounding this mark, the course to the next mark has been changed." Furthermore, the phrase "touching each rounding mark" has been added to Rule 51.2. With these two changes the rule writers are eliminating the practice of "cutting" the mark in the event of a large course change (see *Figure 1*).

The use of International Code flag "I" has been changed, along with Rule 51.1 (c). Now a race committee can put the "round-the-ends rule" in effect on any start it chooses to, simply by displaying Code flag "I" before or with the preparatory signal. When displayed it means: "Rule 51.1 (c) will be in effect for this start." When lowered, accompanied by one long sound signal, one minute before the starting signal, it means: "The one-minute period of Rule 51.1 (c) has begun."

Rule 5.4 (c) (iv) (Designating the Course, Altering the Course or Race) (old 5.1 (b)): The new rule incorporates the decision in IYRU Case 110, making it clear that a race committee is not allowed to abandon a race because of a windshift, regardless of how "unfair" the race becomes, unless it is stated in the sailing instructions that they may.

Rule 19.2 (Measurement or Rating Certificates): The new rule begins, "An owner shall be responsible for maintaining his yacht in accordance with her class rules and for ensuring that her certificate is not invalidated by alterations." This wording is a stronger statement of the breadth of the owner's responsibility.

Rule 33.2 (Contact Between Yachts Racing): The phrase "minor and unavoidable

able" is now incorporated into the main body of the rule. Also, Rule 68.9 will allow a protest to be withdrawn when the protest committee finds that the contact was minor and unavoidable. This changes the situation in several ways. Say a port tack boat (P) was ducking a starboard tack boat (S) in light air, and as P was passing S's transom, the wake of a powerboat tossed the two boats together. S could protest P under Rule 36 (port/starboard), but at the outset of the hearing ask the protest committee to find the contact both minor *and* unavoidable. If they do so, S can withdraw her protest against P. But P is not yet off the hook. Because the committee has now learned of a possible rule infringement under Rules 70.2 (b) and/or 70.2 (e), it may call a hearing and prosecute P. Whether it does this or not will be its prerogative. Now, in the same situation let's say that P and S do nothing and a third boat (X) protests them both. If X protests under Rule 33.2 only, and if the protest committee finds the contact both minor *and* unavoidable, then both P and S go free. If not, then both get disqualified. However, if X protests under Rule 36, then the committee must decide the facts and disqualify the boat at fault.

Rule 40 (Same Tack—Luffing Before Starting): The new rule begins, "Before a right-of-way yacht has started and cleared the starting line, any luff on her part that causes another yacht to have to alter course to avoid a collision shall be carried out slowly and initially in such a way as to give a windward yacht room and opportunity to keep clear." The addition of the word "initially" clarifies that the luffing boat's obligation to give the windward boat "room and opportunity" is not a continuing one. This addition incorporates the interpretation in USYRU Appeal 233 and other appeals.

Rule 42 (Rounding or Passing Marks and Obstructions): The entire rule has been restructured in an attempt to make it easier to understand and apply. Rule 42.1 (a) now incorporates the definition of the term "room" found in IYRU Case 40, USYRU Appeal 119 and elsewhere in the appeals. "Room is the space needed by an inside overlapping yacht, which is handled in a seamanlike manner in the prevailing conditions, to pass in safety between an outside yacht and a mark or obstruction, and includes space to tack or jibe when either is an integral part of the rounding or passing maneuver."

Rule 42.3 (a) (ii) (Exceptions and Limitations): This is a major change from the '81-'84 rules. The changed part reads, "However, when a yacht completes a tack within two of her overall lengths of a mark

or obstruction, she shall give room as required by Rule 42.1 (a) to a yacht that cannot thereafter avoid establishing a late inside overlap." This new rule specifically covers just this one situation: you are approaching the windward mark and a boat crosses and tacks just in front of you. When she completes her tack she is clear ahead of you and within two of her boat lengths of the mark. The moment she completes her tack you consider trying to overlap her on the outside, but you realize that you will hit her if you try. Therefore you overlap her on the inside. Because you could *not* avoid overlapping her on the inside, she is obligated to give you room at the mark *if she can* (see Figure 2).

Rule 43.3 (a) (Limitation on Right to Room to Tack When the Obstruction Is Also a Mark): This is another major change. When you are approaching one end of the starting line, which happens to be a race committee boat, you are no longer allowed to call for room to tack at it or its anchor line, regardless of whether the boat(s) to windward of you can clear it. Previous to this rule change, you could always call for room to tack at the anchor line because it was an obstruction and it was technically not part of the mark. The rule writers realized that it caused too much chaos when the leeward boat could call for room to tack only moments after a crowded upwind start (see Figure 3).

Rule 51.1 (c) and Rule 51.2 (Sailing the Course): See discussion of Rule 4.1.

Rule 52.1. (Touching a Mark): In the '81-'84 rule, when you were forced to hit a mark by another boat, you had to fly your flag immediately and lodge a protest against them, even if they admitted fault and retired. Now that requirement has been dropped. Therefore if another boat forces you into a mark and retires in acknowledgement of fault, you need not reround the mark or protest.

Rule 54.1 (b) (Means of Propulsion) (old 60.1 (b)): The rule now reads, "Sails may be adjusted, and a competitor may move his body in order to maintain or change the angle of heel or fore and aft trim, or to facilitate steering." By adding "maintain," the rule writers are making it clear that it is permissible to move around the boat, suddenly if needed, in order to keep the boat on a constant angle of heel.

Rule 61.2 (Clothing and Equipment) (old 22.3 (b)): This new rule increases the restrictions on "weight jackets." They must be of non-metallic material (excepting normal fasteners); they must be permanently buoyant; they cannot extend any higher than 30mm (about 1 inch) on top of the shoulder; they must be removable by the competitors in less than 10 seconds; and

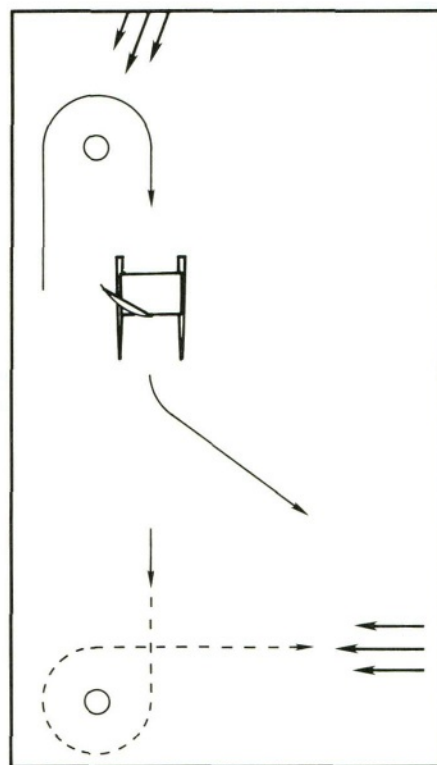


Figure 1: According to the new rules, a boat must now round Mark 2 before heading for the new windward mark when a course change is called.

the ballast carried in any pockets, compartments or containers shall only be water.

Rule 68.3 (b) (After a Race): This clarifies exactly when you are allowed to protest without having immediately flown a flag on the water. If you see two boats touch each other, or a boat touch a mark, and one of the boats involved flies a flag and then subsequently fails to lodge a protest, you may protest without having flown a flag. However, when you see two boats touch each other or one touch a mark and no boat flies a flag, you must fly yours at the first reasonable opportunity—which is usually immediately—if you intend to protest.

Rule 68.9 (Withdrawing a Protest): See discussion of Rule 33.2.

Rule 69 (c) (Requests for Redress): The definition of "disabled" discussed in USYRU appeals 223 and 253 is now incorporated into the rule. "A yacht is 'disabled' when, in the absence of other yachts, she is significantly impaired in her ability to proceed at normal speed or to maneuver or to proceed in safety."

Rule 69 (d) (Requests for Redress): This is an addition to the old Rule 69, and was designed as a result of the 1984 Finn Class U.S. Olympic Trials. Now a yacht may seek redress when she "alleges that her finishing position has been materially prejudiced through no fault of her own by . . . a yacht infringing Fundamental Rule C (Fair Sailing), or against which a penalty has been imposed under Rule 75.1 (Penalties by the Race Committee or Protest Committee)."

Rule 70.2 (b) (With a Hearing): This clarifies that the race committee or protest committee "may call a hearing when it learns directly from a written or oral statement (including one contained in an invalid protest) by a yacht that she may have infringed a rule." Previously it was always a question as to whether a committee member could look inside a protest form and discover an alleged infringement if the protest itself was invalid, such as when the protestor failed to fly a flag or lodge the protest in time.

Rule 73.5 (Reopening a Hearing): Now if you choose to request that a hearing be reopened, you must lodge your request no later than 6 p.m. (1800) of the day following the decision, unless the protest committee has reason to extend this time limit. Previously there was no time limit on when you could request a reopening.

Rule 75.1 (Penalties by the Race Committee or Protest Committee) (old 75.2): This clarifies that a competitor may not be excluded from a series or given other disciplinary action without a hearing under

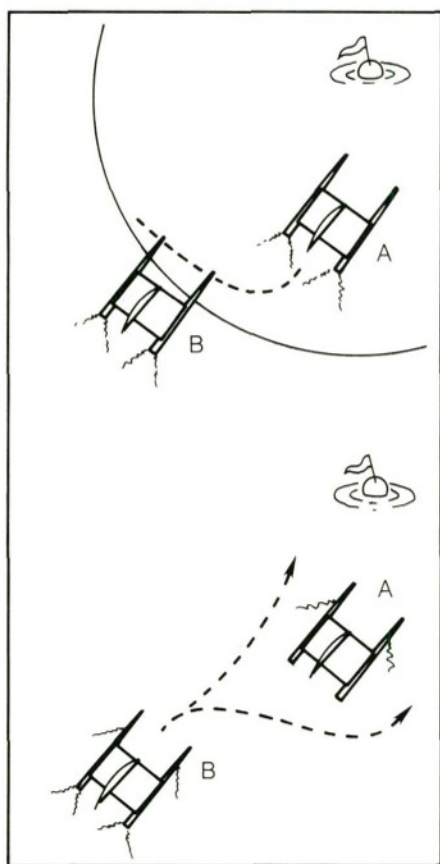


Figure 2: Rule 42.3 has undergone a significant change. If "B" cannot establish an overlap to windward of "A", she may overlap to leeward and "A" must give room at the mark if physically possible, even if the overlap occurs inside the two boat length circle, since "A" completed her tack inside the circle.

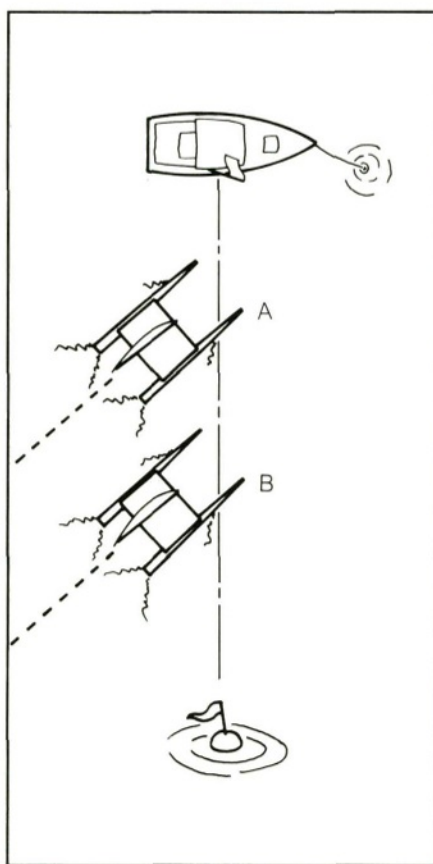


Figure 3: "A" cannot call for room to tack at an obstruction which is part of a starting mark or its ground tackle.

Rule 73 and finding of facts under Rule 74.1. Furthermore, action can be initiated by either the race committee or protest committee, but the hearing must be conducted by the body appointed to hear and decide protests in accordance with Rule 1.5 (see Part VI, definition of 'protest committee').

Appendix 1, 1.1 (Amateur): This clarifies that it is not grounds for loss of amateur status to make a livelihood solely from the maintenance of yachts. Appendix 1, 1.2: You can now compete in a race or series in which a monetary prize is offered, or a prize having a value greater than U.S. \$300, by assigning the rights to such prize to the IYRU, your national authority or your national Olympic committee. Appendix 1, 2: The International Olympic committee (IOC) Rule 26 — Eligibility Code has been revised and put back in the rule book. Appendix 1, 2, Guidelines, B.1 (a) and (b): These define a professional yachtsman, woman and coach. "Professional yachtsmen or women shall be persons who do not comply with the definition of an amateur as defined in Appendix 1 of the current Yacht Racing Rules. Professional coaches shall be persons who obtain their principal means of livelihood from teaching the skills of yacht racing." Guidelines, B.3 (b): Permits a national authority to set up a trust fund for or on behalf of an individual or class of yachtsmen.

Appendix 2: The Sailboard Racing Rules are now fixed on the same four-year cycle as the other rules. No changes are contemplated before 1989. Appendix 2, 1.1: Previously, the windward side of a sailboard was solely determined by which side of the board was toward the wind. This is still the case, except that when the board is sailing "by the lee," i.e., "when the wind is coming over her stern from the same side as her sail and boom are on," the other side is the windward side.

Appendix 6, 2.1 (Protest Committee Procedure): There has been much discussion on the issue of whether a member of a protest committee who brings in a protest against a yacht, should subsequently participate in the discussion and decision of the protest. This is commonly the situation in Rule 54 (old Rule 60) protests. Though there are no new rule changes to prohibit this, Appendix 6, 2.1 rules that "the quorum is not affected when it is considered desirable that some members of the protest committee leave the hearing during the discussion and decision." Appendix 8, 5.1 goes on to say that "The (international) jury remains properly constituted when it is considered desirable that some of its members leave the hearing during the discussion and the decision, provided that at least three members remain."



This article originally appeared in Yachting Magazine.

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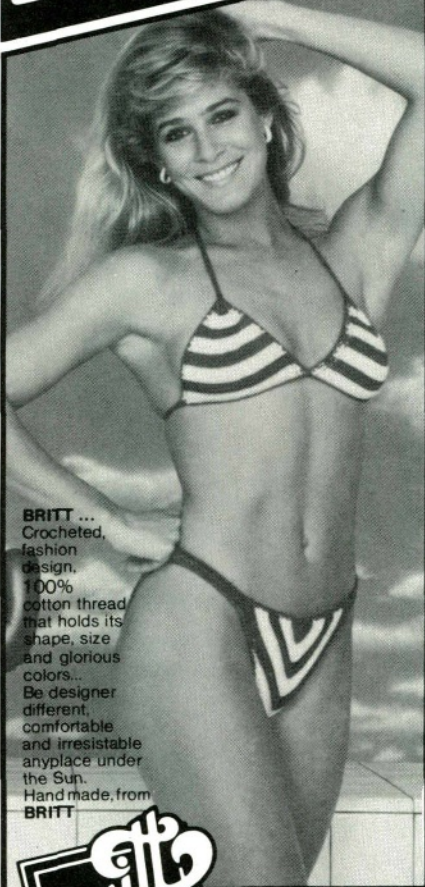
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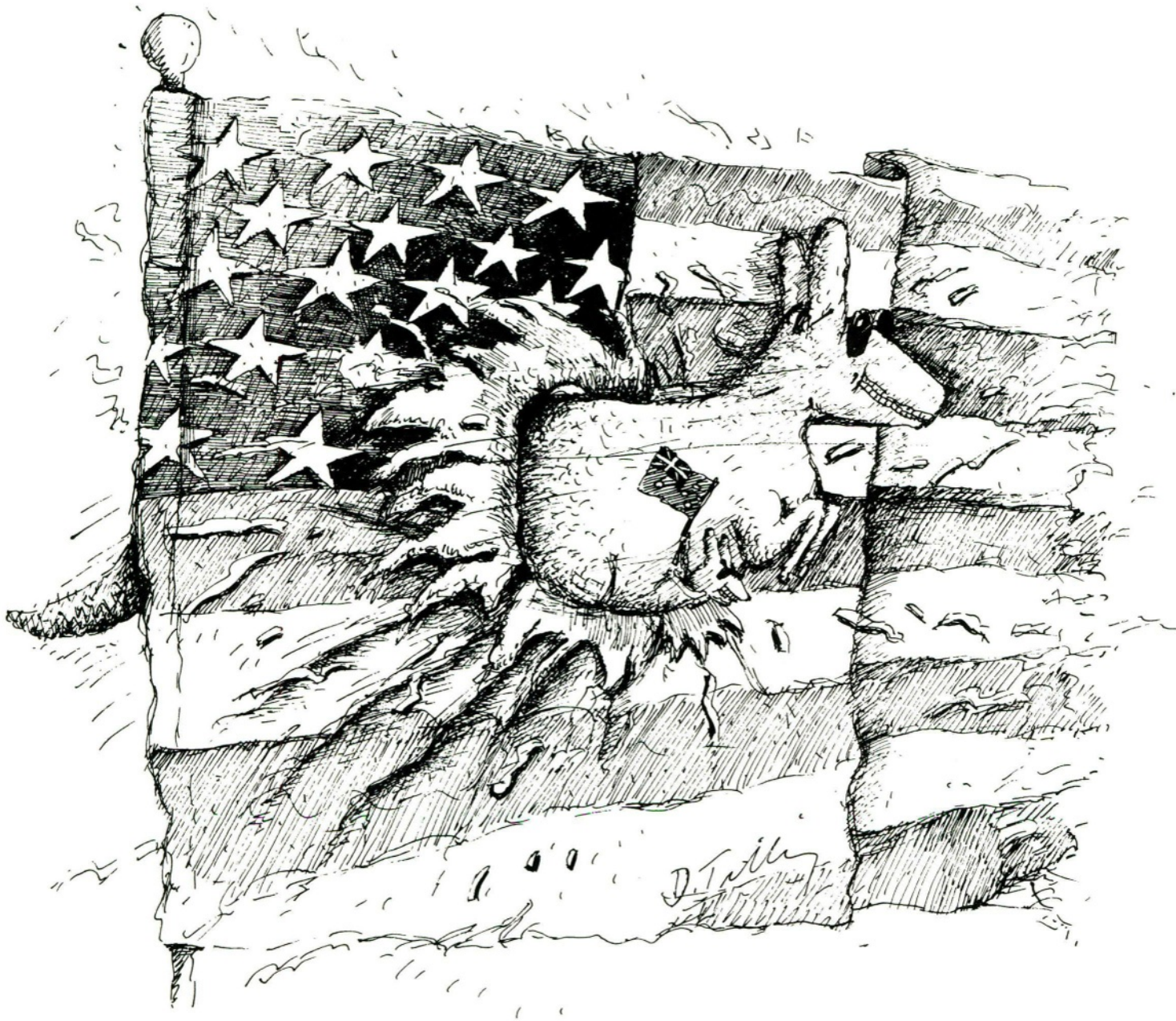
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Determined not to live through a repeat of the Australian sweep in Ft. Walton Beach, Florida, Americans trekked to Australia to face the Aussies on their home ground. The Aussies were calling it Thunder Down Under, but the Americans were determined to quiet the thunder. Instead, with one exception, they seemed thunder struck.

For complete results see page 64





LESSONS LEARNED

Jay Glaser has crewed for some of the best catamaran sailors in the world. He sailed with Randy Smyth in their silver medal winning Olympic effort at the Los Angeles games. HOTLINE asked Glaser, who teamed up with Hobie Alter Jr. at Port Macquarie, to write about what he may have learned from his first championship Hobie regatta. His observations and tips follow.

Standing on the beach peeling off multiple layers of soggy clothing, I was a picture of dejection. It seemed that we had gone from one bad situation to another, fighting our way through the fleet the wrong way and ending up in the lower sixties where you have to start counting the boats behind you, not in front.

It wouldn't have been so bad except I expected to be in the top five like the day before. I went down the list of woes with a fellow crew. "If only it wasn't so cold. If only the main was flatter. If only we could rake back a lot further. If only we sailed in wind like that at home." He listened sympathetically then laughed and said, "If 'ifs' and 'buts' were candy and nuts everyday would be Christmas." It not only rhymed, but, in my hypothermal state, it made a lot of sense. We knew it was going to be windy at the Tornado World Championship, but did Randy Smyth and I sail in over twenty knots, let alone race? We knew it had to be cold that far north in Europe but did we check out what the locals wore? We knew it was going to be a long and grueling regatta, but did we make an effort to get in shape? In order to sail up to your potential you have to eliminate as many ifs and buts before you go to the regatta as possible. That's called preparation.

From my experience in sailing other classes, I knew that big gains could be made by spending time in the boat before the regatta. Did Hobie Jr. and I do this? No way. Our first time sailing together was on the way to the start line of the first race. We both lacked time in the 18 sailing with

BY JAY GLASER



anyone. So, of course we had our share of snafus, all magnified by the twenty to thirty knot wind. Playing "I thought you had the mainsheet" was a quick way to take a dip after a hectic leeward mark rounding. Then there was our memorable "Can we cross?" Is he on the layline? Can't duck now. Can't cross. Tack!" Sure enough, the other boat was on the layline. We were too, briefly, then he rolled over us and it took another two tacks to get around the mark. We only made the mistakes once, but the cost was five places each time. If only... The eventual winners, Gary Metcalf and Brian Miers, were not only fresh from a very competitive summer, including the windy national

championship, but had been spending time sailing against Michael and Chris Metcalf.

If only we had gone sailing a few times with Jeff and Paula Alter before the long flight down under. When two boat tuning, it is best to sail with someone who is close in ability. Before you even leave the beach, go over exactly what you'd like to accomplish i.e. upwind, reaching, downwind. Then, identify all the tuning variables you can try such as rake, sheet tension, traveller, jib leads etc. Once on the water, start sailing close together, about two boat lengths, but not blanketing. When you are up to full speed, note relative positions and



sail for five minutes. Stop and sail back to your starting spot. Discuss who was faster, who was going higher, if any windshifts favored one boat over another. Then switch places with the weather boat going to leeward and do it again. For a very small investment in time, you get a great idea of how adjustments affect speed. You also improve boat handling and get more comfortable with sailing just by spending time on the water. An Aussie Smyth and I did this with felt that he learned more in one day than during an entire regatta. He was always next to a fast boat and he could be less conservative and try radical adjustments he might not normally do during the

pressure of a regatta.

The concept of beach tuning was new to me. Instead of always sailing the same boat and tweaking it a little for changing conditions, you have to be able to go to a new boat each race, tune it to where your last boat was, then adjust for any changes in conditions. Lacking the insight gained from time on the boat, it was a little hit and miss for us and we ended up copying the teams we thought were moving well. Since the conditions didn't change much, it was a little easier to narrow down the tune. What did we do for speed in twenty to thirty knot winds? We tuned for acceleration. If you depowered too much, you couldn't point or

get through the waves and flat spots, too little and you would just fly a hull and not go anywhere. So, we raked the mast back until it two-blocked with the sheet tension maxed. Some thought that rake was more important than rig tension and went back even further. Most however, had the rig tight but not so tight that the mast wouldn't rotate downwind.

The mast was rotated ninety degrees for upwind and the diamonds could be touched to the mast twenty inches above their attachment points. The mainsheet tension was tight and we stayed in control by dropping the traveller down in the puffs. (The fact that the traveller went down 24 inches was hard to get used to.) Crew weight in the top five varied from the minimum (Metcalf) to 320 pounds (Hobie Jr. and me).

When changing gear on the beach, it is best if it is easily removable so you can rig the new boat with a minimum of fuss. It is also a big plus to sail your own boat in its "stock" condition (set up like a world championship boat). This way you don't go through a huge culture shock when your special jib system is no longer right at hand. Some items to consider bringing are a tiller extension, a mainsheet restrainer, a crew restrainer or suicide line, some tools in a small tramp bag such as small vise grips, screwdrivers, Hobie key and a file. Throw in a small roll of duct tape and a few useful spares like clevis pins and shackles. All of these can help avoid panic when you discover something not quite right on the water.

The only other item we had to adjust was trapeze height. A lot of the teams were bragging about how low they were sailing on the water. This is fine in flat water, but in short, steep, chop, it is an invitation to get blasted off the side of the boat. Sure enough, after a few schooners of the new, the crews would start pointing to various abrasions and bruises and talk about the waves that were sweeping them away. Points for style, but not for function. Hang as low as you can, but remember that it's much faster to sail over waves than through them. A little higher could make you a lot faster in high swells.

The next eye opener was the sort of tactics needed to be successful out on the water. In our first race we had blind luck. We had such a bad start that we had to tack away immediately. We sailed the weather leg in clear air the whole way, hit the layline right on and headed for the mark with the starboard tack advantage. I was baffled that most of the boats which had gone left had overstood and we beat all three around the mark. It wasn't until the



finals that I understood what was going on. With great speed and a clean pin end start we started pointing and working on the guy to weather and soon forced him to tack away. The port layline came up very quickly but we couldn't quite cross the next boat on our weather quarter. We couldn't quite tack and duck. We couldn't quite give him any gas and force him off. We were pinned. He overtook slightly while we overtook more and the two boats below us were even worse off. By the time we reached into the weather mark and crash tacked in a tiny hole in the starboard tack parade, the skipper we had forced off soon after the start was already down on the run.

Lots of time to reel him in? No. Not only are the legs short, but the courses are too. At the bottom mark, we were overlapped, but he was inside so we footed to get by him to leeward after the rounding. The leaders added a little bad air so we footed some more as everyone sprinted to the beach. Our friend stayed high in clear air and we couldn't quite catch him before the weather mark. Not feeling very good about it, we could only follow him down the reaches and up the short beat to the finish.

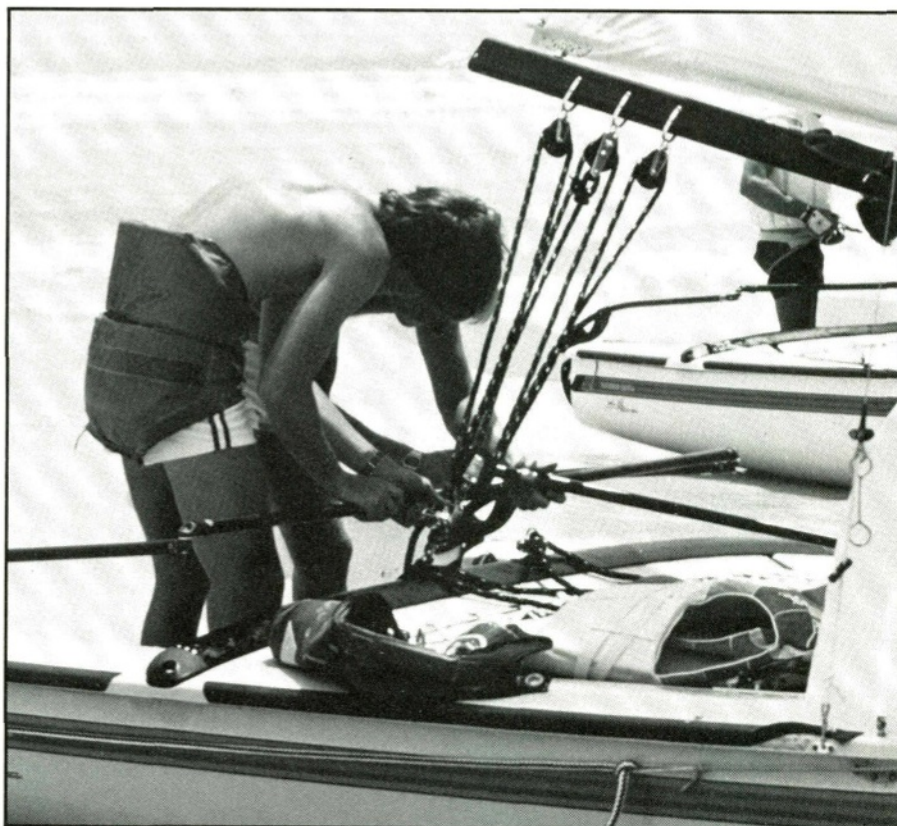
As we discovered, a start with speed on the favored end with clear air isn't the perfect start unless you can tack when you want to. Since the boats are short, you have to think about this before the gun goes off. If you are pinned and want to go right think about slowing down and tacking as soon as the boat to weather rolls over you. If you want to go left, always be working to create a hole in which to tack. Sometimes, when you find yourself the controlling boat in this case, it pays to overstand slightly and force all of the boats to leeward to sail to the mark in your wake.

As you approach the mark to port, there is usually the decision to tack under or to duck the starboard boats. The closer you are to the mark, the more you should think about tacking under boats because you have less to lose if you get rolled and the closer to the weather mark you get, the more boats are pinching (therefore making it easier to tack in front of them) or reaching (in which case they are out of your air faster).

Cover early. If a boat is close to you at the weather mark, chances are good that the same boat will be close to you at the finish so start making sure they will be close behind you early on.

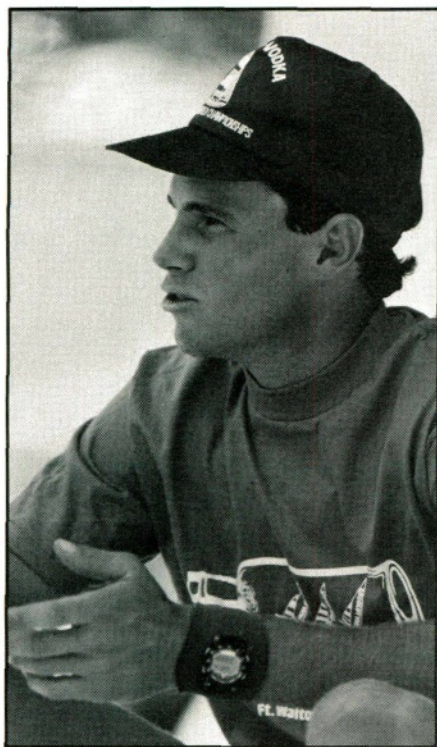
The first leeward mark is almost as important as the first beat. It's almost as crowded and here you set up for your last chance to make any major gains (or

Continued on page 52





TEAM METCALF



At the Absolut Hobie 16 World Championship in Ft. Walton Beach, Florida, the Americans found themselves asking "Who is Gary Metcalf and how did he become such a good sailor without anybody noticing?" Well, the fact was that Metcalf had been an excellent sailor for some time on the Australian Hobie circuit and on a world level as well. As far back as 1981, Metcalf was making his presence felt. He placed fourth at the Hobie 14 World Championship in Brazil, and younger brother Mike Metcalf placed seventh at the most recent 14 World Championship in the Philippines. In January of 1984, the elder Metcalf took the Hobie 14 Australian National Championship and went on to place fourth at the Australian Hobie 16 Championship later that year.

So Gary Metcalf has been around for awhile, but only a few Australians really sat

up and took notice. After all, the Australian scene meant Ian Bashford, Brett Dryland and Rod Waterhouse and Metcalf had not beaten them. It wasn't his time. As far as most people knew, Metcalf was another good Hobie sailor who would place highly but whether or not he would win a major championship was a question most of the Hobie community did not consider.

Except for Keith Metcalf. As father to Gary, the oldest son; Mike, and the youngest, Chris, Keith Metcalf was not at all surprised by his sons' success in Florida. Nor was he surprised when his son won the Hobie 18 World Championship in Port Macquarie, Australia to become the first person ever to hold two Hobie World Championship titles at the same time. After all, it was part of a plan that the entire family had worked on for some years, and to Keith Metcalf, who has the mind of an engineer ("I've done a lot of engineering," he says, "but I'm not an engineer"), the world titles won by his son are the natural and logical result of hard work on the part of the entire family. The Gary Metcalf story, then, is really the story of a family.

The Metcalfs live in Queensland, the northern most state in Australia, which is situated about 600 miles north of Sydney in New South Wales. To many of Sydney's urban dwellers, Queensland is the backwoods and it's not uncommon for inhabitants of either region to disagree about the relative merits of each other's home state. Indeed, the casual observer might assume that a typical Australian is loyal to his state first and his country second. It is this interstate rivalry which added extra sweetness to Gary's victory in Port Macquarie since both Bashford and Dryland are from New South Wales. Whatever other advantages Queensland may or may not possess, the fact is that it has provided an ideal environment for the Metcalfs to learn their sport.

The Metcalf home lies on a bay very near the Pacific coast. It was natural, then, that the Metcalfs would find themselves sailing. Gary and Michael took a brief lesson from a rental operator, caught the sailing bug and continued on from there to learn the mastery of sailing. Once the boys became very interested in sailing, their father decided that if they wanted to race, they were going to do it as well as they could, and that they were doing it to win. From then on, Hobie racing has been a very large part of the Metcalf life.

This sort of dedication was very evident at the two world championships Gary Metcalf won. The moment his boat would hit the beach "Team Metcalf" as the family has been called, went into action. Each family

member has specific responsibilities.

There is little discussion aside from those items pertinent to the job at hand. The previous race is discussed as are what specific tuning techniques should be used for the prevailing conditions at the time. Precision is probably not too strong a word for the way in which the Metcalfs set upon the boat as soon as they know which boat is assigned to them.

What is new and somewhat different about this sort of approach is that this team effort and precision which is so evident at championships is really just an extension of the Metcalfs' sailing life at home. Most of the sons' free time is expected to be spent sailing, and most weekends, their father oversees the rigging and tuning of the family Hobie Cats. This rigging is to be done even if there is very little wind. If there is wind, hours of match racing against other members of the family is the next order of the day. Normally, several tuning options will be tried during the day to see which techniques perform better in which conditions. One tuning option is tried at a time and scientifically analyzed to determine what effect it had on the boat's speed. Then that bit of tuning is reversed to its original position at the start of the day and another option is tried. In this way, Keith Metcalf methodically checks every aspect of tuning which may give an advantage to his sons' efforts.

This is why Keith Metcalf has been called a "master tuner," and it is a title he approves of. He feels that tuning does play a large role in the success of a racer at the top levels of competition. All other things being equal, Metcalf asserts that tuning can make the difference, and when he talks of tuning a boat, he sounds like an aircraft technician describing his craft. "When we buy a new Hobie," he says, "we take it over to our shop and completely take it apart so that we have Hobie all over the floor. Then we rebuild it completely so the boat is exactly the way it was first designed."

If that sounds a little like an auto racing crew chief talking, it is no accident, for Metcalf likens the success of his family's efforts to those of famed Australian auto racer Peter Brock. "Now Brock races these Commodores [a type of Australian stock car] just like we have out in the drive. But he has the car so finely tuned that everything is perfect. He takes the pistons out and if each one is not precisely the same weight, then he mills a piece off the one that's too heavy. That's what we do here. Everything on our boats is perfect. We look over everything. I even make Chris rub

Continued on page 52

BY BRIAN ALEXANDER



LIGHTNING STRIKES TWICE

It was billed as "Thunder Down Under" and the Hobie 18 World Championship matched that billing with room to spare as the windy weather and a superior exhibition of sailing skill combined to create one of the best world championships in recent years. The week in Port Macquarie, Australia also produced the first ever dual world champion, Gary Metcalf, who now holds both the Hobie 16 World Championship title and the Hobie 18 crown.

"That was the toughest Hobie Cat fleet in the world, ever," said Ian "Fresh" Burns after the event was over. "There were two medalists in the Olympic Tornados, there were ten world championship titles represented out there; it was tough sailing."

Port Macquarie, a small resort town on Australia's eastern seaboard, was quite a sight when the first sailors began arriving on the Saturday before the racing officially began. After weeks of sun, a raging storm battered the Queensland coast churning up ten to fifteen foot waves which ran at twenty knots (This speed was clocked by a powerboat that could only muster thirteen knots.). The waves broke across the mouth of the river through which the sailors would have to negotiate their boats in order to get to the race course. To some, the scene of Hobie sailors jumping over the large waves was reminiscent of the shots from the Hobie film "Sharing The Wind" and the famous wave jump sequence. The only difference was that many of the skippers had little experience in waves of such magnitude. The result was some significant boat damage and several cases of lost crews, but, fortunately, no injuries were reported.

All of this heavy air and rough seas played directly into the hands of the Australians who have always been known for their excellence in heavy conditions. In fact, the Australian sailors have now become known for their excellence in all conditions. After all, they took the top three

BY PAULA ALTER





places in Ft. Walton Beach's light air at the Absolut Hobie 16 World Championship. Still, heavy wind is the Australian forte, and although there were two days of more moderate wind (by American standards), all sailors had to be able to handle the tough, almost survival conditions presented by twenty to 25 knot winds and ten foot swells.

By the time the qualifying series, easily won by Gary Sanderson of Australia, was complete, so was the storm which had concerned skippers. The morning of the first race of the championship series dawned bright and warm with the wind blowing out of the southeast at fifteen knots.

Carlton Tucker, sailing with Burns, kicked the event off to a good start for the Americans with a victory as Graeme Sanderson took second and another American, Dave Lung of Hawaii, took third. Since former world champions Brett Dryland and Ian Bashford (who led briefly, but suffered a breakdown after "A" mark) were also in that first grouping, the Americans proved that the Australians could be beaten in their home waters. But by taking a victory in his first race, Gary Metcalf demonstrated that he was not yet prepared to show any weaknesses despite hard sailing by Hobie Alter Jr., who finished second and Australia's Scott Anderson who finished third.

In the third race of the series and of the day, Ian Bashford recovered from his fourth place finish in the first race to take a victory. Jeff Alter held on to finish second and Metcalf took third. After one day, the early results were just about as expected. A mix of top American and Australian sailors were dominating and the Americans, who came to Australia with hopes of winning their first Hobie 18 World Championship, had reason to be optimistic.

A fierce windstorm blew in just in time for the second day of racing. Although the skies were clear, the winds were a steady 35 knots with gusts approaching fifty. The race committee met and decided to postpone the early action at least until that afternoon. Some skippers wanted to brave the high wind and rough seas, but as the storm continued, most were forced to agree with the committee that the conditions were just too rough and presented a danger to even the experienced sailors gathered there. Finally, the committee called off all racing for the day. This decision put the race committee in the position of needing five races on Friday to ensure that all sailors would have four races each to allow for a throwout.

Good race management, excellent skipper cooperation and fast turn arounds on



the beach enabled races four, five, six and seven to be held on Friday. Ten knot winds were blowing for the first race of the day and after watching high winds blow all day on Thursday, most skippers were glad to see the wind moderate.

Once again, Tucker charged out to take first place and become the only sailor with two wins under his belt. He was quickly becoming the man to beat. Dryland finished second and Hawaii's Mike Furukawa finished third.

The winds for the fifth race increased slightly to about twelve knots but compared to some of the conditions seen earlier, the water and wind appeared to be calm. Brett White of Australia surprised most observers by taking and holding a large lead over Aussies Frank O'Rourke and Craig Findley as well as Ian Bashford and Hobie Alter Jr.

Race six saw Tucker and Metcalf meet head to head for the first time in the series, and Metcalf came out on top. Scott Anderson of Australia finished second with Tucker coming in third. This meant that

Metcalf and Tucker had exactly the same scores: two firsts and one third each. Since Dryland finished in the tenth spot in race six, and had an earlier eleven point finish, the series was shaping up as a match between Metcalf and Tucker with Ian Bashford and Hobie Alter Jr. standing an outside chance of moving into first.

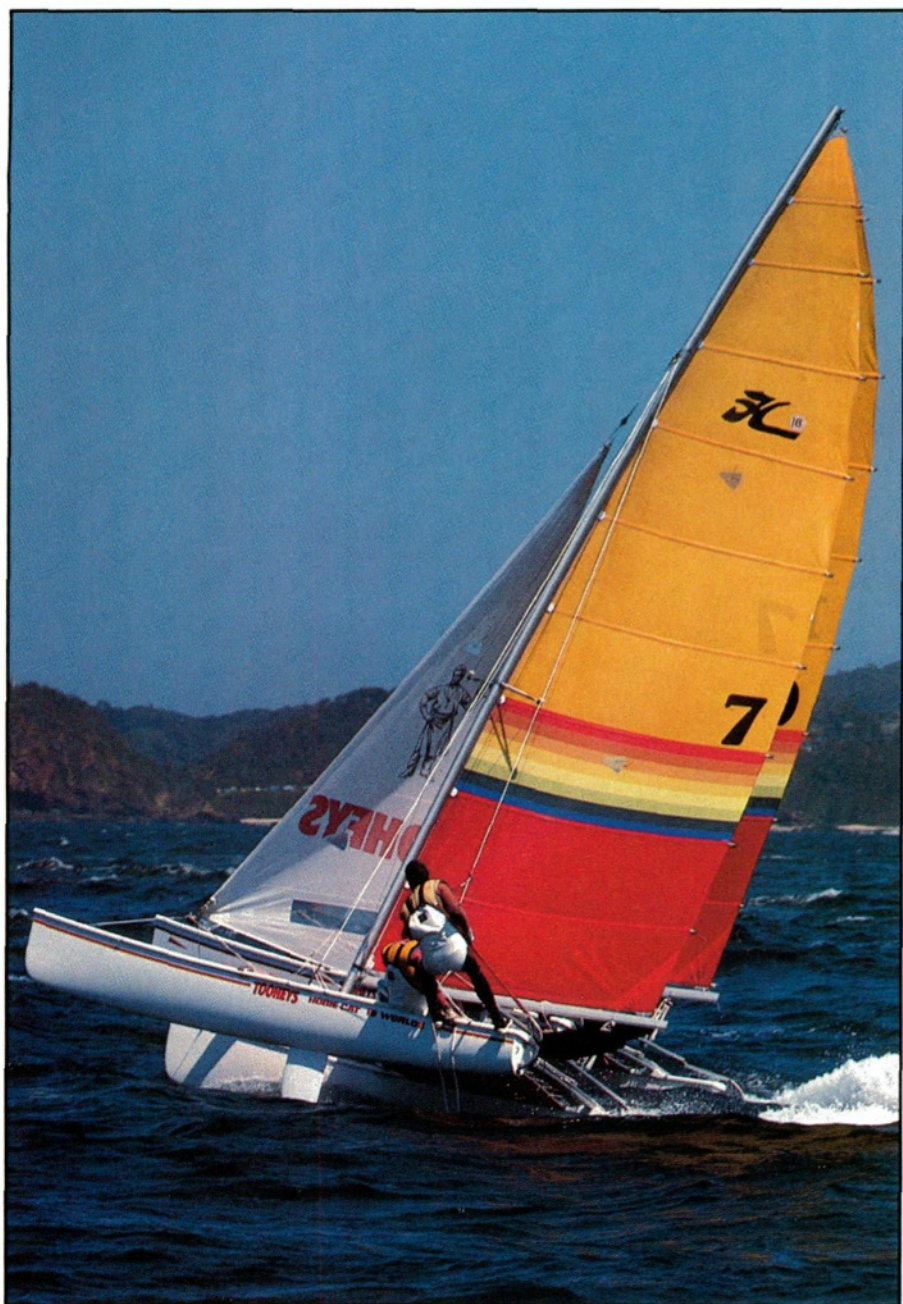
Australia's John McCartney came out of nowhere to win the seventh race but Tucker slipped down to sixth position and had to use that as his throwout at the end of the first round of sailing. Bashford finished with twelve points and would have to use that as a throwout instead of one of his earlier fourth places. When Hobie Alter Jr. finished with six points in the eighth and final race of the first phase of the series, he was forced to use that as his throwout, while Metcalf, who sailed to victory in race eight was able to remove his third place finish from his score and show three firsts. This left him in first place overall going into the finals with 2.25 points.

Tucker was still very close to Metcalf with 4.5 points. Bashford, with 8.75 points;

Scott Anderson, sailing with former Tornado World Champion Chris Cairns, with ten points and Hobie Alter Jr. with twelve points, were all within striking distance, but Metcalf would have to show signs of disintegrating and he appeared to be sailing very well. He was even becoming more aggressive at starts.

There's a superstition among racing sailors, especially among Hobie Cat racers, that it's bad luck to be leading after the cut to the final 36. It was bad luck for Keith Christensen who seemed unbeatable at the world championship in Florida, and many thought that Metcalf was due for a fall. Metcalf himself however, was unconcerned about luck.

Winds were up again for Saturday, the first day of the finals. Seas were rough and most sailors took a beating at the hands of the swells. The Australians called it a "basher" day and it was obvious why. Bashford narrowed the gap by finishing second to Dryland while Tucker took fourth and Metcalf slipped to sixth. Metcalf's finish could be thrown out so Tucker did not pick



up much ground. However, if Metcalf had another finish below the top five, Tucker would be in a good position to advance. Unfortunately for the American, Metcalf quashed all realistic hopes with two consecutive victories while Tucker finished with another fourth and a second respectively.

Going into the final day then, Metcalf had a mere 6.75 points to Tucker's 14.5. Bashford was close behind Tucker with 15.75. Although it was arithmetically possible for Tucker or Bashford to catch Metcalf, few thought it could be done unless an unforeseen breakdown or penalty could step in and come to the aid of Tucker and Bashford.

Sunday's first race demonstrated that no such aid was coming. Metcalf simply was not about to let victory slip away. He finished third behind Hobie Alter Jr., and Robert Engwirda of Australia. Bashford took fifth and Tucker sixth. Now the race was for second. A quarter point separated Tucker in second and Bashford in third.

With Metcalf covering Tucker and Bashford to ensure his crown, the racing was hardly wide open between the top three competitors. Bashford needed to take fifth or better to capture second, but could only manage seventh. Tucker used his final thirteenth as a throwout and Metcalf tossed his eighth. Tucker had held on to finish second, but except for Hobie Alter Jr.'s fifth, no other Americans had reached into the top ten. Remarkably, no other nationality, with the exception of Grant Snowden of New Zealand who finished twenty-third, made it into the top 36. Indeed, only four Americans made it that far. So, only five of the top 36 places were not held by an Australian.

This meant that the rivalry between the Aussies and the Americans would continue on for another year. But, unlike most other rivalries, the Aussie-American contest is one of the friendliest rivalries in sport. Several teams like Tucker/Burns combined nationalities on the same boat. Many Americans found homes with the Australians they have known from past events. Make no mistake, the competition is fierce and the sailing hard. Even the beer drinking contest (which, to add insult to injury was won by the Queensland team which included Metcalf) is hotly contested.

The fellowship, shared by all Hobie Cat racers from all parts of the world combined with excellent sailing and demanding weather to create one of the best world championships ever. In fact, Wayne Schafer, who has probably attended more Hobie Cat championships than any other person, called it "one of the most successful events I've been to."



YES We Have No Wind Today



While it wasn't sunshine city welcoming Hobie sailors to San Felipe, Mexico for Midwinters West held March 9 and 10, it WAS Hobieland. Over 280 teams poured into the sleepy little Mexican fishing village on Friday primed and ready for fish tacos, cold Coronas, and fast racing. Every available hotel room and campsite was filled, and Hobie cats lined the beach from one end to the other.

Friday was a day of activity in beach blanket bingo style; some people went sailboarding, some rode bikes, some rigged boats and others sped around on rented three wheelers. One of the most astonishing accomplishments of the day was Larry Chisolm's successful beach

launching (yes, *beach* launching as in no ramp!) of a Hobie 33. Hobie Cat's company support at the regatta was strong; along with Sandy Banks, Michele Krcelic and their staff; President Doug Campbell; regional managers Jim Stewart and Miles Wood; Alpha product manager George Clayton and other Hobie Cat employees were on hand to help out. There was also a great sampling of all Coast Catamaran products with Hobie Cats and Alpha sailboards on the beach and a Hobie 33, a Holder 20, and a Hobie powerskiff were used to run the races.

No one complained about the overcast skies when the wind picked up to 10-12 knots in the early afternoon on Friday. Only

a few boats remained on the beach as sailors went out to tune and practice in the delightful double trap conditions.

Unfortunately, the wind didn't hold for the next day. Saturday dawned listless. For the first race in the early afternoon, the wind wavered on the light side with occasional gusts to ten knots before dying to drifting conditions. Eighteen A, 18B, 16A, 16B and the Magnum fleets competed on the south course, which was set in a small cove with the beach on one side and large, craggy brown mountains rising up on the left hand side.

While five Magnums had registered, only three competed and the competition was close. In the first race (a lengthy and



Photography by Robert Brown

well-set course 7) Karlsson/Karlsson and Chartier/Nort finished first and second, respectively in a "photo finish" with third place right on their transoms. In the 18A fleet of 35 boats, Timm/Timm set the pace, leading by about 100 yards.

In 16A, with such talent as Bob Seaman, Wayne Schafer, Mike Shearer, Hobie Alter Jr., Keith Christensen, Alan Egusa, and Jeff Alter competing, it looked like Egusa would hold the lead in the first heat. Then, as the fleet played the favored shore side of the course down wind, Egusa covered Christensen and gybed out to where there appeared to be more wind. At the same time, Shearer stayed in shore, caught a gust, and established a large lead which he held to the finish.

In 16B, 18B, and 18 Magnum, fleets got in a shortened-course second heat, but the second heat for the 16A and 18A fleets was abandoned due to a lack of wind. When the race was called off, Jeff Alter was in the lead in 16A scarcely 200 yards from the finish line but there was a huge cluster of boats that resembled a rafting party closing in from behind. Had the race been continued in the zero air-strong current conditions, there's an imaginable probability that it would have been the first time something like 30 boats tied for the exact same finish position.

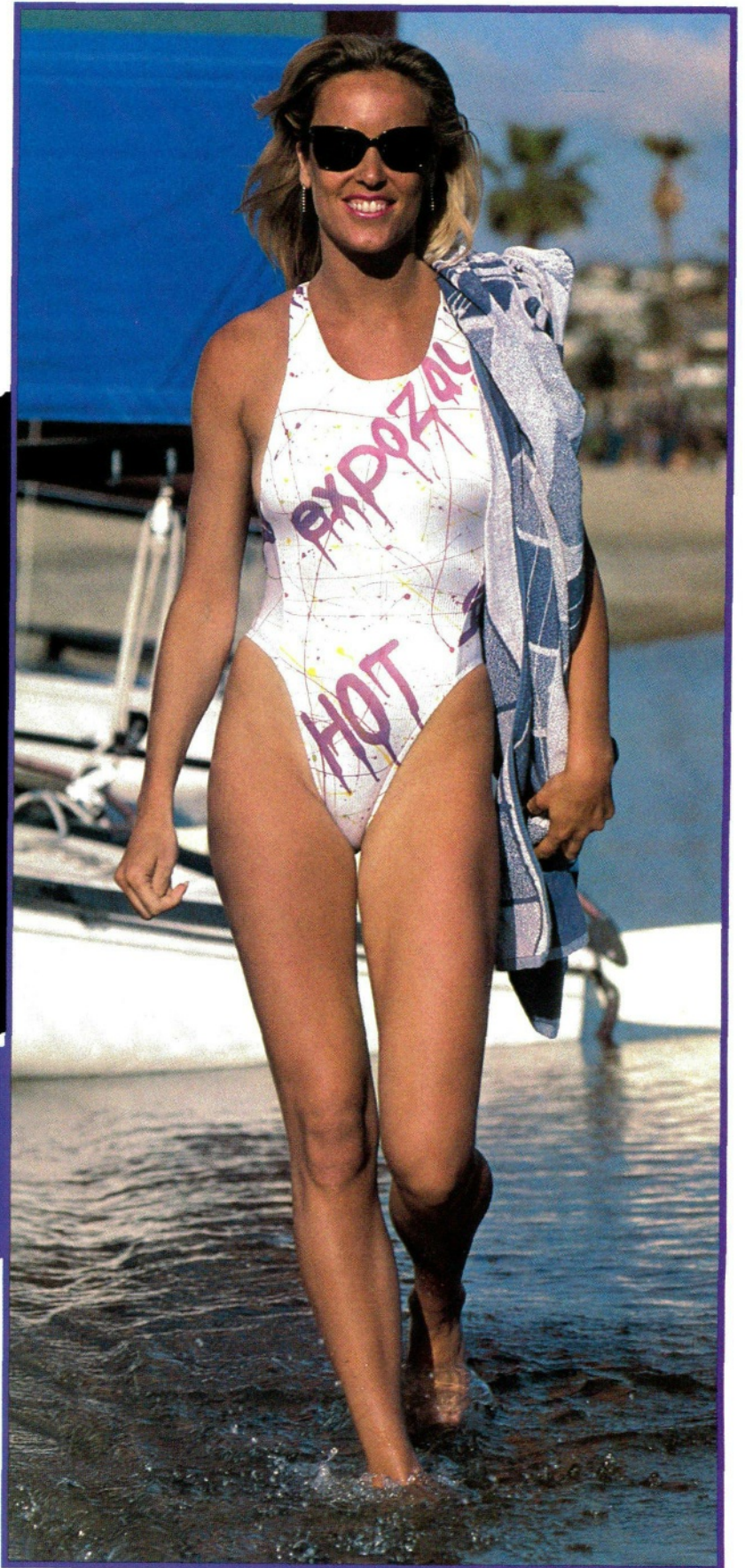
On the north course, set further off the beach, three heats were held for the 14A, 14B, 14 Turbo, 16C, 16N and 18N fleets. Bruce Fields dominated 14A with two firsts while northern Californians John Poncin and Bill Carney battled it out for second. Racing newcomers Waner/Pigksma let the 16N fleet after day one as did Ybarrola/Ybarrola in 18N. It was a long day on the north course which left the last boats slipping quietly into shore as the sun set.

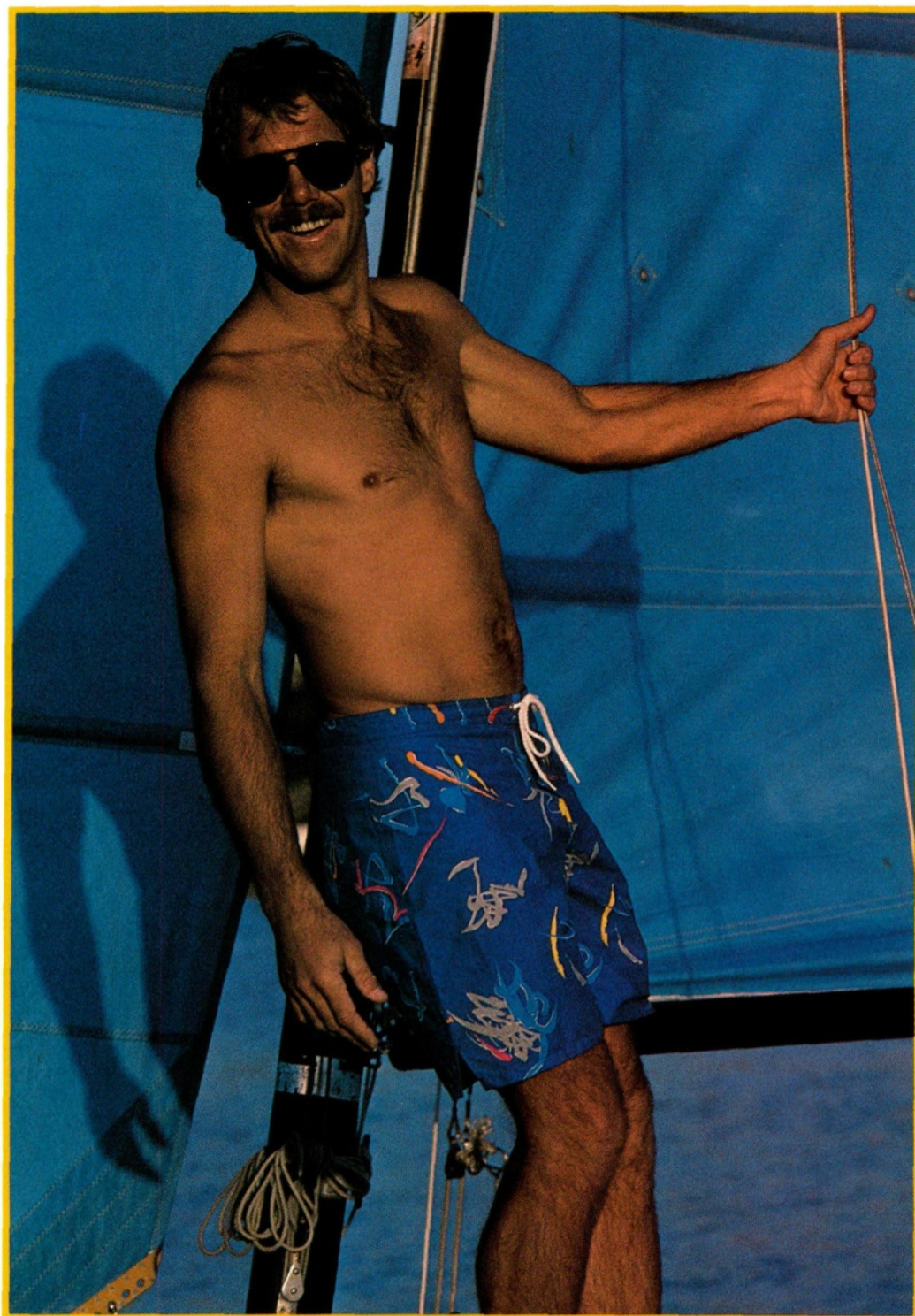
Saturday night was time for an evening in San Felipe, which means great seafood at great prices, lots of baskets and blankets to buy, ice cold beers, and a friendly hosting populace. Sailors packed the three main restaurants in town and

Continued on page 70

Summer Gear

Linda lets her suit do the talking. With her pink splatter print from Expozay, she is sure to get a listen. Sunglasses by Hobie.





The era of the plain colored men's trunks is over as Dan proves with his blue and yellow and red and . . . Beach Baggies from Hobie Apparel.

Marie wants as much tan as possible before she covers up with a lifevest and Point Conception's bandeau top gives her maximum exposure.



P O I N T C O N C E P T I O N



Marie gets prepared for action on the water with gloves and her mini tank from the Raisin Company. Sunglasses by Hobie.

"Now I know they
must be out there
somewhere," thinks
Marie as she scans
the horizon in her
Island Wear ensemble.



I S L A N D W E A R



Linda appreciates the
comfort of Britt's
100% cotton crochet
bikini. The other sail-
ors just like to see
rainbows.

B R I T T



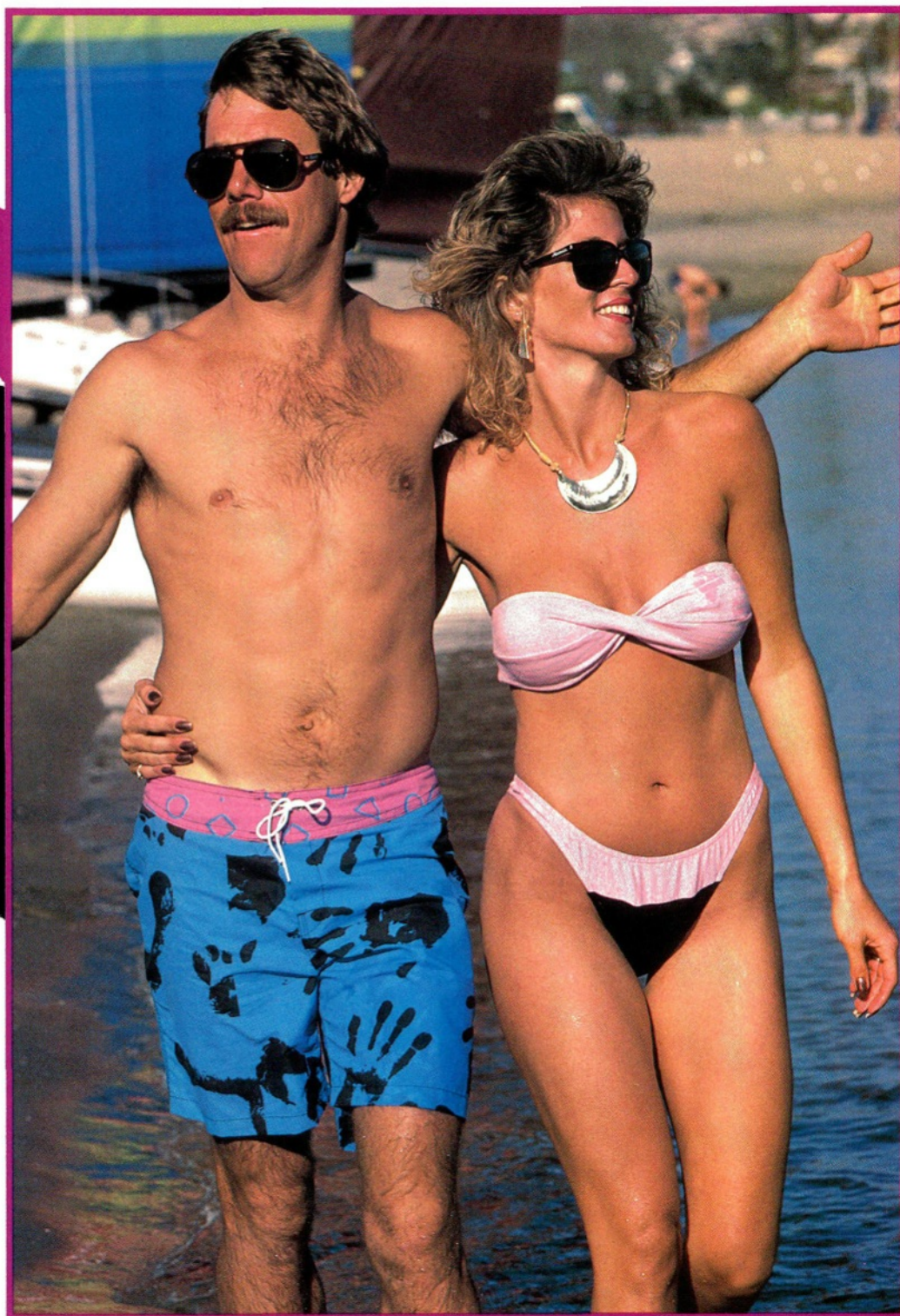
Ann keeps a sharp eye out for boats while the boats keep a sharp eye on Ann and her bright one piece from Berzon.



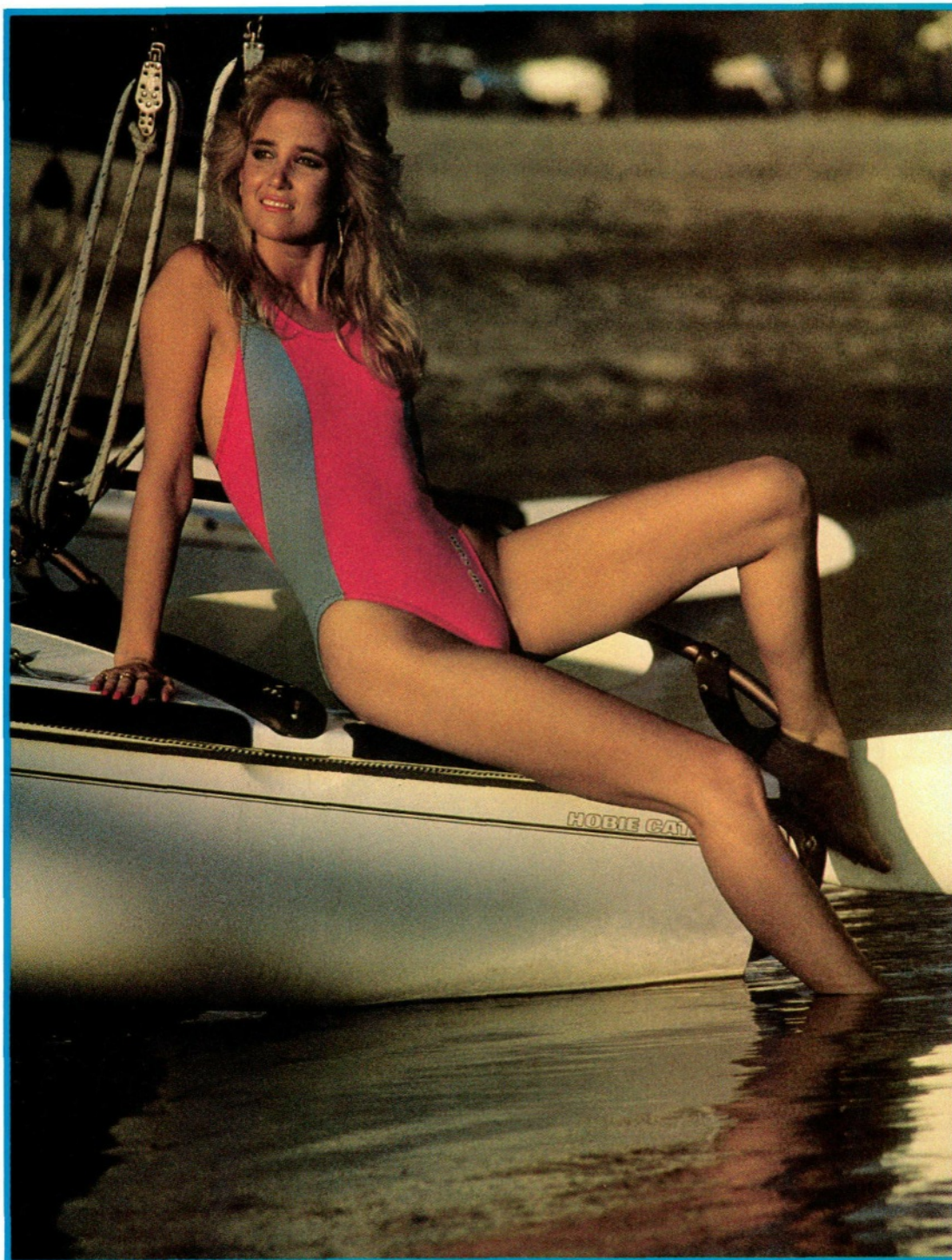
Flashy colors like hot pink are making a big showing this year and so is Ann in her button accented bikini by Hobie Swimwear.

N O R F L E E T

Marie and Dan are fresh from a splashy ride. "Nothing to it!" says Dan. His trunks by Norfleet and Marie's bikini by California Proline say "Are we hot or what?" Sunglasses by Hobie. Shell jewelry by Ramayana.



C A L I F O R N I A P R O L I N E



When the sun starts to go and takes the heat with it, Ann's prepared with her pink and blue ultra-thin neoprene high cut suit from Rip Curl.



LINDA'S ONE PIECE FROM
HOBIE SWIMWEAR DEM-
ONSTRATES THE IN-
CREASED USE OF APPLICA-
TIONS LIKE ZIPPERS.

THE LOWDOWN ON THE HIGH CUTS

BY TERRI CARRY

Ahh, sweet summer. Time to shuck the woolies and don an exciting new swimsuit for long days of sun and sailing. Today's choices in fashion go a lot further than the itsy bitsy teenie weenie polka dot bikini. With over 1,000 swimwear manufacturers in the U.S. alone, ranging in size from the kitchen table sole proprietorship to multi million dollar corporations, today's buyer is offered every choice imaginable in both men's and women's waterwear.

Along with the hot new styles that have emerged this season as a result of the never ending introduction of new designs from fashion's creative minds, the sailor has an extra advantage brought about by technological advances. Fabrics are more comfortable and durable than ever before and construction techniques have increased swimwear's ability to function. Equally as important, current manufacturers possess years of experience and a continuing desire to produce comfortable suits that withstand the rigors of water-sports. It's quite common for a top surfer or waterskiier, for instance, to go into the swimwear business with drive and the determination it takes to construct garments that fit the lifestyle of active people without forgetting fashion. In such cases, the makers are the users too, creating solutions to problems they experienced with swimwear during hard use.

STYLING

Design offices are strictly off limits and mum's the word when swimwear manufacturers are developing their new lines. And yet there are always a few major trends in styling that extend across the range of makers. It sometimes appears as though everyone shared some of the same secrets about what would be popular each season. The company's guarded,

TZARINA USES INTER-TWINED PIECES OF BRIGHTLY COLORED FABRIC IN ANN'S BIKINI TO ACHIEVE A SCOOPED FRONT EFFECT.



privileged information makes itself more obvious in terms of detail innovations, newly developed fabrics and garments designed to fit more into a hush-hush marketing strategy than it does into setting a trend.

Men's: For Spring and summer of 1985, the major market trend evident in men's swimwear is the longer length of trunks. In addition to being longer, the trunks are also cut fuller and baggier, a style reminiscent of the 1950s. This trend is perfect for warm weather day sailing. The longer length guards against chafing on the side bars while the fuller cut gives the wearer the freedom to move when crawling across the tramp or jumping in and out on the wire.

Women's: This season, the previously often drab and dull one piece has become a sleek and often sexy model. New cuts and abbreviated use of fabric in one pieces offer the woman sailor both stability and high fashion. Part of this rise in the popularity of the one-piece can be attributed to the designer's choice to play upon the hips and legs rather than the stomach. One manufacturer, California High Cut, has even made this high cut styling a company hallmark.

"There's been a tremendous burst of creativity in design, cut and applications in one piece suits," explains Ian Forman of Catchit. "They're still functional for the active woman, but now they're also very exciting."

Of course, the two piece, or bikini is by no means dead. Many companies report about a fifty-fifty split in demand between one and two piece suits. Ironically, styling on two piece suits is going through two opposing trends. They are becoming smaller and larger at the same time. The full, athletic shapes are the newest look from the beaches of Europe and feature high waisted bottoms with tops that cover more of the chest. The smaller bikinis, influenced by the Brazilian styles, show more of the hip and have less fabric in the back.

Whether or not it's a one or two piece suit, the newer styles offer more interesting details than ever before. Color is used as an overlay or to accent shape to create a sculptured visual image. Accessories such as zippers, buttons, braided bands and belts which have been used mainly on dresses in the past, are now being applied to swimwear. Yet a clean look still prevails. Dennis Bush, National Sales Manager for the Raisin Company, explains how this is accomplished. "We get much of our styling variety from our prints and colors," and by offering "other styles as well including a new mini-tank and a waistband bikini model," he says.

CALIFORNIA HIGH CUT'S SUITS, LIKE THE ONE WORN BY MARIE, TAKE MAXIMUM ADVANTAGE OF THE LEGS AND HIPS.



COLOR Color for this season is bright, brighter, brightest. In a move away from the pastels and neutrals so prevalent last year, colors have become vibrant and exciting. Life's A Beach presents a bold and total neon application; even their business cards are day-glo green. Nat Norfleet, the President of Norfleet, explains that his company's new colors are bright and unique, but not neon. Other companies such as Quick-silver, use neon colors for accent rather than through the total look. Use of neon is really not new to the swimwear industry. "This is the second or third time neon has surfaced over the past 25 years," explained Michael Leshner, National Sales

Manager for Quicksilver.

Not only are colors strong this year, but prints are also strong for 1985. The success of geometric and checkerboard prints over the last couple of years has paved the way for the plethora of prints you'll be seeing this year. Leshner feels that prints are the most exciting part of his company's line. "We combine curved and geometric shapes in seeming disarray," he says, "then we pull the overall look of the print together with a fantastic blend of colors."

"We use large prints with a hand painted look for our footprints' and handprints," says Norfleet about his company's praise winning use of two tone and floral prints.

Graffiti style prints and designs using a lot of white or "negative" space are also strong for this year. Even the small form, repetitive, "pajama" type prints of Jimmy Z are in demand. It's quite obvious that the 1985 season will see quite a variety of print designs.

FABRICS

Men's: One hundred percent cotton continues to be a staple fabric in men's swim trunks due to the soft feel and breathability of this natural fabric. Cotton also takes color printing better than some blends. However, blending nylon and/or polyester with cotton increases the strength and durability of the fabric. In addition, bi-blends and tri-blends are lightweight and dry quickly. "Cotton blends give an optimum balance between function and feel," Leshner commented. Quicksilver uses a woven cotton/polyester fabric made to their own specifications under a formula that addresses what is to be in the warp and fill, the number of threads per inch and other factors.

For non-restrictive movement during activities such as sailing, stretch fabrics are excellent. Catchit makes a pair of completely stretch trunks using an exclusive yarn dyed fabric. "I don't think even Arnold Schwarzenegger could tear it," claims Forman.

Women's: Women's swimwear is almost always made with stretch fabrics. A nylon/Lycra blend yields a form fit. But, while it will not fade, it will snag. Cotton/Lycra blends have the soft feel of cotton plus the additional stretch. As opposed to nylon/Lycra, cotton/Lycra will fade but will not snag. One of the most stretchable combinations is a tricot knit/nylon/Lycra blend. This fabric gives a more sheer, high fashion look to the suit.

While function has long been an area of concern, innovations continue to emerge each new year. Just as you can count on Spring, you can count on new features in swimwear that make the garments more practical for sports minded people.

Men's: Catchit's stretch trunks are a good example. The company has taken out the side seams in order to provide added comfort. Quicksilver has opted for a different solution. Their ST Comp Trunk features stretch side panels and a waistband so it won't matter how many Hobie dogs you munch back on the beach.

Almost all men's trunks now have more pocket space and attention has been paid to protecting what's put inside. For example, Mugsea's Amphibian trunks have two front and two back pockets. Velcro flaps are used to secure keys, shackles and change while also helping to keep water out. Mugsea and several other manufacturers also put eyelet drain holes in the pockets to release water should you decide to take a dive off the trampoline.

Another innovation is the combining of walk short styling with fabric and pocket applications suitable for swimwear. This has given rise to the "two for one" or "sand and shore" dual purpose garment. Your new swim trunks may also be your new walk shorts.

Women's: In women's swimwear there is a big emphasis on comfort and fit. Raisins for example, has several women try on each new style. They will then recut the pattern as many as thirty times in an effort to achieve the correct elastic tension, shoulder strap tension, and body length.

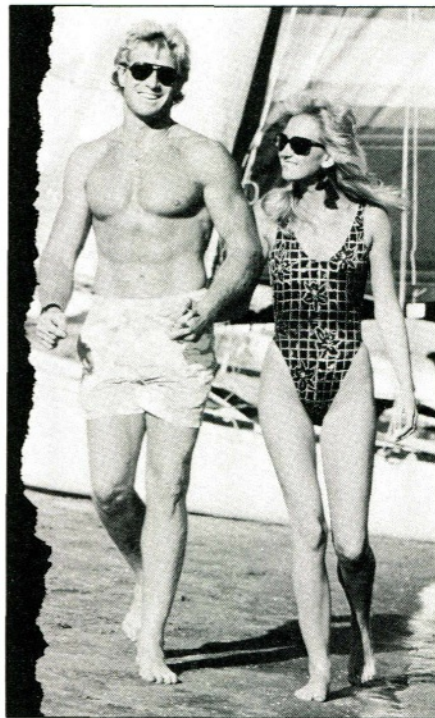
Being the official swimsuit supplier to the American Waterski Association and the U.S. Waterski Team necessitates attention to functional aspects for Florida's Islandwear. For example, Islandwear puts plastic stays in their bandeau tops. On their waterski team model, crisscross back straps are widened to one inch for increased comfort and security. "We also make all of our suits to military specifications, which means we are required to maintain a certain level in quality control," claims Bill Davis, President of Islandwear.

TO THE STORE

At your local retail shop, you will be able to find all of the latest 1985 fashions and technological innovations. Arm yourself with the information in this review, your cash, and an open mind to the new styles and you're sure to find a suit that fits your needs to a tee. If you're still hesitant, take a look at our swimwear pictorial to whet your appetite. All that's left to do is raise the sails and get a tan. Ahh, sweet summer. 

FUNCTION

PRINTS LIKE THIS ONE ON SKIP'S BOXER STYLE TRUNKS FROM SUN FASHIONS OF HAWAII AND ANN'S NEON ON GRID MAILLOT FROM EENIE MEENIE WILL MAKE A BIG IMPACT IN 1985.




For a complete listing of the manufacturers whose suits have been featured on these pages and the photo essay, turn to page 77.

LESSONS LEARNED

Continued from page 30

losses). By now you should know several vital facts: whether you are pointing or footing, which side is favored and where your competition is. Put all of this together before you get to the mark so you can set up for the most advantageous rounding. If you want to go right and can't foot, you can't afford to be outside anyone at the mark. Slow down and take a few transoms then work hard for the inside position.

Don't go to a worlds and expect to have a huge boatspeed edge. There are more places to be gained from clean, confident, boat handling and aggressive, smart tactics with equal speed. Keeping all of this in mind, if I were to try for the next Hobie World Championship, here's what I would try to do:

1. Buy any old Hobie 14 and a new sail.
2. Get as many of my friends to do number 1 as I could.
3. Get everyone out as much as possible in all conditions (That should be easy since sailing in a group is always more fun.)
4. Invite guest experts to come and sail with us, watch us and coach us.
5. Ask everyone in the class as many questions as I could think of.
6. Sail as many regattas as possible.
7. Try to prequalify.
8. Go to the worlds and have fun! 

TEAM METCALF

Continued from page 31

down the rudder castings so there's no casting marks and they are highly smooth...But I never, never go outside the lines of the boat."

It is this attention, and perhaps even love of tuning that other people see on the beach at a national or world championship. Because they keep their boats at home in stock condition, they are not surprised by the boats they see at these events. Rather, because they know so much about how the boats perform best with proper equipment, they are in a good position to set each boat so that it is able to achieve its maximum potential. This is Keith Metcalf's department and his major contribution to the sailing team. "I tell my boys, 'Don't you worry about the boat. I'll make the boat go. You get out there and bloody well sail it.' That's our mutual agreement with all my boys. It's a team effort."

This intensity carries over into the other aspects of racing besides tuning. Just as Keith Metcalf expects his boats to be near perfect, he expects his sons to sail as well as they possibly can. "He'll criticize you after the race," says Gary, "and say you could have won by a thousand miles. And that's when you *did* win."

Gary does not seem to mind his father's emphasis on winning. After all, he says, he and his brothers made a decision to race

sailboats. All their father is doing is holding them to that commitment and making sure they race as well and with as much success as they can. Obviously, the system has worked. Gary has now set his sights on a third title, the Hobie 14 World Championship, which will be held in Puerto Rico this fall. Soft spoken, and perhaps not wanting to jinx himself, Gary shrugs when asked about the 14 title, but then smiles and says "It would be nice, wouldn't it?"

Wayne Schafer, who has seen more Hobie champions come and go over the years than anybody with the possible exception of Hobie Alter and Sandy Banks, would not be at all surprised if Gary Metcalf did win in Puerto Rico. Schafer began his Hobie sailing career in the days when the sailors would show up at a Southern California beach, get in a couple of races drink some beer and surf their 14s through the waves. At Port Macquarie, he watched the teamwork and machine-like exactitude with which the Metcalf family pursues winning. He also saw the success reaped by these efforts.

Later, he talked about the Metcalf system and what the Americans learned from it. Schafer believes that from now on, racing Hobie Cats on a championship level is going to be different.

"You can't just show up at a couple of regattas and sail off with a world championship anymore. This is what it's going to take."

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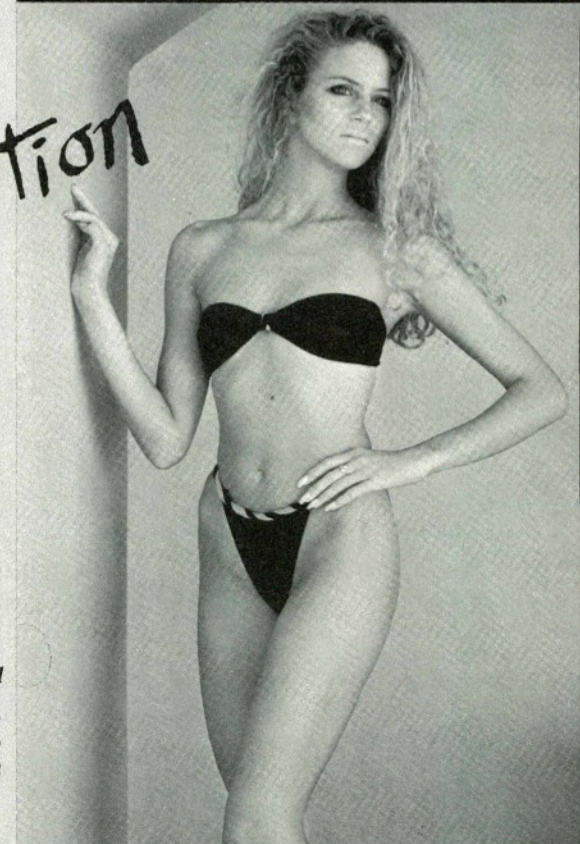
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HOBIE RACING

MAY/JUNE 1985

IN THIS SECTION:

Major Regattas
Regatta Schedules
Fleet News
Regatta Results



Ken Taylor

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

May 9-12

May 25-27

June 8-9

June 15-22

July 13-19

September 4-7

September 9-15

September 16-22

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

Lake Havasu City, Arizona

Mid-Americas/Hobie Fleet 23

Lake Texoma, Texas

Mid-Easterns

Lake Perry, Kansas

Hobie 14 European Championship

Portugal

Hobie 16 European Championship

Highcliffe, England

Hobie Womens Championships

Traverse City, Michigan

Hobie 16 U.S. National Championship

Traverse City, Michigan

Hobie 18 European Championship

Geneva, Switzerland

H.C.A.

619/758-9100

Al Burrows

214/350-8413

John Miller

816/587-1298

H.C.A.

619/758-9100

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	65.	Mark Schleckser	Shore Acres, NJ	11
2.	Dave Giguere	Auburn, CA	3	66.	Pete Wolcott	Scottsdale, AZ	2
3.	Dan Ketterman	Long Beach, CA	2	67.	Todd Urban	Salt Lake City, UT	5
4.	Greg Brown	San Diego, CA	2	+68.			
5.	Jack Bowerfind	Clearwater, FL	8	+69.			
6.	Mervin Irvine	Kailua, HI	1	70.	D.A. Rogers	Ocean Springs, MS	15
7.	Frank Andrade	Pasadena, CA	2	71.	Lenny Carey	Key West, FL	8
8.	Tommy Delesandri	Houston, TX	6	72.	Ken Marshack	Portland, OR	4
9.	Ralph H. Stallcup	Lake Charles, LA	6	73.	Bill Hillier	Northfield, NJ	11
10.	Larry Stayner	Clear Lake, IA	7	+74.			
11.	Jim Jordan	Orland, FL	8	75.	Jim Holst	Tamuning, Guam	Inter.
12.	Cary Heefner	Decatur, GA	9	76.	Chance Gaston	Fairhope, AL	15
13.	Ralph Weir	Spokane, WA	4	77.	Shannon Miller	Vail Lake, CA	2
14.	Paul Olibarri	Seattle, WA	4	+78.			
15.	Bill Johnson	Ventura, CA	2	79.	Bill Hyman	Pago Pago, American Samoa	Inter.
16.	Ken Dawson	Big Bear Lake, CA	2	80.	Jim Cunningham	Daytona, FL	8
17.	Ron Katz	Citrus Heights, CA	3	+81.			
18.	John R. Medler	Ypsilanti, MI	10	82.	Jim Perpsstra	Guelph, Ont., Canada	10
+19.				83.	Bob Curtis	Rock Hill, SC	9
20.	Mike Sowers	San Jose, CA	3	84.	Don Baldwin	Des Moines, IA	7
21.	Mike Arnerich	Modesto, CA	3	85.	John Siewertsen	Columbus, OH	10
22.	Mike Kristiansen	St. Albert, Alb., Canada	4	86.	Jim Hoag	Elmira, NY	16
23.	Bill Kocsis	Dallas, TX	11	87.	Jane Kennedy	San Rafael, CA	3
24.	Wally Myers	Ocean City, NJ	14	88.	Bill Pawlowski	Lake Havasu City, AZ	2
25.	Allen Bates	Tulsa, OK	14	89.	Mike Griffie	Mishawaka, IN	10
26.	Mike Millitorn	Indianapolis, IN	10	90.	Charles Anderson	Winnipeg, Man., Canada	7
27.	Bob Bridgman	Wichita, KS	14	91.	Bob Nickerson	Fort Worth, TX	14
28.	Art Simms	Natick, MA	12	92.	Mike O'Connell	Charlotte, NC	9
29.	Mark Londree	Merced, CA	3	93.	Bill Groves	Lafayette, LA	15
30.	Neil Brady	Riverside, CA	2	+94.			
31.	Gil Knorr	Brookfield, CT	12	95.	Paul Carter	Bothell, WA	4
32.	David J. Nelson	Virginia Beach, VA	9	+96.			
+33.				97.	Terry A. Hanchey	Henderson, NC	9
34.	Walt Philipson	North Palm Beach, FL	8	98.	Lamont George	Clear Lake, Man., Canada	7
35.	Rick Cumby	Pensacola, FL	15	99.	Peter Colby	Corpus Christi, TX	6
36.	Jolena Plaut	Miami, FL	8	100.	Ray Vallecillo	Salterpath, NC	9
37.	Gary Baker	Bellingham, WA	4	101.	Richard Johnson	Wilmington, NC	9
+38.				102.	Jibber Terheggen	South Padre Island, TX	6
39.	Denny Singsfield	Bradenton, FL	8	103.	Steve Bechtold	Sioux Falls, SD	7
40.	Chris Sundberg	Richland, MI	10	+104.			
41.	Kenny Boudreaux	New Orleans, LA	15	105.	Jerry Elliott	Boise, ID	4
42.	Dave Lichtman	Tampa, FL	8	106.	Debbie Metscher	Steamboat Springs, CO	5
43.	Bob Giehls	Tallahassee, FL	15	107.	Albert Aline	Papeete, Tahiti	Inter.
44.	Rich Schulman	Ft. Lauderdale, FL	8	108.	Jerry Tejchma	Muskegon, MI	10
45.	Edward LeGrand	Cocoa, FL	8	109.	Milt Dinhofer	Great Neck, NY	12
46.	Derek Cassels-Brown	Auckland, New Zealand	Inter.	110.	Jim Frank	Victoria, TX	6
47.	Steve Campbell	Cincinnati, OH	10	111.	Richard Brew	Jacksonville, FL	8
48.	Don Smith	Albuquerque, NM	5	+112.			
49.	Tom Creed	Clear Lake, MN	7	113.	Joe Thompson	Freeport, Grand Bahamas	Inter.
50.	Bob Kaphammer	Loveland, CO	5	+114.			
51.	Tom Roche	Las Vegas, NV	2	115.	David A. Hutchings	Wilmette, IL	10
52.	Dan David	White Bear Lake, MN	7	116.	Ike Selig	Lakeland, FL	8
53.	Bill Carl	Isle of Palms, SC	9	117.	Jake Taber	Grand Rapids, MI	10
54.	Bill Lippincott	Baltimore, MD	11	118.	Chuck Raney	Tyler, TX	14
55.	Tommy Lea	Baton Rouge, LA	15	119.	Jack Kncoren	Eden, NY	16
56.	Jim Adelman	Weston, CT	12	120.	Sandy Kalata	Panama City, FL	15
57.	Dean R. Stordahl	Los Angeles, CA	2	+121.			
58.	Richard Seleno	Jackson, MI	10	122.	Walter Cabral	Fortaleza, Ceara, Brazil	Inter.
59.	Louis Greisemer	Springfield, MO	7	123.	Dan Gallagher	St. Louis, MO	10
60.	Michael Simpson	Sandusky, OH	10	124.	David Becker	Bayport, NY	12
61.	Walt Fite	Denver, CO	5	125.	Bob Hauschild	Lake Poinsett, SD	10
62.	Bob Kinneer	Clovis, CA	3	126.	Tim Terrell	Chesterton, IN	10
63.	Phil Trotter	Norman, OK	14	127.	Gene Soule	Vero Beach, FL	8
64.	Don Schnorr	Austin, TX	6	128.	Dan Mallum	San Antonio, TX	6

FLEET DIRECTORY

FLEET NO.	COMMODORE	LOCATION	DIVISION	FLEET NO.	COMMODORE	LOCATION	DIVISION
129.	William Pretz	Thunder Bay, N. Ont., Canada	7	256.	Tim Goslin	Grand Island, NY	16
130.	Bruce Machtaler	Penticton, B.C., Canada	4	257.	Phillip M. McRoy	Washington, NC	9
131.	Stoney Douglas	Oklahoma City, OK	14	+258.			
132.	Arthur H. Jones	Kalimantan Timur, Indonesia	Inter.	259.	Bill Gerblich	Arroyo Grande, CA	3
133.	Rafael Mediavilla	Isla Verde, Puerto Rico	13	260.	Charles A. Benner	Jensen Beach, FL	8
134.	Chris Rooke	Memphis, TN	15	261.	Robert Woodward	Victoria, B.C., Canada	4
135.	Deborah Cox	Hewitt, NJ	12	+262.			
136.	Joel Marcus	Enfield, CT	12	263.	Ron Rubadeau	Kelowna, B.C., Canada	4
137.	Jay Sutton	Hopatcong, NJ	11	+264.			
138.	Eduardo Villagran	Guatemala, Guatemala	Inter.	+265.			
+139.				+266.			
140.	Richard Owen, Sr.	Levittown, PA	11	267.	Hal Savage	Philadelphia, PA	11
141.	Larry Smith	Columbia, SC	9	268.	Sam Smith	Lubbock, TX	14
142.	Harry Highstone	Louisville, KY	10	+269.			
143.	Ron Marcisak	Seafood, NY	12	+270.			
144.	Ric Balesky	East Lansing, MI	10	271.	Bill Pagels	Newark, ED	11
145.	John Bracken	Pt. Smith, AR	14	+272.			
146.	Neal R. Denison, Jr.	Wichita Falls, TX	14	273.	Tom Burrows	Florissant, MO	7
+147.				274.	Peter Capotosto	Manila, Philippines	Inter.
148.	John Owen	Bangkok, Thailand	Inter.	+275.			
149.	Tom George	Blue Springs, MO	7	276.	Daniel R. Warner	Roseville, MI	10
150.	Bob MacKenzie	Orillia, Ont., Canada	16	277.	Stan Muse	Birmingham, AL	15
151.	Art Clark	Decatur, IL	10	278.	Lionel Conacher	Cambridge, Ont., Canada	16
152.	Stephen Mcclung	St. Simons Island, CA	8	279.	Larry Van Tuyl	Ann Arbor, MI	10
153.	L. Kenny Duffield	Gainsville, FL	8	280.	Jim Stevenson	Stockton, CA	3
+154.				281.	Len Chesmore	Santa Rosa, CA	3
155.	Gerald D. Knierum	Brooklyn, MI	10	282.	Scott Brubaker	Birmingham, MI	10
156.	George Rooney	Casper, WY	5	283.	Ann Galluzzo	Springfield, OH	10
+157.				284.	Robert L. Ryan	West Liberty, OH	10
158.	James V. Kelley	Springfield, IL	10	285.	G.J. de Vries	Curacao, Netherlands	Inter.
+159.				+286.			
160.	Gail Fricke	Grand Junction, CO	5	287.	Jim A. Brisbois, Jr.	Saginaw, MI	10
161.	Roy Underwood	Bryan, TX	6	288.	Dennis Henderson	Marquette, MI	10
162.	Ray Murray	Waco, TX	14	289.	Carlos Aguilo E.	Santo Domingo, Dominican Rep.	Inter.
+163.				290.	Sue Davis	Union Hall, VA	9
164.	Rick Harper	Seneca, SC	9	291.	Chip Simonsen	Yankton, SD	7
165.	Ollie Fredrick	Mahomet, 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.	George Bargerion	Savannah, GA	9
168.	Gerlad 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.				301.	Manfred Dangel	Munich, Germany	Europe
175.	Steve Dixon	Mt. Gilead, NC	9	302.	C/Calamari	Rome, Italy	Europe
176.	Ed Odgen	Mohnton, PA	11	303.	Alain Saurt	St. Malo, France	Europe
177.	Grey Ganz	Hitchcock, TX	6	304.	Rene Bos	Zandvoort, Holland	Europe
178.	Lynn Stone	Port Walton Beach, FL	15	305.	Bram Lussenburg	Rotterdam, Holland	Europe
179.	Gorden Leilson	Hong Kong	Inter.	306.	Chris Minee	Katwijk, Holland	Europe
180.	Les Luby	Woodland Hills, CA	2	307.	Jan Van Spellen	Den Haag, Holland	Europe
+181.				308.	Jan Wijker	Egmond, Holland	Europe
182.	Tom Baldauf	Kingshill, St. Croix, USVI	13	309.	Guy Pasquier	Toulon, France	Europe
183.	Gary Francis	Whitby, Ont., Canada	16	310.	Sigurd Maxwell	Thonex, Switzerland	Europe
184.	Stephen Treadwell	Milton, VT	12	311.	M. Harrin	Nantes, France	Europe
+185.				312.	Jean-Pierre Foucauld	Hyeres, France	Europe
186.	Stanley Pastore	Norwalk, CT	12	313.	Warc Gautier	Le Havre, France	Europe
187.	Denis Renaud	Montreal, Quebec, Canada	12	314.	Christian Gimet	Noumea	Europe
188.	Mike McGinnis	Tampa, FL	8	315.	Helmut Jakobowitz	Vienna, Austria	Europe
189.	Bill Sakovich	CHRB, Saipan, C.M., Guam	Inter.	316.	Martin Schuitema	Ja Wassenaar, Holland	Europe
190.	Warren Kaplan	Linwood, NJ	11	317.	R. Schubert	Hamburg, Germany	Europe
191.	Buck Newsome	Greensboro, NC	9	318.	H. Angerhausen	Bremen, Germany	Europe
192.	Red Phipps	Ohama, NE	7	319.	RI Ollig	Koln, Germany	Europe
193.	Gary Nichols	Eugene, OR	3	320.	Claude LeRoux	Saint Michel, France	Europe
194.	Pete King	Vallajo, CA	4	321.	Georg Delmas	St. Medard/Jalles, France	Europe
195.	Rick Parsons	Richland, WA	11	322.	Walter Hartman	Zurich, Switzerland	Europe
196.	Bill Davenport	Rockville, MD	12	323.	Colin White	Plymouth, England	Europe
197.	Sally O'Rourke	Rockport, MA	7	324.	Joseph Perrissauquet	Ban Saint Martin, France	Europe
198.	Charlie Ellis	Rapid City, SD	10	325.	Rinus Van di Haak	Noordwijk, Holland	Europe
199.	Michael Adorjan	Murphysboro, IL	9	326.	Osten Nilsson	Hollviksnas, Sweden	Europe
200.	Barry W. Barnes	Norfolk, VA	5	327.	H. Dekorsi	Rastatt, Germany	Europe
201.	Mark Wittrup	Pueblo, CO	7	328.	Pierre Molia	Bayonne, France	Europe
202.	Douglas Schmidt	Gladstone, MI	3	329.	Walter Steiner	St. Gallen, Switzerland	Europe
203.	Michael Garrett	Reno, NV	16	330.	Erik Nienstaedt	Charlottenlund, Denmark	Europe
204.	Mimi Appel	Brewerton, NY	3	331.	Dario Soresina	Milan, Italy	Europe
205.	Susan Farris	Clearlake, CA	12	332.	Bino Bani	Pisa, Italy	Europe
+206.				333.	Fred Paasch	Middelfart, Denmark	Europe
+207.				334.	Peter Jannack	Hamburg, Germany	Europe
208.	Drake Barber	Fairfield, CT	10	335.	Friedrich Schiebel	Vienna, Austria	Europe
209.	Rick Bolduc	Amesbury, MA (located in NH also)	10	336.	Erich Minarik	Graz, Austria	Europe
210.	Roger Bristol	Olivet, MI	10	337.	Rudd Visser	Zandvoort Nord, Holland	Europe
+211.				338.	Serge LeCouteur	Cap d' Adge, France	Europe
+212.				339.	Georg-Marc Niedergang	Montpellier, France	Europe
+213.				340.	M. Chincholle	La Rochelle, France	Europe
214.	Greg Knight	Vancouver, B.C., Canada	4	341.	Werner Wittwer	Denges, Switzerland	Europe
215.	Tom Newport	Cedar Rapids, IA	7	342.	Don Findlay	Stafford, England	Europe
216.	Jack Keldenich	Marion, IN	10	343.	Bram Van Straalen	'S-Gravezande, Holland	Europe
217.	David Carter	Chattanooga, TN	9	344.	Denis Auckenthaler	La Na Poule, France	Europe
218.	Lou Nosko	Rocky River, OH	10	345.	Mario Businco	Cagliari, Sardinia	Europe
219.	Billy Joe Crider	Mission, KY	10	346.	Manolis Pallas	Phodos, Greece	Europe
+220.				347.	Xavier Kieffer	Ajaaccio, Corsica	Europe
221.	Ed Bush	Richmond, VA	9	348.	Donald Aubin	Minich, Germany	Europe
222.	Phil Herberer	Pacific Grove, CA	9	349.	Klaus Wegner	Koln, Germany	Europe
223.	Thomas S. Zalewski	Wausau, WI	7	350.	Rainer Kellermann	Velbert, Germany	Europe
+224.				351.	K. Kuhnast	Bochum, Germany	Europe
225.	Scott Rankin	Mattoon, IL	10	352.	Michael Schwindt	Hunstetten-Wallraabensten, Germany	Europe
226.	Steven L. Tubbs	Anchorage, AK	4	353.	N. Steeling	Niemen, Holland	Europe
227.	Peter DeHueck	Pierre, SD	7	354.	Georges Daniele	Carry, France	Europe
228.	Joe McKeag	Erie, PA	16	355.	Robert Rives	Toulouse, France	Europe
229.	Patrick Babiaiz	Remsen, NY	16	356.	Gerd Spindler	Erlangen, Germany	Europe
+230.				357.	Christopher Maguin	Lillie, France	Europe
231.	Rich McNeill	Gray, ME	12	358.	Maurizio Juris	Venice, Italy	Europe
232.	Glenn Fontenot	Beaumont, TX	6	359.	Armando Fabbri	Fregene, Italy	Europe
+233.				360.	Reiner Seelen	Sonsbeck, Germany	Europe
234.	Winston Trevarthen	Millville, NJ	11	361.	M. Jandek	Bergkamen, Germany	Europe
235.	Scott Levanway	Jackson, MS	15	362.	Stefan Griesmeyer	Feldafing, West Germany	Europe
+236.				363.	Fredric Prilloux	Paris, France	Europe
237.	Rob Miller	Sarnia, Ont., Canada	10	364.	Gordon Edwards	Surrey, England	Europe
238.	Ron Heiss	Mayfield, NY	16	365.	Olivier Carli	Abidjan, Cole	Europe
239.	Doug Keller	Akron, OH	10	366.	Bono Von Schrader	Hamburg, Germany	Europe
240.	Rich Grewohl	Bolder Creek, CA	3	367.	Cato Knem	Oslo II, Norway	Europe
241.	Dauid Nigus	North Little Rock, AR	14	368.	Leif Saletti	Lidingo, Sweden	Europe
242.	Dennis Sollosy	Saskatoon, Sask., Canada	4	369.	Mauno Koivisto	Helsinki, Finland	Europe
243.	Jane R. Kleindinst	Grand Island, NY	16	370.	Anthony Miller	Bitterne S. Hampton, England	Europe
244.	Charles G. Power	Myrtle Beach, SC	9	371.	Douglas Lumley	Gotoborg, Sweden	Europe
245.	Jon Edblom	Durango, CO	5	372.	Peter Howard	Clevedon, Avon, England	Europe
246.	Gayle Helmer	Grand Rapids, MN	7	373.	Robert Siegler	Buddenheim, Germany	Europe
247.	John Harden	Rondeau Bay, Ont., Canada	10	374.	Uli Schulte	Wermelskirchen, Germany	Europe
248.	Terry Brown	Union Oake, MI	10	375.	Jean-Louis Rabier	St. Brieuc, France	Europe
249.	John Bolt			400.	John W. Yerman	Toledo, OH	10
250.	John W. Sullivan	Sandy Hook, NJ	11	401.	Jay Terrell	Shreveport, LA	6
251.	Tom Neiswonger	Lawton, OK	14	402.	Charles F. Cronheim	Lagos, Nigeria	Inter.
252.	Noel Kilner	Suva, Fiji	Inter.	403.	Jim Trask	Lynn, MA	12
253.	Vic Chang	Dahran, Saudi Arabia	Inter.				
254.	Robb Naylor	Bemidji, MN	7				
255.	Samuel Applegate	New Albany, IN	10				

FLEET DIRECTORY

FLEET NO.	COMMODORE	LOCATION	DIVISION	FLEET NO.	COMMODORE	LOCATION	DIVISION
404.	Douglas Meyer	Angola, NY	16	466.	Diane Charles	Pymatuning, PA	11
405.	Andy Thompson	Boroko, Papua, New Guinea	Inter.	467.	Boyd Bass	McAlester, OK	14
406.	Robin LaCroix	Humble, TX	6	468.	Ponco Limon	San Felipe, Mexico	Inter.
407.				469.	Ginny Draeger	Whitfish, MT	4
408.				470.	Claus C. Nimb	Christchurch, New Zealand	Inter.
409.				471.	Scott J. Schuppe	Madison, WI	7
410.				472.	Dieter Bromkamp	Niantic, CT	12
411.	Dick Wilkinson	Dubai, United Arab Emirates	Inter.	473.	David Buckingham	Spirit Lake, IA	7
412.	Peter Asmdown	Jeddah, Saudi Arabia	Inter.	474.	Scott Russell	Storm Lake, IA	7
413.	Wayne Fischer	Green Bay, WI	7	475.	Jim Murray	Leesburg, IN	10
414.	Bill Petraitis	Conneaut Lake, PA	Inter.	476.	Neal D. Houx	Tahoe City, CA	3
415.	Jahn Koedt	Tali Beach, Philippines	Inter.	477.	Debbie Blackburn	Walker, MN	7
416.	Craig Moore	Hatfield, PA	11	478.	Mike Stevens	Kahului, Maui, HI	1
417.	Bill Gill	Amherst, N.S., Canada	12	479.	Gary Doty	Cordova, IL	7
418.				480.	Chuck Druckenmiller	New Lisbon, WI	7
419.	Bill Slusser	Peoria, IL	10	481.	James T. Walrath	Puget Sound, WA	4
420.				482.	Miguel Soldevila	Benidorm, Spain	Inter.
421.	Ricardo Rovira	Calafell, Spain	Inter.	483.	Laird R. Jones	Montgomery, AL	15
422.	Alvarez Del Manzano	Vilaforuny, Spain	Inter.	484.	Jane Brown	Elkhart, IN	10
423.	Joan Nuviola	Castelldefels, Spain	Inter.	485.	Chris Mitchell	Arlene, TX	14
424.	Esteve Pujula	Rosas, Spain	Inter.	486.	J. De Groot	Seria, Brunei	Inter.
425.	Felipe Bellini	Port Pollensa, Spain	Inter.	487.	Richard L. Rymer	Pewaukee Lake, WI	7
426.	Ramon Pino	Puebla Farnals, Spain	Inter.	488.	Randy Reimann	Two Rivers & Manitowoc, WI	7
427.				489.	Ubaldo Tacconelli	Edo. Nueva Esparta, Venezuela	Inter.
428.	Pedro Garcia	Sanlucar de BDA, Spain	Inter.	490.	Will Pusford	Trinidad, West Indies	Inter.
429.	Antonio Munoz	Calas de Guisando, Spain	Inter.	491.	Jose L. Marti	Singapore, Republic of	Inter.
430.	Antonio Oriol	Sotogrande SV, Spain	Inter.	492.	Mike Rea	Singapore, Republic of	Inter.
431.	Jose Ignacio Asensi	Madrid, Spain	Inter.	493.	Stuart E. Bale	Dona, Qatar, Arabian Gulf	Inter.
432.	Tim Wehrle	Ponca City, OK	14	494.	Brad Kelsey	Longview, TX	14
433.				495.	Nick Kalergis	Seabrook, NH	12
434.	Don Campbell	Lake Arrowhead, CA	2	496.	Rick Tinga	Trenton, Ont., Canada	16
435.	Steve Fangio	Amarillo, TX	14	497.	Masahiko Ozeki	Kanagawa Prefecture, Japan	Inter.
436.	Mike Cooper	Mammoth Lakes, CA	2	498.	Moriyasu Murase	Saitama-Ken 350, Japan	Inter.
437.	Don Estapa	Asheville, NC	9	499.	Yves Germain	Libreville, Gabon	Inter.
438.	Age deVries	Manama, Bahrain	Inter.	500.	Aijiro Hirayama	Tokyo, Japan	Inter.
439.	J. Thomas Lang, Jr.	Mamaroneck, NY	12	501.	Fred Sponsel	Brigantin, NJ	11
440.	John Friesz	Hampton, VA	9	502.	John Smal	Athens, Greece	Inter.
441.	Chris W. Walker	Burlington, Ont., Canada	16	503.	Skip Marsh	Cadillac, MI	10
442.	Pedro Colon	Mayaguez, Puerto Rico	13	504.	Henry Kazmier	Ogden Dunes, IN	10
443.	Doug Ackroyd	Town Bank, NJ	11	505.	Craig Hindlay	Caringbah, NSW, Australia	Inter.
444.	Brian Nelson	Spicer, NM	7	506.	Masami Kozuge	Kanagawa Prefecture, Japan	Inter.
445.	Pete Mulligan	Geneva, OH	10	507.	Paul Ricketts	N. Myrtle Beach, SC	14
446.	Kevin Morrison	Calgary, Alb., Canada	4	508.	T. Marc Dickenson	Malver, AR	14
447.	Hunter Fry	Fox Lake, IL	10	509.	Dennis Patterson	El Dorado, KS	14
448.	Joe Boulay	Pawtucket, RI	12	510.	Brian Withers	Abudhabi, UAE	Inter.
449.	A.J. Pope	Pinnellas Park, FL	8	511.	Graham Webby	Wellington, New Zealand	Inter.
450.	Walter Goodell	Whitmore Lake, MI	10	512.	Friedrich Niederquell	Germany	Inter.
451.	Larry Howard	Klamath Falls, OR	4	513.	Bert Wells	Tucson, AZ	2
452.	Frank Brearley	Barneget Bay, NJ	11	514.	Charles Leekley	Excelsior, MN	7
453.	Paul Pocock	Quesnai, B.C., Canada	7	515.	Tom Yorty	Pohick Bay, VA	11
454.	Mark Tryggstad	Amery, WI	7	516.	Nigel King	Turkey Point, Ont., Canada	16
455.				517.	Max Westwater	Cheung Chau, Hong Kong	Inter.
456.				518.	Jim Gerlig	Portage, MI	10
457.	Vaughn Costa	Brownwood, TX	14	519.	Buz Moore, Jr.	Hartsville, SC	9
458.	Luis Lerdo de Tejada	Mares, Spain	Inter.	520.	Tom Bailey	Valdosta, GA	8
459.	Salvador Barrachina	Castellon, Spain	Inter.	521.	Eugene Zalar	South Haven, MI	10
460.	Carlos Hernandez	Sevilla, Spain	Inter.	522.	Scott Amy	Roanoke Rapids, NC	9
461.	Raul Moreira	Portugal	Inter.	523.	Marce Davidson	Centerport, NY	12
462.				524.	Bob Anderson	Regina, Saskatchewan, Canada	4
463.	Ron Rowton	Titusville, FL	8	525.	Karl E. Boehler	Midland, TX	6
464.				526.			
465.	C. Everett Thompson	Elizabeth City, NC	9				

REGATTA SCHEDULE

DIVISION 2

May 18-19	Lake Castaic Castic Lake, CA Fleet #180	Windy Sails 213/365-4531
June 01-02	Hurricane Gulch Cabrillo Beach, CA Fleet #3	Alan Egusa 213/970-0922
June 15-16	San Diego Classic Coronado, CA Fleet #4	John Stires 619/453-1100
June 29-30	Big Bear Hobie Cuap Big Bear Lake, CA Fleet #16	Steve Prather 714/673-7860
August 03-04	Todos Santos Ensenada, Baja, CA Fleet #4	Scott Wentworth 619/569-1962
August 10-11	14 And Ladies Divisionals California, Fleet #57 & 180	Frank Bjerring 213/519-7063
August 17-18	16 Divisionals Roman Beach, CA Fleet #3	Dan Ketterman 213/420-9306
August 24-25	Hobie 18 Championships Oceanside, CA Fleet #166	Rick Buchanan 619/729-8787

DIVISION 3

May 25-26	Silver State Regatta Washoe Lake, NV Fleet #203	Mike Garrett 702/827-6232
June 8-9	1985 Otter Regatta Monterey, CA Fleet #222	Dave Dunham 408/394-2150
June 15	Rio-Nicia Regatta Rio Vista, CA Fleet #194	Trade Winds
June 15-16	Commodores Open Regatta Huntington Lake, CA Fleet #62	Chris Miller 209/673-7314
June 29-30	Sharkfeed Regatta Marconi's Cove, CA Fleet #281	Rick Bennett 707/838-2284
July 6-7	Fleet 259 Invitational To be Announced/Fleet #259	Allan Shinogle 805/937-9858
July 13-14	Treasure Island Regatta To be Announced/Fleet #87	Deanna Link 415/447-5007
July 27-28	Roaring 20's San Mateo, CA Fleet #20	Mike Ettl 408/997-6615
August 2-3	Womens 16 Div. Championship Union Valley, CA	Pat Porter 916/525-6191

August 10-11 Mile High Regatta Chris Miller
Huntington Lake, CA Fleet #62 209/673-7314

DIVISION 4

April 27-28	Sandpoint Regatta Lake Washington, WA Fleet #95	Paul Carter 206/285-1685
May 11-12	Port Worden Points Regatta Port Townsend, WA Fleet #95	Paul Carter 206/285-1685
May 18-19	KissFastuRegatta Summerland, B.C., CN FLEET 130	Dan Nicholson 604/497-8759
May 19	Rooster Rock Regatta To be Announced/Fleet #72	Jim Horswill 503/632-7268
June 1-2	Victoria, B.C. Points Regatta Victoria, B.C., CN FLEET 261	John Alexander 604/658-8490
June 8-9	Rose Festival Regatta Vancouver Lake, CN Fleet 72	Keith Fuller 503/244-2836
June 15-16	Alberta Provincial CHAMPIONSHIP Buffalo Lake, Alberta, CN Fleet #446	Frank Stobert 403/277-7871
June 15-16	Fernridge Shores Eugene, OR Fleet #193	Gary Nichols 503/942-5105
June 22-23	Jericho Beach, B.C. Vancouver, B.C., CN Fleet #214	Greg Knight 604/872-3759
June 29-30	IDA-Hobie SpudCup Cascade Lake, ID Fleet #105	Eric Upiano 208/454-2465
July 5-7	Canadian Open Nationals Kelowna, CN Fleet #263	Ron Ruebadeau 604/763-0514
July 13-14	Bohemia Mining Days Cottage Grove, OR Fleet #193	Gary Nichols 503/942-5105
July 20-21	Sudden Valley Bellingham, WA Fleet #95	Doug Skidmore 206/678-4415
July 27-28	N.W. Championships Ocean Shores, WA Fleet #14	Jim Severs 503/249-0352
August 4	N.W. Womens Championships Yale Lake, WA Fleet #72	Jim Horswill 503/632-7268
August 10-11	Mt. St. Helens Blowout Yale Lake, WA Fleet #72	Jim Horswill 503/632-7268
August 31-September 1	Hobies at Harrison Harrison Lake, B.C., CN	Greg Knight 604/872-3759

REGATTA SCHEDULE

DIVISION 5

May 11-12	Pueblo Pueblo, CO Fleet #201	Mark Wittrup 303/570-6056
May 18-19	Chatfield (Denver) Clinic Denver, CO Fleet #61	Walt Fite 303/988-3898
May 25-26	Heron Clear Lake, MN Fleet #48	Don Smith 505/821-1534
June 8-9	2nd Annual Hobie Cat Sports Regatta Deer Creek, UT Fleet #67	Gordon Jones 801/943-7129
June 15-16	Heron Albuquerque, NM Fleet #48	Don Smith 505/821-1534
July 6-7	Heron Albuquerque, NM Fleet #48	Don Smith 505/821-1534
July 20-21	Heron Albuquerque, NM Fleet #48	Don Smith 505/821-1534
August 10-11	Conchas Albuquerque, NM Fleet #48	Don Smith 505/521-1534
August 31 September 2	Heron Albuquerque, NM Fleet #48	Don Smith 505/521-1534

DIVISION 6

May 11-12	Longneck Regatta Canyon Lake, TX Fleet #128	Dave Nagel 512/655-6327
May 25-26	Mid-America's Championship Lake Texoma, TX Fleet #23	Allen Burrows 214/350-8413
June 1-2	Wayward Wind Galveston, TX Fleet #8	Walter Tucker 713/437-1891
June 15-16	Spindletop Sea Rim Park, TX Fleet #232	Glen Fontenot 409/982-4806
June 29-30	1985 Division VI Championship South Padre Island, TX	Jibber Terheggen 512/546-3731
July 13-14	San Dune Regatta Port Aransas, TX Fleet #99	Peter Colby 512/882-3137
July 27-28	Gulf Coast Area Championship Galveston, TX Fleet #8	Chuck Hoffman 713/933-5354

DIVISION 7

June 1-2	Cat Encounter Points Regatta Stockton Lake, MI Fleet #59	Lewis Griesemer 417/881-1672
June 8-9	Mid-Eastern Championships Lake Perry, KS Fleet #49	Tom Kennedy 913/236-8250
June 15-16	1985 Prairie Regionals Clear Lake, Manitoba, CN Fleet #98	Clear Lake Yacht Cl. 204/255-9573
June 22-23	Old-Timers Points Regatta Yankton, SD Fleet #291	Chip Simonsen 605/665-6447
July 13-14	Madism 1985 Points Regatta Madison, WI Fleet #472	Melody Coyne 608/424-6302
July 13-14	Bent Mast Points Regatta Lincoln, NE Fleet #192	Rod Phipps 402/572-8029
July 20-21	Fleet 444 Challenge Cup Spicer, MN Fleet #444	Brian Nelson 612/796-2375
July 27-28	Madcatters Regatta Emporia, KS Fleet #297	Alana Douglas 316/431-9556
August 17-18	Division 7 Championship Des Moines, IA Fleet #84	Randy Walker 515/277-7479

DIVISION 8

May 11-12	Bradenton Points Regatta Bradenton, FL	Ocean Connection 305/334-1515
May 19	Fleet 260 Series Race Jensen Beach, FL Fleet #260	Ocean Connection 305/334-1515
May 25-26	Points Regatta/Jetty Park Jetty Park, FL	Ocean Connection 305/334-1515
June 8-9	Points Regatta/Ft. Lauderdale Ft. Lauderdale, FL	Ocean Connection 305/334-1515
June 16	Fleet 260 Series Race Jensen Beach, FL Fleet #260	Ocean Connection 305/334-1515
June 22-23	Points Regatta-St. Augustine St. Augustine, FL	Ocean Connection 305/334-1515
July 13-14	Palm Beach Regatta Palm Beach, FL Fleet #34	Dick McKee 305/842-9904

DIVISION 9

May 4-5	8th Annual Points Regatta Washington, NC Fleet #257	Jim Humphrey 803/798-0000
May 4-5	Choo-Choo Classic Points Regatta Chattanooga, TN Fleet #217	Jim Humphrey 803/798-0000

May 11-12	1985 N.C. State Championship Raleigh, NC Fleet #97	Jim Humphrey 803/798-0000
May 18-19	Bogue Blowout Regatta Morehead City, NC Fleet #100	Jim Humphrey 803/798-0000
May 25-26	Pee Dee Classic Hartsville, SC Fleet #520	Jim Humphrey 803/798-0000
June 1-2	Hobie Cat Regatta-Savannah Savannah, GA Fleet #294	Chuck Bargerion 912/354-1726
June 8-9	8th Annual Virginia Beach Points Regatta Virginia Beach, VA Fleet #32	David Nelson
June 15-16	Virginiah State Championship Gwynn's Island, VA Fleet #221	Stewart Walker 804/747-8305
June 22-23	Sandlapper & Div. 9 Championship Isle of Palms, SC Fleet #53	Timeout Sailing 803/577-5979
August 3	Cannonball Run Atlantic Beach, NC Fleet #100	Debbie Hodges 512/728-2025

DIVISION 10

April 20-21	May Day Regatta Wilmington, OH Fleet #47	George Fecher 513/825-4684
April 27-28	Mint Julip Points Regatta Louisville, KY Fleet #142	Carol Resch 502/244-0161
May 4-5	Michelob Sunbake Points Regatta Carbondale, IL Fleet #199	Bill Barkin 618/529-1009
May 18-19	Ohio Champs Points Regatta Delaware, OH Fleet #85	John Siewertsen 614/444-2527
June 1-2	Dam Regatta IV Points Regatta Columbus, OH Fleet #300	Jay Vestal 614/890-3791
June 8-9	Macatawa Cup Lake Michigan, MI Fleet #258	Mike 616/392-SAIL
June 15-16	Division 10 Points Regatta Culver, ID Fleet #216	Gary Gotsch 219/749-8100
June 22-23	Clementines' Saloon Regatta Lake Michigan, MI Fleet #40	Chris Sundberg 616/345-9480
June 29-30	Longest Day Regatta Cassopolis, MI	Mike Griffe 219/277-4875
July 6-7	Illinois State Championship Carlyle, IL Fleet #123	Bruce Williams 314/965-6446
July 13-14	Women's Hobie 16 Nationals Traverse City, MI	Laurie Oehler 313/426-8120
July 13-14	Indiana State Regatta Indianapolis, IN Fleet #26	David Wester 317/272-2256
August 3-4	Division 10 Points Regatta Muskegon, MI Fleet #108	Jeff Allen 616/759-2217
August 10-11	Hobiefest '85 Wilmette, IL Fleet #115	Tom Hartman 312/394-8837
August 23-25	Division Ten Championships Sandusky, OH	Darcie Baertschi 419/726-2548

DIVISION 11

April 27-28	Hapatcong Points Regatta Lake Hopatcong, NJ Fleet #137	Dennis Murphy 201/398-6863
May 11-12	Delaware State Championship Robobeth Beach, DE Fleet #271	Jim Glanden 302/368-9514
May 18-19	Maryland State Championship Gunpowder Falls State Park, MD	Margie Carvella 301/321-6581
June 1-2	Barneget Bay Spring Regatta Shore Acres, NJ Fleet #65	Keith LeBoeuf 201/469-0377
June 8-9	Spray Beach Points Regatta Long Beach Island, NJ	Hal Savage 201/743-2784
June 15-16	Spring Winds Regatta Ocegn City, NJ Fleet #24	Lynn Pearson 609/399-9575
June 22-23	Atlantic Coast Championship Cape May, NJ Fleet #416	Craig Moore 215/948-0141
June 29-30	Division Eleven Championships Waretown, NJ	Frank Brearley 609/698-8677
July 13-14	The Summer Sizzler Elk Neck State Park, MD Fleet #54	Margie Carvella 301/321-6581
July 20-21	Pleasantville Points Regatta Pleasantville, NJ Fleet #73	Bill Hiller 609/653-6644
August 11	Around Long Beach Island Race Waretown, NJ Fleet #24 & 452	Frank Brearley 609/698-8677
August 17	Women's Divisional Championship Site to be Announced Fleet #24	Lynn Pearson 609/399-9575

DIVISION 12

May 18-19	11th Annual Polar Bear Regatta New London, CT Fleets 136-473	Mark 203/442-3931
June 8-9	Long Island Sound Championship Westport, CT Fleet #56	Francine Robb 203/255-0523

REGATTA SCHEDULE

June 22-23	6th Annual Hampton Beach Hampton Beach, NH Fleet #496	Nick Kalergis 617/692-8952
July 13-14	1985 Northeastern Championship East Islip, Long Island, NY Fleet #124	Dave Becker 516/581-7107
July 27-28	The Buzzard Regatta Mattapoisett, MA Fleet #28	Ted Knowlton 617/259-0425
August 10-11	Alburg Invitation 1985 Alburg, VT Fleet #187	Dennis Renaud 514/348-6069
August 17-18	State of Maine Championships Old Orchard Beach, ME Fleet 231	Pat Niboli 207/892-2345
August 24-25	Kahlua Newport Regatta Newport, RI Fleet #28	Bob Child 401/624-4935

DIVISION 13

May 19	Sunday Series Puerto Rico	Dorian Goldberg 809/724-2230
May 25-26	Points Regatta or Cruise Puerto Rico	Dorian Goldberg 809/724-2230
June 2	Sunday Series Puerto Rico	Dorian Goldberg 809/724-2230
June 8-9	7th Budweiser Cup Puerto Rico	Dorian Goldberg 809/724-2230
June 22-23	Copa Beck's San Juan Puerto Rico	Dorian Goldberg 809/724-2230
June 30	Sunday Series Puerto Rico	Dorian Goldberg 809/724-2230
July 6-7	3rd Mateus Cup Puerto Rico	Dorian Goldberg 809/724-2230
July 14	Sunday Series Puerto Rico	Dorian Goldberg 809/724-2230
July 20-21	Banco de Ponce Puerto Rico	Dorian Goldberg 809/724-2230
August 18	Sunday Series Puerto Rico	Dorian Goldberg 809/724-2230

DIVISION 14

May 4	Fleet Race #2 Tulsa, OK Fleet #25	Allen Bates 918/245-9533
May 5	Hobie Day Tulsa, OK Fleet #25	Allen Bates 918/245-9533
May 11-12	Regatta Norman, OK Fleet #63	Phil Trotter 405/329-8337
May 14	Monthly Meeting Tulsa, OK Fleet #25	Allen Bates 918/245-9533
May 18	On the Water, Sailing Seminar Tulsa, OK Fleet #25	Allen Bates 918/245-9533
May 19	Fleet Race #3 Tulsa, OK Fleet #25	Allen Bates 918/245-9533
May 25	Hobie Day Tulsa, OK Fleet #25	Allen Bates 918/245-9533
May 25-26	Regatta/Mid-Americas Dallas, TX Fleet #23	Bill Kocsis 214/423-8724
June 8-9	Ft. Smith Points Regatta Oklahoma City, OK Fleet #131	Jay Collins 405/722-2657
June 12	Week Night at the Lake Oklahoma City, OK Fleet #131	Jay Collins 405/722-2657
June 15	Series Race #3 at Norman Oklahoma City, OK Fleet #131	Jay Collins 405/722-2657
June 22-23	Divisionals at McAlister McAlister, OK Fleet #131	Boyd Bass 918/423-0603
June 29-30	Tulsa Points Regatta Tulsa, OK Fleet #131	Ken McIntosh 918/-24-6573
July 4	Series Race #4 Oklahoma City, OK Fleet #131	Jay Collins 405/722-2657
July 6	Fun Weekend at Lake Hefner Oklahoma City, OK Fleet #131	Jay Collins 405/722-2657
July 13-14	Wichita Kansas Points Regatta Wichita KS	Rick Loewen 316/262-1249
July 17	Week Night at the Lake Oklahoma City, OK Fleet #131	Jay Collins 405/722-2657
July 20-21	Dallas Points Regatta Lake Lewisville, TX Fleet 23	James Eagle 214/231-3097

DIVISION 15

May 4-5	Nighttown Destin, FL Fleet #178	Don David 904/862-3224
May 11-12	12 Annual Batten Busters Panama City, FL Fleet #120	Sandy 904/265-2600



DANGER

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

DIVISION 15

May 18-19	Cajun Classic XI Lafayette, LA Fleet #93	B. Groves 318/234-7563
May 25-26	Gulf Coast Championships Florida	Babe Myers 904/599-3481
June 1-2	7th Annual Dixie Invitational Jackson, MS Fleet 235	Bill Groves 318/234-7563
June 8-9	Mobile Bay Points Regatta Fairhope, AL Fleet #76	Jo Gaston 205/342-4300
June 15-16	Running of the Bull Pensacola Beach, FL Fleet #35	Steve Neal 904/492-0761
June 29-30	10th Annual Island Hop Regatta Osyc Oceansprings, MS Fleet #70	Mark Ederer 601/375-6135
July 27-28	Hobie for Heart Fr. Walton Beach, FL	Bill Groves 318/234-7563
August 3-4	Division 15 Championships Panama City, FL	Sandy Kalata 904/265-2600

DIVISION 16

May 17-18	Madcatter Brewerton, NY	Mimi Appel 315/452-0273
June 29-30	Beachcomber Regatta Presque Isle, PA Fleet #228	Dave Volgstadt 814/838-9405
July 12-14	Miller High Life Regatta Wendt Beach, Angola, NY	Ron Pfender 716/681-0241
July 19-21	Glenora Cup Watkins Glen, NY	Jim Hoag
August 2-4	Ontario Open 007 Hamlin, NY Fleet #295	Fleet #295 716/288-1804
August 10-11	Great Sacandaga Sacandaga Lake, NY Fleet #238	Ron Heiss 518/869-5759

INTERNATIONAL

SAUDI ARABIA

April 26	Summer Series Race Jeddah, Saudi Arabia Fleet 412	Peter Asmdown
May 3	Summer Series Jeddah, Saudi Arabia Fleet#412	John Pearman 6722026
May 10	Summer Series Jeddah, Saudi Arabia Fleet#412	John Pearman 6722026
May 17	Summer Series Jeddah, Saudi Arabia Fleet#412	John Pearman 6722026
May 24	Summer Series Jeddah, Saudi Arabia Fleet#412	John Pearman 6722026
May 31	Summer Series Jeddah, Saudi Arabia Fleet#412	John Pearman 6722026

CANADIAN HOBIE CAT ASSOCIATION

July 5-7	Canadian National Championship Kelowna, B.C., CN Fleet #263	Ron Rubadeau 604/763-1128
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ONTARIO HOBIE CAT ASSOCIATION

May 25-26	Guelph IceBreaker Regatta Ontario, CN Fleet #82	John Liefeld 519/823-1066
June 8-9	CouchiCat Regatta Orillia, Ontario, CN	David Sarvis 705/326-1810
June 22-23	Turkey Point Regatta Ontario, CN	Miroslav Kymlicka 613/596-6005
July 6-7	Molson Beach Bum Regatta Burlington, Ontario, CN	Chris Walker/ 416/632-8296
July 27-28	Catnip '85 Kingston, Ontario, CN	Brian Dash 613/389-8226
August 10-11	Trenton Regatta Trenton, Ontario, CN	Rick Tinga 613/392-9464

DIVISION 2

Fifth Annual Dual Regatta For Charity

Fleet 4, Division 2
February 23-24
Campland on the Bay,
San Diego
by Cathy Chee

On February 23-24, Fleet 4 held its Fifth Annual Dual Regatta for Charity on San Diego's Mission Bay. This annual regatta benefits the Los Ninos Center for Autistic Children in San Diego and includes a ladies' race on Saturday and a single handed race on Sunday. The ladies' race is also open to the new F fleet, which consists of female skippers and male crews and was introduced a couple of years ago to encourage new female skippers to race.

The weather contributed to the overall success of the regatta with two bright and sunny days for the event. The ladies' race, which had fifteen skippers in both the 16 and 18 fleets, had light winds in the morning which challenged the women and their crews to sail around the dead spots in the water and made it especially difficult to round C mark. The wind picked up in the afternoon and the last race of the day included single trapping for most boats.

The single-handed skippers had much heavier winds on Sunday but the wind was very gusty. Many of the single handed skippers found out how useful a crew can be, not only to keep the front of the bow out of the water on a screaming reach, but also to help right the boat after pitching. In some races, there were more skippers who dumped their boat at B mark than those who rounded it.

In addition to the challenges of the wind, Mission Bay itself contributed to some creative racing with its islands, marshlands, and tide shifts. The race committee on both days did an excellent job of setting a large course that gave every skipper some decisions to make in each race.

Because this regatta is for charity, its success depends on the generosity of the sponsors. In addition to many Fleet 4 members who volunteered their time for the required positions such as regatta director, race committees, trophies and

so on, there were also several businesses that contributed to the success of this regatta. These include Wind-n-Sea Sports, Hobie Sports Center, Murray's Marine, Adidas, Koala Arts, California Sheet Metal, Custom Trophies, Hobie Class Association and Camp-land on the Bay.

Thanks to all these people and the participating skippers and crews, Fleet 4 will be making a generous contribution to Los Ninos again this year.

DIVISION 3

Fleet 20 Winter Series

Fleet 20, Division 3
by Jerry Brenny

Spring has sprung in Northern California and the Hobie Cats are starting to swarm. Our winter series, to be discussed later in this article, was completed on a wild and windy day on San Francisco Bay and now we look forward to sailing in conditions that are a tad bit warmer. Ron and Sue Fikes hosted the fleet meeting in February and the theme for the meeting was centered around a table of ice cream. A good, old fashioned ice cream social. The way the goodies were consumed, it was obvious these Hobie sailors were not the least concerned about hauling that extra weight around the race course. Just to be sure everyone would make minimum weight, the March fleet meeting was an Italian pot-luck dinner.

Plans are underway for the second annual Wet-n-Wild pre-week to be held at Woodward reservoir May 4-10, which gives fleet sailors a chance to sharpen up their sailing skills for the big race on May 10-11. The week after the big race, the Fleet 20 River Rats will enjoy a white water raft trip down the south fork of the American River near Placerville, California. Five boats will float down the river on an eight mile raft ride and this will be followed by a barbeque and Fleet 20 party. Word is being circulated around that Linda Ettl, our Commodore's wife, is planning a trip to the wine country around Napa, California as our fleet outing for the fall. There is even a rumor out that the mud baths of Calistoga may be part of the itinerary. That should prove

rather interesting. If you happen to be in the San Jose area and would like to participate in Fleet 20 activities, just call our local Hobie dealer, John Poncin, at the Windline 408-226-4661. He will steer you in the right direction. We welcome you to the Hobie Way of Life.

Quite frankly, our first Fleet 20 winter series exceeded all our expectations. When we first discussed racing over the winter, we expected little more than small get togethers to improve our skills for the summertime. We didn't expect that Mike Ettl, our fleet commodore, would graciously volunteer to be a one man race committee, or that a number of non-racing members such as Dee Brenny, Charlotte Eustace, Linda Ettl, Jenny Pascoe and Linda Matthews would serve as an impromptu scoring team so that Mike could also race. They even brought their own wine. Nor did we expect that Bob Eustace and Wayne Mooneyham would volunteer the services of their inflatable chase boats. Were they ever valuable at our wild and wooly fourth race! There was even a nice article, complete with a picture of Mooneyham and Paul Pascoe in the San Jose Mercury News. All in all, the participation, weather and racing seemed to get better at each subsequent race.

Four separate days of racing were scheduled between the months of November and February. We attempted to have four races each day. A total of 22 different boats attended at least one of the four days of racing and we averaged about ten boats at each race day. Although we calculated series championships, each day was a regatta in itself complete with both the thrill of victory and the agony of defeat. The competition seemed to be intense but good natured.

The first series race was at O'Neill's Forebay. It was chilly but we had enough wind to get in four good races. Bruce Sherry (16C) served three of the fleet's participating A fleeters a piece of humble pie by taking a solid first in the very first race of the day. We got to race under all kinds of conditions as the wind virtually died by the fourth and final race of the day.

The second series race was

held at the Redwood City Marina. As it turned out, this would be the only light wind race day of the series. To quote the Mercury News reporter, instead of getting cold and wet, we got "stalled and sweat." The winds were light and tricky, creating interesting (as well as frustrating) tactical situations. The presence of a newspaper photographer probably provided added incentive since no one wanted to be photographed coming in last.

The third and fourth series races were held under the Golden Gate at Crissy Field. The strong winds and currents coupled with heavy chop and swells were both fun and demanding. The racing conditions were ideally suited for the Hobie 18s and a number of additional 18 skippers from other fleets showed up to race.

At the third series race, the winds were good in the morning but died later in the afternoon. During the last race of the day, it appeared as if a few boats would take an unscheduled trip under the bridge to the Hawaiian Islands. Fortunately, they were able to either inch back against the current or hail a friendly monohull with a motor.

The fourth series race was a wild one. The winds were blowing, the current was going out, and the chop was up. There were two chase boats and they were kept extremely busy. We had four good races, including a screamer from Crissy Field to Harding Rock (across the Bay) and back. A few of us didn't make it and came back with sheepish grins on our faces. A few more flipped but were able to finish. All of us had fun. It was definitely a good way to end the series.

When the proverbial dust had settled, Mark Mooneyham had won the 14 series, Tom Burling had won the 16 series, and Tony Probst (Fleet 87) had won the 18 series. The 18 and 16 series championships were so close that the winners were not decided until the final race of the last day.

The winter series thus ended on a wild note. As we expected, we got to sharpen our racing skills. We also had the opportunity to get together over the winter to visit. Hopefully, next year we will have an even bigger turnout. It's going to be a challenge to beat the

fun we had this year, but with the enthusiastic people in Fleet 20 anything is possible.

DIVISION 4

Cruisin' '85

Fleet 214, Division 4
by Ray Harris

There's no time like the good times spent sailing your Hobie Cat. Of course everyone knows that, but multiply the enjoyment of sailing and combine the camaraderie of other Hobie sailors travelling to a sandy beach on an overnight campout and you are in Hobie heaven. The whole family can get involved in an inexpensive weekend of safe fun with others who have been bitten by the Hobie bug.

Your fleet has always recognized the importance of safety as well as fun when sailing your Hobie. This commitment has been emphasized by the creation of an executive position to undertake the development of the cruising/touring distinctions within our fleet for 1985.

Touring is a non-competitive way to enjoy your Hobie Cat. We have three tours planned for this year. The first is June 29, 30 and July 1. The place will be Kelowna, B.C. If you are lucky enough to be able to take an extended holiday, plan to take in the Canadian National Championships which run through July 4, 5, 6, and 7. So, start your holiday with a fun getaway cruise and then share in on the excitement of the Canadian Championships with your cruising friends. The second Hobie tour will take place on Harrison Lake on July 13 and 14 and the third will be sailed from Jericho Center to Keats Island.

We would like to stress our commitment to safety. Power boats will transport equipment and supplies on each of the cruises. They will also accompany the sailboats as rescue boats. Safety equipment will be mandatory and checked before any of the boats leave the beach. You might want to attend our seminar on safety and boat maintenance this spring. If you know of someone who owns a power boat or a large sailboat and who might be interested in our cruise, please let us know. Let the Hobie experience affect them as well.

Touring and cruising 1985 is

Hobie sailing for the fun of it; camping with a group of friends, singing around the campfire. Give yourself a break. Join us.

DIVISION 6

Launching "Ms. Behavin"

Fleet 64, Division 6
March 17, 1985
by Ken Taylor

Fleet 64 celebrated St. Patrick's Day this year with the maiden voyage of Ms. Behavin, their new twenty foot committee boat. The twenty foot Aqua Patio deck boat will serve as committee boat for the fleet's series races, as chase boat for area points regattas and as an observation boat for media events.

John Beran of Fleet 64 was responsible for researching and acquiring the deck boat. The boat was acquired with the help of the Sailboat Shop, the local Hobie dealer. Fleet members undertook the installation of the craft's fifty horsepower outboard and cleaned and readied the boat for use. With Ms. Behavin, Fleet 64 is ready for the Spring sailing season.

LOST: While travelling back from San Felipe, Dan Marks of San Jose lost his sails, boom and wetsuits from his sail tube. He believes they were lost between 6:30 and eight p.m. just outside San Felipe and asks anyone who may have picked them up to notify him. The Hobie 16 sail numbers are 57340. Marks can be contacted at Golden Bear Sales, 19039 Graystone Lane, San Jose, California 95120 408-997-3399.

Shifty Winds Regatta

Fleet 407, Division 6
Lake Conroe, Texas
by Cindy Griffin

"I've never awakened to the sound of breaker waves crashing on a lake before." Such was the start of Fleet 407's Shifty Winds Regatta. Under somewhat crowded conditions, boats began the 1985 sailing season with this late fall regatta which was held to benefit MCCA. Early Friday, a large number of people started arriving. The setting was calm, serene shores on a blue lake. About two a.m. Saturday morning, the last late person arrived. All of a sud-

den, about five a.m., the blue Norther rolled down the lake (north to south) and brought with it constant 20-25 mile per hour winds with occasional gusts up to thirty. By the time a wave started at the north end and banked off the south shore, the breaker waves were around four to five feet. That was the beginning of the Shifty Winds Regatta.

Everyone usually agrees a Cal 27 is plenty of boat for holding race committee on a lake, but someone forgot to tell the committee that in high winds and rough seas you need to take Dramamine ahead of time. One by one, the race committee discovered what being green is all about. The racers all got a break by coming to shore, but poor old R.C. had to stick it out rocking and rolling all day long. The day was filled with putting Hobie Cats and sailors to the true test. Many did not make it. We had boats turning over right and left and boats breaking down. One truly skilled sailor, Craig Whitney, really showed what skill he had by sailing on his 18 jib alone. In those winds he said it was just enough sail to power the boat. Many sailors chose to spend races two and three on shore watching the die hards have a good time in some real wind. Sitting in front of Lake Conroe Gardens enjoying the race seemed to be very appealing to those who had had enough and just wanted to kick back and relax.

After Saturday's races were history, the sailors piled in for some chili on the beach. The hot food really seemed to hit the spot after being wet and cold all day. The raffle enticed those who were willing to sit a little longer in the wind. Race results were posted as quick as a printout thanks to the new program, "Regatta Score" by Jack Higgins (compliments of the ad in HOTLINE). There's just something extra about doing results on a computer. People don't seem to question any of them.

Sunday was such a switch from Saturday that everyone was taken by surprise. Where's the wind? As quickly as it blew in, it blew back out again. As we departed our warm sleeping quarters, we watched the last few ripples turn back into serene waters on Lake Conroe. After the two slow floaters were done with, the results

were tallied and trophies awarded. We were able to get enough proceeds to make a very sizable contribution to MCCA. Thanks to all who made this race possible. Special thanks to Tom Woodard, and to the racers who braved the day Saturday. We couldn't have done it without you.

DIVISION 7

Save the Hooters Regatta

Fleet 149, Division 7
Lake Perry, Kansas
by Christine Tyler

What is the most bizarre regularly held Hobie regatta? Hobie Fleet 149, sailing at Lake Perry in eastern Kansas, sponsors an annual intra-fleet regatta which may qualify.



For the past two years the fleet has sponsored its "Save the Hooters Regatta." (For those of you not familiar with this Midwest colloquialism, a hooter is a part of the female anatomy, of which there are two.) The event's organizer, John Miller, explains that the regatta was designed to "promote one of our greatest natural resources," a resource, which he goes on to say is found "sagging" all too often.

The rules for the sailing event are simple. All boats must be skippered by a female or a reasonable facsimile thereof. The results are hysterical. The "reasonable facsimiles" in the pat have included a cheerleader, a nightclub bunny and a vocal trio reminiscent of the Supremes. Some of the not-so-reasonable facsimiles defy description.

It's an event that uplifts more than just spirits. After the day's racing, which was cancelled last year due to unfavorable weather conditions, participants are given an opportunity to freshen up, and add a little

make-up, (and perhaps some more cotton) to prepare for the main event: a beauty contest (no talent required).

Don't be mistaken; these are no ordinary transvestites. They are all determined contestants vying for the title of "Miss Perrier." It's an honor not to be taken lightly since for the past two years the reigning Miss Perrier has gone on to become fleet commodore. No one ever said getting to the top was easy, and such well endowed leadership is rare. It really stands out in a crowd. Many of last year's losers have already set their sights on this year's title.

DIVISION 8

Third Race: Winter Series

Fleet 44, Division 8
February 3, 1985
Ft. Lauderdale, Florida
by Terri Okragleski

With reports of five inches of ice on the roads in Alabama and below freezing weather just about everywhere, the third race of the winter series went on as scheduled, Sunday, February 3, 1985. The winds were a mild five to nine knots and the temperature was a warm and welcome 81 degrees. The surf temperature was still a chilly 72 and to us semi-native South Floridians, it is still wetsuit weather, sort of.

This race was an around the buoys race with three races scheduled. The first start was

at noon and we got off on time. Even though there were only seven boats competing, the races were very tight and fast. Mark Jones took first place with 4.5 points and Larry Ashton took second place with 4.75 points, followed by Bill Stolberg, Scott Corson, Rich Schulman, Dick Russell and Stas Birutis.

By the end of the day, we were all tired and sunburned for the first time in a long time. South Florida also gets cold weather occasionally, but days like Sunday is the reason we all live down here. Come and join us.

DIVISION 16

Goodbye, Jim

Fleet 86, Division 16
by Keith Reynolds

It is with a feeling of great sadness I have to report that we are losing our Commodore, Jim Hoag and his wife Marge to another city, Atlanta, Georgia, due to Jim's recent job promotion.

The folks of Fleet 86 would like to say "Thank You" for your many years of devotion to Fleet 86. We also wish you the best with your new job, and hope you find a fleet to race with in Georgia. We'll miss you very much.

I would also like to announce that I will be taking over Jim's job as Commodore and look forward to working with the people of Division 16

and Fleet 86. Please feel free to contact me.

Keith Reynolds
Fleet 86 P.O. Box 69
Odessa, New York 14869
607-594-3590

INTERNATIONAL

Hobies In Isreal

International Division
by Nir Ben-Yaminy

Have you heard the name Isreal? Did you know that we have Hobie Cats here?

Five years ago, two American guys brought a strange boat to Isreal that no one knew was called a catamaran. In the last two or three years, it has become a very popular boat, especially in the Tel Aviv area.

We now have about forty Hobie Cats on our shores. They are mainly the Hobie 16s but we also have several Hobie 18s. In comparison with the United States, this may seem funny since this is probably the average number of Hobie Cats in one or two marinas in the U.S., but for Isreal this is a lot.

This year, the boat owners have formed a Catamaran Organization which, due to the small number of boats, includes all kinds of catamarans, but it is mainly Hobie Cats. Since the start of the Organization, we have had some races; two races for cats only and two races in which several types of boats participated. One of these

races was the Isreali Sailing Championship.

We have some equipment problems because of the small number of boats and also some problems because the boat is wider than the law allows you to tow. Nevertheless, we have found ways to overcome these problems and make this a popular sport.

Where do we sail and when? Summer in Isreal is from May to October. Most of the sailing is in the Mediterranean Sea. From May to June and from September to November we have ideal sailing weather with northerly winds of ten to twenty knots and temperatures of 25 to thirty degrees Celsius (77 to 86 degrees Fahrenheit). From July to September, we have light westerly winds which bring big waves and make life hard for sailors. If we are ready to travel, we have two more very nice places in which to sail. The first is Lake Kinneret, a two hour drive from Tel Aviv, where there is a strong wind of fifteen to thirty knots every summer afternoon. Sometimes it is too strong to sail. The last and probably the best place to sail is Eilat which is a four hour drive from Tel Aviv but has warm weather and a fifteen to twenty knot stable wind all day long most of the year round. This is a great place for sailing.

So, as you can see, there is another Hobie Cat sailing country: Isreal.

REGATTA RESULTS

DIVISION 2

SINGLE HANDED RACE
FLEET # DIVISION 2
SAN DIEGO, CALIFORNIA
FEBRUARY 23-24, 1985

HOBIE 18A	POINTS
1. Brown, Rick	4 1/4
2. Blakanja, Krist	4 3/4
3. Rutwitz, Skip	6 3/4
4. Conner, Jeff	10

HOBIE 18B	POINTS
1. Guild, Turk	2 1/4
2. Eggen, Randall	7
3. Lane, Bruce	9

HOBIE 16A	POINTS
1. Hitch, Tod	5 3/4
2. Delave, Dan	7 3/4
3. Bell, Brian	9 3/4
4. Greer, Bill	11 3/4
5. Hauser, John	15

HOBIE 16B	POINTS
1. Ericsson	4 1/4
2. Roberson, Jason	5 3/4
3. Bobadilla, Ken	6
4. Miller, Rex	7 3/4

HOBIE 16C	POINTS
1. Nunes, Carl	2 1/4
2. Hoher, Gene	4 3/4
3. Hardesty, Bill	8
4. Jilka, Steve	8

HOBIE 14 TURBO	POINTS
1. Hinspeter, N.	5 1/4
2. Sinclair, D.	5 3/4
3. Sinclair, G.	7
4. Bone, Keith	12
5. Korzeniewski, S.	16
6. Perry, R.	16

5TH ANNUAL DUAL REGATTA
FLEET # DIVISION 2
SAN DIEGO, CALIFORNIA
FEBRUARY 23-24, 1985
(LADIES RACE)

HOBIE 18A	POINTS
1. Stires, Patty	3 1/4
2. Gunter, Marla	5 3/4
3. Buchanan, S.	6

HOBIE 18B	POINTS
1. Chartier, Trina	12

HOBIE 16A	POINTS
1. Howard, C.	4 1/4

2. Chee, Cathy	4 3/4
3. Hoffman, Ruth	5 3/4
4. Johnson, Julie	12
5. Becmer, M.	16
HOBIE 16B	POINTS
1. Winkler, Robyn	2 1/4
2. Wagner, Shelley	6
HOBIE 16C	POINTS
1. Leach, Kathie	3 1/4
2. Coziahr, Jerry	5 3/4
3. Pasterkiewicz	7
4. Twomey, Mary	14

DIVISION 5

MAY DAY REGATTA
FLEET #47 DIVISION 5
COWAN LAKE STATE PARK
COWAN, OHIO
MAY 5 - 6, 1984

HOBIE 18	POINTS
1. Isco, Gordon	5 1/4
2. Tannert, Tom	6 1/4
3. Luebmann, Mike	8 3/4
4. Downing, Scott	17
5. Knaver, David	18
6. Ross, Brian	25

7. Kovach, Joe	25
8. Singletary, M.	29
9. Fredrick, James	30
10. Brandner, D.	35
11. Albecht, Mike	42
12. Starrett, James	45
13. Hill, Webb	45
14. Wortman, Dennis	47

HOBIE 16A	POINTS
1. Woodruff, Stan	6 3/4
2. Groskopf, J.	9 3/4
3. Buchert, John	11 3/4
4. Wier, Mike	11 3/4
5. Rooks, Steve	14 3/4
6. Griffiee, Mike	21
7. Bley, Robert	29
8. Grant, John	29
9. Vickery, Bill	30
10. Peterson, Jim	31
11. Fecher, George	34
12. Woodie, Dick	43
13. Gardner, John	49

HOBIE 16B	POINTS
1. Pasley, Lou	10 3/4
2. Holmes, Bob	15 3/4
3. Flucke, Rob	16 3/4
4. Tileston, Dick	17
5. Lynnet, Brad	17
6. Hass, Jerry	22 3/4
7. Frey, John	24
8. Minne, Steve	26
9. Janik, Franeis	27

10. Malek, Mike	35
11. Campbell, Skip	35
12. Cornelius, Ken	38
13. McNulty, Shawn	47
14. Schottenstein, C.	49 3/4
15. Hemmer, Bill	50
16. Rielly, Phil	56
17. Detzel, Michael	57
18. Dorger, Mark	59
19. Brunolts, Ron	74
20. Pohebaum, Jim	78
21. Lothe, Roger	80
22. Art, John	84

HOBIE 14A	POINTS
1. Horthrop, David	4 1/4
2. Eisele, Tom	5 1/4
3. Maze, Joe	12
4. Herrel, Mike	13

DIVISION 7

MADCATTER'S 4TH ANNUAL
LAKE BEMIDJI POINTS REGATTA
FLEET #254 DIVISION 7
LAKE BEMIDJI, MINNESOTA
JULY 21 - 22, 1984

HOBIE 18A	POINTS
1. Hohn, Bill	3 1/4
2. Riedle, Jeff	7

REGATTA RESULTS

3. Leekley, C.	9 3/4
4. Glick, Dave	11
5. Christenson, N.	14
6. Sexton, John	16

HOBIE 16A	POINTS
1. Jagger, Ted	3 1/2
2. Brewer, Denny	4 1/2
3. Levins, Joe	8
4. David, Dan	9
5. Johnson, Slim	15
6. Young, Jay	20
7. Madge, Mike	21
8. Hegre, Donald	22
9. Hartman, Bill	24
10. Rutger, Randy	25
11. Swanson, Ron	26
12. Larson, Art	30
13. Mahalko, Gene	32
14. Burke, John	38
15. Silvernale, J.	39
16. Eickhof, John	44

HOBIE 16B	POINTS
1. Hildebrandt, C.	2 1/2
2. Kroupa, Jan	6
3. Thorson, Wayne	9
4. Kingston, Bill	11
5. Burley, Leo	14
6. Forte, Art	16
7. Vicari, Sandy	20
8. Herington, B.	22
9. Hovelsrud, D.	24
10. Nordquist, P.	29

HOBIE 16C	POINTS
1. Carlson, Dave	3 1/2
2. Martin, Doug	3
3. Patterson, S.	7
4. Kachel, Alan	12
5. Blackburn, Dick	12.1
6. Will, Andrew	15
7. Condon, Mark	18
8. Drury, Jackie	24

HOBIE 14	POINTS
1. Neff, Fred	1 1/2

DIVISION 7 CHAMPIONSHIPS HOBIE FLEET #84 DIVISION 7 DES MOINES, IOWA JULY 28 - 29, 1984

HOBIE 14A	POINTS
1. Tyler	3 1/2
2. Andrysyk	7 3/4
3. Watson	9
4. Hamilton	9 3/4
5. Phipps	12
6. McManus	13
7. Pagw	13

HOBIE 14 TURBO	POINTS
1. Miller	3 1/2
2. Puetz	3 1/2
3. Balbona	10

HULLS ANGELS POINTS REGATTA FLEET # 149 DIVISION 7 LAKE PERRY, KANSAS AUGUST 9, 1984

HOBIE 18A	POINTS
1. Bristow, Rex	10 1/2
2. George, Tom	17
3. Thackery, Bob	17 1/2
4. Mitchell, Mike	18
5. Cerretti, R.	22
6. Johnston, Jeff	26 3/4
7. Metzgar, Daryl	30
8. Weihe, Carl	36
9. Schleicher, C.	36
10. Tyler, Steve	44
11. Kachelhoffer, G.	45
12. Silbert, Scott	50
13. Greisemer, L.	52
14. Beddow, Paul	54
15. Sherman, Steve	70
16. Blecha, Bob	75

HOBIE 18B	POINTS
1. Burrows, Tom	3 3/4
2. Dillard, Jim	10
3. Harry, Bud	14
4. Stewart, Rober	20

HOBIE 16A	POINTS
1. Preller, G.	9 1/2
2. Hensler, Roger	11
3. Brittain, Kim	12 1/2
4. Brewer, Dan	17 1/2
5. Campbell, Rich	22
6. Baldwin, Don	30
7. Faltermeyer, M.	32
8. Henry, Robin	38
9. Phipps, Rod	38
10. Means, Ron	45

HOBIE 16B	POINTS
1. Bridgman, Bob	11 1/2
2. Schamle, Rod	14 3/4
3. Roysse, Mark	20 3/4
4. Sprague, Don	23
5. Koca, Charlie	25 1/2
6. Schwilling, J.	30
7. Hamilton, Greg	30
8. Seward, John	34
9. Kirkpatrick, T.	34
10. Kennedy, Tom	39
11. Tyner, Steve	40
12. House, Richard	50
13. Hays, Jake	56
14. Kirkpatrick, T.	59
15. Last, John	59
16. Moore, Joe	67

HOBIE 16C	POINTS
1. Wiseman, Bill	3 3/4
2. Brey, Paul	15
3. Lammers, Jeff	17
4. Eaton, John	24
5. Tanner, Russ	25
6. Carter, M.L.	27
7. Schwartz, Lee	33
8. Wolff, Bob	35
9. Blackwell, R.	35
10. Rose, Brian	37
11. Hollister, D.	53
12. Kennedy, Don	66
13. Havener, Dave	67
14. Elliott, R.	70
15. Lance, Spencer	72
16. Gordon, M.	80
17. Lorenz, Joe	80

HOBIE 14A	POINTS
1. Votaw, Carl	5
2. Tyler, Tom	10 3/4

3. Andrysyk, Rich	14 3/4
4. Bentz, Arlan	22
5. Phipps, C.	23
6. Tiger, Jon	24
7. Page, Gary	29
8. McManus, M.	35

HOBIE 14 TURBO	POINTS
1. Buxton, Tom	6 1/2
2. Loewen, Rick	6 1/2
3. Miller, Hope	17
4. Trent, Greg	17
5. White, Matt	23

DIVISION 7 CHAMPIONSHIPS FLEET #84 DIVISION 7 DES MOINES, IOWA JULY 28 - 29, 1984

HOBIE 18A	POINTS
1. Riedle	3 1/2
2. Starkey	7 1/2
3. Fischer	9
4. Bristow	11
5. Hohn	11
6. Gilack	17
7. Senesac	19
8. Thackery	20
9. Lerretti	27
10. George	27
11. Metzger	32
12. Miller	33
13. Mitchell	35
14. Cor	36
15. Johnston	37
16. Gilbert	40

HOBIE 18B	POINTS
1. Foster	2 1/2
2. Cline	6
3. Evans	8
4. Wheeler	11

HOBIE 16A	POINTS
1. Sohn	9 1/2
2. Faltermeyer	10
3. Brittain	10 3/4
4. Levins	15 3/4
5. Allen	17
6. Brewer	18
7. Hensler	18
8. Preller	18
9. Johnson	22
10. David	26
11. Irwin	27
12. Rasley	28
13. Stayner	28
14. Lelew	30
15. Cambell	33
16. Swanson	37
17. Fischer	43
18. Russell	49
19. Elsberry	51
20. Musselmann	51

HOBIE 16A	POINTS
21. Jespersen	54
22. Bendixen	54
23. Phipps	59
24. Johnson	59
25. May	61
26. Minne	70
27. Hildebrandt	75
28. Buckingham	90

HOBIE 16B	POINTS
1. Collins	11 3/4
2. Gaulke	12
3. Benson	13
4. Williams	15
5. Gourley	17 3/4
6. Reifschneider	18
7. Dixon	19 3/4
8. Spysma	21
9. Hauser	22
10. Rasmussen	22
11. Sprague	26
12. Kirkpatrick, T.	28
13. Willemssen	28 3/4
14. Swotek	34
15. McGarvey	36
16. Tetedslan	37
17. Kirkpatrick, T.	42
18. Burnette	42
19. Kroupa	48
20. Smith	51
21. Wilson	55
22. Deharsh	57
23. LahnBres	64
24. Hill	65
25. Baldwin	75

HOBIE 16C	POINTS
1. Oxley	4 1/2
2. Kuhlman	5 1/2
3. Healy	8
4. Marsden	10
5. Taylor, B.	12
6. Schwartz	12
7. Antenucci	19
8. Davis	22
9. Waldron	26
10. Butts	28
11. Finley	30
12. Kaas	39
13. Westbrook	40

DIVISION 16

1984 MADCATTER-NORTHEASTERN
FLEET # DIVISION 16
Brewerton, New York
May 31, 1984

HOBIE 18A	POINTS
1. Marner, Paul	3 1/2
2. Caster, Jim	4 3/4
3. Karaim, Terry	9
4. Marner, Bill	16
5. Barnes, Edward	18
6. Tierson, David	20
7. Barbee, Gene	21
8. Dallaire, D.	22
9. St. Joh, P.	24
10. Moyer, Jim	31
11. Weiss, Ron	32
12. Lemmer, John	32

HOBIE 18B	POINTS
1. Tyska, Dan	8 3/4
2. Ruh, Robert	8 3/4
3. Chamberlain, Al	8 3/4
4. Bellohusen, Ron	10
5. Stockhauser, M.	13
6. Breen, Tim	13
7. Klein, Andy	23
8. Jablonski, D.	26
9. Collier, Jeff	27
10. Midura, Mike	29

HOBIE 16A	POINTS
1. Howie, Dave	7 3/4
2. Block, Dave	8 3/4
3. Meyer, Doug	20 3/4
4. Campbell, Al	21
5. Buckley, Bill	21
6. Korzeniewski, T.	24
7. Tompkins, Don	24
8. Vielhauer, S.	25
9. Elve, Charlie	26
10. Donnelly, C.	31
11. Kusche, Jim	32
12. Hansell, Greg	35
13. Anderson, John	36
14. Davis, Harvey	37
15. Perkins, Jim	38
16. Evert, Brad	45
17. Caster, Pat	46
18. Alderman, M.	46
19. Emerson, Jim	49
20. Walker, Roger	56

HOBIE 16B	POINTS
1. Saulsgiver, J.	6 1/2
2. Magin, Edward	15 3/4
3. Mergenhagen, D.	17
4. Goslin, Tim	18
5. Chamberlin, G.	20
6. Davidson, A.	21
7. Wall, Mike	25
8. DeGarde, Yves	26
9. Lennon, Doug	26
10. Colucci, Al	31
11. Camron, Don	33
12. Rook, Michael	33
13. Kleindinst, J.	35
14. Pfender, Ron	38
15. Settembre, R.	39
16. Dewey, Bob	44
17. Laffer, Stephen	49
18. Konieczny, B.	53
19. Thames, Arch	53
20. Schwerzmann, P.	54
21. Miller, C.	56

HOBIE 16C	POINTS
1. Devine, Jim	6 1/2
2. Quail, Wayne	6 3/4
3. Holton, Tim	18
4. Jeffers, W.	25
5. Fecowicz, Bob	25
6. Murphy, C.	26
7. Loktu, Michael	28
8. Amico, Mark	33
9. Ryan, Dale	33
10. Cross, Earl	35
11. Buck Dave	38
12. Bender, Thomas	39
13. Mills, James	44
14. Quatrone, Rico	45
15. Hallock, M.	48
16. Nash, Lee	49
17. Hachert, Ed	50
18. Appel, Dave	54
19. Nestoryak, B.	59
20. Burnell, Dave	62
21. Dunn, Starr	62
22. Montanyt, J.	65
23. Bothner, Carl	67
24. Harmon, John	68
25. Reber, Bill	72
26. Rokey, Tom	74
27. Ford, Harold	76
28. Cross, Al	78
29. Denninger, Bob	80
30. Kant, William	86
31. Sauter, M.	93

HOBIE 14	POINTS
1. Hands, Michael	5 1/2
2. Gamble, Bill	9
3. Horton, Ralph	10
4. Fairchild, E.	10 3/4
5. Laquasto, Sam	14
6. Dittmar, Jim	16
7. Rosenberg, G.	18

Join a Fleet

Thought about joining up with fellow Hobie sailors in your area? Send us this coupon and we'll let you know where your closest fleet is located.

☐ I would like information on how to contact the fleet closest to me, which, according to the Fleet Directory listing in the HOTLINE, is fleet # ____.

☐ I can't find a fleet that is located near me, therefore send me information on how to start a fleet.

Name _____
Address _____
City _____ State _____ Zip _____

Send to: The Hobie Class Association
Attn: Liz Reed
P.O. Box 1008
Oceanside, CA 92054

Hobie Fleet 416
presents the

Cape May Classic 2

SPONSORED BY




Number one.
And built like it.



Sailboat Headquarters, Inc
Southampton, PA

ATLANTIC COAST CHAMPIONSHIPS

- DATE:** Saturday and Sunday, June 22 & 23, 1985.
- LOCATION:** Grant Street and Beach Drive, Cape May, NJ.
- DIRECTIONS:** Cape May—Lewes Ferry, Route 9, or Garden State Parkway, and follow the 's to the Site.
- LODGINGS:** Parking lot at Site. Many motels and rooming houses close by, camping minutes away.
- SCHEDULE:** Fri., June 21 — 4 to 11 PM — Registration
Sat., June 22 — 8:00 AM — Registration
9:30 AM — Skipper's Mtg.
- FEES:** Hobie 16 & 18 — \$18.00 Hobie 14 — \$12.00
- FAVORS:** Free shirts for all Skippers & Crews.
- INFORMATION:** Craig Moore—(215) 948-0141
Send Pre-registration to:
Fleet 416
% Dee Phillips, 817 Mill Road, Hatfield, PA 19440
(215) 822-3562

THIRD HOBBIE 18 WORLD CHAMPIONSHIPS PORT MACQUARIE, AUSTRALIA FEBRUARY 9 - 17, 1985

	SKIPPER	COUNTRY	RACE		FINALS									
			1/2	3/4	5/6	7/8	1	2	3	4	5			
1.	Gary Metcalfe/Brian Miers	Australia	3/4	3	3/4	3/4	6	3/4	3/4	3	8	15	3/4	
2.	Carlton Tucker/ Ian (Fresh) Burns	U.S.A.	3/4	3/4	3	6	4	4	2	6	13	26	1/2	
3.	Ian Bashford/Steven Whelan	Australia	4	3/4	4	12	2	2	3	5	7	27	3/4	
4.	Brett Dryalnd/Scott Ward	Australia	11	2	10	9	3/4	8	5	4	4	42	3/4	
5.	Hobie Alter, Jr/Jay Glaser	U.S.A.	2	5	5	6	5	13	16	3/4	25	52	3/4	
6.	Scott Anderson, Chris Cairns	Australia	3	5	2	10	13	14	26	13	3	63		
7.	Phil Kellond-Knight/John Dickson	Australia	5	16	8	2	19	6	14	9	5	65		
8.	Mitch Booth/Brian Greenfield	Australia	16	7	11	3	7	11	13	22	9	77		
9.	Graeme Sanderson/Eric Stand	Australia	2	15	15	27	3	7	8	7	21	78		
10.	Gary Sanderson/Peter Watts	Australia	9	4	19	5	25	3	4	17	20	81		
11.	W. Dean Froome/Dan McFaul	Hawaii	6	8	6	15	12	12	11	15	23	85		
12.	Clive Donald Kennedy/Stuart Brown	Australia	28	6	16	4	8	9	9	19	14	85		
13.	Robert Engwirda/Kerry Daytel	Australia	4	4	20	9	20	5	35	2	22	86		
14.	Brett Watson/Peter Watkins	Australia	4	7	6	25	18	22	6	8	17	88		
15.	Michael Metcalfe/Chris Metcalfe	Australia	7	15	12	17	9	12	19	12	6	90		
16.	Tony Laurent/Daniel Pradel	France	12	9	15	22	24	10	7	10	10	95		
17.	Jeff Alter/Paula Alter	U.S.A.	12	2	12	4	22	16	17	18	15	96		
18.	Frank O'Rourke/Rod Jordan	Australia	6	21	2	20	14	33	15	14	11	103		
19.	Phil Dash/Glenn Bass	Australia	8	14	5	3	11	15	27	24	29	107		
20.	Michael Furukawa/Brian Schatz	Hawaii	19	3	13	29	15	21	23	21	2	117		
21.	Brett White/Stuart Noakes	Australia	13	13	3/4	18	17	37	37	20	3/4119	1/2		
22.	Christopher Russell/Shane Russell	Australia	11	14	24	8	30	28	25	11	12	133		
23.	Grant Snowden/Scott Brown	New Zealand	13	7	8	24	8	10	22	35	32	137		
24.	Mark Pryke/Jamie Morrison	Australia	13	13	17	11	21	37	18	26	19	138		
25.	John Black/Bob Blanch	Australia	16	9	16	26	34	25	12	16	18	138		
26.	John McCartney/Lee Murray	Australia	10	12	21	3/4	33	17	28	25	28	141	3/4	
27.	Graham Palesy/Warren Palesy	Australia	9	17	9	5	23	27	35	28	33	151		
28.	Dave Lung/Dean Munn	Hawaii	3	10	17	2	28	34	29	33	32	154		
29.	Alan Egusa/Tony Lewis (T.L.)	U.S.A.	17	16	9	23	16	20	30	29	24	154		
30.	Matt Burgess/Neil Moorehouse	Australia	5	17	7	30	26	31	21	23	27	156		
31.	Bill Worrall/Aaron Worrall	Australia	11	8	6	13	16	31	31	31	30	165		
32.	Craig Findlay/Kathy Barnes	Australia	15	19	3	15	27	32	32	27	31	169		
33.	Ian Mackay/Frank Giachin	Australia	20	11	27	7	32	24	24	32	26	171		
34.	G. Van Dyke/G. Field	Australia	10	18	30	7	29	29	20	30	33	173		
35.	Mark Laruffa/Chris Ritenour	Australia	15	21	10	13	35	35	33	34	16	177		
36.	Keith Glover/Ben Austin	Australia	25	22	8	13	36	36	34	35	33	206		

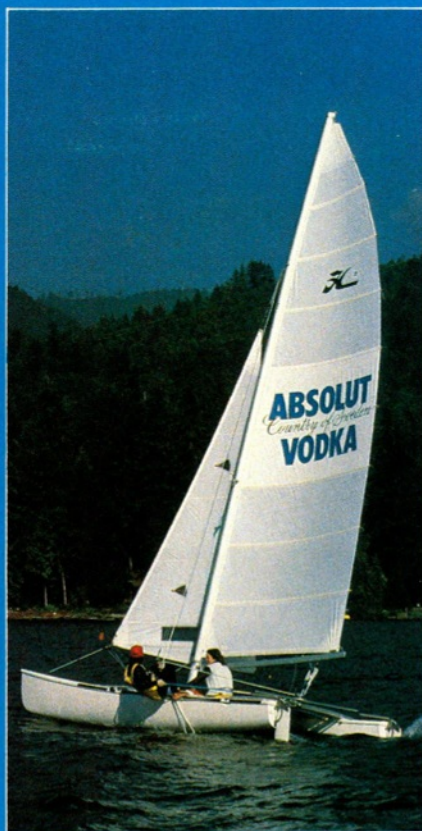
THIRD HOBBIE 18 WORLD CHAMPIONSHIP PORT MACQUARIE, AUSTRALIA FEBRUARY 9 - 17, 1985 QUALIFYING RACES

	SKIPPER	COUNTRY	1/2	3/4	5/6	7/8	TOTAL POINTS
1.	Gary Sanderson	Australia	3/4	3/4	3/4	24	2
2.	John McCartney	Australia	3/4	4	3/4	24	5
3.	Frank O'Rourke	Australia	3	3/4	2	11	5
4.	Brett Watson	Australia	2	3	22	2	7
5.	Scott Anderson	Australia	6	2	20	3/4	8
6.	John Black	Australia	2	5	4	24	11
7.	Brett White	Australia	3	3	19	7	13
8.	J. Kirkpatrick	Australia	17	2	6	6	14
9.	Matt Burgess	Australia	4	9	17	4	15
10.	Bill Worrall	Australia	11	15	8	10	18
11.	Keith Glover	Australia	21	8	8	3	19
12.	Craig Findlay	Australia	14	5	12	3	20
13.	G. Van Dyke	Australia	5	17	3	14	22
14.	Robert McLean	Australia	6	20	16	3/4	22
15.	Pascal Bachet	New Caledonia	8	7	8	8	23
16.	Stuart Malouf	Australia	9	17	12	9	25
17.	Steve Hickford	Australia	15	4	6	17	25
18.	Dave Lung	Hawaii	10	16	11	4	25
19.	Robert Muggleton	Australia	10	10	10	6	26
20.	Peter Crawford	Australia	4	11	16	13	28
21.	Ted Lindley	U.S.A.	20	23	3	5	28
22.	John Lockwood	Australia	22	6	14	9	29
23.	Derek Young	Australia	14	9	9	12	30
24.	Craig Unthank	Australia	12	19	15	8	31
25.	Robert Derwin	Australia	21	19	4	9	32
26.	Pat Morgan	Australia	13	14	5	14	32
27.	Mark Wilson	Australia	9	7	18	17	33
28.	Dennis Cabban	Australia	11	18	5	19	34
29.	Ricky Black	Australia	5	8	22	23	35
30.	Robert Nagy	France	19	20	7	10	36
31.	Paul Dalley	Australia	20	6	21	11	37
32.	Robert Pittaway	Australia	13	10	21	15	38
33.	Garry Holt	Australia	7	23	9	22	38
34.	Peter Barnes	Australia	8	15	17	16	39
35.	Andrew Hurford	Australia	27	25	7	7	39
36.	Graham Rochester	Australia	16	14	13	18	43
37.	Geoffrey Walsh	U.S.A.	15	13	15	19	43
38.	Rob Whittaker	Australia	7	24	13	24	44
39.	Phil Lloyd	Australia	18	16	11	20	45
40.	Alex Lepherd	Australia	16	22	10	20	46
41.	Rudolf Wagner	Australia	10	21	18	22	49
42.	Louis-Charles						
	De Lima Mayer	New Caledonia	12	18	20	21	50
43.	Ian Barton	Australia	26	27	14	13	53
44.	Dean Willis	Australia	19	12	25	24	55
45.	Geoff Partridge	Australia	22	12	24	21	55
46.	Wayne Rogerson	Singapore	27	28	19	10	56
47.	Jose Marti	Singapore	18	27	14	13	53
48.	John Dinsdale	France	24	22	25	12	58
49.	Bill Dominy III	U.S.A.	23	13	23	24	59
50.	David See	Australia	17	24	23	24	64
51.	Rick Hohenhausen	U.S.A.	22	26	26	16	64
52.	Terry Boardman	Australia	22	19	26	24	65
53.	Gordon Isco	U.S.A.	25	25	24	18	67
54.	Robert Redfern	Australia	29	21	26	24	71
55.	Kieth Davidson	Australia	22	25	26	24	71
56.	William Dominy	U.S.A.	22	30	26	24	72
57.	Ken McCrady	U.S.A.	27	26	26	23	75
58.	Robert Golonowski	Canada	27	27	26	24	77
59.	Michael Fearnside	Australia	28	27	26	24	78
60.	David Hood	Australia	30	30	26	24	80

**ABSOLUT VODKA
AND HOBIE CAT
PRESENT
THE 1985
HOBIE 16
ABSOLUT CUP
AND
HOBIE 16
ABSOLUT CUP
FOR WOMEN**

**SEPTEMBER 3-15,
1985**

**TRAVERSE CITY,
MICHIGAN**



Once again, Absolut Vodka will be sponsoring these U.S. National Championship events, and this year, they will be held in beautiful Traverse City, Michigan. This marks the return of Hobie Cats to freshwater and the racing is sure to be very competitive and full of surprises.

Traverse City is located on Michigan's upper peninsula on a lovely bay that meets Lake Michigan. Hobie 16 Absolut Cup for Women will be held September 3 through 7, 1985. The Hobie Absolut Cup will be held September 9 through 15, 1985. That's nearly two weeks of some of the best sailboat racing in the United States.

WOMEN'S CHAMPIONSHIP

Check-in will be held Tuesday with qualifying races on Wednesday. The championship series will conclude with an awards banquet on Saturday, September 7.

OPEN CHAMPIONSHIP

Check-in will be held Sunday with qualifying races on Monday and Tuesday. The championship series will begin Wednesday with the finals being held Saturday and Sunday.

REGISTRATION AND FEES

All skippers whether prequalified or not must have their preregistrations postmarked by August 15, 1985. Each team competing in the Women's event must pay a \$100.00 entry fee. Teams in the open event must pay a 125.00 entry fee. These fees can be paid upon check-in.

DEPOSITS

Each team will be required to pay a 250.00 boat damage deposit upon race check in. This deposit must be paid in cash or traveler's checks only. The deposit will be returned if no damage is suffered by the boat. Do not mail deposits.

HOST HOTEL

The Holiday Inn of Traverse City will once again welcome Hobie Cat sailors to Michigan for a championship event.

ROOM RATES

Room rates are \$61.00 plus tax for single or double occupancy. Extra persons will be charged at \$5.00 each. Under the family plan, children 19 and under will stay free when sharing a room with their parents.

RESERVATIONS

The first night's deposit will be required upon making the reservation.

RELEASE DATES

All rooms will be held at this special rate for Hobie Cat sailors until August 18, 1985. Any rooms not reserved by that date will be released to other customers at the normal prevailing rate.

**ABSOLUT VODKA
AND HOBIE CAT
PRESENT
THE 1985
HOBIE 16
ABSOLUT CUP
AND
HOBIE 16
ABSOLUT CUP
FOR WOMEN**

**SEPTEMBER 3-15,
1985**

**TRAVERSE CITY,
MICHIGAN**

ROOM REGISTRATION FORM

Please Make Reservations For the Hobie 16 Absolut Cup

Date of Arrival _____ Date of Departure _____

Name: Last _____ First _____

Address _____

City _____ State _____ Zip _____

Home Phone (_____) _____ Work Phone (_____) _____

Number of Rooms _____ Type Requested _____

Number of Adults _____ Number of Children _____

☐ I will arrive before six p.m. and understand that my room will be held only until six p.m.

Guarantee my room with credit card # _____

Guarantee my room with the enclosed check _____

Signature _____

Mail this form to **Holiday Inn**

615 E. Front St.
Traverse City, Michigan 49684

RACE REGISTRATION FORM

Hobie 16 Absolut Cup and Hobie 16 Women's Absolut Cup
(This form must be postmarked by August 15, 1985)

Name _____

Address _____

City _____ State _____ Zip _____

Crew Name _____

Telephone _____ Total Team Weight _____

I am prequalified from Division _____

I wish to attempt to qualify from Division _____

I am registering for ☐ Hobie 16 Absolut Cup
☐ Women's Absolut Cup

Mail this form to Hobie Class Association
Absolut Cup Registration
P.O. Box 1008
Oceanside, CA 92054

HOBIE CAT MIDWINTERS WEST REGATTA
SAN FELIPE, MEXICO
MARCH 9 - 10, 1985

HOBIE 14A					
SKIPPER	STATE	1	2	3	4
1. Bruce Fields	Torrance, California	3/4	3/4	3	6
2. John Poncin	Sunnyvale, California	3	3	3/4	4
3. Bill Carney	Saratoga, California	2	5	5	2
4. Charles Froeb	La Jolla, California	7	2	4	5
5. Bill Greer	San Diego, California	5	4	2	7
6. Steve Tyler	Blue Springs, Missouri	6	6	7	3/4
7. Wayne Mooneyham	San Jose, California	4	7	6	3
8. Erick Bjerring	Lomita, California	8	8	8	9
9. Marty Bush	Ventura, California	9	9	8	9

HOBIE 14B					
SKIPPER	STATE	1	2	3	4
1. Jim Lantz	Rancho Palos Verdes, CA	3/4	3/4	3/4	3/4
2. Tom Culhane	Dillon Colorado	2	3	2	2
3. Dennis Lhamon	Dana Point, California	3	2	3	4
4. Cloyce Kelly	El Toro, California	4	4	4	4

HOBIE 14 TURBO					
SKIPPER	STATE	1	2	3	4
1. Roger Neathery	Boulder Creek, Calif.	2	3/4	2	3/4
2. Henry Brooks	Costa Mesa, California	3/4	2	3	2
3. Robert Heyer	San Diego, California	3	6	3/4	7
4. Gary Walden	Scotts Valley, Arizona	4	3	4	3
5. Jon M. Walden	Scotts Valley, Arizona	5	4	7	7
6. Howard Chase	Arvin, California	6	5	7	7
7. Bill King	Northridge, California	7	7	7	7

HOBIE CAT MIDWINTERS WEST REGATTA
SAN FELIPE, MEXICO
MARCH 9 - 10, 1985

HOBIE 16A					
SKIPPER	STATE	1	2	3	4
1. Eob Seaman/Jana Seaman	Los Angeles, California	4	3/4		
2. Alan Eguia/D. Carmickle	Hawthorne, California	2		4	
3. Hobie Alter, Jr/Laurie	Capistrano Beach, Calif.	7	2		
4. Steve Myrter/Lois Branthwaite	Capistrano Beach, Calif.	3	6		
5. Mike Shearer/L. Shorenson	Salt Lake City, Utah	3/4	9		
6. Don Oltmans/Rachel	Huntington Beach, Calif.	9	7		
7. Keith Christensen/Curtis Christensen	Long Beach, California	6	13		
8. Jeff Alter/Sean Alter	Capistrano Beach, Calif.	5	14		
9. Tom Materna/Donna	Sherman Oaks, California	19	5		
10. Steve Leo/Coy Danley	Del Mar, California	15	11		
11. Jim Gustin/C. Russell	Citrus Heights, Calif.	20	8		
12. Frank Neath/M. Winkiecke	W. Los Angeles, Calif.	12	16		
13. Fred Fogarty/Jan Sevuik	San Diego, California	27	3		

HOBIE 16B					
SKIPPER	STATE	1	2	3	4
14. Geoff Walsh/Julie Johnson	Beverly Hills, California	16	15		
15. Lee Dockstader/D. Hasson	Cardiff, California	14	22		
16. Brian Bell/Amalie Ash	Del Mar, California	10	26		
17. Mike Chee/Cathy Chee	San Diego, California	18	19		
18. Jeffrey Newsome/Francesca Newsome	Seal Beach, California	22	17		
19. Andy Shearer/M. Shearer	Salt Lake City, Utah	29	12		
20. Wayne Schafer/Rick Moore	Capistrano Beach, Calif.	11	36		
21. Jeff Casher/Gail Casher	Reseda, California	8	40		
22. Mike Legge/Jim Legge	Rancho Palos Verdes, CA	8	40		
23. Ed Fulton/Mary Tuckett	Salt Lake City, Utah	26	24		
24. David Shearer/Dick Blount/C. Legge	Salt Lake City, Utah	17	33		
25. Scott Dixon/Mary Jo Dixon	Hermosa Beach, Calif.	23	28		
26. Robert Shay/C. McHugh	San Diego, California	32	21		
27. Tom Burling/Tami Lodder	Salt Lake City, Utah	13	41		
28. Rob Day/Don Nachtwey	Mountain View, Calif.	36	20		
29. Tony Christensen/Steve Gilb/Suzanne	San Diego, California	33	23		
30. Byron Kurt/Kris Ritenour	Long Beach, California	28	30		
31. Greg Weaver/Linda	Huntington Beach, Calif.	49	10		
32. Ron Wagniere/K. McLeod	Capistrano Beach, Calif.	45	18		
33. Marty Stitt/Tosca Stitt	San Diego, California	30	35		
34. John O. Hauser/T. Hauser	Marina Del Rey, Calif.	38	29		
35. Udo Winkler/R. Winkler	Sacramento, California	37	32		
36. Nigel Wood/Terri Crary	Huntington Beach, Calif.	25	44		
37. Ray Howard/C. Howard	Running Springs, Calif.	31	39		
38. Len Bose/Jennifer	San Clemente, California	35	38		
39. Herb Hall/Esther Probst	Tustin, California	21	52		
40. Todd Hitch/M. Hammond	Huntington Beach, Calif.	48	27		
41. Mike Pasterkiewicz/Lisa	Los Angeles, California	46	31		
42. Carl Berg/Lana Berg	San Diego, California	34	43		
43. David Ward/Kent	Spring Valley, Calif.	50	34		
44. Doug Sloan/Patti Sloan	Provo, Utah	47	37		
45. Jay McHutchen/E. Bossana	Laguna Beach, Calif.	43	42		
46. Ronald Valdez/J. Valdez	San Mateo, California	40	47		
47. Brian Smith/Laura Smith	Stockton, California	44	46		
48. Wayne Nash/Beverly Nash	Casper, Wyoming	39	52		
49. Van Parseghian/Don Taylor	San Diego, California	41	52		
50. Rick Grenwohl/	San Diego, California	42	52		
	Campbell, California	51	45		
	Santa Cruz, California	52	52		

HOBIE CAT MIDWINTERS WEST REGATTA
SAN FELIPE, MEXICO
MARCH 9 - 10, 1985

HOBIE 16B					
SKIPPER	STATE	1	2	3	4
1. Dan Delane/Cheri Swatek	Long Beach, California	8	3/4		
2. Mike Winterhalter/Jeff Cadieux	Laguan Niguel, Calif.	10			
3. John Ware/Dave Lobarski	San Bernardino, Calif.	24			
4. Rex Miller/Phil Herberer/M. Stalan	Vista, California	28			
5. Ross Butcher/Lori Swatek	Seaside, California	28	3/4		
6. David Brena/R. Darrish	Long Beach, California	31			
7. Ross Tyler/John Paul	Salt Lake City, Utah	34			
8. Ron Johnson/Shea Eby	Pacific Beach, Calif.	35	3/4		
9. John Zlockowski/Susan	Bakersfield, Calif.	37			
10. Ken Bobadilla/S. Wilson	San Diego, California	39			
	La Jolla, California	45			

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Fees: 18's - 16's - \$20.00
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for more information:
Chuck Hoffman
(713) 933-5354 (Home)
(713) 831-2004 (Work)

Walter Tucker
(713) 437-1891 (Home)
(713) 472-2477 (Work)

12. George Vandervort/ Jerry Lynn Coziahr	San Diego, California	45
13. Stevan Payne/Neil Brady	Sunnymead, California	51
14. Bob Ericson/C. Conner	Oceanside, California	54
15. Jason Roberson/B. Hunter	Palos Verdes, California	59
16. Keith Richardson/R. Beall	Elk Grove, California	59
17. Bill Tilger/M. Bechner	San Diego, California	62
18. Darrell Corell/S. Johns	Costa Mesa, California	64
19. Scott Nichols/Pat Shields	Santa Ana, California	65
20. Bill Sanders/M. Linnigood	Canyon Lake, California	72
21. Mike Arnerich/ Newell Arnerich	Modesto, California	72
22. Fran Harper/Franc Hawe	Fountain Valley, Calif.	73
23. Tim Olson/Roger Steeby	Grand Terrace, Calif.	74
24. David E. Baumgartner/ Fred Miller	San Jose, California	75
25. Don Flood/Tyler Ford	Palos Verdes, Calif.	78
26. Carlton Spindle/ Karen Christensen	Fontana, California	82
27. Bob Tillman/Dawn Evinger	Vista, California	82
28. John Rodberg/Marcie Moore	El Toro, California	83
29. Eric Paulson/M. Schultz	Bakersfield, California	84
30. Dennis Woods/Denise Woods	Bakersfield, California	89
31. Denny Thurman/T. Williams	Sandy, Utah	93
32. Chris Jernigan/ Audrey Perinoni	San Diego, California	95
33. Gary Matthews/L. Matthews	San Jose, California	99
34. John King/Wendy King	Anaheim, California	103
35. Earl Trumbull/L. Trumbull	Vallejo, California	108
36. Bill Powers/John Collins	Las Vegas, Nevada	113
37. Terry Rogers/Jack Evans	Quartz Hill, California	115
38. Chris Saupstad/C. Martin	Encinitas, California	117
39. Andy Grimaud/Tim Craft	San Diego, California	117
40. Harty Munsey/Jim Addis	Santa Ana, California	120
41. David A. Piper/S. Warnof	San Diego, California	120
42. Dave Bethell/B. Wilson	Bakersfield, California	120
43. Don Braught/H. Braught	Burbank, California	122
44. Charlie High/Bonnie	Cerritos, California	127
45. Jay Smith/Jan Smith	Bakersfield, California	127
46. Alan Jackson/P. Principe	Lakeside, California	128
47. Bill Moore/Vicki Moore	Costa Mesa, California	130
48. Jeff Perimeter/Barbara	Long Beach, California	148
49. Stephen Chase/Unle Ray	Arvin, California	151
50. Richard Brown/J. Newman	San Diego, California	156
51. Bill Miebach/ Kent Christian	Tustin, California	162
52. Joe Racz/Steve Bier	Hermosa Beach, Calif.	162
53. C. Horton/M. Britt	S. Lake Tahoe, Calif.	162
54. Greg Brown/Sharon Brown	San Diego, California	162

HOBIE CAT MIDWINTERS WEST REGATTA SAN FELIPE, MEXICO MARCH 9 - 10, 1985

HOBIE 16C

SKIPPER	STATE	TOTAL
1. John Billings/T. Billings	Carlsbad, California	3 1/2
2. Gene Kohler/Chris Thomas	San Diego, California	7
3. Carl Nunez/Gary Vick	San Diego, California	14
4. Fletcher Schiller/ Carey Sutherland	San Diego, California	14
5. Mark Fierner/P. Fierner	Martinez, California	14
6. Rodney Westertorp/ Mark Talley	Stockton, California	16
7. Allan Houser/J. Bykowski	Seaside, California	23
8. Bob Castaing/A. Castaing	Roy, Utah	24
9. Paul Scholte/A. Scholte	Redlands, California	26
10. Chris Miller/B. Jacobsen	Madera, California	28
11. Jan Nichols/Marcia Chalk	Perris, California	28
12. Bill Prestidge/K. McCue	San Clemente, California	29
13. Jim Bowls/Dave Hockett	Redlands, California	34
14. W.R. Benson/Sean Benson	Carlsbad, California	35
15. Robbie Bienenmann/ Bob Bienenmann	Sunnymead, California	38
16. Mark Bender/Renee Cohen	San Diego, California	43
17. Bob Cargill/Tom Larimer	Bakersfield, California	45
18. Herman Froeb/G. Froeb	La Jolla, California	47
19. John Taylor/G. Bienenmann	Sunnymead, California	47
20. Michael Walker/Bill Bailly	Sacramento, California	50 3/4
21. Ron Oroz/Dave Montoya	Los Angeles, California	52
22. Bobby Campbell/ David Slocum/Bruce Carey	Las Vegas, Nevada	53
23. Greg Adam/Bruce Gibson	Sanguis, California	70
24. Gary Carter/Jan Cote	San Diego, California	71
25. Dan Singer/Bob Gino	Capper, Wyoming	73
26. Larry Wilcoxson/ Jesse Worsham	Newport Beach, California	80
27. Larry Wilcoxson/ Jesse Worsham	Modesto, California	81
28. Alvia Alvia/ Pduel Addison/Suzanne	Huntington Beach, Calif.	84
29. John Richards/R. Ludwig	Del Mar, California	85
30. Richard Soto/D. fee	Ontario, California	88
31. Robert Smith/ Gene Alassandro	Vista, California	96
32. Jack Goutin/Marie Stubbs	Long Beach, California	100
33. Al Navarro/ Rick Polanco/M. Polance	Woodland Hills, Calif.	107
34. Bert Lehmann/L. Lehmann	Cedar Glen, California	107
	Moorpark, California	107
	Irvine, California	107

HOBIE CAT MIDWINTERS WEST REGATTA SAN FELIPE, MEXICO MARCH 9 - 10, 1985

HOBIE 16 NOVICE

SKIPPER	STATE	TOTAL
1. Neal Waner/M. Pickama	Big Bear Lake, California	4 3/4
2. Jeff Gidden/Grant Hagman	Burbank, California	11
3. Rudy Leal/Joanne Leal	Hanford, California	15
4. Russ Harris/C. Flowers	Santa Cruz, California	15
5. Ken Flodberg/B. Van Loo	Bakersfield, California	16 3/4
6. Les Agre/Larry Agre	Redlands, California	18
7. Leslie Spears/K. Spears	Vallejo, California	23
8. Hugh Burns/Lyneth Burns	Los Angeles, California	26
9. Roger Franklin/ Solveig Franklin	Pinole, California	26
10. Paul Boles/Bob Peck	Lake Arrowhead, Calif.	29
11. Greg Pierce/Jay Riordan	Spring Valley, Calif.	30
12. Bill Roberson	Palos Verdes, California	30 3/4
13. Greg Dickson/R. O'Connell	Corona Del Mar, Calif.	32
14. Frank Duerksen/Bob Dick	Reedley, California	33
15. Dan Marks/Chris Kuhn	San Jose, California	41
16. Mark Stewart/G. Lyles	San Jose, California	41

17. Victor Gonzales/ Ralph Aguirre	Pico Rivera, California	42
18. Tom Lindley/Chris Luche	Imperial Beach, Calif.	43
19. Brenda Wilcox/Billy Baker	Bakersfield, California	44
20. Jacques Takaha/T. Pininski	Los Angeles, California	53
21. Ron Bouck/Tom Wells	Elsinore, California	58
22. Chuck Bunker/ Darrell Stutson/Shirley	Sunnymead, California	62
23. Chuck Williams/W. Kerloff	Yucapa, California	64
24. Chuck Pinnow/Ken Yamani	Fontana, California	66
25. Rob Best/S. Lowenstein	Burbank, California	75
26. Gary Humphreys/ Chris McAllister	Coress Valley, California	78
27. Jeff Wheller/S. Wheeler	Valencia, California	81
28. David Mensing/K. Schisser	Riverside, California	87
29. George Kiper/E. Gionet	Las Vegas, Nevada	89
30. Steve Carr/A. Carr	Altaloma, California	93
31. Tom Miller/Bob Vargas	Escondido, California	94
32. Jerry Encoe/A. Garcia	San Diego, California	114
33. Brian Hasking/C. Hasking	Fresno, California	123
34. Dave White/Cathy White	Stanton, California	123
35. Darren Volk/C. Beckwith	Fountain Valley, Calif.	123
36. Robert Larson/Jim Cross	Newport Beach, Calif.	123
37. Robert Milaud/ Loren Tomlinson	San Diego, California	123
38. Robert Milaud/ Loren Tomlinson	Canoga Park, California	123
39. Norton Alderson/ Pat Steffani	San Felipe, Mexico	123
40. Poncho Lemon/ Stuart Grant/Jim Marks	Redondo Beach, Calif.	123

HOBIE CAT MIDWINTERS WEST REGATTA SAN FELIPE, MEXICO MARCH 9 - 10, 1985

HOBIE 18A

		3/4	3/4	TOTAL
1. Steve Timm/Sue Timm	Long Beach, California	3/4	3/4	1 1/2
2. Paul Parizeau/K. Parizeau	Oceanside, California	5	3	8
3. George Hick/Ken Hicks	Torrance, California	4	6	10
4. Ted Lindley/Sue Lindley	Paradis Valley, Arizona	7	4	11
5. David Douglas/ Jan Ketterman	Costa Mesa, California	8	5	13
6. Craig Wright/G. Dohner	Long Beach, California	3	11	14
7. Jeff Conner/Vicki Covert	Lakewood, California	10	8	18
8. Krist Blakanja/Bette High	Costa Mesa, California	6	12	18
9. Rick Buchanan/ Barbara Buchanan	Carlsbad, California	9	10	19
10. Roger Brown/Nancy Stevens	Huntington Beach, Calif.	11	13	24
11. Stretch Kimball/J. Coffa	Pacific Beach, Calif.	23	2	25
12. Bob Thomas/Wendy Thomas	Oceanside, California	2	26	28
13. Mark McGrath/Ian Ross	Laguna Niguel, California	24	7	31
14. Dave Churchill/Sandy	Saugus, California	13	20	33
15. David Taylor/Kip Taylor	Santa Rosa, California	16	18	34
16. Curtis Jackson/K. Jackson	Auburn, California	12	22	34
17. Floyd White, Jr./ Alan Monson	Las Vegas, Nevada	14	21	35
18. Chris Lewis/Julie Martini	Orange, California	22	16	38
19. Rafi Yahalom/Zafi Yahalom	Sunnyvale, California	17	23	40
20. Cliff Olson/Pat Olson	Modesto, California	19	24	43
21. Randy Mark/Lori Mark	Ontario, California	35	9	44
22. Skip Burwitz/Jo Ellen	San Diego, California	18	26	44
23. Mike Etti/Paul Pascoe	San Jose, California	30	15	45
24. Ron Johnson/M. Johnson	Merced, California	32	13	46
25. Gordon Moncibais/ Gretchen Grueman	Vallejo, California	27	19	46
26. Lou Poitras/Barbara	Canyon Country, Calif.	33	17	50
27. Chuck Brown/Mary Lindley	San Juan Capistrano, CA	15	35	50
28. Barton Goodell/C. Harris	Soledad, California	29	25	54
29. Rick Brown/Cathy Brown	San Clemente, California	20	35	55
30. Doug Boren/Diane Boren	Vallejo, California	21	35	56
31. Alan Liberatore/ Kristi Liberatore	La Habra, California	25	35	60
32. David Giguere/Kathleen	Nevada City, Nevada	26	35	61
33. Bill Wooding/Jane Wooding	Granada Hills, California	28	35	63
34. Drew Riddle/Kyle Riddle	Fresno, California	31	35	66
35. Mike Holowach/ Mary Holowach	Sylmar, California	35	35	70

HOBIE CAT MIDWINTERS WEST REGATTA SAN FELIPE, MEXICO MARCH 9 - 10, 1985

HOBIE 18C

SKIPPER	STATE	TOTAL
1. Tom Runyon/Jill Runyon	Phoenix, Arizona	2 1/4
2. Dennis Sullivan/J. Pascoe	Vallejo, California	6 3/4
3. Michael Schmitzer/ Marla Guenther	San Diego, California	9
4. Dave Zordell/J. Torrella	Pleasant Hill, Calif.	9
5. Robert Boyce/Mary Mead	San Rafael, California	12
6. Greg Cook/Karen	San Juan Capistrano, CA	16
7. Bill Burton/Barbara	Antioch, California	19
8. Jim Savage/Patricia	Pomona, California	23
9. Bob Garland/Joh Doe	Culver City, California	30
10. Allen Eaton/ Mary Holowach	Yucapa, California	30



DANGER

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

HOBIE 18NOVICE

SKIPPER	STATE	TOTAL
1. J. Pettit/Jason Pettit	Coronado, California	3 1/4
2. Tom Ybarrola/Thomas Ybarrola	Del Mar, California	6 3/4
3. Dave Elkins/Elyn Marton	Fairfield, California	8
4. Pete Margetts/C. Rosecrans	El Cajon, California	8 3/4
5. Phil Bissom/M. Bissio	Costa Mesa, California	11
6. Greg Deloach/Scott Lennox	Santa Barbara, California	14
7. Lew Stark/D. Sandoval	Nevada City, Nevada	19
8. George Spain/Gary Rall	Vallejo, California	21
9. Gene Zimmerman/C. Wyatt	San Clemente, California	27
10. Dan Farrar/Dave Mask	Casper, Wyoming	28
11. Frank Pilato/M. Peterson	Upland, California	29
12. John Farrell/D. Martin	Huntington Beach, Calif.	29
13. Mike Wintheiser/M. Wintheiser	Long Beach, California	37
14. William/H. Johnson/Petty Bardon	Oxnard, California	41
15. Manuel Carral/Joe	Pomona, California	51
16. John Soldau/Jan Soldau	San Diego, California	51
17. Kirk Wells/Jan Coty	Capistrano Beach, Calif.	51

HOBIE CAT MIDWINTERS WEST REGATTA
SAN FELIPE, MEXICO
MARCH 9 - 10, 1985

SKIPPER	STATE	TOTAL
1. Pete King/Ann King	Pleasant Hill, California	5 3/4
2. Sam Walker/Joe Walker	Mammoth Lakes, California	12
3. Scott Rafuse/C. Rafuse	Carlsbad, California	14 1/2
4. Greg Davis/Sharon Jordon	Cornado, California	15
5. Bob Clair/Peter Van Meegeran	Scottsdale, Arizona	17
6. Roger Jenkins/C. Gillham	Huntington Beach, Calif.	21
7. Richard Black/C. Black	Marina Del Rey, Calif.	23
8. Ken Covey/Bob Covey	Bakersfield, California	26
9. Birdie Ross/Kathy Ward	San Diego, California	27
10. Rod Nixon/Donna Nixon	Monterey, California	30
11. David Mark/Curtis Buford	Upland, California	30
12. Jim Lewis/Jim Moore	Huntington Beach, Calif.	36
13. John Halter/Mike Halter	Symmar, California	36
14. Jim Terrick/C. Moore	Garden Grove, California	39
15. Tedd Urban/Tadd Green	Cerritos, California	39
16. Rich May/Dory Rebon	San Diego, California	49
17. John Downing/Linda Bensen	Newport Beach, California	49
18. Brandi Walden/Derek Hall		54



HOBIE 18 MAGNUM

1. Richard Chartier/K. Nott	Lakeside, California	4 3/4
2. Tom Nelson/Linda Comer	Bakersfield, California	5 3/4
3. Anders R. Karlsson/Robin Karlsson	Los Angeles, California	6 3/4



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Helping

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Developing Boatspeed
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Those Lovely Light Air Days
Heavy Air Madness
Going for it Downwind:
Speed
Execution

THREE
The Rules and Their Enforcement
Understanding Those Rules:
The Definitions
Understanding Those Rules:
Rules 31-41
Understanding Those Rules:
Section C (Rules 42-46)
Are We All Playing the Same Game?

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NO WIND

Continued from page 37

Ramona and Dick Maney whipped up a scrumptious seafood gumbo for sixty or so sailors in Ramona's personal, traditional Midwinters West style. Later entertainment included strolling the street or dancing to U.S. tunes blaring from an old juke box at the Miramar Bar.

If the sailors were doing a wind dance, it didn't work. Again, morning dawned over a glassy bay. When a light breeze rustled through just before noon, the boats were called off the beach. On the south course, the boats played follow-the-leader, hitting the left hand side of the course upwind and the shore side downwind. As what little wind there was shifted radically a few times, some 16Bs caught up to the 16As and some 16As overlapped the 18As. Loud cheers went up as Sandy Banks announced that there would not be

another heat. The boats on the north course managed to get in two heats on Sunday for a total of four heats in the series.

The overall winners varied from the previous day's leaders in some fleets and remained the same in others. Overall winners were as follows:

14A	9 Bruce Fields	4 1/2
14B	4 Jim Lantz	2 1/4
14 Turbo	7 Roger Neatery	3 1/2
16A	52 Bob Seaman/ Jana Seaman	4 3/4
16B	54 Dan Delave/ Cheri Swatek	8 3/4
16C	36 John Billings/ Trish Billings	3 1/2
16N	41 Neal Waner/ Michele Pigksma	4 3/4
189	35 Steve Timm/Sue Timm	1 1/2
18B	18 Pete King/Anne King	5 3/4
18C	10 Tom Runyon/Jim Runyon	24
18N	17 J. Pettit/Jason Pettit	3 1/2

18 Magnum 3 Richard Chartier/
Kathi Nort

4 3/4

The Masters classes were a new element in the weekend. Any fleet that had at least five sailors aged 35 or more on singlehanded boats and a combined age of at least 75 years on a two-person boat had Master class scoring. Master winners were Ted Lindley/Sue Lindley (18 A), David Mark/Curtis Buford (18B), Brian Bell/Amalie Ash (16A), George Vanderwort/Sheri Wilson (16B), Hugh Burns/Lysbeth Burns (16N) and Henry Brooks (14T). In the 14A and 14B fleets, overall winners Bruce Fields and Jim Lantz, respectively, were also Master class winners.

All in all, it had been a great weekend combining racing with vacationing in Mexico. Special thanks went to Sandy Banks, Michele Krcelic and their staff for running great races, and to the Baja Department of Tourism for helping make the sailors feel so welcome.



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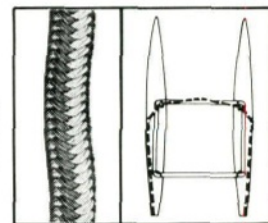
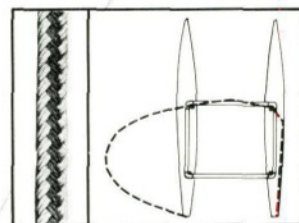
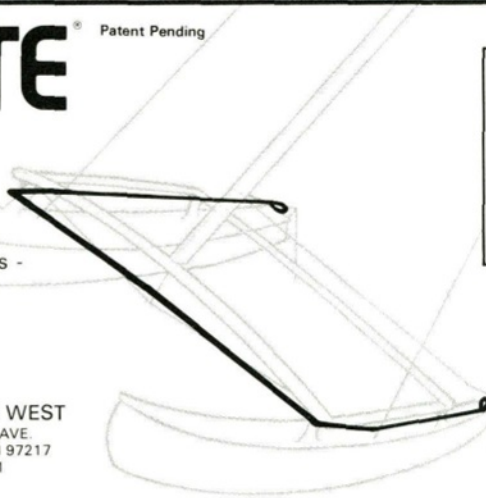
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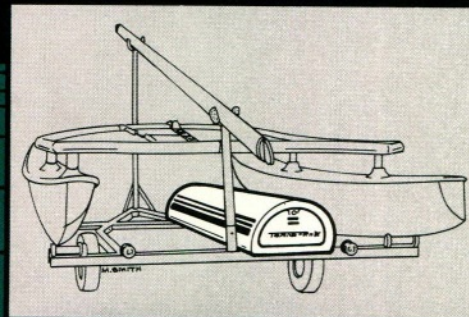
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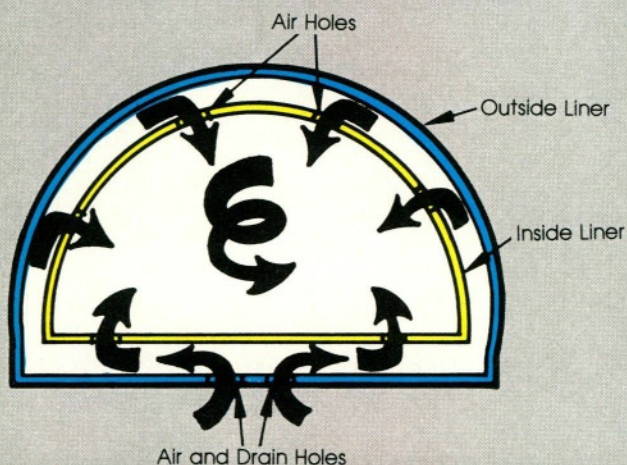


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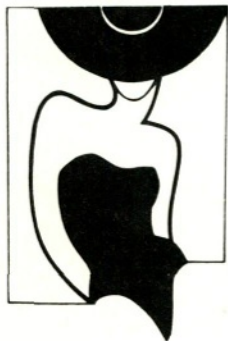
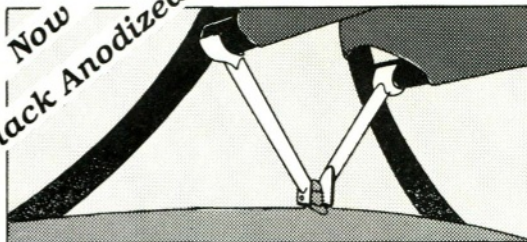


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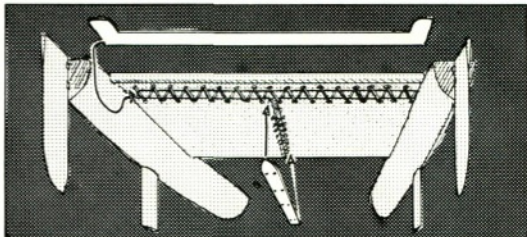
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HOBIE HOT TIPS

Declare War On Powerlines

Now that the sailing season has begun in earnest, skippers who have not been on their boats for awhile are reviewing the rules, rubbing out those first few sore muscles and retuning the boats. One thing that should not be forgotten in this initial stage of the sailing season is the danger posed by overhead powerlines. Bob Shiels, who heads the USYRU's Overhead Powerline Hazards Working Party, has a few excellent tips on eliminating those wires.

First, Shiels suggests that you resolve now to go to your club or sailing area sometime within the next week. Take a pad and pen. They may save the lives of sailors you care about. Examine your park, rigging and launching areas, docks and sailing areas for overhead powerline hazards. This identification is the first step toward setting the wheels in motion to eliminate those hazards.

Make notes and take photos to record all overhead lines even including those along roads which approach your sailing area. Also check the boundaries of the rigging area. In two recent electrocutions, the masts had tipped sideways, out of the normal rigging area. Check identified danger areas for mast clearances by locating an object of known height under the lowest point of the wire then taking a photo (Shiels suggests a ten foot ladder). Actual clearance can be determined by proportion.

Make sure you allow for the height of masts when the boats are on trailers and when the water is at high tide. Also allow for pennants that may be attached to the top of the mast. Remember that wire sag changes with the temperature so if it is cool at the time you inspect, you may not be getting accurate readings. As a rule of thumb, all masts and equipment must clear the lowest point of the wire by one inch per every thousand volts. For instance, if the wire carries ten thousand volts, the top of the mast must clear by ten inches.

Now that you've identified the dangers, how do you go about eliminating them? First, says Shiels, don't wait until a tragedy has struck. To date, most powerline removals have been after someone has been killed or injured. Find out who at your power company is responsible for the location of lines. Also seek out those civic authorities who have jurisdiction over your sailing location and prepare for negotiations with these parties.

According to Shiels, the key is to keep in mind that you probably have more collective muscle than you realize. Think about the number of boats who use the same area as you on a busy summer weekend. Then multiply the number of boats by the number of friends or family members who accompany the boats. Multiply this figure by the number of days and number of times per day that each person is exposed to the hazards present at your sailing location. Now throw in all the licensing fees, registration fees, taxes and votes that are represented by these people who all face the same hazard. Organize all the groups and different boat classes that may sail in the same location. Select the best negotiators and rehearse all the facts at your disposal. Then make presentations to the highest officials you can reach both on a civic and on a corporate level.

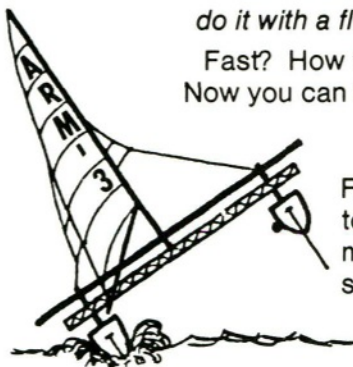
Be sure to inform those officials of the alternatives to the present situation. The lines can be buried, raised to an acceptable height, cables can be used, or the lines can be eliminated altogether. Urge the utility to act. Remind them that the cost of defending an injury suit would undoubtedly be many times more expensive than taking care of the problem before one occurred.

Start now. Don't wait until an accident happens. Move to get those low powerlines removed from your area so that your sailing season can be as safe as you can make it. It's been done elsewhere, it can be done where you sail too.

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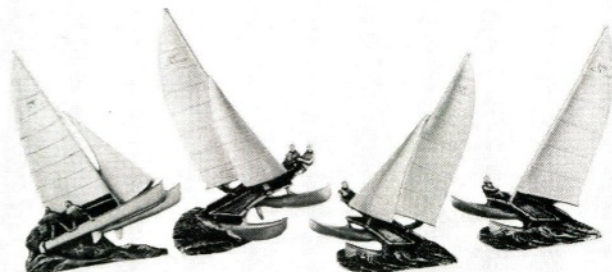
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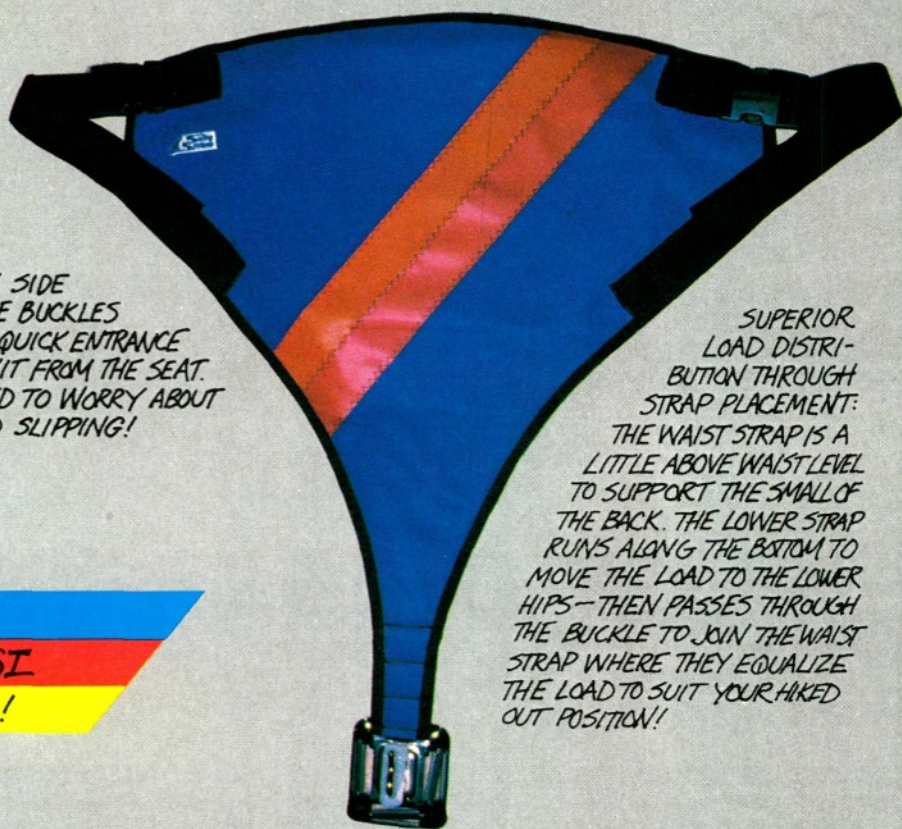
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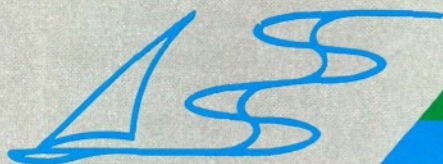
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HOBIE HOT TIPS

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Total cost for the steel was 95 Canadian dollars with sixteen dollars for the winch and about ten dollars for the rest of the material.

Lay the three railroad ties on the beach, about eight feet apart, parallel to the water line. Run the channel steel over these about five feet apart and into the water. Then lay the 2x10 planks across the channel steel, parallel to the water and bolt them to the steel. Finally, nail the ten inch pieces of 2x4 down over the bolt heads to serve as guides for the hulls. Only the top end of the channel steel is attached with the lag bolts to the railroad tie furthest from the water.

The last railway tie is upended and the winch is mounted on it to draw the Hobie out of the water and up the ramp. It helps if you wet the 2x10s first.



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Sydney, Nova Scotia

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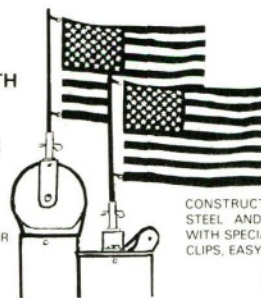
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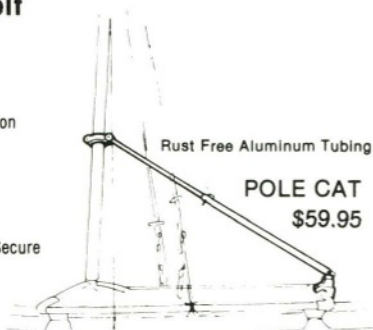
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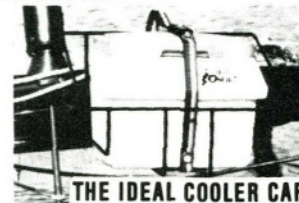
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LAST LOOK



Robert Brown

Spring Is Ski/Sail Season

In the fall, when water becomes a little too hard, it is only natural that many Hobie sailors give in to their other chronic affliction, skiing. But in the Spring, when the seasons melt together, sailors sometimes get a chance to do both in the same weekend. Only a few spots can offer both sports at one time with any reliability. For eight years, Colorado's Rocky Mountain Marine has sponsored a ski/sail weekend which combines sailing in Cheery Creek with a NASTAR slalom at

Arapahoe Basin.

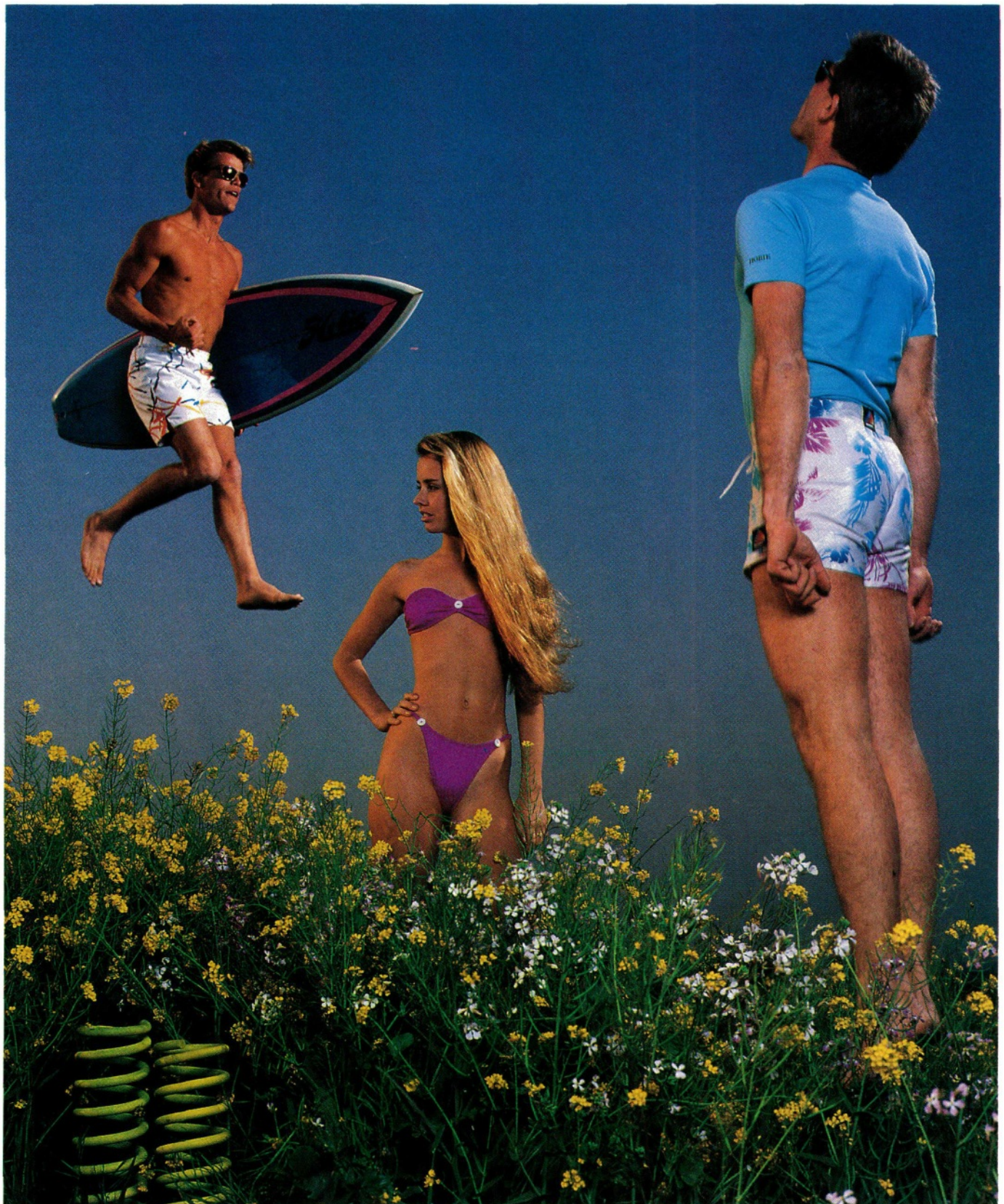
The Ski to Sea Weekend held every Memorial Day in Bellingham, Washington takes itself a little more seriously. It is a "hexathlon." In a 75 mile relay, a baton is passed from a cross country skier to a downhill skier, a runner, a bicyclist, a kyaker and, finally, a sailor. Since the boats can be no longer than sixteen feet seven inches, Hobie 16s dominate and qualified Hobie skippers are a precious commodity.

Fun is the main ingredient in the Mammoth Lakes ski/sail. Coors Beer and the Mammoth Mountain Ski Area see to it

that all Hobie Catters enjoy the weekend. Special rates offered by the Mammoth Mountain Inn just across from the main lift, wine tastings, barbeque and door prizes all mean that it would be hard to avoid having fun. Plus there's the thrill of sailing in your wetsuit one day and skiing in your bikini the next. Nobody leaves Mammoth without smile lines sunburned into place.

If you're in search of a good time this Spring and can't decide to ski or sail see if there is a ski/sail event in your area. After all, you can have too much of a good thing, but you can never have too much fun.

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