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JULY/AUGUST 1985

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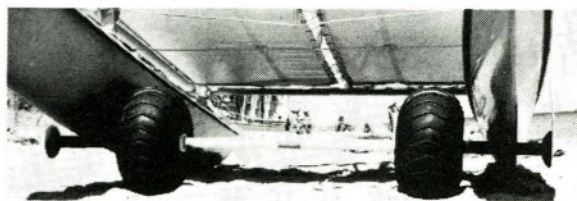
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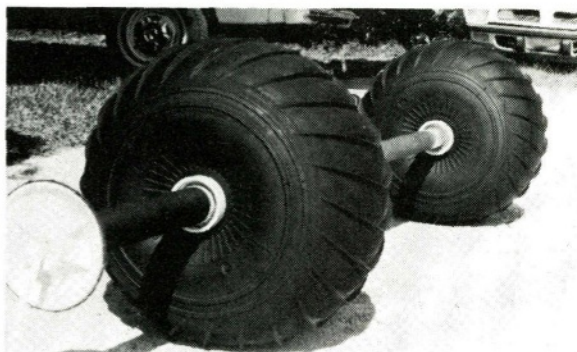
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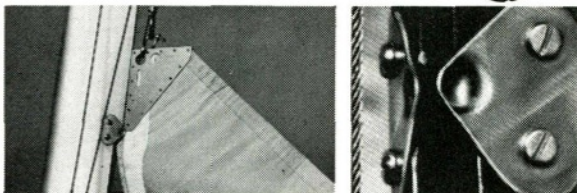
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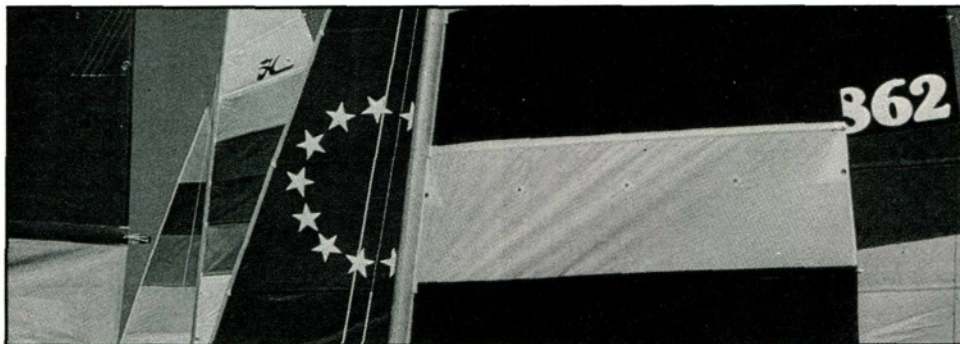
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Hobie **HOTLINE**

JULY/AUGUST 1985

Volume 14 Number 4



Melvin Surette

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July is the month of Independence, for the country and Hobie sailors heading for parts unknown. Photo by Patrick McDowell.

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Hitting The Road With Hobies

Summer changes most people. They find it harder to get to work on time and easier to look out the office window. People seem more relaxed and at ease with themselves and others. For Hobie sailors, all this looking out the window may have something to do with checking the wind. When the sun is out, the temperatures are warm and the wind is up, some sailors find it nearly impossible to concentrate on the task at hand. Unless, of course the task at hand is sailing.

Some even go so far as to seek summertime Hobie adventures away from home port. Golfers are famous for wanting to try their skills on different courses. Skiers want the challenge of different hills. Hobie Cat sailors like the unknown quantities of different bodies of water. It's a test of sailing skill to anticipate wind shifts and currents on water that a sailor has never tried before. Most know exactly when the wind will clock around on water near their homes. They know that in the afternoon, wind should come from the east. Currents should be light around that small island in the middle of the bay. But what about new territory? How will the wind shift? What are the conditions like in the lee of those rocks?

This sense of discovery keeps the sport new. Taking your boat on the road can not only pull you out of your sailing rut, but any other ruts you may be in as well. Travelling with a family can add to new experiences both on and off the water. This is especially true when the travel is centered around an activity in which everyone can take part, like Hobie sailing.

To help, the *HOTLINE* has put together a small guide we call the Hobie Traveller. In it, you'll find valuable listings of Hobie dealers that can help in case you find yourself in need of equipment or repairs. There's a listing of state departments of parks and recreation, helpful hints from a Hobie traveller and more. We hope you find it of use.

You'll need to match your boat up with a trailer, so we've included some excellent information about trailering including some homemade setups that pamper the boat and you. If trailering is out of the question, there are even some tips about car topping.

Since this is the travel issue, and since July is the month of the American celebration of Independence, our photo essay is dedicated to sailing across the states in "On A Hobie Journey through the States," presented with a little help from the great poet of nineteenth century America, Walt Whitman.

For those who are really adventurous, Guatemala just might be the answer to your wander lust. From the looks of Thor Janson's photos and Magali Rey Rosa's article "Viva Las Hobiecatistas," Guatemala can offer exotic scenery, good wind and a very enthusiastic group of sailors with whom to share the sport.

If Europe is more like what you have in mind, then Britain and the Netherlands are perfect for you. Not only is there enough wind for even the most daring, but sailing skill, especially among the Dutch, is excellent. This year, the British will be hosting the European Hobie 16 Championship at High-cliff. They've been in the shadow of the rest of Europe for several years, but steady improvement has led some to believe that this just may be the year when they make significant gains. Whatever their skill level, it's obvious these two countries know how to give themselves a good time.

On the technical side, you'll find European Hobie sailor *extraordinaire*, Tony Laurent, writing about the best ways to get maximum performance out of the Hobie 14 six batten main. Laurent gives excellent details that should help even novice sailors in "Tuning The Hobie 14." His directions are clear and easy to follow so with a little practice, anybody should be able to streak across the water on a Hobie 14.

Scott Ward, who has crewed in some of the top championships in Hobie Cat sailing over the last several years, airs his views about what a winning team can do to prevent losing the race to mistakes in "Making The Best Of It." It's frustrating to start well and fumble a tack or lose a piece of equipment. Ward explains how easy it is to prevent those mistakes and once a mistake is made, how to recover from it and regain confidence that can lead to victory.

The Subaru/Hobie Cat Midwinters East was recently concluded in Tampa. Pam Bell reports that not only was a good time had by all, but the racing was top notch all the way. It seems Team Ft. Walton Beach was out to prove that that small town is the best Hobie Cat racing proving ground east of the Mississippi. Of course, the rest of the sailors were determined to quiet the rhetoric. It all made for some excitement and, according to Bell, a lot of fun.

HOTLINE hopes that each of you have safe sailing vacations. Summer's only here for a short time, so hit the road.

Brian Alexander

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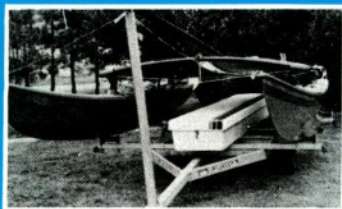
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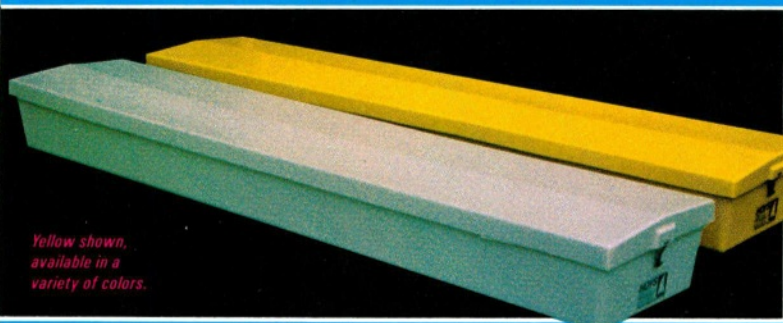
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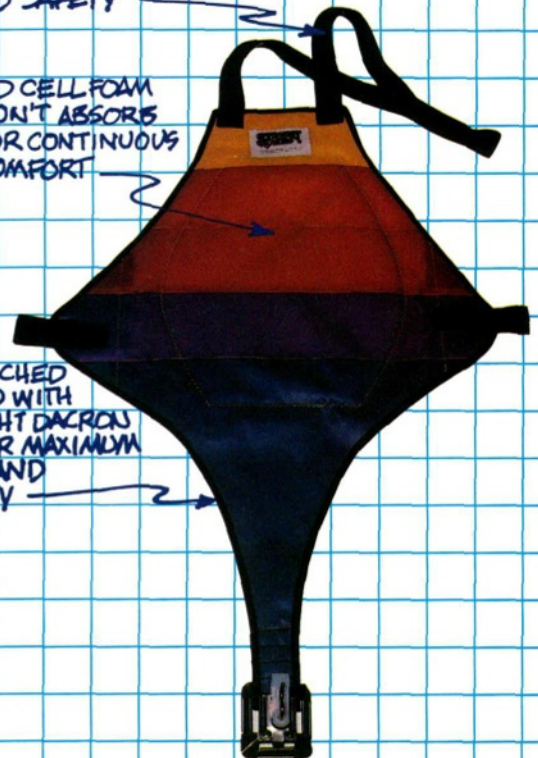
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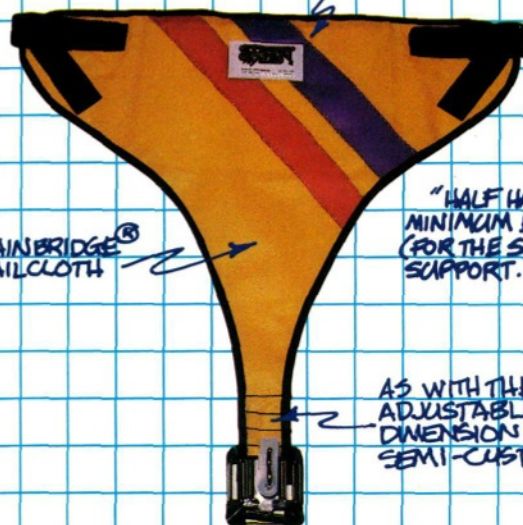
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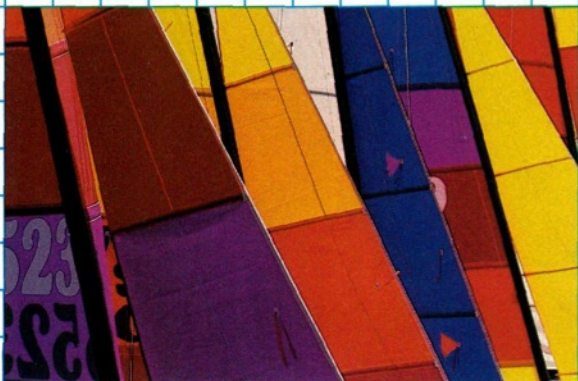


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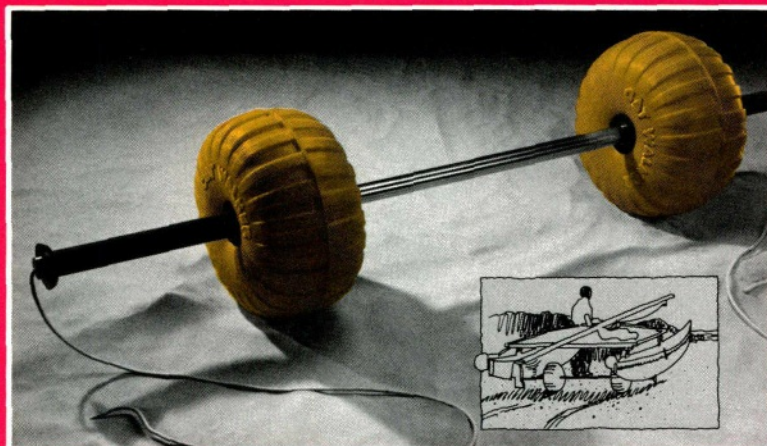
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LETTERS

Up With Women Sailors!

With regard to the female sailors, I only have to reenforce your observations. They are competitive. In the Division there are eight women (if I remember correctly) who are very competitive in the 14 fleet alone. Most of we feeble men feel good if we beat them. You want to get beat? Sail against Muffin Leonard, Jeanette Kellogg, Jeannie Baum, Debbie Francis or "Turbo" Terri Cox. They, too, aren't afraid of heavy air; even though Kris Knapp was seriously hurt in heavy air in Alcova, she's still in there sailing. The 16 and 18 fleets don't have too many all women or woman-skipped boats, but they're coming. Sarah Avang may break the barrier with her husband Hall using his weight to an advantage as crew on an 18.

Marty Gorce
Boulder, Colorado

My crew and I are featured in the March/April issue on page 32 and, boy, was I surprised to see us in such a nice article! Thanks for celebrating the women sailors of the world. I feel highly honored to have placed twelfth over all (at the 1983 16 championship) and I doubt that I will ever feel as exhilarated as I did that night.

Barbara Skarstedt
Whitefish, MT

A Satisfied Customer

As a Hobie 18 owner for the past three years, I have enjoyed sailing and racing every moment. The only problem I had encountered was latching my sail. It was a real struggle which left me with a very sore shoulder and deep frustration.

As usual, almost two months ago, I received the HOTLINE magazine which I enjoy very much. Thumbing through it for the most interesting articles for me, I noticed an advertisement featuring an unusual looking item called the Mast Hook that took my interest. As I read the advertisement, it sounded like an item I wanted to try. I immediately sent a check for the amount stated.

Upon receiving the Mast Hook a few weeks later, I installed it just by tying it on my halyard and sail in a matter of seconds. With a prayer, I proceeded to raise the sail. Within a few seconds, the sail was hooked. This was the first time in three years that I did not have to struggle with raising my sail. It was like a miracle!

I am now in the process of notifying the two local Hobie dealers in my area of my experience with this fine product. I was so pleased and impressed with this item that I was compelled to...place a long distance call to personally thank Bruce Hymanson

[the creator of Mast Hook]. I would appreciate it if you could pass this information to all the other Hobie 18 owners.

Dr. Miles J. Novatory
Belleair, Florida

More Power To the Turbos

I have been racing Hobies since 1977, but sold my 16 two years ago due to difficulty in getting and keeping good light-weight crew (I weigh 175 pounds).

The introduction of the Turbo class, however, brought me and many other former 16A skippers back to the Hobie scene. The Turbo class has been growing steadily while the other classes have declined. In the May/June HOTLINE, "expert" John Hackney compares the merits of the 14 and 14T and concludes "the Hobie 14 Turbo has shown itself to be a superior boat overall."

This year, however, the Turbo class is being treated like the ugly step child. If all goes as now scheduled, the 14T National Championship will be a BYO boat affair in Oklahoma while the 14 Nationals will be the traditional Absolut/Coast Cat sponsored event to be held in Mississippi.

I suggest either the 14s and 14Ts be run at the same location, as was done in 1984, or that full sponsorship be given to the Turbos, and I urge all Turbo sailors to call or write Hobie Cat to ask for the support this growing new fleet of high-tech, high performance boats deserves.

Rolf Woods
Fleet 99
Corpus Christi, Texas.

Lost, Found

Found: In the Devil's Lake, Wisconsin area, set of Hobie 16 sails which fell off a vehicle with Illinois plates. To claim the sails (be sure to know the sail numbers) call Spitzer Inc. (608)-831-7744

Lost: One set of Carumba sails for a Hobie 16 in the Wichita, Kansas area, sail number 68894. Anyone having any information about these sails which were taken off a parked trailer should call Phil Purinton at (316)-945-0004.

Erratum

In the May/June issue, we incorrectly stated that Gary Metcalf is the first person to hold two world titles simultaneously. In fact, he is the second. Dean Froome of Hawaii won the Hobie 16 World Championship in late 1976 and became the Hobie 14 World Champion in early 1977 thereby becoming the first person to hold two world titles at the same time.

Continued

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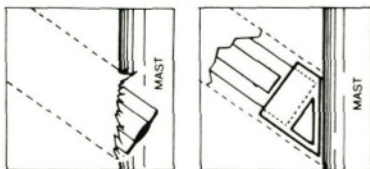
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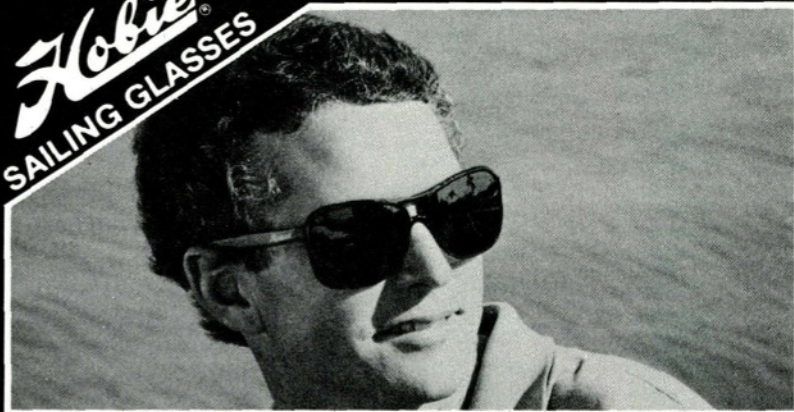


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LETTERS

Down With Swimwear!

As a "new" sailor, I have enjoyed reading *HOTLINE* and the instructions for better sailing you offer through your publication. Because I have felt that was your purpose, I find myself disillusioned by your past two issues.

... As a woman interested in learning to sail and one who is serious, I guess I find all your "fluff" unnecessary. These issues have shown me that sailing is still a "man's" sport. [See "Up With Women Sailors!" below.]

Thank you for letting me share. Please continue to do what I felt you did best.

Mrs. Vickie Williamson
South Bend, Indiana

...you sneaky[sic] fellow, you. How did you find out that we aren't really interested in sailing at all? All along, all we really wanted to do was parade along the beach and look great for one another. Stupid me! I thought it was enough to learn how to sail, read the right of way rules and stay out of powerboats' way. Now, thanks to your latest issue, I see I've been missing the boat all along. Not only am I supposed to sail, race, or watch from the beach; now I have to wear the latest swimwear and look totally awesome too! Thank you for pointing out this grave oversight.

Sorry to be so brief, but I have to run down to the mall and buy another swimsuit...see, I wore my new one sailing last weekend and it kinda[sic] got thrashed.

Linda Leon
Toluca Lake, California

Hey, this isn't a Hobie cover! These are nice "pontoon" but not the right kind. I want to see some hull!

James O'Keefe
New Canaan, Connecticut

I love your boats - have had two - just after your monohull (Hobie 33) - but maybe someday. But, after five years of the *HOTLINE* and reading it cover to cover immediately, I chose not to renew my subscription. I do not want to see fifteen pages of bathing suit advertisements. While I appreciate your success in the clothing industry, I'm interested in sailing. When your past technically oriented editorial comes back, so shall I.

Robert Morhard
Northampton, Pennsylvania

Editor's Note: It should be noted that Coast Catamaran has no financial stake in any sportswear businesses.

... As a twelve year owner of a Hobie 14 and long time reader of *HOTLINE*, I can only say I am disappointed with your venture into *PLAYBOY's* arena...

Your frequent articles on maintenance and this month's very persuasive one on Turbo installation have kept me subscribing.

Another photo display like this swimwear article will force me to demand a refund on my new two-year subscription.

Mrs. Herman Miller
Ann Arbor, Michigan

Renting a Hobie (and more swimwear)

One way to get the most out of a vacation is to rent a Hobie, but be careful. Last May I rented a Hobie 14 in the Clearwater Beach, Florida area. The first boat they tried to rent to me had no hiking stick. "You don't need one of those," he said with a smile. I asked if I could rent the new '84 model sitting there complete with hiking stick. "Nope," he said. Both screws holding the starboard bow plate had pulled out, and the boat had to go back to the dealer. I wonder if they told the dealer that earlier in the day they had sent some hapless renter out into the Gulf of Mexico with both drain plugs out of the boat. They had to pull him in from half a mile out.

I finally got a complete Hobie 14 and had a great sail on the Gulf just before the daily lightning storm struck. It was particularly thrilling for this fifty year old who had only been sailing his Hobie 14 for two years on the beautiful, but small, Hauser Lake in Idaho. But wait. Time to tack back to the beach in a narrow inlet where I had started. Absolutely no go. The wind was a good ten knots, but the anchor was dragging. Back on shore, my wife overheard the rental person say, "Let him struggle. We can charge the old guy for another hour." I headed past the breakwater and landed on a beach past the inlet where the same rental company had other boats, just as my two hour rental time had expired. It had been my first experience with an outgoing tide and a narrow inlet.

Make the most of a summer by renting a Hobie far from home, but check out the boat carefully and never assume the rental people know anything about boats, sailing, sea conditions, tides, or local weather conditions. Also insist on a life-jacket as I did.

Your swimwear review issue should be a part of the Spring ritual each year. This "old guy" loved it!

David F. Carroll
Spokane, Washington



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HOBIE BRIEFS

Lake Havasu Another Hit

Not only were all the fun events ready, but this year, so was the wind, at least part of the time, during the Lake Havasu Family Fun and Recreational Regatta at Lake Havasu City, Arizona. Conditions were warm and many who travelled from the west coast escaped springtime fog and encountered sunshine that produced skin tones ranging from medium to well done.

Bruce Fields took the 14A crown; Keith Christensen copped the 16A title and Steve Timm won the 18A fleet crown. Complete results can be found in the race section.

USYRU Establishes Multihull Committee

The United States Yacht Racing Union Board of Directors unanimously adopted a resolution authorizing the establishment of a Multihull Committee at their semi-annual meeting held March 28-31 in Fort Worth, Texas. Under this committee, the-USYRU will try to coordinate a broad range of multihull sailing, both offshore and inland and will cater to cruising as well as racing sailors.

James Beddow, acting secretary of the Multihull Committee, explained that the formation of a permanent committee to serve the needs of multihull sailors signals an effort on the part of the USYRU to work more closely with this growing portion of the sailing community. "Boardsailing and catamarans represent the fastest growing segments of the sport," said Beddow. "As the national sports authority for sailing, USYRU must do everything possible to serve these fellow sailors. They are as much a part of sailing as twelve meters, Grand Prix offshore yachts and the many one-design monohull classes - and there are lots more multihulls."

Francie Jarvis of Norman, Oklahoma was elected Multihull Committee Chairman. Her first task will be to root out the needs of multihull sailors and define their priorities.

"We hope to accomplish this by a survey being distributed to multihull sailors nationwide," stated Jarvis. "Response to this survey is very important...We are multihull sailors working to benefit racing and cruising." Jarvis hopes to get a good response from the survey before the USYRU Annual Meeting in October of this year.

For further information about the multihull committee, contact the United States Yacht Racing Union, Box 209, Newport, Rhode Island 02840 or Jarvis at 1312 Davinbrook Drive, Norman, Oklahoma 73069.

Fleet 250 Initiates Long Distance Race

Hobie Fleet 250 of Sandy Hook, New Jersey is in the planning stages of an event dubbed The New Jersey Shoreline Classic, a long distance race of three legs along the coast of New Jersey which will be spread over three days, one for each leg. The racers will launch from Cape May, sail to Atlantic City, Seaside Heights, then finish up at Sandy Hook.

Fleet 250 hopes to attract attention to the excellent resources of the Jersey Shore, long considered the state's best recreational asset, and to gain public recognition for the sport of catamaran sailing. Interested sailors, sponsors, or volunteers are encouraged to contact Kenneth Apostolico in care of Sandy Hook Hobie Fleet 250, P.O. Box 187, Atlantic Highlands, New Jersey 07716.

Continued

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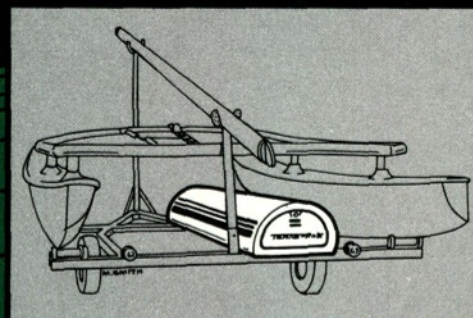
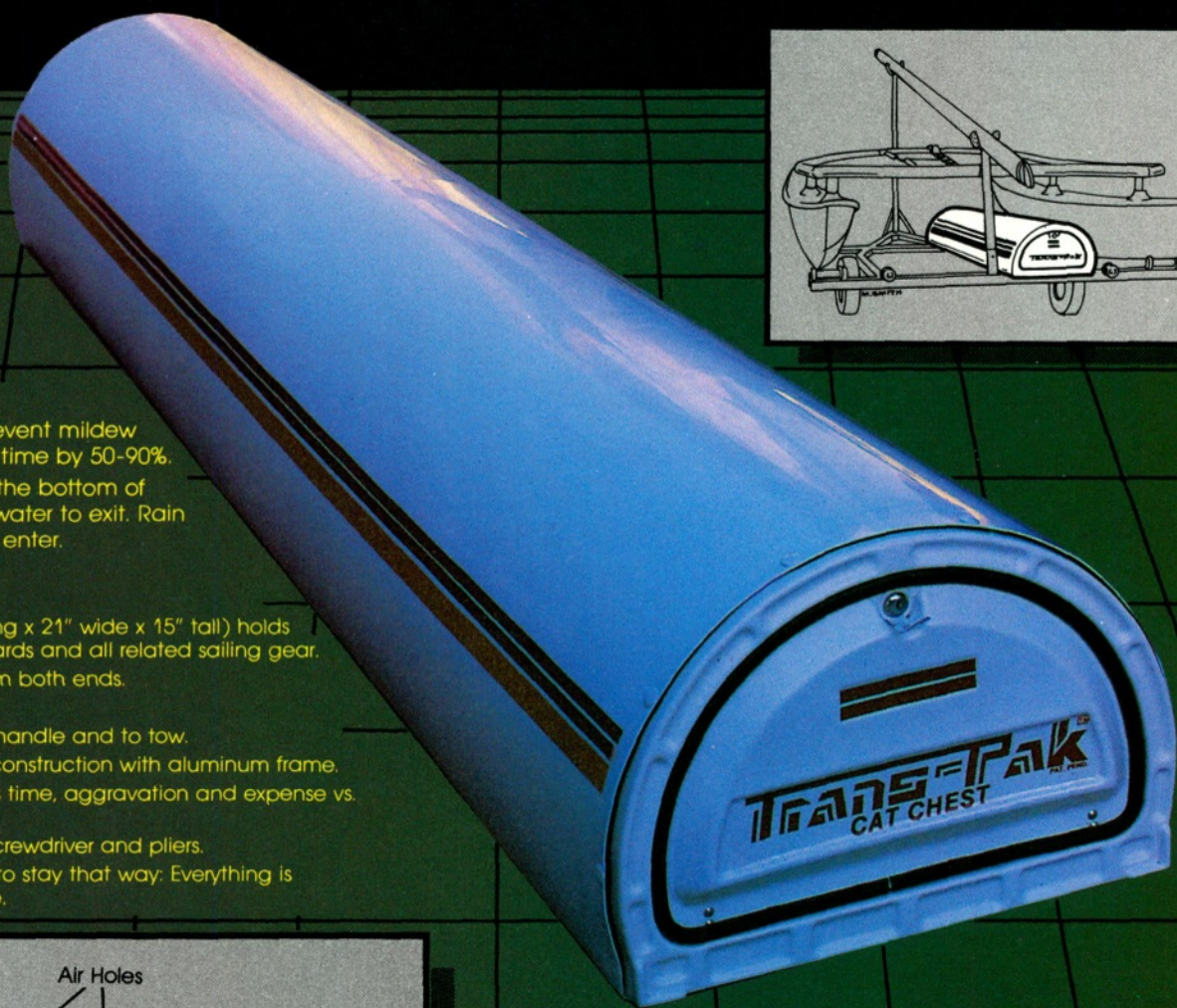
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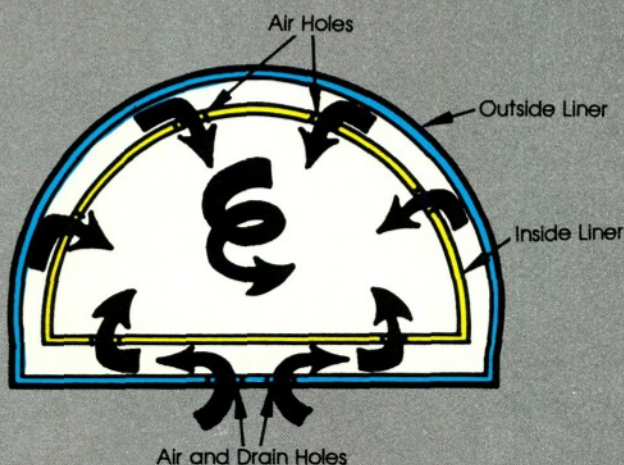


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HOBIE BRIEFS

Hobie Heroes

Erick Sylvester was just doing his job as lifeguard at a Panama City, Florida Holiday Inn when he heard sounds from the sky above the Gulf of Mexico. He looked up to see a helicopter sputtering and backfiring about 300 yards out over the gulf. In an instant, the helicopter, with two female tourists and the pilot aboard, had crashed into the water and the passengers had begun to panic.

Sylvester ran into the Holiday Inn, ordered the front desk to call an ambulance, then dashed back outside. He jumped on a Hobie Cat with six lifejackets and sailed out to the crash site. "When we got out there we gave everybody a lifejacket," he said. "The girls were on the verge of being hysterical, and we got them into the boat."

Panama City Police Chief Lee Sullivan praised Sylvester and Steve DeShields, a tourist who aided the rescue. "I can't give enough credit to those people that got out there on that thing (the Hobie) and helped those people."

Grand Prix Regatta a Success

The 55 skippers and crews that attended the Las Vegas Hobie Cat Grand Prix Regatta found gifts galore and even better sailing. Each racer received a Coleman two liter jug, four tickets to a Las Vegas show, two T-shirts, two tickets for a chicken barbecue and free Beck's Beer over the weekend (May 18 and 19).

Later, a raffle was held and two airline tickets from TWA were given away as were six raft trips for two on the Colorado River, wetsuits from Bare, Hobie Apparel shorts, Hobie Sunglasses, can't miss rings, Hobie Performance Manuals from Murray's, Eclipsis Sunglasses from Casio Watersports and over twenty show tickets from a variety of Las Vegas Hotels.



Lee McDonald

There was some racing. Three sailings were held each day in winds of over twenty miles per hour. This made for some screaming broad reach racing that thrilled both sailors and the gathered spectators. When the racing was over, Bob Hasling had taken first place in the 14 Turbo class; Bill Sanders emerged in first in the 16As; Al Monson won the 16Bs; David Coomes topped the 16Cs; Terry Hensler won the 16 novice fleet crown; Jack Walton was victorious in the 18As; A.C. Douglas clinched first in the 18B fleet and Jim Savage won the 18C fleet title.

Special thanks went to Thomas Sports, Fleet 51 and Beck's.



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TUNING IN THE NEW HOBIE 14

By Tony Laurent

With the arrival of the new six batten mainsail, the venerable Hobie 14 has taken a new lease on life. It is again the premier single handed production catamaran in the world. However, the six batten sail has changed the original tuning methods used to get maximum performance of the boat. This was amply demonstrated during the 1984 Hobie 14 World Championship in Puerto Azul, Philippines. What follows is an explanation of some of these ideas. Remember, however, that this is intended as a guide only. Some changes to suit individual styles will probably be necessary.

MAST RAKE

The new high cut on the bottom panel of the six batten sail allows for a considerable increase in mast rake. As has been proved many times, maximum mast rake on the 14 is absolutely necessary for optimum performance. The increased rake will require an extra forestay adjuster to be added to the bridle wire connection. Rake the mast as far back as possible but still keep firm mainsheet tension. On Hobie 14s, this usually means one and a half

standard forestay adjusters. The top one will slide in the side bottom adjuster to achieve the required length.

SIDE STAYS (RIG TENSION)

With this extra mast rake, the side stays will become quite loose, even when placed in the bottom hole of the side stay adjuster. However, a loose rig does work quite well and will be to your advantage in allowing the mast to fall forward when sailing downwind. This will give you a little extra sail area. The forestay adjusting rope may be used to hold the mast forward, but is not absolutely necessary. For strong wind however, this looseness can cause problems downwind by helping the boat to nose dive. When the wind is strong, you'll have to remember to keep your weight well back.

RUDDER ALIGNMENT

As with the Hobie 16, the most efficient rudder alignment is two to three millimeters (about a tenth of an inch) toe-in. In other words, with the rudders locked down, the distance between the leading edges should be two to three millimeters less than the distance between the trailing edges. This distance can be changed with the use of the adjuster slide in the rudder arm's connecting bar.

BATTEN TENSION

The six batten main is a very powerful sail when compared to its predecessor. Batten tension however, is basically unchanged. For lighter weight sailors (68/70 kilograms or 150 to 154 pounds), a flatter sail is more advisable. Don't try to force shape with excessive batten tension. Use "firm" tension, enough to take out the wrinkles. For heavier sailors (70/80 kilograms or 154 to 176 pounds), more power is required, therefore firm to very firm tension should be maintained. For even more power, shave the top batten. The idea here is to get "drive," or shape, about 40-45 percent back from the mast.

After you feel that all the battens have

the right tension, lay the boat on its side with the sail up and pull in the mainsheet until there is no slack in the tension. Next, sight down the back of the sail from top to bottom to confirm that all battens are laying parallel to each other. You will be trying to achieve a nice, even shape. Once you've gotten the basic shape, more control is available through the use of downhaul, outhaul and mainsheet tension.

DOWN HAUL

When conditions are light, check the downhaul with the sail up and pointed about 45 degrees to the wind, pull on the mainsheet until the tension is firm with the traveller about eight centimeters (three inches) from the center. Then, just use sufficient downhaul to remove the wrinkles from the luff of the sail.

In medium to strong winds, use more downhaul; all the way to maximum in case of stronger winds. Pull in the mainsheet all the way and pull down hard on the downhaul.

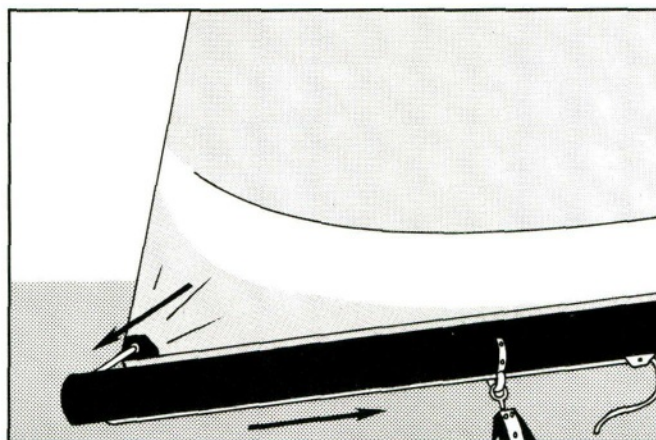
OUT HAUL

For light air, bring in the tension until it just hits that firm point and a large wrinkle begins to form along the foot of the sail parallel to the boom. In medium to strong winds, use the maximum amount of available outhaul.

MAINSHEET TENSION

This is the most important sail shape device on the Hobie 14. Most standard systems are a 5:1 purchase, but in heavier winds, the 6:1 system works better because it is easier to handle. After the sail is set up to your liking, place some tension on the mainsheet with the traveller about eight to ten centimeters (three to four inches) from the center.

Next, stand about ten meters (eleven yards) directly behind the center line of the boat and look up the back edge of the sail. The leech should never hook to windward and should be parallel to the mast. Experiment with mainsheet tension to have



OUTHHAUL

the leech just slightly opened. Remember that in stronger winds, the leech will blow open slightly. Still, this may be desirable if the boat becomes overpowered.

TRAVELLER POSITIONS

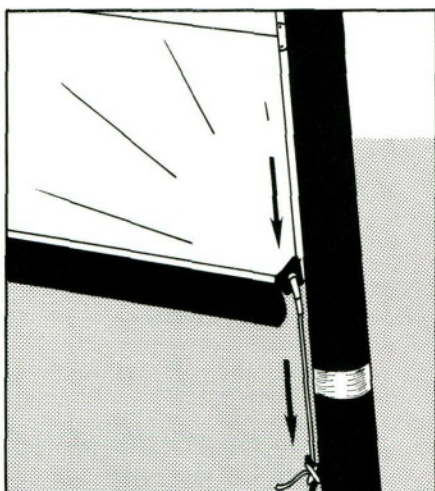
Windward: When sailing in light winds to windward, move the traveller to about ten to fifteen centimeters (four to six inches) from center and use minimum mainsheet tension in order to leave the leech open. In medium wind with choppy water, move the traveller out a little between fifteen to twenty centimeters (four to six inches) from center with just firm mainsheet tension to give the sail a fuller, more powerful shape.

If the water is flat and the wind is of moderate strength, leave the traveller set at between twenty and 25 centimeters (eight to ten inches) from center and keep the mainsheet firm to hold a flat sail. If the hull begins to fly too much, begin to move the traveller out towards the hiking strap until you feel more comfortable.

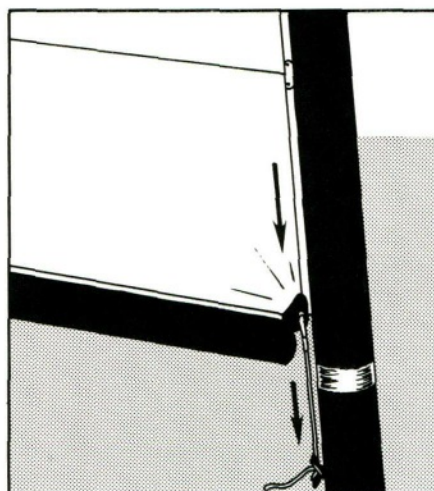
When the wind is strong, the traveller belongs somewhere between the hiking strap and ten to fifteen centimeters (four to six inches) from the end of the track. Use maximum tension to keep the sail flat.

Reaching: In light wind, let the traveller out just like you would if sailing in strong wind to windward, but keep only enough mainsheet tension to maintain a nice streaming effect on the telltales. When the air increases to moderate strength, leave the traveller where it is, but increase the mainsheet tension. Just leave the traveller all the way out in heavy wind and continue to work the mainsheet back and forth especially if the wind is gusty.

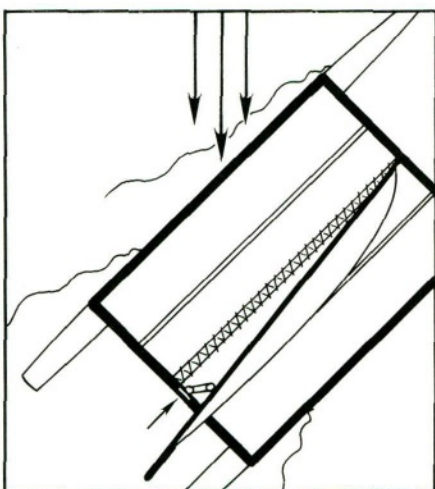
Downwind: This is the easiest to remember. When sailing downwind, leave the traveller all the way out in all conditions and wind strengths.



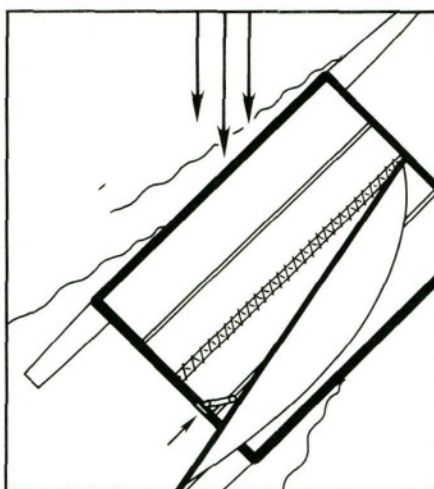
DOWNHAUL Light to medium wind



Medium to strong wind



TRAVELLER Light wind

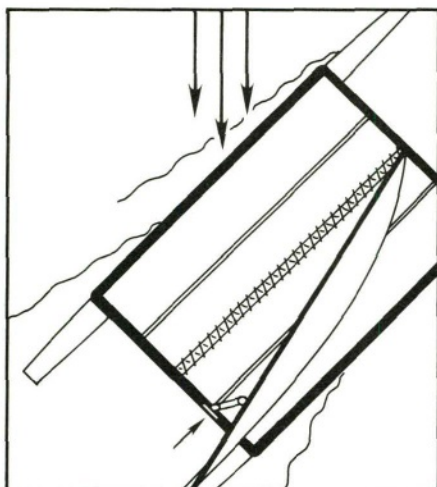


Medium wind

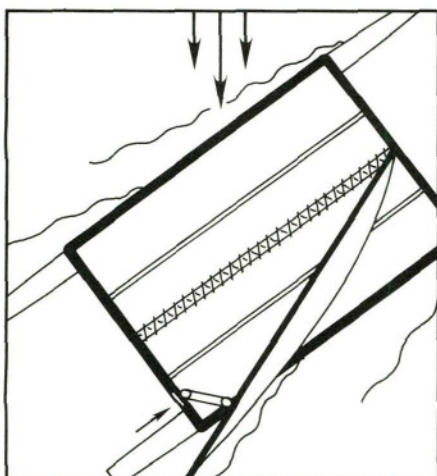
BODY WEIGHT POSITION

Since the Hobie 14 is so small, it is very sensitive to weight movements. Try to keep movement to a minimum in all conditions and remember that the boat will perform

TRAVELLER



Flat water



Strong wind

best when it is flat.

In light conditions, keep your body weight towards the center line of the boat and as far forward as you can manage. This will reduce drag from around the rudders. If the water is choppy, move back a little until your weight is just forward of middle and slightly to leeward. This configuration will give the boat more drive through the waves.

Medium wind requires body weight to be kept as far forward as manageable and still keep the leeward bow about ten centimeters (four inches) above the water. Swing your weight over the side only when a hull begins to fly. It is very important to anticipate gusts of wind since you're trying to walk a fine line. Usually, sailors will sit on the side rail just behind the side stay.

If the wind becomes heavy, keep the same position as in medium wind, but hike out as far as possible with both feet under the hiking strap. Thick neoprene booties will come in handy here to help prevent discomfort. When reaching in heavy air, move your weight as far back as possible with your buttocks jammed against the back corner casting. Some skippers place one foot in the trampoline lacing and one just under the rear hiking strap. If you are moving downwind in heavy air, move your weight back to the center of the boat but as far to the stern as possible in order to head up just a little from direct downwind. If it is really blowing, you may be better off letting the tiller extension trail behind and steering with your hand directly on the rudder connecting arm.

TACKING

Now we come to the part that most newcomers find most difficult. If you thought the old five batten sail was hard to tack, just try this one on for size. With the added mast rake allowed by the six batten sail, you will probably have to learn to tack all over again. The main thing to remember is to drive the boat around. Keep your motion firm but smooth.

Here again, body weight is very

important. In light wind, remain on what is going to become the wrong side until the boat has come through head to wind. Release the mainsheet only about forty centimeters (sixteen inches) as you crossover to the other side. Don't be in a hurry to sheet in again; wait until the boat is moving.

In medium winds, look carefully for a smooth patch of water between the waves and drive the boat around them. Leave on your trip to the other side as late as you dare and release the main only about forty or fifty centimeters (sixteen to nineteen inches). If the waves are large, it usually helps to begin your tack as you go up the face of a wave. Hopefully, the extra wind that is at the top of the wave will help minimize your trip through the stall zone. Tacking in the conventional style in heavy winds is usually not successful and even the more experienced sailors elect to use the reverse tack technique. Again, wait for the most favorable wave pattern, and drive the boat hard into the stall zone. Then simultaneously cross over to the other side, staying toward the front to keep the boat flat. Once across, push the boom hard away from you. At this point you will find that the boat will reverse away from the head to wind position. Give it a few seconds and then simultaneously straighten the rudders and pull in on the mainsheet. It sounds complicated and it is. But, practice makes almost perfect.

GYBING

Here, the use of a firm boom vang will help. Look around for the best time to go such as between gusts, throw the tiller extension over the back and carve the boat around through a smooth turn. Head downwind again only after you have comfortably moved to the other side. The main idea here is simply to pick the right time.

SUMMARY

1. Keep the boat flat with body weight position, traveller position and trimming the sail with the mainsheet.
2. Keep the boat moving by not sailing too high to windward and always trying to sail as low as possible downwind. A direct line between the marks is usually best but be sure to use any favorable wave patterns to your advantage. The Hobie 14 loves to surf.

Try to sail with one rudder up on reaches and downwind, but wait until you have settled down after rounding the mark before smoothly flicking the blade up. (The Tahitians sail to windward with one rudder, but this takes some practice.) Constantly fine tune the sail with smooth and slight adjustments of the mainsheet.

This should be enough ideas to keep you busy. Practice whenever you can, but remember, the main thing is to enjoy the sailing.



MAKING THE BEST OF IT

By Scott Ward

"There we were. We made a perfect start, needed to tack to get on the port side of the course. As we went around, the jib caught on the halyard assembly. When we got out of it we were dead last. We were history!"

How many times has something like the above scenario happened to you and your skipper? If your team is like most others, even top world competitors, it has happened more times than you like to think about. Mistakes happen to everybody. Some prominent racing authors adhere to the phrase that "He who makes the most mistakes wins." Many teams are psychologically thrown off when they make even the slightest mistake. In the little story above, the crew member had decided just after the start of the race that their team would fare badly. But, teams never have to be "history" even if they are two minutes behind the competition. The crew can and should play an essential role in the team's recovery from a mistake. This article is intended to help crews recover from the mistakes a team can make and, if the winds are friendly, make a good race out of one they thought was "history."

One of the key contributors to mistakes is a lack of preparation. The boat is the team's primary tactical weapon and it must be properly prepared. The crew is often largely responsible for executing prerace chores, some of which include the following:

1. Everything on the forward part of the boat which includes the jib, traveller systems, daggerboards on the Hobie 18, and mast rotation. All of these should be checked thoroughly before you hit the water. Sailing is not the time to discover that something is in need of repair or doesn't work properly. I have often neglected to check everything only to find that something is slipping when we are about to start the first race.

2. What will happen out on the race course. This also takes advance work before the team leaves the beach. Keep in mind that the skipper should only have to





worry about general tactics and boat speed. The crew, therefore, should check with the race committee for any last minute changes, weather conditions, where the marks are, where the starting line is located and even what the competition is doing. All of this minutia is very important. It is common to hear arguments between skippers and crews because one person or another did not check and did not learn that the race committee had deleted a mark or were starting a half hour ahead of schedule. Mistakes like these are completely unnecessary because they require so little time and even less brain power. Some of the top teams in the world even use a checklist to make sure they forget nothing.

Once the team is on the race course, it is up to the crew to make sure that things are working as efficiently as possible on the boat. This includes suggestions about sail shape, checking daggerboards for dragging seaweed, weight distribution and other general information such as oncoming windshifts and puffs.

One of the most important jobs the crew has is checking for and monitoring oncoming port and starboard boats. This should

take priority over everything else since the skipper cannot always see everything and not seeing an oncoming starboard boat could cause injury to crew, skipper or the boat. This mistake could be impossible to recover from because it could end your whole series.

Checking slots and jib shape as well as weight distribution is important because it allows the boat to remain flat and sail as efficiently as it can. The crew should be constantly moving (smoothly and slowly), on the trapeze in all but light conditions. Sliding up, forward, back, laterally to the windward side or fully extended on the trapeze will ensure that the bow is kept out of the water on one hand and that there is not too much weight on the wire on the other.

Finally, but perhaps most importantly, the crew and skipper should establish and maintain a quiet working relationship. When racing, an efficient, professional manner of communicating is the best for any situation. This does not mean that the crews should be a silent robot, but the skipper can relate and think best when not distracted by unimportant observations like "Oh. Look at those sail colors over

there." when in the pack of boats, double trapped or port start conditions. That conversation should be saved for either before the warning flags or after the race. Instead, a crew should give information calmly and if a potentially dangerous situation develops, quick and to the point suggestions should be made and preparations to take the proper action should be instantly begun by the crew. Things like emergency tacks should be carried out according to each member's appointed role and executed quickly and quietly.

If all of these preventative actions are taken, your team should only have to worry about the unforeseeable and occasional mistakes such as tipping over, pitchpoling, blown tacks and so on. Once again, the whole key to recovery is the confidence and working relationship of the team. Human beings excel when confident and, in tense situations, the ego can be damaged by careless words. The confidence level drops along with the boatspeed and eventually the race could be lost. Irrational arguments do nothing but guarantee chaos and can spoil the result of what may be a perfectly good race.

Here's an example: It was four minutes



before the start in a fleet of forty 16A boats. Port was the favored side of the course and the skipper had a good start close to the windward end so he would have the freedom to tack to the favored side. He called a tack and after readying, pushed the tiller over and executed the tack. But the jib caught and the crew, being small, had a hard time correcting and pulling on the jib. By this time, a number of boats had passed and were now blanketing. The skipper, frustrated, started venting that frustration by yelling at the crew who, in defense, yelled back then stopped and accepted the abuse. Before either of them knew it, they were confronted with starboard boats that were on the layline for the first windward mark. They were forced into executing an emergency tack which they blew because of their mental state and wound up being hit by another boat. By this time, the screaming had approached physical violence and the race was shot.

I have seen this scenario acted out many times. It is very easy to do. From the skipper's point of view, a good start was ruined by the crew's failure to fix the jib. The crew did not feel it was his fault. That's sailing. Part of the game is getting hit with

unexpected obstacles, windshifts and equipment failures. The best teams learn to accept these problems and integrate them into their tactics. The best skippers, Hobie Alter Jr., Ian Bashford, Carlton Tucker, Brett Dryland and others, all make mistakes, sometimes glaring ones, but they all seem to recover and miraculously sail to the front from the back of the fleet.

But their recoveries are not really miraculous. It is the result of quiet team concentration on boatspeed and tactics which relate to the entire fleet, not just the boats in the immediate vicinity. They have their eyes on the leaders, not arguing with the crew. If a mistake like pitchpoling or the loss of the crew occurs, they correct the mistake, consolidate their losses with a minimum of conversation, then concentrate on regaining the advantage. Discussion, and any argument, would come after the race.

This sort of interaction and concentration is what makes some teams so consistent. A lot of the time, they are starting from the back of the pack but end up in first by the second leg. Boatspeed and tactics help, of course, but this recovery would not be possible if not for the

excellent working relationship the team members have. After a mistake, the crew should concentrate solely on that boatspeed; sails, boards, and general settings like outhaul, rotation and travellers. After the boat is moving efficiently, he should begin to give the skipper information with a minimum of words. An absence of friction will enable the skipper to formulate alternate plans of attack.

The way to recover from mistakes is with preparation so they are not made in the first place, calm, confident execution of sailing duties on the race course, and an absence of recrimination when the inevitable mistake occurs. The less flustered the crew or skipper is, the better they will be able to gather their thoughts for taking back the lead.

Scott Ward has crewed for some of the best Hobie skippers in the world including the Alter brothers and, most recently, Brett Dryland at the Hobie 18 World Championship in Port Macquarie, Australia.

A LETTER TO CLYDE

Dear Clyde,

I am a Hobie® 16 who lives way out in Smallville, USA. The nearest boat dealer is over 60 miles away and only sells fishing gear and outboard motors. My skipper (who is a SUPER lady) went there once to buy me a new tiller extension. The boat shop owner told her to try the farmer's market -- he thought she was looking for a part for her plow!

On another occasion, my crew (who is also my skipper's boy friend) tried to buy a pair of TLC's for my skipper's birthday, but even the official Hobie® dealer over in the Big City had sold out of KISME parts. I can't repeat everything that my crew said (because it makes my gel coat blush), but he did say that he wished he could order KISME parts direct from your company using his Visa card . . .

You really should consider accepting write-in or call-in credit card orders, because a lot of Hobie® owners are in the same boat (no pun intended).

Signed,

"Needs A Little TLC"

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If you do use the recording service, please:

- (1) **CLEARLY** state your name and address (please **SPELL** all difficult words for Clyde).
- (2) **Next** state your questions for Clyde (if any).
- (3) **Next** give your KISME order (if any).
- (4) **Next** state your credit card **TYPE, NUMBER, and EXPIRATION DATE.**

All questions will be answered and all orders will be shipped normally within 1 working day.



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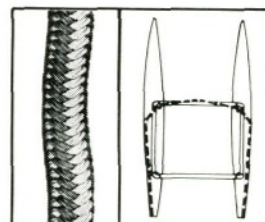
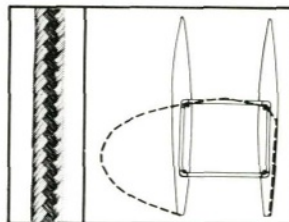
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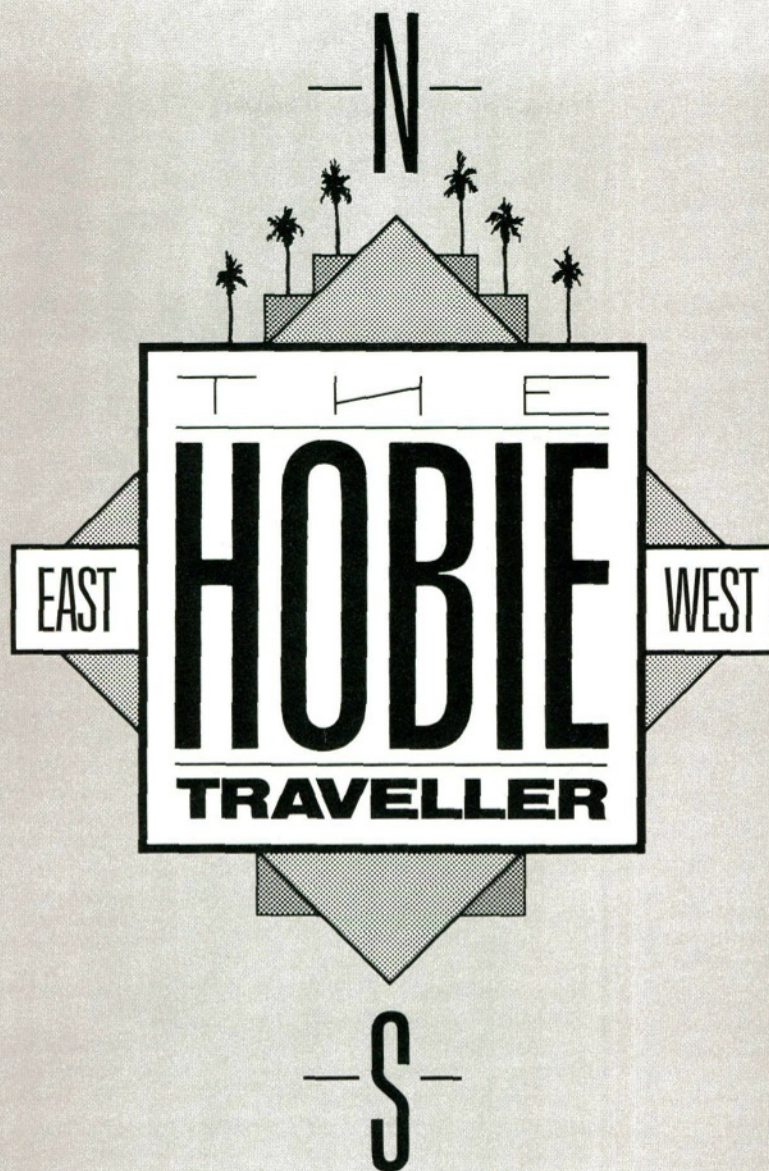
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So, you've caught the travel bug and have decided that it's time for your family and your cat to hit the road in search of heavy air, glassy water and friendly natives. That's perfectly natural. America is a nation of travellers. Everybody's ancestors came from someplace other than where the descendants live now. That has been America's strength. Americans want to see what is over the next hill. For Hobie sailors, this urge translates into a need to try another sailing spot, to commune with others who share the same interest, to pit skills against the skill of others involved in the same sport. In that spirit, **HOTLINE** offers this short guide for and tribute to The Hobie Traveller.

The first goal is to find out where you would like to take the boat. Depending on the time of year, the whole continental United States as well as Mexico and, for the stout hearted, South America are available by car. A quick glance at the newspaper weather section will tell you that January is not the time for Michigan and August is not the time for the Desert



Southwest. That helps narrow things down a bit.

Once you've decided on a pool of about three or four locations and the time of year you'd like to go, the next assignment is to obtain wind "histories" of the various locales. These are normally available through the regional weather service offices or the National Weather Service. If you know somebody who lives there, just ask, but sometimes statements like "Oh, sure. Come in July. It's always windy then" don't really portray an accurate picture of the conditions. A wind history will force you to face the brutal statistics. They won't guarantee that you'll find wind, but they will put the odds in your favor.

Weather histories should help you narrow the field down a little further. From here, you'll want to examine specific sites within the general areas you've decided upon. You can use the HOTLINE listing of each state's parks department included on these pages to write to the states you have in mind about boating facilities in, say, Southern Ohio along the Ohio River.

Ask questions about lodging. Are there hotels, campsites or trailer parks close to the water? What launching facilities can you expect to encounter? Are there launching fees? Is there a marine dealer nearby in case of an equipment failure?

Hopefully, your quest will have revealed that one spot where you're sure of great weather and the sailing of your life. But once you get there, there's more to look for. Whenever you sail in an unfamiliar location, be sure to check the area for overhead powerlines. If other sailors are nearby when you launch, ask them about any powerlines or other surprises you might find out on the water. Beware when sailing into isolated coves; power companies sometimes string wires over water and put poles or towers on cliffsides. Also check for rocks and outcroppings that can do damage to the boat. In short, don't let the thrill of discovering a new sailing spot overwhelm good judgement.

If racing is in the cards for your holiday, be sure to put yourself in contact with the local fleet. Valuable contacts are available through the HOTLINE's Fleet Directory and the Regatta Schedule which prints phone numbers of race organizers. These people will be able to tell you where the Hobie action is taking place and what is on tap for the time you are planning to be in their area. Both listings are in the Race Section of this issue.

Much of the fun of Hobie sailing is the ability to meet new people and sail new places. The only way to do that is to pack up and hit the road.



PARKS RECREATION

One of America's greatest assets is the extensive system of local, state and national parks and recreation areas. They allow us to escape the daily give and take of our lives. There are hundreds, if not thousands of recreation areas spread across the continent, so it would be impossible to list them all here. Instead, HOTLINE has provided this list of each state's department of parks and recreation. A letter or phone call asking for information about sailing should net you enough information to help you make travel plans.

ALABAMA

Division of Parks
Department of Conservation
and Natural Resources
Administrative Building, Room 702
Montgomery, AL 36130 (205)832-6323

ALASKA

Division of Parks
Department of Natural Resources
619 Warehouse Avenue
Anchorage, AK 99501 (907)274-4676

ARIZONA

State Parks Board
1688 W. Adams
Phoenix, AZ 85007 (602)255-4174

ARKANSAS

Department of Parks and Tourism
One Capital Mall
Little Rock, AR 72201 (501)371-7743

CALIFORNIA

Department of Parks and Recreation
1416 Ninth St. 14th Floor
Sacramento, CA 95814 (916)445-2358

COLORADO

Division of Parks and Outdoor Recreation
Department of Natural Resources
Centennial Building 6th Floor
Denver, CO 80203 (303)866-3437

CONNECTICUT

Parks and Recreation
Department of Environmental Protection
165 Capital Avenue Room 243
Hartford, CT 06115 (203)566-2304

DELAWARE

Division of Parks and Recreation
Tatnall Building
Dover, DE 19901 (302)736-4401

FLORIDA

Division of Recreation and Parks
Department of Natural Resources
601 Larson Building
Tallahassee, FL 32301 (904)488-6131

GEORGIA

Division of Parks, Recreation & Historical Sites
270 Washington St. SW
Atlanta, GA 30334 (404)656-2754

HAWAII

Division of State Parks
1151 Punchbowl St.
Honolulu, HI 96813 (808)548-7455

IDAHO

Department of Parks and Recreation
2177 Warm Springs Ave.
Boise, ID 83720 (208)334-2154

ILLINOIS

Division of Public Lands
Department of Conservation
Stratton Building Room 605
Springfield, IL 62706 (217)782-1395

INDIANA

Division of State Parks
Department of Natural Resources
State Office Building Room 616
Indianapolis, IN 46204 (317)232-4136

IOWA

Division of Lands and Water
Wallace Building
Des Moines, IA 50319 (515)281-5629

KANSAS

Parks and Resources Authority
503 Kansas Ave. 5th Floor
Topeka, KS 66601 (913)29602281

KENTUCKY

Department of Parks
Capital Plaza Tower
Frankfort, KY 40601 (502)564-2172

LOUISIANA

Culture, Recreation and Tourism
P.O. Box 44361
Baton Rouge, LA 70804 (504)925-3800

MAINE

Bureau of Parks and Recreation
State House, Station Number 19
Augusta, ME 04333 (207)289-3821

MARYLAND

Forest and Park Service
Department of Natural Resources
Taves State Office Building
Annapolis, MD 21401 (301)269-3775

MASSACHUSETTS

Department of Environmental Management
100 Cambridge St.
Boston, MA 02202 (617)727-3180

MICHIGAN

Division of Parks
Mason Building 5th Floor
P.O. Box 30028
Lansing, MI 489089 (517)373-1270

MINNESOTA

Division of Parks and Recreation
Department of Natural Resources
658 Cedar St.
St. Paul, MN 55155 (612)296-2270

MISSISSIPPI

Bureau of Recreation and Parks
Department of Natural Resources
Southport Mall
Jackson, MS 39209 (601)961-5240

MISSOURI

Division of Parks and Historical Preservation
Department of Natural Resources
P.O. Box 176
Jefferson City, MO 65102 (314)751-4321

MONTANA

Division of Parks
Department of Fish, Wildlife and Parks
1420 E. Sixth Ave.
Helena, MT 59620 (406)449-3750

NEBRASKA

Game and Parks Commission
2200 N. 33rd St.
Lincoln, NE 68503 (402)464-0641

NEVADA

Division of State Parks
Department of Conservation
and Natural Resources
1923 N. Carson St. Number 210
Carson City, NV 89710 (702)885-4384

NEW HAMPSHIRE

Division of Parks
Six Loudon Rd.
Concord, NH 03301 (603)271-3254

NEW JERSEY

Parks, Forestry and Green Acres
Department of Environmental Protection
CN-404
Trenton, NJ 08625 (609)292-2734

NEW MEXICO

Division of Parks and Recreation
Department of Natural Resources
141 E. De Vargas P.O. Box 1147
Santa Fe, NM 87501 (505)827-2726

NEW YORK

Office of Parks and Recreation
Empire State Plaza
Agency Building 1
Albany, NY 12238 (518)474-0443

NORTH CAROLINA

State Parks and Recreation
512 N. Salisbury St.
Raleigh, NC 27611 (919)733-4181

NORTH DAKOTA

Department of Parks and Recreation
1424 W. Century Ave.
Bismarck, ND 58505 (701) 224-4887

OHIO

Division of Parks and Recreation
Department of Natural Resources
Fountain Square
Columbus, OH 43224 (614)466-2838

OKLAHOMA

Division of State Parks
Department of Tourism and Recreation
Will Rogers Building, Room 500
Oklahoma City, OK 73105 (405)521-2406

OREGON

Division of Parks and Recreation
525 Trade St. SE
Salem, OR 97310 (503)378-5019

PENNSYLVANIA

Bureau of State Parks
Evangelical Press Building, Room B11
Harrisburg, PA 17120 (717)787-6640

RHODE ISLAND

Division of Parks and Recreation
Department of Environmental Management
83 Park St.
Providence RI 02903 (401) 277-2632

SOUTH CAROLINA

Division of Parks
Parks, Recreation and Tourism
Edgar A. Brown Building, Number 1134
Columbia, SC 29201 (803)758-2566

SOUTH DAKOTA

Division of Parks and Recreation
Department of Game, Fish and Parks
Anderson Building
Pierre, SD 57501 (605)7673-3391

TENNESSEE

State Parks
Department of Conservation
2611 West End Ave.
Nashville, TN 37203 (615)741-3251

TEXAS

Division of Parks
Department of Parks and Wildlife
4200 Smith School Rd.
Austin, TX 78744 (512) 475-4999

UTAH

Division of Parks and Recreation
Department of Natural Resources
1596 W. N. Temple
Salt Lake City, UT 84116 (801)533-6011

VERMONT

Department of Forests, Parks and Recreation
Agency of Environmental Conservation
79 River St.
Montpelier, VT 05602 (802)828-3375

VIRGINIA

Commission on Outdoor Recreation
Old Federal Reserve Building
Eighth and Franklin Sts.
Richmond, VA 23219 (804)786-2036

WASHINGTON

State Parks and Recreation Commission
7150 Clearwater Lane
Olympia, WA 98504 (206)753-5755

WEST VIRGINIA

Division of Parks and Recreation
Department of Natural Resources
Capital Complex Number 3, Room 669
Charleston, WV 25305 (304)348-2769

WISCONSIN

Bureau of Parks and Recreation
Department of Natural Resources
101 S. Webster St.
Madison, WI 53702 (608) 266-2181

WYOMING

Recreation Commission
604 E. 25th
Cheyenne, WY 82001 (307)777-7695

SAVING MONEY

Editor's Note: Dick Blount has somehow managed to get himself to many major events during his Hobie sailing career.

You've been tearing up the competition at the fleet level. You've done well at the big regattas and you've been thinking about the nationals too. I know the story; you want to go but the event is in California and you're in Michigan or you're from Washington and the host is Florida.

The two biggest problems to overcome are time and money. As for the time problem, find it, make it, or save it up. Don't tell the boss the week before the nationals "Hey, can I have next week off?" Tell the boss months ahead of time. Let the people where you work know how the weekend races are going. Get them interested. Keep the HOTLINE on your desk!

Now, about the money. I certainly don't have any. I've eaten my share of peanut butter sandwiches and Hydrex cookies. The transportation costs are usually the worst. Taking a car is alright, but there are five major considerations: 1. It's got to be fast (especially for multi-state crossings) 2. It needs an AM/FM cassette 3. You must be able to sleep in it 4. It must be big enough to carry a cooler 5. It's got to be able to make it.

I recall a nationals a few years ago that involved a coast to coast trek. I wanted to drive, it being the cheapest way at about \$220 worth of gas round trip. However my car could only meet one of the five major qualifications. It could carry a cooler. So, "Team Amtrak," here I come. The train cost about the same as the car at \$225 and it took four days each way (They have a creative routing system.). The bad news is that the conductors can, and do, go on strike. They did. OK, Amtrak was out, Trailways was in. The bus was about \$99 each way and it takes two and a half to three days if you don't get hijacked. We did. Or have the brakes go out. We did.

Motorhomes are the greatest. They usually meet four out of the five big ones. Gas for these monsters will kill you unless you take a lot of people. Los Angeles, California to Corpus Christi, Texas is about \$600 there and back. You sleep in them, shower, party, cook, you name it, they've got it all. But, you must know somebody that has one that also races Hobie Cats. If you know such a person, become friends.

Airplanes make it too simple. Any fool can pay \$600 and fly coast to coast. The trick is to do an entire championship on \$350. Part of the fun and excitement of a nationals or worlds is getting there. Just make up your mind now that you're going to go. You'll never regret it. I'm not sure how I'm going to get there, but I'll see you at the nationals, no doubt about it. —Dick Blount

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TRAILERING GETTING THERE

BY BRIAN ALEXANDER



One of the ideas behind the Hobie Cat was that it was light and easy to take on the road. In fact, sailors could take their Hobies to just

about any race site or camping location they chose. All they needed was some sort of road and a car to trail the boat. They didn't even need a truck. A compact would do the job nicely.

Well, that's still the case of course, but the needs, or perhaps more accurately, the wants, of Hobie sailors have become more diversified over the years and they have begun to search for the perfect trailering setup and the best way to get multiple numbers of boats to one location with one auto.

The HOTLINE has collected a few of the more innovative ideas we've received over the last year or so and it is with great pleasure that we present the first all around towing, trailering and transportation guide for Hobie Cat sailors.

THE TRAILER

Let's start with the basics. As everyone discovers when they first buy the boat, a trailer is the very next purchase a sailor normally makes unless he intends to keep the boat on one beach. But where's the fun in that? So, most everybody buys a trailer. But what kind?

The best bet is to consult with your dealer. He's had a lot of experience trailering boats hither and yon and he will be able to tell you about the pitfalls and advantages of the different trailers available. Of course, it is always a good idea to ask your fellow sailors about their trailering habits. Most won't think that's too personal a question and will be pleased to tell you about how they get their boat to go where they want it to go.

Some sailors have developed trailering into an art. These are the intrepid inventors who have taken a look at what is offered over the counter and decided that they can do it better. One such sailor is Robert Rier of Mississippi. He has gone all the way and built himself a trailer that serves every need a Hobie sailor could encounter.

Rier's trailer is meant to be tough enough to withstand not only the normal bumping inherent in highway driving, but also to remain stiff. So stiff, in fact, that he claims his Hobie 18 undergoes little or no twisting

stress and therefore suffers no fatigue. He accomplished this by using durable, four-inch channel steel and larger tires than normal trailers. In fact, his tires are the same size as those he puts on his car. This also helps assure an easy ride for the boat.

In addition to making life easy for his Hobie, Rier also has made life easy for himself through the extra accoutrements he has put on the trailer. The sail boxes are large enough to store boat equipment, ice chest, picnic supplies, lawn chairs, luggage and just about anything else the roughing-it Hobie sailor could ask for.

Safety also played a big part in Rier's design considerations. His trailer holds the boat more securely than some other trailers he looked at and the heavy duty lights are waterproof. There is even a light for the mast so that unsuspecting drivers do not accidentally find a Hobie 18 mast in their front seat when they're following Rier and his boat.

When putting the boat in the water, Rier uses equipment built onto the trailer to raise the mast and his special trailer tongue extension allows him to back the boat into the water without getting the car stuck. When he readies the boat for trailering again, he lowers the mast onto its specially made mast support which holds the mast in place with a padded clamp.

Massachusetts' Bruce Baker and family have also come up with a modified trailer, but this one is not designed to alleviate stress on the boat or to enable the family to put most of their life belongings in the storage boxes. Rather, the Bakers have come up with what seems to be an excellent solution to the dilemma of how to transport a whole family's fleet to one regatta when each member has a different boat they prefer to sail.

This has long posed a problem for families with more than one boat. Suppose mom likes to sail the Hobie 14 and dad and son prefer the 16 and they all want to go to the same regatta or take their boats on vacation? Well, the Bakers have arrived at a stacking solution that involves comparatively little cost and even less trouble.

"We have four Hobies," writes Baker, "two 14s, a 16 and an 18, and two trailers. My sons, Scott and Douglas, frequently attend the same regattas and need one trailer to do the work of two.

"In most instances, they are trailering two 14s, but they sometimes trailer a 14 with a 16. We wanted a setup that would meet our perceived needs."

Those "perceived needs" Baker had in mind called for the configuration to prevent one boat from having to support another boat. He also wanted something that could be removable from his regular trailer in

RIER'S TRAILER

Here are the ingredients Rier used to build his trailer:

FRAME

Rier's frame, which supports the rest of his setup, is made of four-inch channel steel that's welded together.

MAST SUPPORTS

For the supports, Rier used two-inch square tubing inside 2.5 inch square tubing.

TONGUE

His unique trailer tongue also uses two sizes of tubing; 3.5 inch on the inside and four inches on the outside.

AXLE

The axle is meant to take punishment and hard miles. The four inch drop axle is rated at 2,000 pounds. The center section of the axle has been cut out and welded to give 54.5 inches of tread.

STORAGE BOX

This is tough too. It's fourteen-gauge steel that has been formed and welded as a separate unit and then bolted onto the frame.

REAR HULL SUPPORT

These are simply rubber rollers of three inches in diameter by seven inches long. They make it very easy to slide the boat off the trailer.

FRONT HULL SUPPORT

Rier used three inch by twelve inch wood that was cut to conform to the hull shape and then padded.

TRAILER LIGHTS

These are standard lights, but they have been recessed to help prevent damage from backing up into an object.

TIRES AND WHEELS

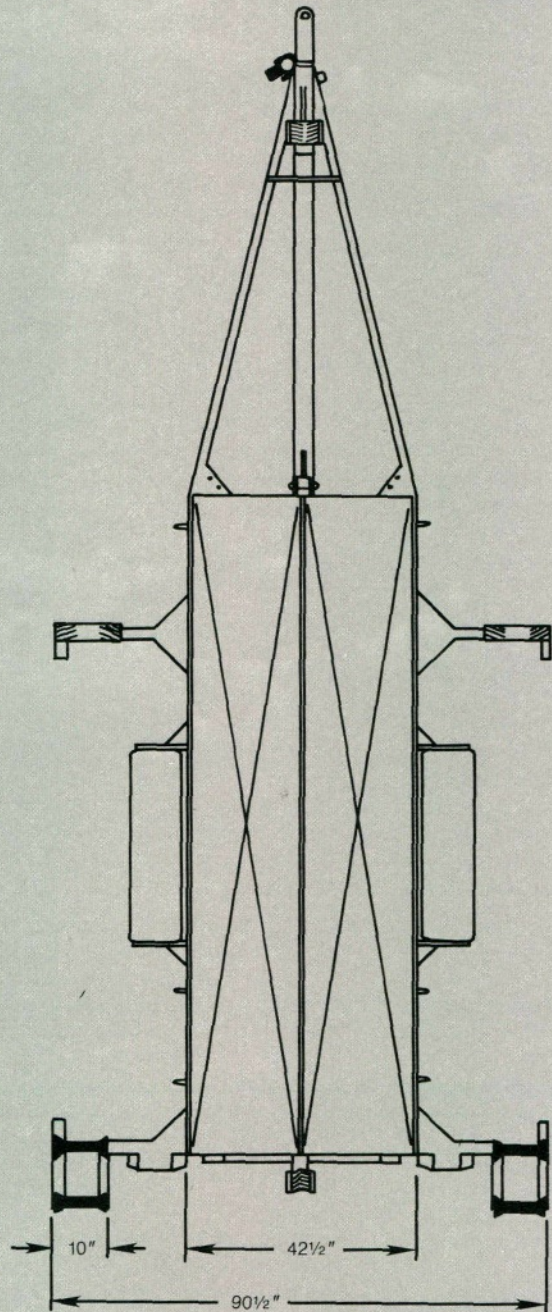
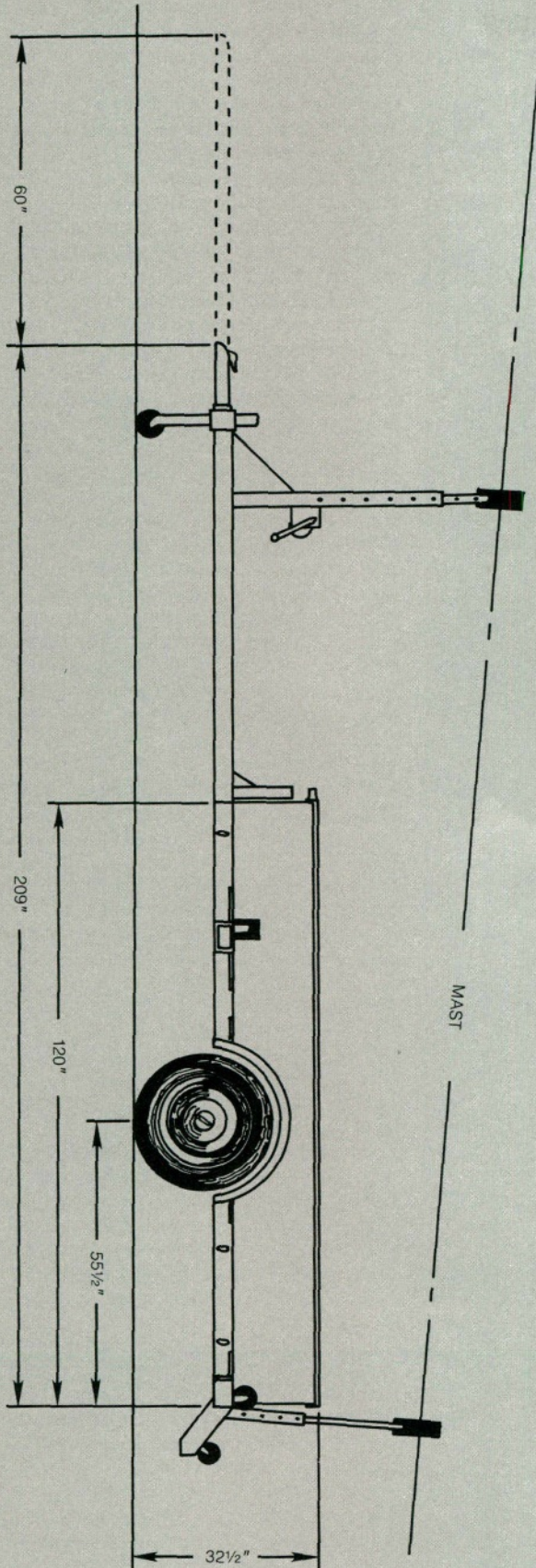
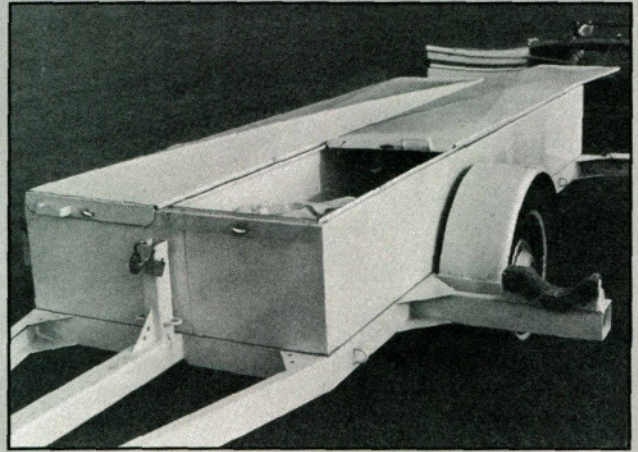
The fifteen inch wheels are interchangeable with the tow car.

WINCH

Rier installed a 2,000 pound capacity winch with 100 feet of cable which he uses to raise the mast, pull the boat to the trailer and then up onto the boat supports.

HOLD DOWN STRAPS

These are tough, 2,000 pound ratchet-type straps.



BAKER'S TRAILER



case double trailering was not called for. Finally, the boats had to be easy to load on and off the carrier.

Baker accomplished all this through a little ingenuity and about \$100. In essence, he started with a stock trailer and welded four pockets to the trailer frame. Two are placed on the front (one on each side) and two on the back of the trailer separated by enough space so that they will allow the Hobie 16 to be the bottom boat without the rear or front assembly coming in contact with either the front or rear crossbars.

The 2 x 2.5 inch pockets are used to hold front and rear uprights, and are placed inside the hull interior to match the width of a Hobie 14. These uprights and

the crossbars attached to them, are used to support the top boat. They are made of 2 x 2.5 inch box steel.

In order to provide front to rear stability, a three-quarter inch square box steel piece was bolted to the rear and front crossbars and to the trailer mast support. The hull rests for the upper boat were made from trailer bow stops that are attached with U bolts to the crossbars.

When the trailer is used for two boats, the front assembly and front to rear stabilizing bar need not be removed at any time. The front and rear assemblies have holes drilled every inch to allow for height adjustment. On the rear support, a bolt is placed through the hole which provides

appropriate clearance for the bottom boat and the assembly then placed in the pocket with the boats supporting the assembly at the top of the pocket. This allows for easy removal of the rear assembly and loading or unloading of the bottom boat with a minimum of disassembling. The stabilizing bar is disconnected at the front and the rear assembly lifted out. The front mast support was equipped with a double "V" to accommodate two masts. The entire configuration cost less than \$100 three years ago and if you're an accomplished welder you could probably manage it for thirty or forty dollars.

Baker has two words of caution. First, "Be absolutely sure that your trailer is rated for the weight you will be adding, including your sail box and all the gear that will fit into the boat. Also, make certain that the tongue weight and tire pressure are correct.

"Our frame is slightly heavier than is necessary so you can save some weight over our setup," writes Baker. "One other thing, we fasten the lower boat in place with heavy rubber tiedowns and the upper with two-inch wide web strips attached to the trailer frame.

What if you want to take your car along on a vacation and tow it with your camper? How do you get the boat, car and camper to go to the same place without driving the car separately and towing the boat behind that? An innovative sailor from Arizona seems to have solved that riddle with a custom made frame which installs on the car. The boat is then mounted on top of the frame.

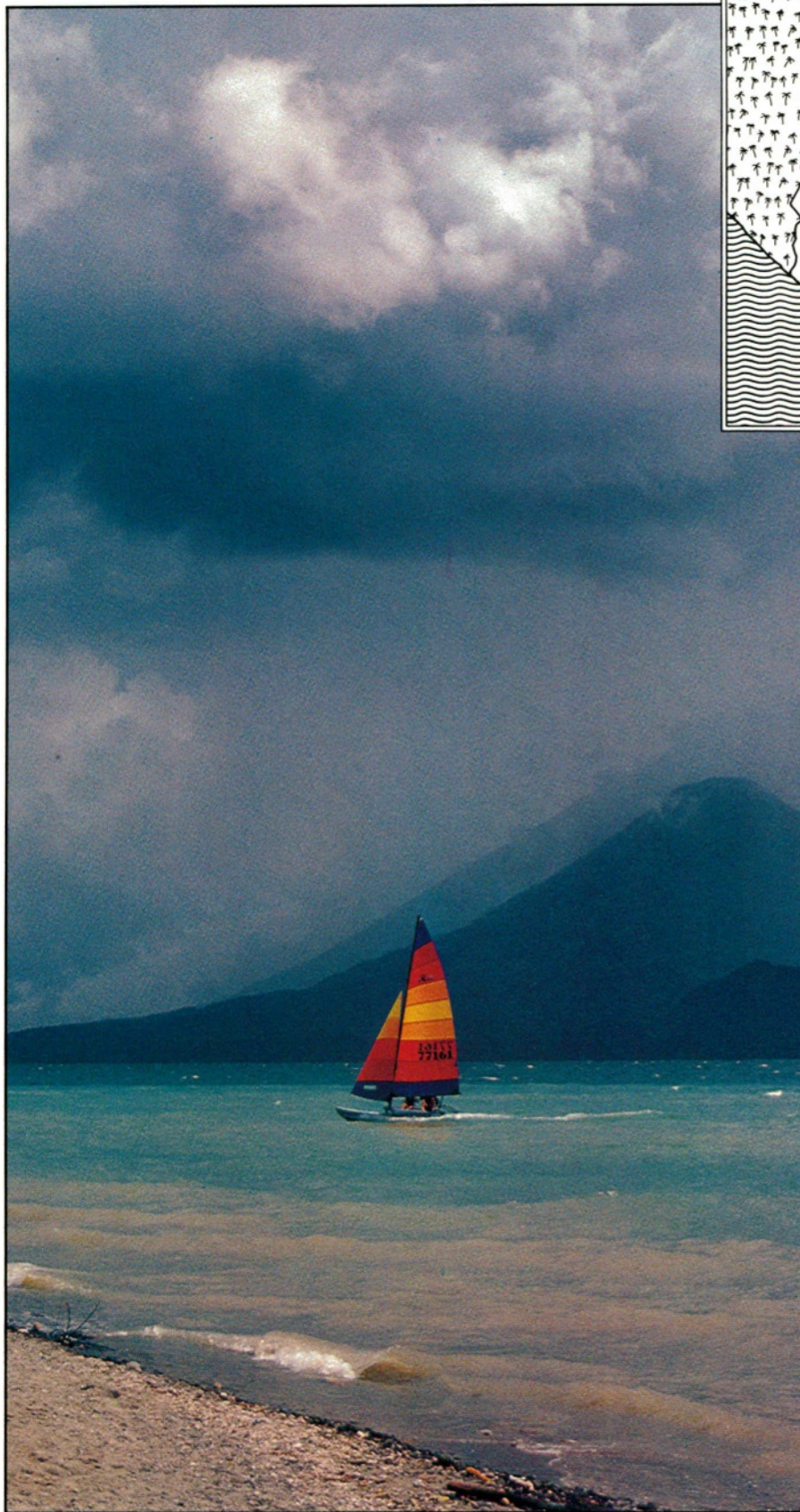
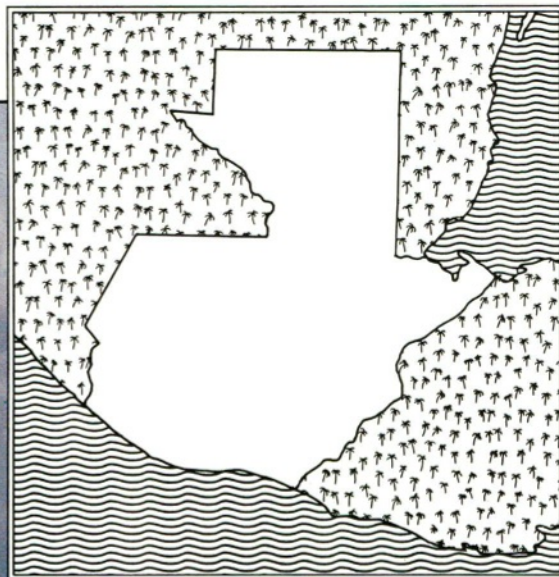
According to Jack Foster, his little contraption has lasted about five years and has been used to trailer the boat to Mexico and San Diego all the way from Casa Grande, Arizona. Foster claims that he can load and unload the boat himself thanks to help from the winch attached to the tow bar.

Another solution could be to place a rack atop the van or camper and put the boat on the rack. Few of these contraptions are in existence, although one, marketed by Murray's Marine, has been successful. Travelling sailors must be sure, however, that the added width of their vehicle does not surpass the regulations of their state. Some sailors have been stopped and cited due to illegal width. Another problem is that many auto and van manufacturers are not including rain gutters on late models. These are a must for anyone considering cartopping.

One thing is obvious. Hobie Cat sailors can be very creative when it comes to moving their boats around the country. If you know of a different method and would like to share it with HOTLINE readers, send it in. Who knows, maybe somebody will invent a way to make the boat drive itself.



BY MAGALI REY ROSA



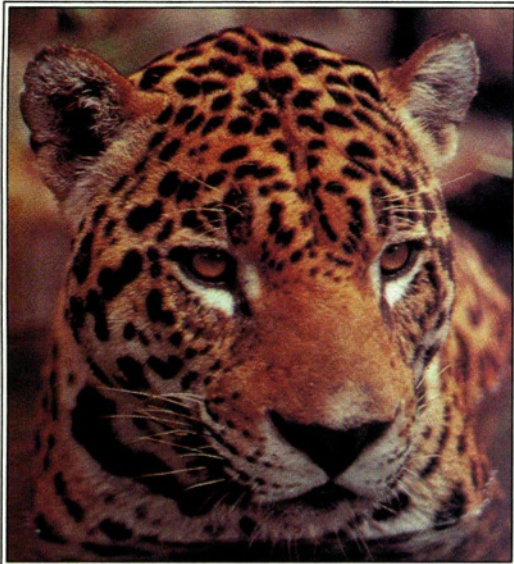
Viva Las Hobiecatistas

Sailing is not a traditional sport in Guatemala. This is not to say that the people don't navigate the waters. As a matter of fact, they are very skillful at handling their *cayucos*. A *cayuco* is a primitive dugout canoe which varies in design according to the waters in which it will be used. Basically, though, all *cayucos* are very narrow so, as a result, a lot of skill is required to maintain balance.

An excellent location to see *cayucos* in action is around Lake Atitlan, undoubtedly one of the most beautiful lakes in the world. Here, the native people which live around the lake use their fragile looking vessels to gain access to the opposite shore. This can be especially dangerous when "Xocomil," a wind spirit which Indian legend says inhabits the lake, starts to blow. Then waves can rise up to five feet.

Now, a new flotilla of color has been added to Atitlan's already splendid views. Thanks to the efforts of Juan "Chicho" Maegli, "*hobiecatistas*" now regularly trail their toys to the Panajachel beaches around the lake. Maegli, from a family with a sailing tradition, is largely responsible for the introduction of the sport; during the 1970s, they were involved in importing the first Hobies into Guatemala. Now there are almost 100 Hobie Cats in Guatemala.

Twenty miles away from Guatemala City, there is another lake. Amatitlan is not as beautiful or as big as Lake Atitlan, but because it is so close to the city, it offers an ideal alternative.

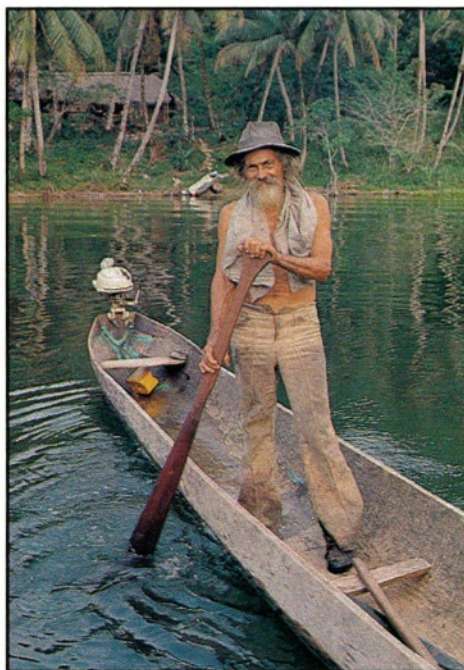
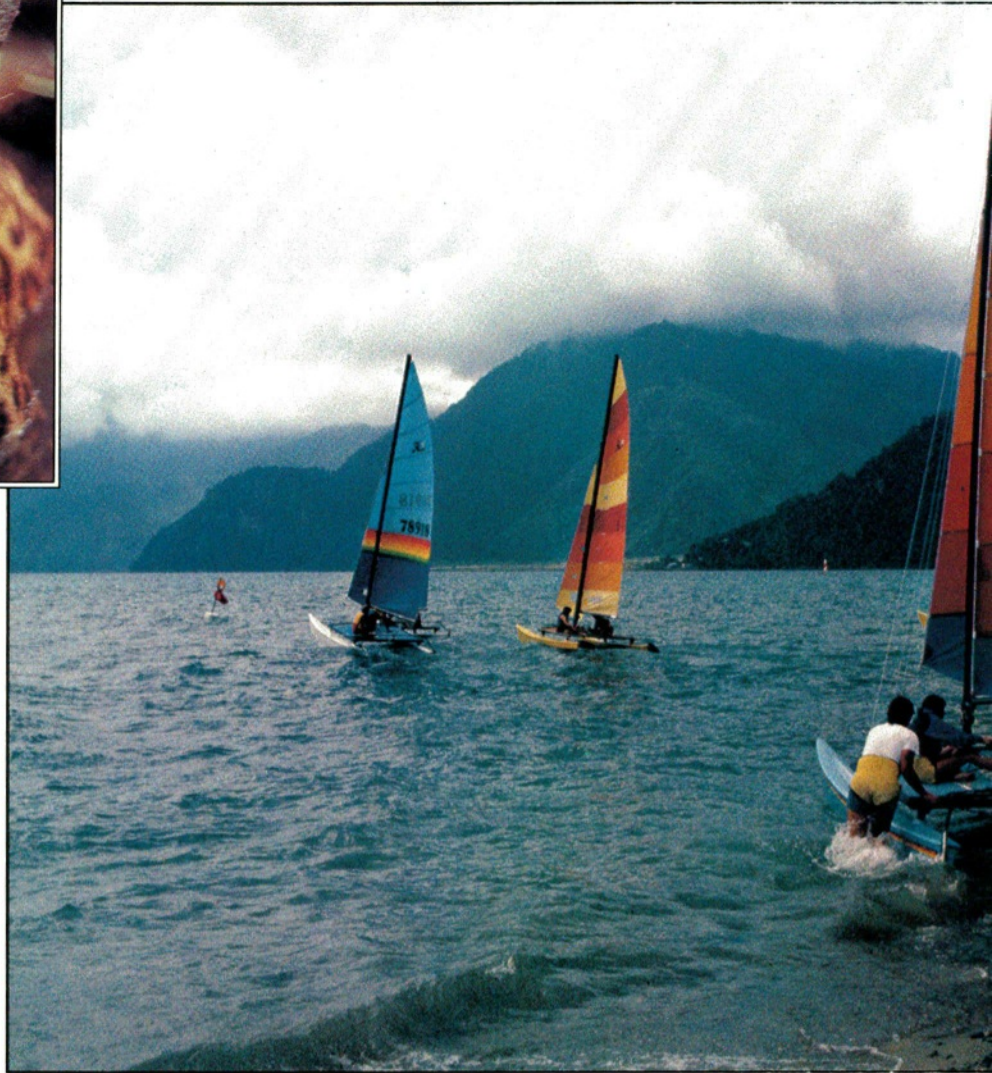


Beside its closeness to the ocean, it can also offer a Pacific breeze which flows constantly from the Palin Canyon nearby. This makes it a very challenging spot for the new sport of Hobie sailing. The sailors certainly seem to think so. First one boat, then three, then five...a continuous stream of Hobies flows into the lake. Almost every day after work, there is someone on a Hobie Cat playing with the wind.

As it happens in all sports in all places, some people are active strictly to have fun, and others are in it for the thrill of serious competition. Chicho, for example, is a very serious sailor. He has twice represented Guatemala in the Olympic Games and he devotes a lot of his free time to Hobie related activities. He was a key person in organizing the Hobie community and has managed to publish an odd little newsletter in order to maintain communication with the other sailors. Judging by the results, it works; the number of people enjoying this sport has grown rapidly.

The developing Hobie fever suffered a serious setback some years ago. During 1980 and 1981, the whole country experienced the effects of a struggle between the leftist guerrilla forces and the military government then in power. It became unwise to travel some of the roads, especially in the countryside and the whole mood was one of war and sadness. People were not too concerned about having a good time.

Fortunately, things have changed considerably. This is not to say that there are no problems. There are still some isolated conflict zones, but, luckily, they are very remote. Life has regained normality for the majority of the population. As soon as travelling on the roads was safe, in 1982, the Hobie people got active again. They imported some new boats and organized a non-profit athletic organization. So far, they have held dozens of regattas, some including international participants from Germany and the United States.





Now the Hobie fleet is venturing into ocean waters. Guatemala has shores in both Pacific and Atlantic oceans. Rio Dulce, or sweet river, is another well known natural setting of great beauty for the sailing community, for it offers an ideal fresh water refuge for boats cruising the Caribbean. These days, the Hobies are testing their abilities not only in the river, but also in Caribbean waves.

For 1985, the Hobie Federation has scheduled several major regattas. Still, these sailors are not serious all the time. One of their fun regattas that we witnessed last November offered a perfect example of the challenging and variable weather conditions of Lake Atitlan. After a Le Mans start, the observers on the beach got a good laugh watching them frantically jump aboard their boats, pushing them out into the water and madly paddling their way to the first marker. There was so little wind that we thought they might give up. But by the time they had passed the second marker and were coming back from the other side of the lake, the Xocomil transformed the calm waters into an ocean of white caps. Among the participants, the Sprighmull brothers, Raul Minondo and Manfred Topke and the Skinner Brothers, Lizzy Bollman and Arturo Sierra, were challenging all comers. In the end though, Chicho's reputation as the best Hobie sailor in the country was confirmed as he approached the finish line surfing on one hull and ended up in first place.

Chatting with the sailors over beers after the race was like talking with a bunch of wild kids with new toys. They have great

plans for the future of Hobie Cat sailing in Guatemala. One of their great hopes is that Hobie Alter Jr. or some other great American Hobie Cat sailor will come and sail with them.

Guatemala offers incredibly beautiful and unique places for those who enjoy sailing in sublime vistas. Atitlan and Rio Dulce are perfect examples, so exotic and so different from each other. For those with enough adventurous spirit, driving from the Los Angeles area, for example, is an easy three or four day drive. For those who prefer to fly from such ports of departure as Miami or Los Angeles, the Hobie Federation in Guatemala could provide boats upon your arrival. For further information on sailing in Guatemala, contact Juan Maegli, c/o Defensores de la Naturaleza, 7av. 13 calle zone 9, Guatemala City, Guatemala.

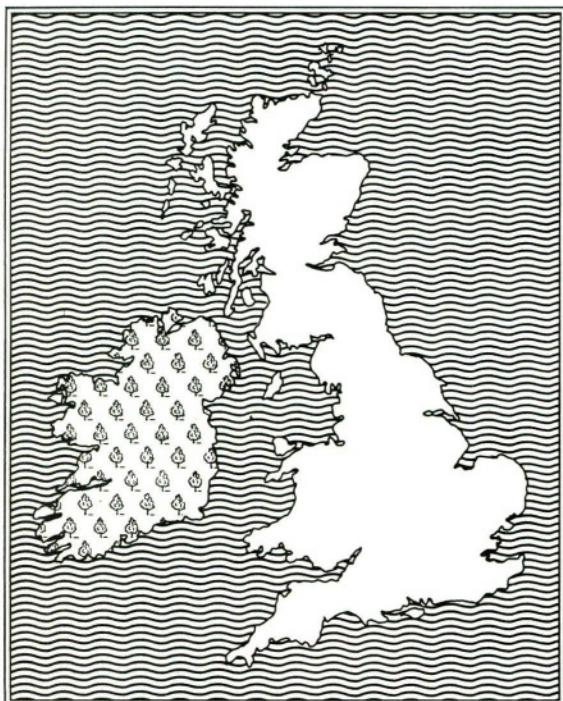
The United States Department of State has a travel advisory in effect for parts of Guatemala. According the advisory, "...the security situation in Guatemala has improved considerably in 1984. Most tourists enter Guatemala by air to visit major attractions such as Guatemala City, Antigua, the North Shore of Lake Atitlan, Chichicastenango and the Mayan ruins at Tikal. These areas have suffered no recent terrorist actions which posed a threat to tourists."

However, the State Department does advise people travelling outside the major tourist areas to be aware that some sporadic fighting still occurs in the countryside "...about 50 kilometers into Guatemala along the border with Mexico (with the exception of the extreme northern Peten)." Tourists are also advised to avoid the south side of Lake Atitlan. Those driving to Guatemala should cross into the country from Mexico only by using Route CA2, the Pacific Highway crossing.

This advisory was issued by the Department of State in September of 1984. According to HOTLINE sources in Guatemala, fighting is sporadic, restricted to remote locations and does not affect Hobie Cat sailing centers. Hobie sailors desiring a taste of the excellent sailing available in this country would do well to make contact with Juan Maegli at the address given in the article.

XL





British To Take On Europe

It didn't take long for the Europeans to discover what a good time Hobie Cat sailing could bring to their shores. Just a few years after the boat was introduced in the United States, the first European Championship was held off the coast of Holland in 1971. Although the Dutch dominated in the surf which surrounded their country, things have evened out considerably since that early regatta. Now every country in Western Europe can boast of Hobie Cats, including the United Kingdom.

The UK discovered Hobie Cat sailing thirteen years ago when Ned Neve bought a Hobie 14 to become the first person in the British Isles to own a Hobie Cat. In 1977, the British Hobie Class Association was formed, and the British have offered a full schedule of Hobie racing ever since.

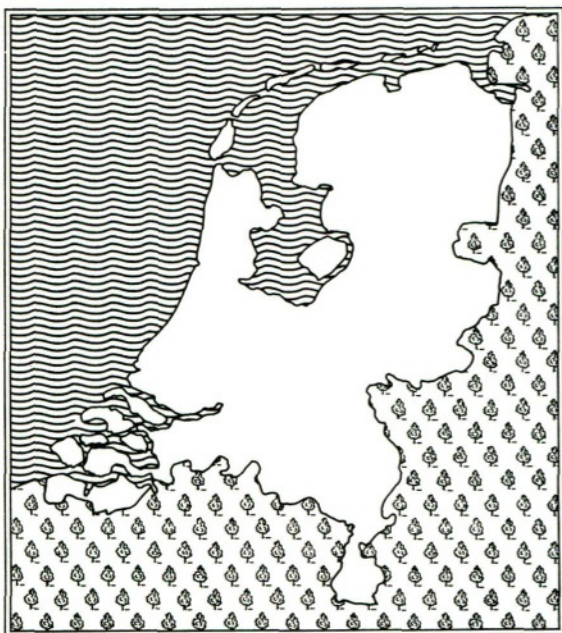
Although things started a little slowly for the British, they have begun to catch up with the rest of Europe in both numbers and talent. They have qualified sailors for the world championship. Their highest finish in a major championship was earned by Norman Annels who placed fourth in the 1984 Hobie 18 European Championship.

This year, the British will host the Hobie 16 European Championship for the first time. The event will be held at Highcliff, near the Isle of Wight during July 20 - 27.



Beken of Cowes

NETHERLANDS

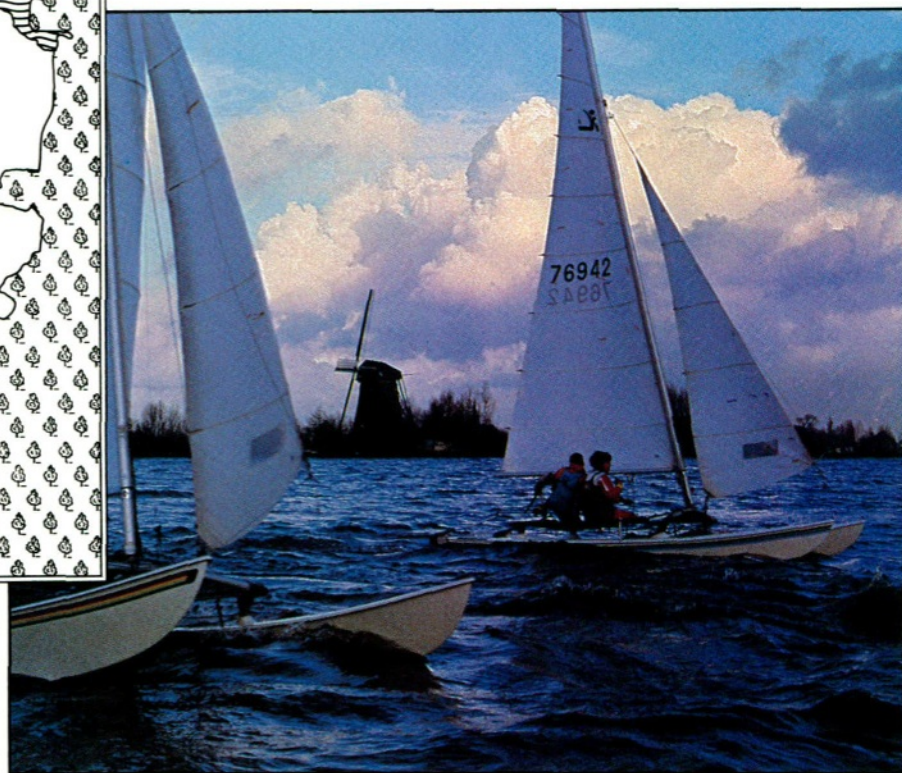


Winter Doesn't Stop The Dutch

Traditionally, the Dutch have been among the leaders in Hobie Cat sailing. No wonder, then, that they have been among the first to try to extend their sailing season far into winter. It all started in 1983 when a few of the Dutch Hobie sailors decided to switch from the sea to fresh water in order to protect their boats and themselves from the punishment offered up by the storms and high tides of the North Sea.

Although the Dutch prefer to sail along the coast, winter simply makes it impractical to do so. They turn to the inland lakes, of which there are many in this country which has literally been built up out of the sea through 800 years of dike building and excavation. In the summer, the lakes are jammed with pleasure craft of all types and the high speed Hobies sometimes find themselves unappreciated.

In the winter, however, the lakes are very quiet and the Hobies can move in and have free reign. The initiative to pursue winter sailing came from Wout Boot who started in 1983. Soon, a number of other Hobie enthusiasts was joining him until November of 1984 when an official winter base was created at Braasem Lake. Long-time competitor Robert Heilbron arranged for the winter training program and Martin Schuitema, secretary of the Netherlands Class Association, along with Hans van Nes and Schuitema's two sons, run the regattas. Dutch sponsor, Pall Mall cigarettes, has made a powerboat



available to the group. About twenty boats per race came to the lake last winter (including a good turnout for the first-ever Dutch Christmas regatta when the formally dressed sailors treated themselves to a champagne and caviar breakfast) and the number continued to grow until January when the lakes froze and created ideal conditions for the other Dutch pastime, skating.

When the summer returns, regular fleet racing takes over and most racing sailors ready themselves for the famous Round

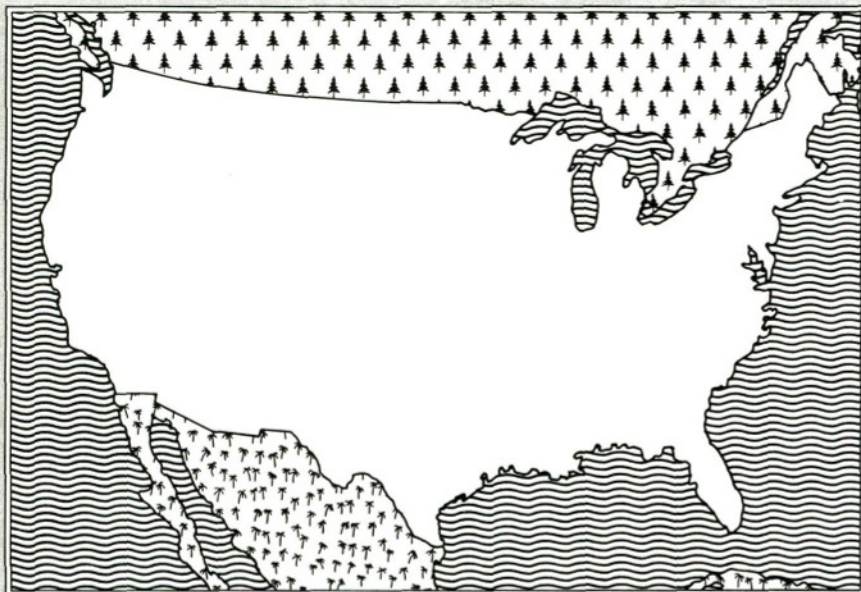
Texel race, a distance event that can test the nerves of sailors who feel fully competent in high winds. It can be a wild adventure.

Despite sharing the same channel and much of the same weather, the British and the Dutch started sailing Hobies years apart. While the Dutch have proven themselves dominant in Europe, the British are just beginning to rise in prominence. At the championship in Highcliff, they're going to try to make true the old English motto "Britannia Rules The Waves." 



Laan v. Meerdervoort

U N I T E D S T A T E S



On A Hobie Journey Through The States

On journeys through the States we start,
(Ay through the world, urged by these songs,
Sailing henceforth to every land, to every sea,)
We willing learners of all, teachers of all, and lovers of all.

We have watch'd the seasons dispensing themselves and
passing on,
And have said, Why should not a man or woman do as much
as the seasons, and effuse as much?

We dwell a while in every city and town,
We pass through Canada, the North-east, the vast valley of
the Mississippi, and the Southern States,
We confer on equal terms with each of the States,
We make trial of ourselves and invite men and women to
hear,
We say to ourselves, Remember, fear not, be candid,
promulge the body and the soul,
Dwell a while and pass on, be copious, temperate, chaste,
magnetic,
And what you effuse may then return as the seasons return,
And may be just as much as the seasons.

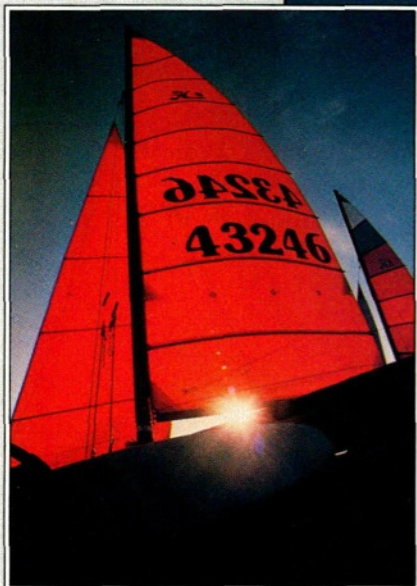
From Walt Whitman's "On Journeys through the States"



David Wadanoli



Gary Fail



HOTLINE

alpha

NEWS

The Econo-Lodge/Alpha World Championships 1985



Good Times, Good Friends, Hot Competition

Hutchinson Island, near Stuart, Florida is a close-to-perfect location for a sailboard regatta. The Atlantic is on one side with good "East Coast kind of waves." On the other side, there's the mile-wide Indian River with flat water and little current. An ideal set up for the first-ever Econo-Lodge/Alpha World Championships, held April 15-20.

With registration out of the way, the action was to start on Monday. The plan was to check out the new, factory-supplied, Alpha sailboards to the sailors and let them have some practice hours to get familiar with the equipment.

Florida has been in a drought situation all this year and about half of last. Rain has been very scarce. Lakes are low. Brush fires abound. Water has been rationed in some areas. But on Hutchinson Island, on April 15, it rained. All day.

Now a rainy race day, used properly, is a good day to get around and meet people, renew old acquaintances and generally socialize. And that's just what most everybody did.

So by the time the Econo-Lodge Welcome Party was under way that night—with an open bar and sit-down dinner—just about everyone knew, or got to know, everyone else.

By the end of the evening it had become a close knit group of 33 boardsailors from seven countries. And they ranged from past and present national champions, Olympic finalists, recent winners of major one-design events to sailboard enthusiasts who entered just for the "sounds-like-fun" of it.

Sunshine and competition began on Tuesday. A skippers' meeting was held pool-side. Event director Sandy Banks, a 12-year veteran Hobie Cat race organizer and executive director of the North American Alpha Class Association, joined with race coordinator Dan Mangus to outline the day's plan.

It was going to be funboard racing in the

nearby Indian River aboard Alpha 200AF's on a one mile, M-shaped course (a short weather leg, emphasis reaching and jibing). Three laps per race for the men's divisions, two laps for the women's.

Two races were run in fairly light air that day. Toronto's Jeff Borgmeyer, with his quiet kind of assurance, took two firsts in the heavy weight division. Wade Aust, St. Petersburg, Florida scored two second places and Peter Gilbert, Naples, Florida, had three thirds.

A battle was going on in the lightweights. Former Canadian National Champion Raines Koby took two firsts. Mike Gebhardt, the 19-year-old sensation from Ft. Walton Beach, Florida, and top rated U.S. junior and senior boardsailor, was right behind him with two seconds. And winning three thirds was Takeshi Hirose, current Japanese National Champion (Hirose also represented his country in the 1984 Olympic boardsailing event).

Kathy Steele, second rated US woman amateur and wife of Olympic boardsailing silver medalist Scott Steele, showed what hanging around with the right people can do by easily taking two firsts. Meanwhile, Lauralyn Reynolds, Newport Beach, California scored a second and a third; closely followed by Jacque Myer, Tallahassee, Florida with a third and a second.

Wednesday, more sunshine, a little more wind (10-14 knots) and three more funboard course races. The heavy weight division saw Borgmeyer knock off three more firsts. Aust had two second places and a third while Gilbert scored two thirds and a second.

Coming alive in the light weights, Mike Gebhardt found his groove and took first place in each race. Raines Koby had a third

and two seconds. And Hirose maintained his third place position with a third, an eighth and a fourth. (During the second race Kentucky Hobie Cat and Alpha dealer, Jackie McElwin zoomed in to make his presence known with a well-earned second place!)

While Steele rocketed to three more firsts, Reynolds and Myers were still charging for the second place slot. Reynolds won two seconds and a third, Myers had two thirds and a second.

On Thursday Sandy Banks, Dan Mangus, and host/organizers John and Carol Hackney, of the Ocean Connection, detailed the long distance race at the skippers meeting.

Handout maps showed the course ran up the Indian River, under the Stuart Causeway bridge, around Sewells' Point and then up the St. Lucie River to a shore-side park, and then back. It was 18 total miles; two nine-mile legs with a lunch break in the middle.

Once again Gebhardt had his boat speed act in gear and easily blew in first with an e.t. of 1:24:30. Raines Koby arrived about three minutes later and the rest of the fleet followed.

After a hot Kentucky Fried lunch, Mangus

was on the bull horn announcing the beginning of the second leg when in rolls Olympic silver medalist Sott Steele. He was hoping to grab a quick lunch with wife Kathy. Living in nearby Port St. Lucie, he had been out-of-town most of the Alpha race week. Since the return leg was about to start, he was asked to compete with the group, unofficially.

Steele was soon on the water dueling for first position with good friend Gebhardt. Steele lead most of the way; Gebhardt constantly challenging.

The last part of the distance race was a long reaching leg. Gebhardt poured on the speed. He caught up with and then passed Steel. But the race was not over yet.

Not far from the finish line, Steele cranked out a bit more speed and cruised in first with an e.t. of 1:14:45. Half an Alpha-length and two seconds behind was Gebhardt. Seven minutes later the rest of the fleet began to come in.

Friday's plan was for two more funboard races in the morning on the river. Then down to the beach for surf slalom in the afternoon when the sea breeze built up.

Arriving on the Indian River Causeway,

Welcome To Your North American Alpha Class Association

*By Sandy Banks
Executive Director*

On behalf of Alpha International, Hobie Cat and the Coleman Company, I'd like to welcome all of you to the North American Alpha Class Association.

Founded in late 1984, it is currently a very loosely structured association. That's because we're in a learning process at this stage and we want to stay as flexible as possible.

This will allow us to stay on the forefront of the ever-changing sport of boardsailing. Also, it will help us stay in tune with the needs and wants of you the members and participants.

Our first event, the Econo-Lodge/Alpha World Championships, was a complete success. And we make the judgment on what the sailors have told us.

What happened was that we had a very diverse group of talented competitors. They raced hard, played hard and practiced some of the finest sportsmanship and general conduct that we've ever seen, both on and off the water.

They had a good time and didn't hesitate in telling us so. Of course this made the race fun for all of us and whetted our desire to do more.

So for 1986 we have tentatively planned at least five regional Alpha contests in the US. Plus either an Alpha National Championship or perhaps, joining with Canada, an Alpha North American Championship. We'll let you

know the specifics as soon as they are finalized.

What about Alpha Fleets or Clubs? Letters are already coming in with this question. So, we've put together an Alpha Fleet structure for those who want to charter a fleet in their area.

This fleet information is available from your North American Alpha Class Association for the asking. Just write to us at P.O. Box 1008, Oceanside, CA 92054.

Again, welcome to the North American Alpha Class Association. We'll be bringing you more details on your association and upcoming events in the next issue. Meanwhile, don't hesitate to write us with your questions and suggestions.

Sandy Banks is also Executive Director of the World Hobie Cat Class Association. He has been organizing and running Hobie Cat races world-wide since 1973 and has worked for Hobie Cat since its inception.

Sandy's first boardsailing experience was in 1968 on Poche Beach with surfing buddies Hobie Alter, Phil Edwards and Mickey Munoz. A fellow surfer, by the name of Hoyle Schweitzer, came by with this "new thing" he wanted them to try . . . but that's another story. And we'll cover it in another issue.

alpha NEWS

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there was no wind. The water was like a looking glass and the only noticeable movement anywhere was four pelicans soaring away in a monster thermal under a dark cloud. It looked like rain. And it did just that, off and on.

It was starting to clear off at noon when the pizza arrived. About half-a-gross of the large ones with almost everything in the world on them.

Without a whisper of wind, while the sailors ate, swapped stories and tried to guess what was really on their pizza . . . the press photographers began to arrive. Of course they wanted some action photos, now. But they settled on a piece of the pie, a cold pop, a few pictures of the boards being put away, and hopeful promises of great surf slalom shots that afternoon on the Atlantic side, when and if the sea breeze filled in.

Both sea breeze and sailors showed up at 3:30 on the beach just in back of Indian River Plantation Resort. Alpha 125F epoxy short boards were issued, quickly rigged and tuned. The surf was running about five feet. At about 14 knots, the wind was too light for actual surf slalom competition. So officials announced that because of marginal conditions, they would run non-scored practice heats.

Starts were LeMans style. The course was a figure-eight. And in the first race Mike "Gebi" Gebhardt, who had proved his mettle in the course racing, got an incredible start. He literally blasted off.

Catching air over the first couple of waves, he was on his way to the mark as the rest of the racers fought the combination of light wind and a mean shore break. Throughout the afternoon Gebhardt proved again and again that he was a true threat in any event, in any kind of conditions.

Sundown was catching up with the group as they ended the 12th practice heat. Surf slalom, for points, was scheduled for the next day.

No wind Saturday morning. But by late afternoon it did start to blow with a big squall line building offshore. It looked like the rain might pass to the north, yet still deliver the wind everyone was praying for.

While the surf was building, the figure-8 slalom course was set. The skippers were rigged, ready. And the wind did come in . . . mixed with light rain, gusting to 20 + .

Only two official heats were run before the squall passed and the wind laid back to near nothing. Not enough races to make scoring possible, yet there was some outstanding sailing going on while it lasted. Kathy Steele was among the finest examples.

She was the only woman competitor in this particular heat. Her start was excellent until another racer crashed in front of her, taking them both down. Bobbing around in the midst of the surf, somehow she got up and was back in the competition. Then, after rounding the first mark, she was knocked

Econo-Lodge/Alpha World Boardsailing Championships

Final Results/Scores

Name	Age	Hometown	Course Racing	Long Distance	L. D. Avg.	TOTAL	
MEN'S LIGHT WEIGHT							
1. Mike Gebhardt	19	Ft. Walton Beach, FL	2-3/4-3/4-3/4	3/4	3/4	3/4	6.5
2. Raines Koby	26	Toronto, Canada	3/4-3/4-2-2	2	4	3	8.5
3. Takeshi Hirose	25	Kofu Shi, Japan	3-3-3-4	6	6	6	19.0
4. Luke Baldauf	16	St. Croix, VI	4-5-5-3	3	8	5.5	22.5
5. Jackie McElwin	28	Benton, Ky	6-4-2-5	5	7	6	23.0
MEN'S HEAVY WEIGHT							
1. Jeff Borgmeyer	21	Toronto	3/4-3/4-3/4-3/4	3/4	2	1.4	4.4
2. Wade Aust	18	St. Petersburg, FL	2-2-2-2	2	3/4	1.4	9.4
3. Peter Gilbert	20	Naples, FL	3-3-3-2	3	3	3	14.0
4. Mike Pinto	24	Ocean City, NJ	5-4-4-4	5	7	6	23.0
5. Mike Kerstein	22	Crystal Beach, FL	5-4-5-5	6	4	5	24.0
WOMEN							
1. Kathy Steele	24	Port St. Lucie, FL	3/4-3/4-3/4-3/4	3/4	3/4	3/4	3.75
2. Lauralyn Reynolds	32	Newport Beach, CA	2-3-2-2	2	3	2.5	11.5
3. Jacque Myers	28	Tallahassee, FL	3-2-3-2	3	2	2.5	12.5





down again. Separated from her board, she was washed back to shore.

Gebhardt was on the beach as a bedraggled Kathy washed in. Seeing her board float in undamaged, and watching the difficulty the men were having in the waves, he encouraged her to "get back out there." He told her it was still possible to lay the second mark and finish the race. Kathy did just that. And she was one of the few sailors, man or woman, to complete a surf slalom heat that day.

That night everyone was ready for the awards party and banquet. The open bar was a welcome sight, though most of the drinks ordered seemed to be light and tall. Probably a good idea because there were two bottles of wine served at each table. And yes, you could order seconds. Dinner was treat too, with prime rib and all the trimmings.

Sandy Banks got the awards presentation ceremony going with special thanks to Econo-Lodge for their generous sponsorship and to John and Carol Hackney, as the local organizers. More thank-yous were given to the many people whose efforts helped make the event successful.

Banks asked Judi Lohr, Marketing Communications & Research Manager for Econo-Lodge, to help with the trophy and prize presentations. Dan Mangus stepped in to MC the remainder of the ceremony.

Naturally the new Alpha World Champions in the men's divisions, Mike Gebhardt and Jeff Borgmeyer, were honored with a semi-traditional cream-pie-in-the-face from persons best left unknown. (New women's division Alpha World Champion, Kathy Steele, was graciously spared from the pie award.) Each new World Champion also received a complete Alpha 95S Epoxy board plus a free trip to the next Alpha World Championship.

Second place finishers in each division got an Alpha 110G Epoxy board and rig. All third placed sailors were given an Alpha 125F Epoxy board with rig. Fourth and fifth places all earned an RAF sail with booms. Sixth through tenth were awarded an Alpha Funline, fully battened, mylar sail.

Perhaps the best summation of the first Econo-Lodge/Alpha World Championships was given by special guest, Nancy Crowell, editor of "WindRider Magazine" and executive director of IWBA (International Women's Boardsailing Association).

"It was the best organized sailboard regatta I've been to. And it just had to be the happiest group of sailors I've seen at any sailboard race, ever. Even on the no-wind days they were happy! That's an accomplishment!"

To Nancy and all the great sailors who participated . . . Welcome to the new world of Alpha boardsailing and the Hobie Way of Life."

The Econo-Lodge/Alpha Worlds: A Spectator's Point of View

"Do The Guys Running The Race Know What It's Like Out Here?"

It was almost dark. The wind was up and so was the Atlantic just in back of the Indian River Plantation Resort. A lone boardsailor was blasting towards shore making the most of each wave.

Carving an enviable duck jibe, back out he went, powering through the surf then bearing off on a very fast broad reach. Working around to another jibe (equally enviable) he came screaming back . . . as if racing the night to shore.

Couldn't be one of the competitors. They had long since put their boards away for the day and hit the showers. Yet the profile, now carrying his board and rig up the beach, was familiar.

A little closer and he became recognizable. It was Dan Mangus, Alpha Worlds' race coordinator. As he put it, "Can't say I'm much of a competitor anymore, but I do like to get the feel of it now and then."

Doctor Young

Dr. John R. McCranel, is an orthodontist from Riviera Beach, Florida. Avid Hobie 14 sailor. Boardsailor for four years. Won his division at the Atlantic Cup sailboard event two years running. And he runs in Miami's Orange Bowl Marathon every year.

Not bad for a man of 46.

In fact, he was the oldest registered contestant at the Econo-Lodge/Alpha Worlds. But you couldn't pick him out in the crowd.

He raced every race. And that includes surf slalom when conditions were marginal and when they were pretty hairy, too.

When asked how it was that he came to the Alpha Worlds . . .

"Years ago I attended the Hobie 14 Worlds in Tahiti. It ranks right up there as one of the great times of my life."

"So I called up and asked if Sandy Banks and his Hobie race crew would be running this event. When they said yes, I said count me in!"

Dr. McCranel earned third place in the Masters Division (age 35 and up).

The Remarkable Mr. Hirose

His entry card read "Mr. Takeshi Hirose, 25, 57 KGs. Occupation; Businessman. Residence; Kofu Shi, 400 Japan."

His racing credentials were terrific. Japanese National Boardsailing Champion. Competitor 1984 Olympic boardsailing event. Won 1984 Alpha Professional Race (in Japan). Placed 4th in Siam World Cup Triangle Race.

Mr. Hirose backed up his credits by taking a third in the light weights at the Alpha Worlds. But one could expect that. He was a



From The Media's Point Of View

Gebhardt Wins Boardsailing Championship

By John Romano

Reprinted with permission from the Palm Beach Post, April 21, 1985

To ensure the level of equality and parity at the 1985 Econo-Lodge/Alpha World Boardsailing Championship, the competitors were issued identical boards.

The only problem with the parity theory is that Mike Gebhardt has very few equals in boardsailing.

The 19-year-old from Ft. Walton Beach placed second in the first two races of the championships on Tuesday, then won the next five races to claim the overall championship in the Men's Light Weight Division.

Yesterday's races were cancelled because of a lack of wind. So the scores from the first four days of racing were used to determine the champions.

Gebhardt, the United States leading amateur boardsailor for the past two years sat around anxiously waiting for the wind to pick up yesterday. He could barely contain himself when a gust of wind blew by his hotel balcony.

"Boardsailing is a disease for me," he said half-jokingly. "It's such a beautiful sport I can't help but go nuts over it."

Gebhardt began boardsailing less than four years ago. He was giving catamaran lessons on Ft. Walton Beach when his boss told him he could earn more money teaching boardsailing.

Three weeks after buying a boardsailing book, the high school sophomore was in business. Less than three years later, he joined the U.S. Boardsailing Team. Two months later, he finished third in the 1984 Olympic Trials.

"I came onto the (U.S. Boardsailing) team as an average sailor and in two months I was nationally known," Gebhardt said. "It was ridiculous." He credits the camaraderie of the U.S. Team and a desire to excel as the stimulant for his rapid development.

As a youngster he was always very aggressive and determined to be the best at something. Because of his small stature, he was handicapped in most of the conventional sports.

"I'm not that talented, I just have more drive than most people," Gebhardt said. "I like beating people. I go crazy when I finish second. And I don't like just winning a race. I want to win by a mile."

Gebhardt's drive has put him on a level with the best in the world. For the past two years, he has been ranked higher than Port St. Lucie's Scott Steele who won a silver medal at the 1984 Olympics.

The two have become very close friends and Gebhardt lives with Steele and his wife Kathy part of the year.

Steele has been sailing twice as long as Gebhardt and is much more skillful in handling the board and sail.

But nobody even rivals Gebhardt's speed in the water, and now he is beginning cerebral advantages as well.

"I know I'm a faster sailor than Scott, he's just a better tactician than I am," Gebhardt said. "But I'm growing mentally every day." **■**

Econo-Lodge/ Alpha Worlds:

From The Sailors' Point Of View

"Most well run regatta I've been to. It was fun. Hobie Cat put out a lot of effort to make sure sailors had a good time. It was appreciated. Pass the word . . . this is a good organization to sail with."

Lauralyn Reynolds
Newport Beach, CA

"Loved it . . . well run. Had a great time. Well worth the drive to Florida."

Mike Pinto
Ocean City, NJ

"Loved the organization of the event . . . but it's by Hobie Cat so you can't go wrong."

Jeff Borgmeyer
Toronto, Canada

"Had a great time . . . best vacation I ever had."

Raymond Zeigler
Miami, FL

"It was great . . . run really well. The people behind Alpha and Hobie Cat are terrific . . . well organized. I had a great time. Can't wait 'til next year."

Kathy Steele
Port St. Lucie, FL

"I really liked the idea of one design racing, world cup style on high performance equipment. The organization was excellent, and everyone involved went out of their way to make their competitors happy."

Mike Gebhardt
Ft. Walton Beach, FL **■**

remarkable guy in another, even more enviable way.

During every race preparation he could be seen helping other sailors rig their equipment.

He didn't have a car, yet managed to shuttle himself back and forth from race site to resort without a problem.

He hob-nobbed with the best of them at both dinners and cocktail parties. When there was a between-races beach-side bull session going on, he was there.

When several guys decided to playfully toss Kathy Steele into the Atlantic, he helped (the guys).

When several guys and gals wanted to toss Mike Gebhardt into the pool, he helped with that, too.

Mr. Takeshi Hirose was in on, and a part of, everything that was going on at the Alpha Worlds.

And the remarkable thing . . . Mr. Takeshi Hirose spoke no English.

(Drew Patey, well-known Hobie Cat Regional Manager out of New Jersey, shed a little light on Mr. Hirose's mix-in ability. The night before the Alpha Worlds, Drew and a couple of other Hobie Regional Managers treated Mr. Hirose to dinner at a nearby "Benihana's".

Finding a waiter fluent in both Japanese and English, Patey asked him to tell Mr. Hirose, "Hey, thanks for coming to our event. We're glad you're here. We can't speak Japanese, but we're all ok guys. And we want you to have fun. Ok?")

Fast Kathy

The first day of the regatta Kathy Steele won her division in the first two funboard course races with two straight bullets.

The next day she won the first race and the second. That's when Dan Mangus and Sandy Banks decided to test how fast Fast Kathy was.

In the Alpha Worlds course racing all divisions were started together. The women did two laps, the men three.

So for one race, just for the grins of it, Mangus and Banks decided to unofficially score all the fleet leaders, regardless of division, on a boat-for-boat (board-for-board) basis at the end of the second lap. They'd separate the men from the boys, so to speak.

The result: Mike "Gebi" Gebhardt was first. Kathy Steele? She was a fast second, overall. **■**

new&worthy

On The Stands:

Bay Area Boardsailor News Goes State-wide; Now Called California Boardsailor News

Bay Area Boardsailor News, premiered last fall as a local publication for sailors in the greater San Francisco area. It has been expanded to include state-wide coverage and is now titled *California Boardsailor News*, according to Editor/Publisher, Clay Feeter.

Clay Feeter, former associate editor for *Wind Surf Magazine* and currently the magazine's editor-at-large, says *California Boardsailor News* will cover competition reports, travel, water access, and business and people profiles from around California. News from Nevada, Arizona and Utah will also be included.

Feeter, 29, has covered boardsailing in California for five years and is the founder of the Guam's annual \$100,000 Cocos Cup.

California Boardsailor News, is published every six weeks from March through December. For more information, contact *California Boardsailor News*, 114 Whitney Avenue, Dept. AN, Los Gatos, California 95030

New Sailboard Competition Tabloid

Sailboard Racing: The International Journal Of Sailboard Competition, a new consumer magazine geared toward the competitive boardsailor has been announced by Sports Ink Publications, Inc. publishers of *Sailboard News* trade journal.

Sailboard Racing, known by the acronym "SR", is published at least six times a year, monthly in the heavy competition months and bimonthly the rest of the year.

The new magazine is edited by *Sailboard News* editor, Henry Godbout with Mark Gabriel as Editorial Director and Publisher. Don Crooker is the News Editor.

Sailboard Racing is being distributed through a minimum of 1,000 sailboard retailers in the U.S. In addition to newsstand circulation of at least 10,000, members of class associations have been invited to receive SR as a part of their membership benefits.

A key element in *Sailboard Racing* will be the publication of a nation-wide regatta ranking system. Now under development, the system allows for all regattas from World Cup through one-design races at the local level.

With a cover price of 95 cents, the first issue of *Sailboard Racing* was released in May. For more information contact *Sailboard Racing*, P.O. Box 159 Dept. AN, Fair Haven, VT 05743.

On Tape:

Sailsurfing International Spring '85 Issue Available

Sailsurfing International is the brainchild of Warner Wacha of Jensen Beach, Florida and Doug (Aerial Loop) Hunt of Maui. A truly unique approach to boardsailing journalism, it's a video magazine. Completing its first year of publication, the Spring 1985 Issue is available now with the Summer '85 Issue to be announced in August.

The *Sailsurfing International* Spring '85 issue is full of action footage and informative interviews. Concentrating on the US East Coast and the Caribbean, it features: Sailing East, Hurricane At Hatteras, 6th Annual Atlantic Cup, The Melbourne Challenge, 2nd Annual Bahamas International Windsurfing Regatta, Puerto Rico Sailing and a review of Boardsailing 1984.

The upcoming August issue will feature the O'Neill Invitational, Kihei Killers, Over the Hill Gang, new High Tech products and the Econo-Lodge/Alpha World Championships.

Sailsurfing International issues are available on VHS or Beta format at \$18.50, plus \$2.50 shipping and handling (Florida residents, add 5% sales tax). Contact *Sailsurfing International*, P.O. Box 376 Dept. AN, Jensen Beach, Florida 33457

World's Best Boardsailors

This is a 1984, *Sailboarder Magazine* produced film shot by Yuri Farrant. With primarily Hawaiian locations, it features superb cinematography on exactly what the title implies.

Wave sailing specialists Robby Naish, Mike Waltze, Peter Cabrera, Alex Aguera, Jill Boyer, et al provide some unbelievable, ultra-radical moves for this 52 minute film now released on video cassette. Available on VHS or BETA for \$49.95. Contact: Solo Sports Video, 16 Hughes Street Dept. AN, Suit #103, Irvine, CA 92718.

Maui High Performance

Maui surfsailing with the best known sailors in the sport. Shot at Hookipa during the '84 O'Neill Invitational by Tony Horpel and Dan Merkle. Waves, jumps, crashes, competition, these sailors pull out all the stops for 30 don't-ya-wish-you-were-there minutes. A "just enough" script by *Wind Surf* Editor, Drew Kampion, adds to the enjoyment. Available on VHS or BETA for \$49.95. Contact: Solo Sports Video, 16 Hughes Street Dept. AN, Suit #103, Irvine, CA 92718.

On The Tube:

Wind Surf World

Boardsailing is the theme of a new 13-week, half-hour weekly TV series called *Wind Surf World* that is debuting in most major metropolitan areas from June 15 and July 1, this year.

Taped on location—Hawaii, Australia, Bahamas, Mexico and Europe—the series is hosted by Randi Oakes (co-host of "On Stage America" and "Battle Of The Network Stars") with Michael Dudikoff ("Sawyer and Finn" and "Bachelor Party") and features top young television stars trying their hand at the new sport.

Also featured in each episode of *Wind Surf World* are boardsailing champions Rhonda Smith and Robby Naish, who file news-style reports from around the international boardsailing circuit contributing a variety of fresh angles to the content of each show. One such episode will feature action footage and interviews from the recently held Econo-Lodge/Alpha World Championships.

Wind Surf World is the premier TV series covering the fastest growing water sport in the world on a weekly basis. In "magazine format", *Wind Surf World* combines entertainment and sports action with a "Who's Who" of Olympic and World Champion boardsailors. The show will also provide a close-up of international competition, and updates on trends, equipment, and fashion tips plus the latest news from the boardsailing world.

Instant Boardsailor

Every once in a while you will see someone learn the basics of boardsailing almost instantly. So it was with Judi Lohr, Marketing Communications and Research Manager for Econo-Lodge, sponsor of the Alpha Worlds.

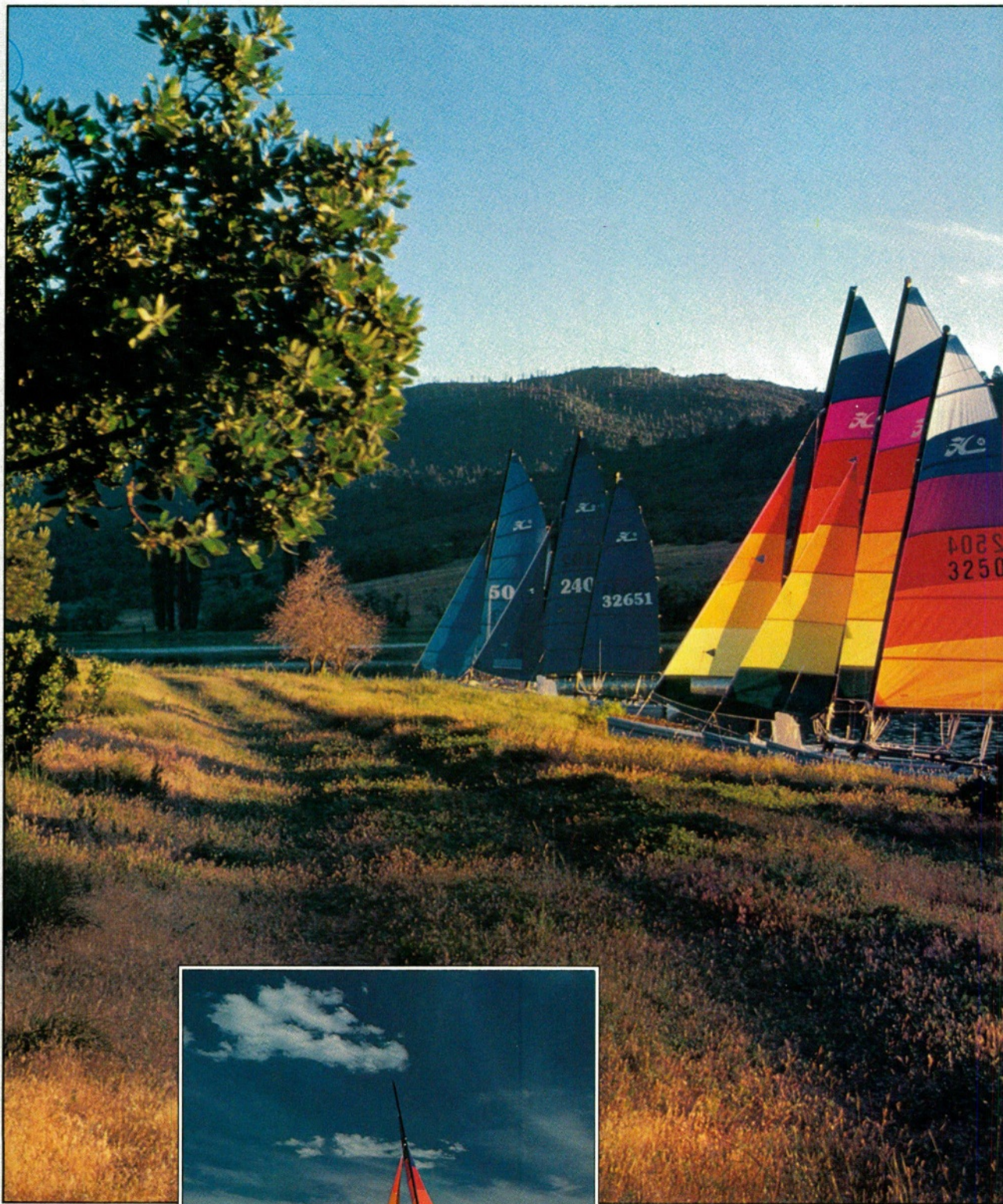
Gerhart Bonecker, Marketing Director at Alpha's headquarters in Austria, took a few moments off from his duties as the World's beach captain to give Judi lessons.

Starting with a few minutes on the simulator, Gerhart coached Judi along in his authoritative, yet suave, Austrian accent.

Judi paid close attention and in less than an hour . . . she was successfully soloing! Congratulations, Judi. We'll see you as a contestant at the next Econo-Lodge/Alpha Worlds!



Guy Motil



Hilma Ruby



Guy Motil

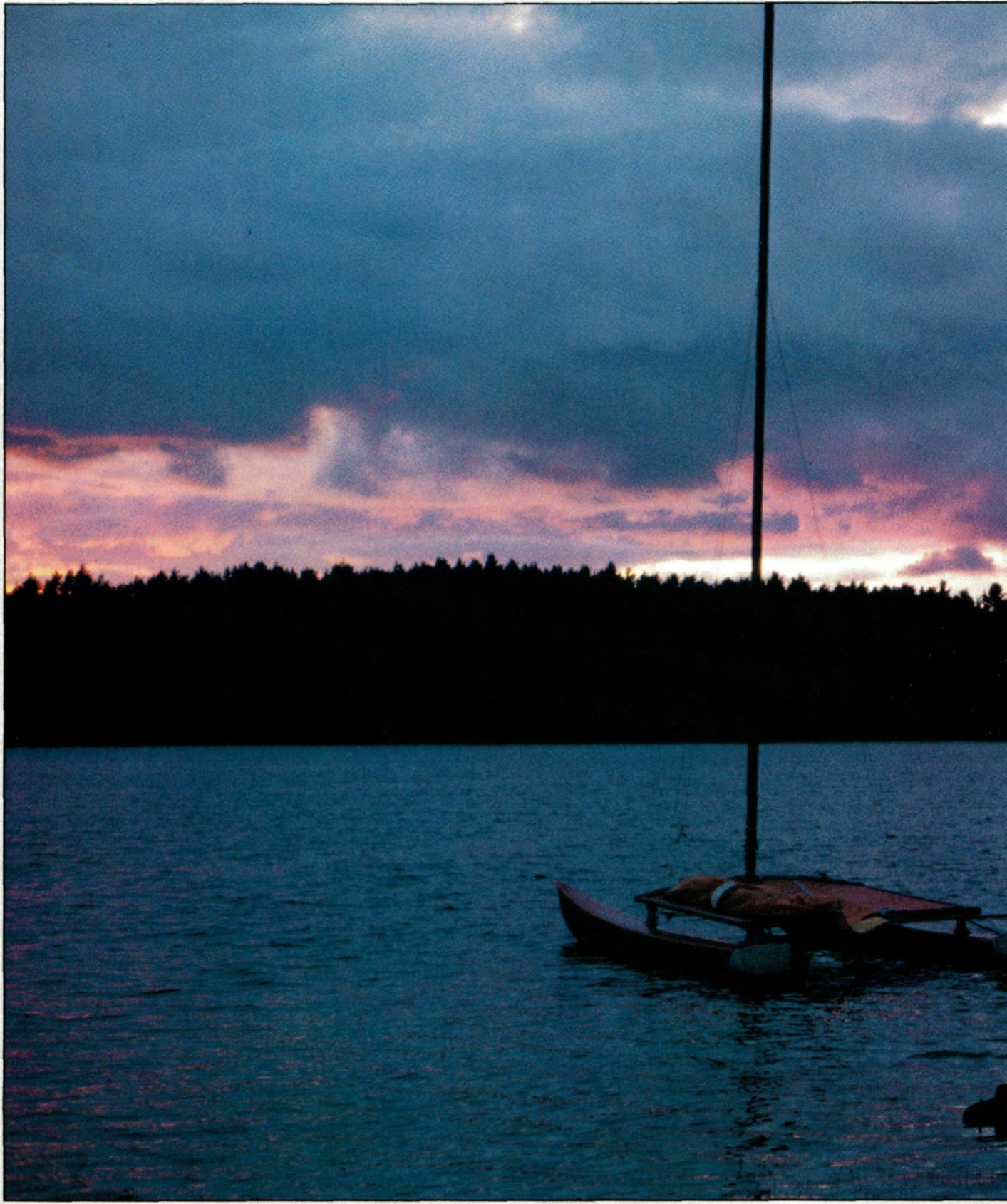


Robert Brown



Don Klein



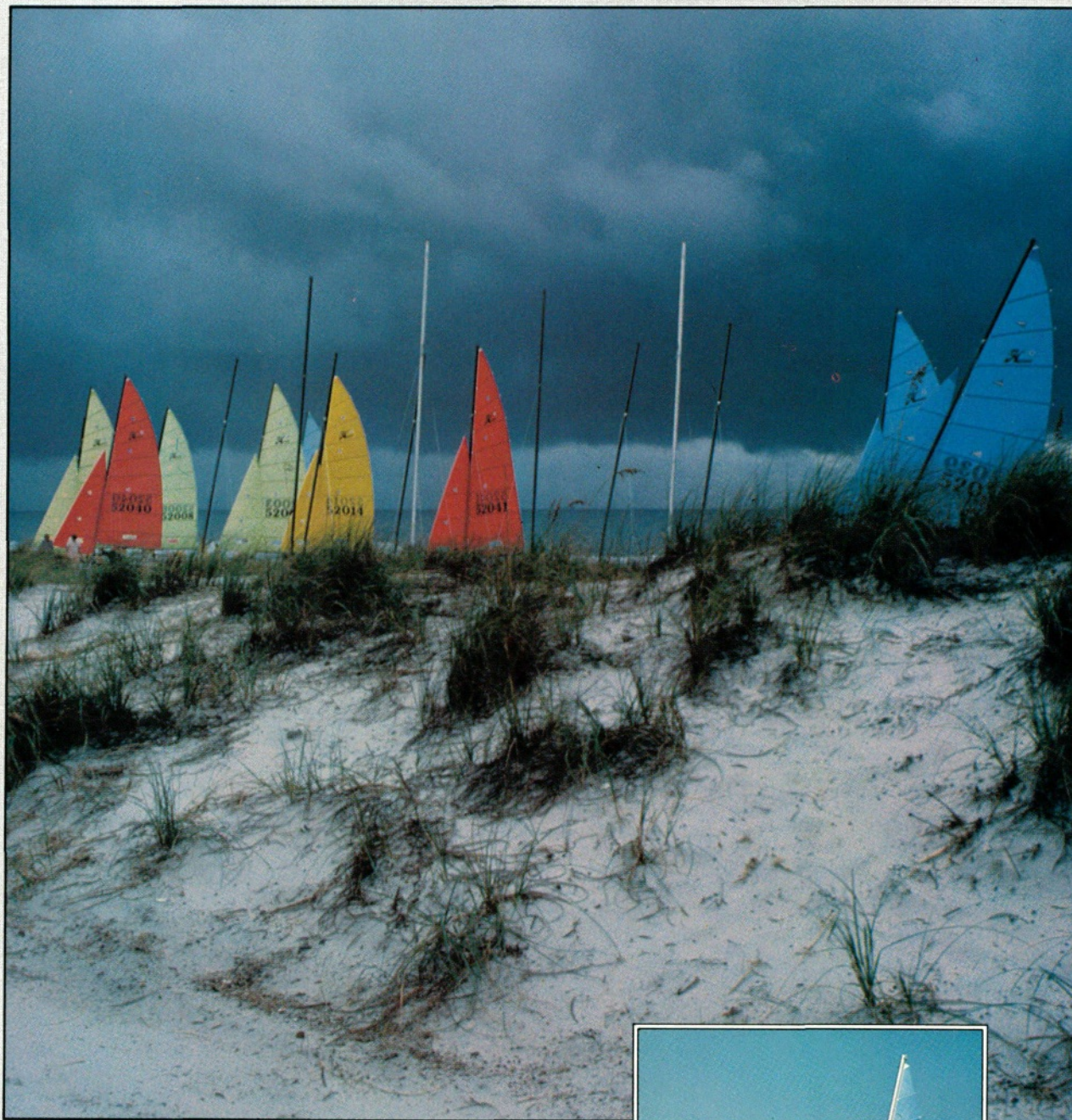


Paul Warneck



Charles E. Jones





Christopher Cunningham



Rudy Roe

HOBIE RACING

HOBIE RACING

JULY/AUGUST 1985

IN THIS SECTION:

Major Regattas
Regatta Schedules
Fleet News
Regatta Results



Photo by Pat White

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.

FLEET DIRECTORY

50 / H O B I E H O T L I N E

FLEET DIRECTORY

FLEET NO.	COMMODORE	LOCATION	DIVISION	FLEET NO.	CUSTOMER	LOCATION	DIVISION
115.	David A. Hutchings	Wilmette, IL	10	239.	Doug Keller	Akron, OH	10
116.	Ike Selig	Lakeland, FL	8	240.	Rich Grehohl	Boulder Creek, CA	3
117.	Jake Taber	Grand Rapids, MI	10	241.	David Nigus	North Little Rock, AR	14
118.	Chuck Raney	Tyler, TX	14	242.	Dennis Sollosy	Saskatoon, Sask., Canada	4
119.	Jack Knooren	Eden, NY	16	243.	Jane R. Kleindinst	Grand Island, NY	16
120.	Sandy Kalata	Panama City, FL	15	244.	Charles G. Power	Myrtle Beach, SC	9
+121.				245.	Jon Edblom	Durango, CO	5
122.	Walter Cabral	Fortaleza, Ceara, Brazil	Inter.	246.	Gayle Helmer	Grand Rapids, MN	7
123.	Terry Allen	St. Louis, MO	10	247.	John Harden	Rondeau Bay, Ont., Canada	10
124.	David Becker	Bayport, NY	12	248.	Terry Brown	Union Lake, MI	10
125.	Bob Hafschild	Lake Poinsett, SD	7	249.	Pete O'Briant	Nashville, TN	15
126.	Tim Terrell	Chesterton, IN	10	250.	John W. Sullivan	Sandy Hook, NJ	11
127.	Gene Soule	Vero Beach, FL	8	251.	Tom Neiswonger	Lawton, OK	14
128.	Dan Mallum	San Antonio, TX	6	252.	Noel Kilner	Suva, Fiji	Inter.
129.	Glenn Withenshaw	Thunder Bay, N. Ont., Canada	7	253.	Vic Chang	Dhahran, Saudi Arabia	Inter.
130.	Grian Machtaler	Penticton, B.C., Canada	4	254.	Robb Naylor	Bemidji, MN	7
131.	Jay Collins	Oklahoma City, OK	14	255.	Samuel Applegate	New Albany, IN	10
132.	Neil Carter	Kalimantan Timore, Indonesia/Inter.	13	256.	Candy McComb-Thomas	Grand Island, NY	16
133.	Rafael Mediavilla	Isla Verde, Puerto Rico	13	257.	Beecher E. Kirkley	Washington, NC	9
134.	Mark Doyle	Memphis, TN	15	+258.			
135.	Deborah Cox	Hewitt, NJ	12	259.	Bill Gerbllick	Arroyo Grande, CA	3
136.	Joel Marcus	Enfield, CT	12	260.	Charles A. Benner	Jensen Beach, FL	8
137.	Jay Sutton	Hopatcong, NJ	11	261.	Robert Woodward	Victoria, B.C., Canada	4
138.	Eduardo Villagran	Guatemala, Guatemala	Inter.	+262.			
+139.				263.	Ron Rubadeau	Kelowna, B.C., Canada	4
140.	Richard Owen, Sr.	Levittown, PA	11	+264.			
141.	Larry Smith	Columbia, SC	9	+265.			
142.	Harry Highstone	Louisville, KY	10	+266.			
143.	Ron Marcisak	Seaford, NY	12	267.	Hal Savage	Philadelphia, PA	11
144.	Ric Balesky	East Lansing, MI	10	268.	Cum Lawson	Lubbock, TX	14
145.	James Burgess	Pt. Smith, AR	14	+269.			
146.	Rick Bush	Wichita Falls, TX	14	+270.			
+147.				271.	Bill Pagels	Newark, DE	11
148.	John Owen	Bangkok, Thailand	Inter.	+272.			
149.	Tom Kennedy	Blue Springs, MO	7	273.	Tom Burrows	Florissant, MO	7
150.	Dave Sarvis	Orillia, Ont., Canada	16	274.	Peter Capotosto	Manila, Philippines	Inter.
151.	Art Clark	Decatur, IL	10	+275.			
152.	Stephen McClung	St. Simons Island, GA	8	276.	Daniel R. Warner	Roseville, MI	10
153.	Ted Dew	Gainsville, FL	8	277.	Stan Muse	Birmingham, AL	15
+154.				278.	Lionel Conacher	Cambridge, Ont., Canada	16
155.	Gerald D. Kniernum	Brooklyn, MI	10	279.	Larry Van Tuyl	Ann Arbor, MI	10
156.	George Rooney	Casper, WY	5	280.	Lenora Rutledge	Stockton, CA	3
+157.				281.	Len Chesmore	Santa Rosa, CA	3
158.	James Kelly	Springfield, IL	10	282.	Scott Brubaker	Birmingham, MI	10
+159.				283.	Ann Galluzzo	Springfield, OH	10
160.	Gail Fricke	Grand Junction, CO	5	284.	Robert L. Ryan	West Liberty, OH	10
161.	Gene Hawkins	Bryan, TX	6	285.	G.J. de Vries	Curacao, Netherlands	Inter.
162.	Ray Murray	Waco, TX	14	+286.			
+163.				287.	Jim A. Brisbois, Jr.	Saginaw, MI	10
164.	Tommy Whiteside	Seneca, SC	9	288.	Dennis Henderson	Marquette, MI	10
165.	Ollie Fredrick	Mahtomedi, MN	7	289.	Carlos Aguilo E.	Santo Domingo, Dom., Rep.	Inter.
166.	Mike Halberstadt	Oceanside, CA	2	290.	Vernon Sheppard	Union Hall, VA	9
167.	Bob Cargill	Bakersfield, CA	2	291.	Chip Simonsen	Yankton, SD	7
168.	Gerald Jenkins	Rapid City, MI	10	292.	Al Balazovic	Traverse City, MI	10
+169.				293.	Dave Chick	Bathurst, N.B., Canada	12
170.				294.	George Bargerion	Savannah, GA	9
171.	Steve Amador	Ann Arbor, MI	10	295.	Dale Ryan	Rochester, NY	16
172.	Brian Price	Ganonoque, Ont. Canada	16	+296.			
+173.				297.	Don Capes	Emporia, KS	7
+174.				298.	Dave Milne	Ottawa, Ont. Canada	16
175.	Steve Dixon	Mt. Gilead, NC	9	299.	Nick Burden	Fredericton, N.B., Canada	12
176.	Ed Odgen	Mohnton, PA	11	300.	Robert Flucke	Westerville, OH	10
177.	Ernie Luce	Hitchcock, TX	6				
178.	Lynn Stone	Fort Walton Beach, FL	15	301.	Manfred Dangel	Muchich, Germany	Europe
179.	Gorden Leilson	Hong Kong	Inter.	302.	C/Calamari	Rome, Italy	Europe
180.	Les Luby	Woodland Hills, CA	2	303.	Alain Saurt	St. Malo, France	Europe
181.				304.	Rene Bos	Zandvoort, Holland	Europe
182.	Tom Baldauf	Kingshill, St. Croix, USVI	13	305.	Bram Lussenburg	Rotterdam, Holland	Europe
183.	Gary Francis	Whitby, Ont. Canada	16	306.	Chris Minee	Katwijk, Holland	Europe
184.	Stephen Treadwell	Milton, VT	12	307.	Jan Van Spellen	Den Haag, Holland	Europe
+185.				308.	Jan Wijkker	Edmond, Holland	Europe
186.	Stanley Pastore	Norwalk, CT	12	309.	Guy Pasquier	Toulon, France	Europe
187.	Denis Renaud	Montreal, Quebec, Canada	12	310.	Sigurd Maxwell	Thonex, Switzerland	Europe
188.	Mike McGinnis	Tampa, FL	8	311.	M. Harria	Nantes, France	Europe
189.	Bill Sakovich	CHRB, Saipan, C.M. Guam	Inter.	312.	Jean-Pierre Foucauld	Hyeres, France	Europe
190.	Warren Kaplan	Linwood, NJ	11	313.	Marc Gautier	Le Havre, France	Europe
191.	Ken Keller	Greensboro, NC	7	314.	Christian Gimet	Noumea	Europe
192.	Rod Phipps	Ohama, NE	7	315.	Helmut Jacobowitz	Vienna, Austria	Europe
193.	Gary Nichols	Eugene, OR	4	316.	Martin Schuitema	Ja Wassenaar, Holland	Europe
194.	Pete King	Vallejo, CA	3	317.	R. Schubert	Hamburg, Germany	Europe
195.	Rick Parsons	Richland, WA	4	318.	Bremen, Germany	Koln, Germany	Europe
196.	Bill Davenport	Rockville, MD	11	319.	RI Ollig	Saint Michel, France	Europe
197.	Sally O'Rourke	Rockport, MA	12	320.	Claude LeRoux	St. Medard/Jalles, France	Europe
198.	Dave Martimer	Rapid City, SD	10	321.	Guy Delmas	Zurich, Switzerland	Europe
199.	Michael Adorjan	Murphyboro, IL	7	322.	Frank Buchholz	Plymouth, England	Europe
200.	Barry W. Barnes	Norfolk, VA	9	323.	Colin White	Ban Saint Martin, France	Europe
201.	Mark Wittrup	Pueblo, CO	5	324.	Rinus Van di Haak	Noordwijk, Holland	Europe
202.	Douglas Schmidt	Gladstone, MI	7	325.	Osten Nilsson	Hollvikanas, Sweden	Europe
203.	Michael Garrett	Reno, NV	3	326.	H. Dekorsi	Rastatt, Germany	Europe
204.	Mimi Appel	Brewerton, NY	16	327.	Pierre Molia	Bayonne, France	Europe
205.	Charlie Cunningham	Clearlake, CA	3	328.	Walter Steiner	St. Gallen, Switzerland	Europe
+206.				329.	Erik Nienstaedt	Charlottenlund, Denmark	Europe
207.	Drake Barber	Fairfield, CT	12	330.	Dario Soresina	Milan, Italy	Europe
208.	Rick Bolduc	Amesbury, MA (LOCATED IN NH ALSO)	12	331.	Bino Bani	Pisa, Italy	Europe
209.	Roger Bristol	Olivet, MI	10	332.	Peter Pausch	Middelfart, Denmark	Europe
+210.				333.	Peter Jannack	Hamburg, Germany	Europe
+211.				334.	Friedrich Schiebel	Vienna, Austria	Europe
+212.				335.	Erich Minarik	Graz, Austria	Europe
+213.				336.	Rudd Visser	Zandvoort Nord, Holland	Europe
214.	Bill Holder	Vancouver, B.C., Canada	4	337.	Serge LeCouteur	Cap d'Adge, France	Europe
215.	Gary Recker	Cedar Rapids, IA	7	338.	Jean-Marc Niedergang	Montpellier, France	Europe
216.	Gary L. Gotsch	Marion, IN	10	339.	H. Chincholle	La Rochelle, France	Europe
217.	David Carter	Chattanooga, TN	9	340.	Werner Switzerland	Dengera, Switzerland	Europe
218.	Lou Nosko	Rocky River, OH	10	341.	Don Findlay	Stafford, England	Europe
219.	Billy Joe Crider	Marion, KY	10	342.	Bram Van Straalen	'S-Gravezande, Holland	Europe
+220.				343.	Denis Auckenthaler	La Na Poule, France	Europe
221.	Stewart M. Walker	Richmond, VA	9	344.	Mario Businco	Cagliari, Sardinia	Europe
222.	Phil Herberer	Pacific Grove, CA	9	345.	Manolis Pallas	Phodoss, Greece	Europe
223.	Thomas S. Zalewski	Wausau, WI	7	346.	Xavier Kieffer	Ajaccio, Corsica	Europe
+224.				347.	Donald Aubin	Munch, Germany	Europe
225.	Scott Rankin	Mattoon, IL	10	348.	Klaus Wegner	Koln, Germany	Europe
226.	Steven L. Tubbs	Anchorage, AK	7	349.	Rainer Kellermann	Velbert, Germany	Europe
227.	Tom Huber	Pierre, SD	4	350.	K. Kuhnast	Bochum, Germany	Europe
228.	Joe McKeag	Erie, PA	16	351.	Michael Schwindt	Hunstetten-Wallrabensten	Europe
229.	Dean Willis	Remsen, NY	16	352.		Germany	
+230.				353.	N. Steeling	Niemen, Holland	Europe
231.	Rich McNeill	Gary, ME	12	354.	Georges Daniele	Carry, France	Europe
232.	Glenn Fontenot	Beaumont, TX	6	355.	Robert Rives	Toulouse, France	Europe
+233.				356.	Gerd Spindler	Erlanger, Germany	Europe
234.	Winston Trevarthen	Millville, NJ	11	357.	Christopher Maguin	Lille, France	Europe
235.	David E. Thoren	Jackson, MS	15	358.	Maurizio Juris	Venice, Italy	Europe
+236.				359.	Armando Fabbri	Fregene, Italy	Europe
237.	Rob Miller	Sarnia, Ont., Canada	10	360.	Reiner Seelen	Sonsbeck, Germany	Europe
238.	Jim Devine	Mayfield, NY	16				

FLEET DIRECTORY

FLEET NO.	CUSTOMER	LOCATION	DIVISION	FLEET NO.	CUSTOMER	LOCATION	DIVISION
361.	H. Jandeck	Bergkamen, Germany	Europe	458.	Luis Lerdo de Tejada	Mares, Spain	Inter.
362.	Stefan Griesmeyer	Feldafing, West Germany	Europe	459.	Salvador Barrachina	Castellon, Spain	Inter.
363.	Fredric Frilloux	Paris, France	Europe	460.	Carlos Hernandez	Sevilla, Spain	Inter.
364.	Gordon Edwards	Surrey, England	Europe	461.	Raul Moreira	Portugal	Inter.
365.	Olivier Carli	Abidjan, Cole		+462.	Ron Rowton	Titusville, FL	8
366.	Bono Von Schrader	Hamburg, Germany	Europe	463.			
367.	Cato Knem	Oslo 11, Norway	Europe	+464.	C. Everett Thompson	Elizabeth City, NC	9
368.	Leif Saletti	Lidingo, Sweden	Europe	465.	Dan Dunbar	Pymatuning, PA	11
369.	Mauno Koivisto	Helsinki, Finland	Europe	466.			
370.	Anthony Miller	Bitterne S. Hampton, England	Europe	467.			
371.	Douglas Lumley	Goteborg, Sweden	Europe	468.	Boyd Bass	McAlester, OK	14
372.	Peter Howard	Clevedon, Avon, England	Europe	469.	Ponco Limon	San Felipe, Mexico	Inter.
373.	Robert Biegler	Buddenheim, Germany	Europe	470.	Pete Skartedt	Whitefish, MT	4
374.	Uli Schulte	Wermelskirchen, Germany	Europe	471.	Claus C. Nimb	Christchurch, New Zealand	Inter.
375.	Jean-Louis Rabier	St. Briec, France	Europe	472.	Mark Coyne	Madison, WI	7
400.	John W. Yerman	Toledo, OH	10	473.	Dieter Bromkamp	Niantic, CT	12
401.	Lay Terrell	Shreveport, LA	Inter.	474.	David Buckingham	Spirit Lake, IA	7
402.	Charles F. Cronheim	Lagos, Nigeria	Inter.	475.	Scott Russell	Storm Lake, IA	7
403.	Jim Trask	Lynn, MA	12	476.	Jim Murray	Leesburg, IN	10
404.	Douglas Meyer	Angola, NY	16	477.	Neal D. Houx	Tahoe City, CA	3
405.	Tom Baker	Boroko, Papua, New Guinea	Inter.	478.	Debbie Blackburn	Walker, MN	7
+406.				479.	Mike Stevens	Kahului, Maui, HI	1
407.	Robin LaCroix	Humble, TX	6	480.	Gary Doty	Cordova, IL	7
+408.				481.	Chuck Druckenmiller	New Lisbon, WI	4
+409.				482.	James T. Walrath	Pugot Sound, WA	4
+410.				483.	Miguel Soldevila	Benidorm, Spain	Inter.
411.	Dick Wilkinson	Dubai, United Arab Emirates	Inter.	484.	Laird R. Jones	Montgomery, AL	15
412.	Peter Asmdown	Jeddah, Saudi Arabia	Inter.	485.	Jane Brown	Elkhart, IN	10
413.	Wayne Fischer	Green Bay, WI	7	486.	Chris Mitchell	Abilene, TX	14
414.	Bill Petraitis	Conneaut Lake, PA	11	487.	J. De Groot	Seria, Brunei	Inter.
415.	John Koedt	Tali Beach, Philippines	Inter.	488.	Hugh M. Greenwald	Pawauke Lake, WI	7
416.	Craig Moore	Matfield, PA	11	489.	Randy Reimann	Two Rivers & Manitowoc, WI	Inter.
417.	Bill Gill	Amherst, N.S., Canada	12	490.	Ubaldo Tacconelli	Edo. Nueva Esparta, Venezuela	Inter.
+418.				491.	Will Pusford	Trinidad, West Indies	Inter.
419.	Kenneth McKinney	Peoria, IL	10	492.	Jose L. Marti	Singapore, Republic of	Inter.
+420.				493.	Mike Rea	Muscat, Gulf of Oman	Inter.
421.	Richardo Rovira	Calafell, Spain	Inter.	494.	Stuart E. Bale	Dona, Qatar, Arabian Gulf	Inter.
422.	Alvarez Del Manzano	Vilafortuny, Spain	Inter.	495.	Dwayne Tuttle	Longview, TX	14
423.	Juan Nuvola	Castelldefels, Spain	Inter.	496.	Nick Kalerigis	Seabrook, NH	12
424.	Esteve Pujula	Rosas, Spain	Inter.	497.	Rick Tings	Trenton, Ont., Canada	16
425.	Felipe Bellini	Port Pollensa, Spain	Inter.	498.	Masahiko Ozeki	Kanagawa 250, Japan	Inter.
426.	Ramon Pino	Puebla Farnals, Spain	Inter.	499.	Moriyasu Murase	Saitama-Ken 350-Japan	Inter.
+427.				500.	Yves Germain	Libreville, Gabon	Inter.
428.	Pedro Garcia	Sanlucar de BDA, Spain	Inter.	501.	Aijiro Hirayama	Tokyo, Japan	Inter.
429.	Antonio Munoz	Calas de Guisando, Spain	Inter.	502.	Fred Sponsel	Bringantín, NJ	11
430.	Antonio Oriol	Sotogrande SV, Spain	Inter.	503.	John Smal	Athens, Greece	Inter.
431.	Jose Ignacio Asensi	Madrid, Spain	Inter.	504.	John McKellog	Cadillac, MI	10
432.	Shirley Parma	Ponca City, OK	14	505.	Henry Kazmier	Odgen Dunes, IN	10
+433.				506.	Craig Findlay	Caringbah, NSW, Australia	Inter.
434.	Don Campbell	Lake Arrowhead, CA	2	507.	Masami Kozuge	Kanagawa Prefecture, Japan	Inter.
435.	Steve Fangio	Amarillo, TX	14	508.	Paul Ricketts	N. Myrtle Beach, SC	9
436.	Mike Cooper	Mammoth Lakes, CA	2				
437.	Andy Knoll	Asheville, NC	Inter.	509.	T. Marc Dickenson	Malver, AR	14
438.	Jose de Vries	Manama, Bahrain	9	510.	Dennis Patterson	El Dorado, KS	14
439.	J. Thomas Lang, Jr.	Mamaroneck, NY	12	511.	Brian Withers	Abudhabi, UAE	Inter.
440.	John Friesz	Hampton, VA	9	512.	Graham Webby	Wellington, New Zealand	Inter.
441.	Chris W. Walker	Burlington, Ont., Canada	16	513.	Friedrich Niederquell	Germany	Inter.
442.	Pedro Colon	Mayaguez, Puerto Rico	13	514.	John Lowe	Tucson, AZ	2
443.	Doug Ackroyd	Town Bank, NJ	11	515.	Charles Leekley	Excelsior, MN	7
444.	Brian Nelson	Spicer, MN	10	516.	Tom Yorty	Pohick Bay, VA	11
445.	Frank Mulligan	Goneva, OH	10	517.	Brian Hughes	Turkey Point, Ont., Canada	16
446.	Frank Stollbert	Calgary, Alb., Canada	4	518.	Max Westwater	Cheung Chau, Hong Kong	Inter.
447.	Hunter Fry	Fox Lake, IL	10	519.	Jim Gerliqs	Portage, MI	10
448.	Brian Franco	Pawtucket, RI	12	520.	Buz Moore, Jr.	Hartsville, SC	9
449.	A.J. Pope	Pinnellas Park, FL	8	521.	Tom Bailey	Valdosta, GA	8
450.	Walter Goodell	Whitmore Lake, MI	10	522.	Eugene Zalar	South Haven, MI	10
451.	Larry Howard	Klamath Falls, OR	4	523.	Scott Aman	Roanoke Rapids, NC	9
452.	Frank Brearley	Barneget Bay, NJ	11	524.	Marce Davidson	Centerport, NY	12
453.	Paul Pocock	Queensal, B.C., Canada	7	525.	Bob Anderson	Regina, Saskatchewan, Canada	4
454.	Mark Tryggstad	Amery, WI	7	526.	Karl E. Boehler	Midland, TX	6
+455.				527.	Robert Laurendeau	St-Redempteur, Quebec	12
+456.				528.	R.J. Myers	Lake Charles, Louisiana	6
457.	Scott Beach	Brownwood, TX	14				

REGATTA SCHEDULE

DIVISION 2

July 13-14	Grand Prix Homan Beach, CA Fleet #7	Frank Andrade 818/331-1861
August 03-04	Todos Santos Ensenada, Baja, CA Fleet #4	Scott Wentworth 619/569-1962
August 10-11	14 and Ladies Divisionals California, Fleet #222	Frank Bjerring 213/519/7063
August 17-18	16 Divisionals Homan Beach, CA Fleet #3	Dan Ketterman 213/420-9306
August 24-25	Hobie 18 Championships Oceanside, CA Fleet #166	Rick Buchanan 619/729-8787
September 7-8	Wofford Heights Lake Isabella, CA Fleet #167	Earl Landers 805/366-2934
September 21-22	Male High Invitational Lake Arrowhead, CA Fleet #434	Steve Milton /337-0357
October 05-06	Single Handed/Ladies Regatta Homan Beach, CA Fleet #3	Ron Williams 213/923-8724
October 19-20	Castaic for Ladies Lake Hughes, CA Fleet #180	Windy Sails 818/365-4531

DIVISION 3

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	Male High Regatta Huntington Beach, CA Fleet #95	Chris Miller 209/673-7314
November 2-3	6th Annual Turkey Regatta Monterey, CA Fleet #222	Dave Dunham 714/394-2150

DIVISION 4

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 Bellingha, WA Fleet #95	Doug Skidmore 206/678-4415
July 27-28	N.W. Championships Ocean Shores, WA Fleet #95	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 10	Crazy Legs (sail, canoe, run) Marysville, WA Fleet #482	Bob Enos 206/659-5035
August 31st	Hobie at Harrioson British Columbia, CN	Keith Fuller 503/244-2836
August 31-September 2nd	9th Annual Crescent Lake Crescent Lake, OR Fleet #193	Kathy Leach 503/942-4774

REGATTA SCHEDULE

DIVISION 5

July 4-7	Lake McConaughy Fun n' Fast Lake McConaughy, CO Fleet #61	Jean Tully 303/668-0148
July 14	Fun Day Lake Pueblo, CO Fleet #201	Mark Wittrup 303/570-6056
July 20-21	Pathfinder Wyoming, Fleet #156	Jean Tully 303/668-0148
August 3-4	Rocky Mountain Marine Regatta Lake Dillon, CO	Rocky Mtn. Marine 303/442-4970
August 10-11	Boyd Lake Loveland, CO Fleet #50	Jean Tully 303/668-0148
August 18	Fun Day Lake Pueblo, CO Fleet #201	Paul Humiston 303/390-8523
August 17/18	Dillon Open Dillon, CO/Dillon Yacht Club	Jean Tully 303/668-0148
August 31st September 1st	South Dakota	Jean Tully 303/668-0148
September 8	Fun Day Lake Pueblo, CO Fleet #201	Mark Wittrup 303/570-6056
September 21- September 22	Last Gasp at Boyd Lake Lake Pueblo, CO Fleet #50	Jean Tully 303/668-0148

DIVISION 6

July 13-14	Sand Dune Regatta Port Aransas, TX Fleet #99	Peter Colby 512/882-3137
July 27-28	Gulf Coast Area Championships Galveston, TX Fleet #8	Chuck Hoffman 713/933-5354

DIVISION 7

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
September 7-8	10,000 Lake Regatta Lake Minnetonka, MN Fleet #515	Charles Leekley 612/473-8448

DIVISION 8

July 13-14	Palm Beach Regatta Palm Beach, FL Fleet #34	Dick McKee 305/842-9904
July 27-28	King and Prince Hobie Classic St. Simons Island, GA Fleet #2	Bob Duncan 912/264-8430
August 10-11	Division 8 Championships Daytona Beach, FL Fleet #80	Judd Dando 305/672-5000

DIVISION 9

August 3	Cannonball Run Atlantic Beach, NC Fleet #100	Debbie Hodges 512/728-2025
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DIVISION 10

July 6-7	Illinois State Championship Carlyle, IL Fleet #123	Bruce Willaims 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

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	Womens's Divisional Championship Site to be Announced Fleet #421	Lynn Pearson 609/399-9575

September 6-7	Wildwood Crest Classic Wildwood Crest, NJ Fleet #442	Bob Edwards 609/886-4609
September 21- September 22	New Jersey State Championships Atlantic Highland, NJ Fleet #250	Mike O'Hara 201/541-4891

DIVISION 12

July 13-14	1985 Northeastern Championship East Islip, Long Island, NY Fleet #124	Dave Becker 516/581-7107
July 27-28	The Buzzard Regatta Wattapoisett, 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 Bch., ME Fleet #231	Pat Niboli 207/892-2145
August 24-25	Kahlua Newport Regatta Newport, RI Fleet #28	Bob Child 401/624-4935
September 7-8	Connecticut State Championship Candlewood Lake, CT Fleet #31	Gil Knorr 203/438-2909
September 7-8	Norseman Regatta Ogunquit Beach, ME Fleet #231	Matthew P. Bounds 207/443-9720
September 14-15	Powder Point Regatta Duxbury Beach, MA Fleet #28	Joe Driscoll 617/293-5784
September 21-22	Hammonasset Beach Regatta Hammonasset Beach State Park Madison, CT Fleet #136	Joe 203/421-3614

DIVISION 13

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

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 6	Fleet #457 Regatta/Bar-B-Que Lake Brownwood, TX Fleet #457	Scott Beach 915/643-4460
July 13-14	Prairie Regatta Lake Cheney, KS Fleet #27	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
August ?	16 National Pre-Qualifier Lake Lewisville, TX Fleet #23 (date to be announced)	James Eagle 214/231-3097
August 10	Fleet Outing/Fleet #457 Lake Spence, TX Fleet #457	Scott Beach 915/643-4460
August 17-18	Cheney Cat Chase Regatta Lake Cheney, KS	Paul Beddow 316/264-6874
September 7-8	Oklahoma State Championships Keystone Lake, OK Fleet #25	Ken McIntosh 918/984-5857
October 19-20	Columbus Day Regatta Lake Palestine, TX Fleet #118	Randy Watts 214/984-5857

DIVISION 15

July 27-28	Hobie for Heart Ft. Walton Beach, FL	Bill Groves 318/234-7563
August 3-4	Division 15 Championships Panama City, FL	Sandy Kalata 904/265-2600
September 21- September 22	Po'Ol Kowaliga Lake Martin, AL Fleet #484 & Dixie Sailing Club	Laird R. Jones 205/279-7653
September 28- September 29	Autumn Hobie Regatta '85 Ross Barnett Reservoir Jackson, MS Fleet #235	Dave Thoren 601/956-3862
October 12-13	Jubilee Buccaneer Yacht Club Fleet #76	Jo Gaston 205/342-4300
October 19-20	Bayou Classic Regatta Island Queen Resort, LA Fleet #55	Roger Denson 504/926-6969
October 26	Mad Dog Renegade Regatta Shell Point Fleet #43	Jacque Myers 904/599-3481

REGATTA SCHEDULE

DIVISION 16

July 12-14	Miller High Life Regatta Wendt Beach, Angola, NY	Ron Pfender 716/681-0241
July 19-21	Glenora Cup Watkins Glen, NY Fleet #86	Keith Reynolds 607/594-3590
August 2-4	Ontario Open 007 Hamlin, NY Fl-et #295	Dale Ryan 716/288-1804
August 10-11	Great Sacandaga Sacandaga Lake, NY Fleet #238	Ron Heiss 518/869-5759

ONTARIO HOBIE CAT ASSOCIATION

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

PUERTO RICO HOBIE CAT ASSOCIATION

SINGAPORE HOBIE CLASS ASSOCIATION

December 28- January 1, 1986	Southeast Asian Championship Singapore	H.C.A. 619/758-9100
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International

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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FLEET NEWS /AS REPORTED BY THE FLEETS

DIVISION 3

First Annual Fleet 20 Chili Cook-off

Fleet 20, Division 3
San Jose, California
by Jerry Brenny

The 1st Annual Fleet 20 Chili Cook-off is now history and the winner is.....Joan Mooney-ham. We are anxiously awaiting the arrival of our Fleet 20 CAT TALEs so that we may all learn the ingredients of her award winning chili. Linda Ettl, with her Flame Throwing Chili, came in second. The pot containing her chili barely made it through the evening and one would have to suspect Linda has a new chili pot by now. "Watch out for #4," (that was Linda's chili), seemed to be a rather common warning throughout the evening. Many thanks to Frank Mabie, Mike Sowers and Dave Baumgartner for being the judges for this event.

Plans are continuing for the "Roaring Twenties," our annual Hobie Regatta on San Francisco Bay. If this regatta holds true to form, there will be plenty of wind to go around. If you happen to be in the San Francisco area and want to have some fun, come out to Coyote Point, near the San Francisco Airport, and sail in our regatta. July 27 and 28 will be the dates.

The Aussies have landed. Paul and Jenny Pascoe, from the Land Down Under, have joined our fleet and have been giving sailing lessons to the rest of us. Their Hobie 16 just loves to show its sterns to those of us who seem to follow it around the course. Last year

the America's Cup, this year the Fleet 20 trophies, what's this world coming to?

Fleet 20 has a complete slate of activities planned for the summer and you are invited to join in and enjoy the Hobie Way of Life. Dave Baumgartner, our membership chairman, can give you all of the details. Call him at 408-267-6793.

DIVISION 6

Hill Country Regatta

Fleet 64, Division 6
Jacob's Creek Park
Canyon Lake, Texas
April 27-28 1985
by John Beran

Since Wednesday of the week before, the weather had been threatening thunderstorms for the weekend. But warm winds, and gray skys greeted the 111 Hobies registered for fleet 64's 1985 Hill Country Regatta. Aside from an occasional sprinkle, both days were filled with active racing and winds in the 10 to 15 mph range.

After three races in moderate air on Saturday, the entire crowd converged on regatta central for chili dogs and beer. After dinner, as the crowd became more boisterous, the evening's drawing got underway. This year's drawing included over 30 different prizes, including a wetsuit, cat packs, and van accessories. Sunday's weather dawned even more threatening than Saturday's but the winds had picked up and were in the 15 to 20 MPH range. With the winds up, two back to back

races were completed well before 3:30pm.

From the skippers' meeting on Saturday till the trophy presentation on Sunday, the 450 participants in the annual regatta were treated to an event that occurred on schedule, and on time. Cudos for a well run regatta go to Regatta Commodore Mike Holeman, and Race Chairman Joe Rymal, as well as all the other fleet members who pitched in and helped on the beach and on the water. And a special thanks to the Hill Country Regatta sponsors: Michelob Light/Brown Distributing Co., Aloe-Up Suntan Products, McBee Properties, and the Sailboat Shop of Austin.

The Case Of The Missing Marks

Back in the summer of 1983 Fleet 64 of Austin, Texas ordered and paid for sailing regatta marks from a distributor in California. These marks were never received and all attempts to recover the investment failed. Fleet 64 was out of the money and out of luck. Enter the World Hobie Class Association. Sandy Banks, Walt Millar and Liz Reed all worked very hard to get to the bottom of this problem. When they had no success with the distributor, Sandy Banks decided that the Class Association would buy the marks for our fleet.

I can't begin to tell you how grateful Fleet 64 and myself are for the help of the Class Association. Without organizations like the Class Association, Hobie catting would be just as unorganized

as the fleets of other boats. We owe the tremendous success of Hobie Cats to the owners and then to the Class Association for providing us with the organization of division racing, a great magazine, and just plain keeping us informed about the Hobie way of life.

Thanks again to the above mentioned people. You will see a highly visible and active Fleet 64. We are proud to show off our new marks and will certainly tell folks how we got them.

DIVISION 8

12th Annual Walt Disney World Hobie Regatta

Fleet 11, Division 8
March 17-18
Walt Disney World, Florida

The first Division 8 points regatta of 1985 was held March 16th and 17th on beautiful Bay Lake at Walt Disney World. The sponsors were Walt Disney World, the Sailing Store and Orlando's Hobie Fleet 11. After several weeks of sunny days and no rain, the weekend of the regatta turned partly cloudy with a few scattered showers. Fortunately none were heavy or had any lightning during the actual racing. On Saturday afternoon, winds varied from zero to over 20 knots as a couple of storms passed nearby. The race committee chaired by Hal Downing did a fine job of setting the course during shifty wind conditions. However, once a race was underway, winds at various times were from about every direction on the compass as the passage

of a storm shifted them around. Several crews went for an unplanned swim from sudden gusts. When the sailors hit the beach between each race for a little rest and refreshment, the standings from the previous race were already posted (thanks to computerized scoring).

Sunday's races were in winds of about 10 to 15 knots with fairly small shifts in direction. A light sprinkle during the second race cooled temperatures down a little but most sailors seemed to like the pleasant winds. John Linton with crew Karen Kichler of Tampa were the decisive winners of the 18A class with three firsts. Walter Thompson with crew Judie Johnson won the other two races. The 16A class was won by Bobby and Lynn Dees of Orlando. Their victory wasn't assured until the last race which they won. Up to that point it was a toss up for the first three places. The most decisive "A" fleet win was in the 14A fleet where Tampa's Alex Kirby was first four out of the five races and threw out a second for a total of only three points. In the 14 Turbo class, Wright Gres of Orlando and Vel DeKreek of St. Petersburg tied for first place. Wright took the tie breaker with a 4th place throw out vs. Vel's 5th place. Now that's close racing!

After the contestants and friends finished consuming the eight kegs of beer and numerous cases of soft drinks furnished by the Sailing Store it was trophy time. The beautiful Disney designed trophies were given out at four p.m. with the help of Pluto and Goofy. The Walt Disney World coordinator for this year's regatta was handled very smoothly by Joyce Walker. A large number of other Disney employees donated their weekend to help make it another great Hobie happening by doing everything from furnishing 4WD vehicles for pulling Hobies on and off the beach to chase boat duty. Two Disney employees were trophy winners as well; Dennis Green & crew Tim Chesko with a 5th place in 16C and Jim Cody who was the winner of the 14B class. Orlando's Fleet 11 won the Fleet Go-Fast trophy by a narrow 4 point margin over Tampa's Fleet 42.

An interesting comparison of Hobie popularity was that the number of Hobies at this regatta far outnumbered the total attendance at a much publicized all-class regatta held a few miles away the same weekend.

Regatta chairman Jim McCann remarked that the twelfth running of this annual regatta was one of the smoothest he had ever seen. There were no problems of note, a minimum of protests, and final results were ready at four p.m. Sunday. Many thanks to the Disney folks, the unselfish committee work by Fleet 11 members and the many other workers who helped make it a successful and fun affair.

Yankee Town-Cedar Key Dash Fleet 153, Division 8 Gainesville, Florida

For everything there is a season and very often that season is tipped off by a celebration event, our Hobie Fleet is no exception. As in most major sports the first race of the season is a chance for competitors to stretch their winter-weary muscles; but, more than physical exercise comes into play in the Yankee Town-Cedar Key dash. When a sailor is hot at Cedar Key, he's psyched to continue racing hot all season long. That kind of psychological advantage can be powerful. The sailors looking for this mystical leverage are divided into two groups. The first group are those skippers with new boats, these sailors are looking for either better competition or better finishes on the score card. The second group is comprised of seasoned vets who review their own tuning practices. By the time the weekend is over many of the sailors will return home licking their wounds while the remainder will carry on with the promise of the coming season.

As Saturday morning dawned in Yankeetown, winds were puffing 8-10 knots out of the south and seas rolled in 2-3 feet. Because of Cedar Key's compass bearing, the entire fleet would be forced to sail the entire race downwind. Oddly enough the 16s and 18s immediately separated follow-



ing the start of the race. Most of the 18 skippers elected to sail the exact rhumbline to the finish playing the puffs and surfing the rolling swells. Meanwhile, the rest of the Fleet took to the open sea searching for fresher breezes that never materialized until it was too little and too late. Dave Carlson placed first, followed by Caffee one minute twenty-eight seconds behind. Kenny Duffield, Jr. trailed in with a solid third place finish. The upset of the day was turned in by John Fearney who stunned the entire 16 Fleet. Albert Gronbach and veteran crew Ann Caffee held on for second place after Ann became ill with a stomach virus. Kim Coffee finished a distant fifth place.

Ted Dew awoke Sunday

morning with a devilish grin as the wind whipped through his hotel suite. This was his kind of weather (unfortunately it was not going to be his kind of day). The red flag was raised promptly at 10:30 a.m. and immediately the 18s rocketed into the lead on a broad reach that would return them to Yankeetown. Returning veterans Keith Stevens and Gary Carlton blasted to the head of the 16 pack showing the confidence and style of days past. Amazingly enough, Kim and Tina kept it on the ragged edge embarrassing Caffee and Dew by holding them at bay for over 30 minutes! Out in front LKD and wife, Jill, had set a blistering pace with his father in tow 100 yards behind. At two miles the pair began putting open water between

FLEET NEWS



themselves, and Carlson, who himself was never challenged for third, was playing the waiting game.

At the eight mile mark Caffee's final standing in the regatta was secure. Gronbach's hopes were dashed when he was left on the beach with a broken tiller connector and Fearney was mired in the four to six foot swells. Kim pressed on shrinking Steven's lead pulling within feet of each other. Ken Duffield Sr. and daughter Debbie, were obviously pushing themselves also. He put on a charge that would pull them within 100 yards of his son, rarely allowing the windward hill to slap the water. Eventually he became the victim of being washed overboard and faded behind.

Nearing the end of the 17 mile sprint, experience and tenacity paid off for elder Ken and Dave Carlson. An error, LKD leveled his bearings toward a mark on shore several degrees below the actual finish line. By the time he realized his error, Ken Sr. and Carlson had already out pointed in the correct direction. His lock on first place was lost. Ken Sr. cruised on 56 seconds ahead of LKD and David Carlson had closed the gap enough to clinch the overall victory.

In similar fashion to LKD, Coffee watched in horror as his lead evaporated when he too was forced to pinch the final quarter mile. Stevens was able to foot for speed and took the second leg by 24 seconds. Jim Parrish coasted in as the third 16 to wrap up third overall and a moral victory.

Fleet 153 would like to offer a very special thanks to all those that supported the regatta: the fine people of Cedar Cove for their tasty foods, cozy rooms, and reasonable rates. To Jeff McMeekin, without his guidance and support our Race Committee couldn't have done it! For the past six consecutive YT-to-CK runs, Jeff's seamanship has made our jobs a whole lot easier. To Denise Gissey who kept the scores in order and was so patient when I was either taking pictures or heaving over the stern, and to all of those people who worked so hard — you know who you are this year's Cedar Key extravaganza was a real thrill.

DIVISION 9

Bare What You Dare III
Fleet 64, Division 9
South Cove County Park
Lake Keowee, South Carolina

March 30-31
by N.D. Ellis

Nestled in the foothills of Upper South Carolina, Lake Keowee provided the perfect site for the inaugural regatta of Division Nine's 1985 season. Fleet 164's "Bare What You Dare III" Regatta drew ninety Hobie sailors from seven states to participate in what has rapidly become one of the Division's most popular regattas.

As is traditional with Fleet 164, everything was organized perfectly and with the complete cooperation of the local weather service. Saturday was a warm, sunny, moderately breezy day that left many sailors and a few members of the race committee quite sunburned. Saturday's three races were a challenge to all as Lake Keowee lived up to her reputation of being "a bit shifty". Some intense battles were shaping up in each fleet with the only sure winners being decided in the 14s and 14 Turbos. The 18As had a good race going between Prindle 18 sailor Nigel Pitt (on a borrowed boat) and perennial winner Lance Dunn. Leading the 16As was Mike Percy with Wick Smith on his heels.

Back on the beach, the kegs were tapped, boats were put away for the night, and everyone started rehashing the day's events. Dinner was served in record time by Ed O'Shields and his crew from Kentucky Fried Chicken and if anyone went away hungry, it was their own fault. The evening was capped off with the awarding of door prizes to all in attendance. Everyone then retired to their respective campsites for a good evening's rest.

Sunday had the makings of a good day with winds light but steady. The dark clouds lurking ominously on the horizon did not encourage anyone however, especially the race committee. After one slow race, they wisely decided to abandon for the day and head in. With almost perfect timing, the rains and wind came just as the last boats were coming out of the water. A wet ending to an otherwise perfect weekend.

After a short protest hear-

ing, the computer tabulated scoring was completed and trophies were awarded in each class. Congratulations go to Lance Dunn from Charlotte in 18A; Mike Percy and Carol Moreland from Atlanta in 16A; Terry Hanchey and Bill Chappel from Cary, NC in 18B; Mike Williamson and Pam Fowler from Edgewood MD in 16B; Rick Jarrett and Dan Hoke from Atlanta in 16C; and Danny Myers and Kaye Merrell from Charlotte in 14 and 14 Turbo, respectively.

Sponsors played a big part in the success of this year's BWYD Regatta and without them we would not be able to survive. Special thanks to: WFBC Radio for their air time and Saturday's live remote; Budwiser of Greenville for their financial help and their suggestion as to what beer to buy; Kentucky Fried Chicken of Clemson/Seneca without whom we would have gone hungry; RC Bottling for the soft drinks; Mainsail Marine and Harris Marine for the door prizes; Century BMW for their financial support; and Greenville Magazine for the pre-race publicity.

A very special thanks to our fleet members who donated their time to make the regatta a success; Rick Harper, our race committee chairman, and his staff; John Kendrick, Steve Toney, Ken and Cheryl Rochester; Bill and Nancy Englisbe for the computer scoring; and most importantly, our regatta chairman, Tommy Whiteside, whose diligent work for the past two years has helped make the regatta a success.

To all our participants, we expect to see you next year. To all others, we invite you to Lake Keowee next Spring but warn you to bring your wetsuit or BARE WHAT YOU DARE!!

DIVISION 12

Season Preview

Fleet 109, Division 12
by Warren Darress

Manhasset Bay Cats — Hobie Fleet 109 is dedicated to good sportsmanship, water safety, competitive Hobie 16 & 18 racing and FUN. Races are held every Saturday and Sunday afternoon by the Cow Bay Committee comprising the four local yacht clubs; Man-



Winners

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PARTY
FRIDAY • SATURDAY
NITE

BREAKFAST ON SAT. AND SUNDAY
DOOR PRIZES • TROPHIES 5 DEEP •

SPAGHETTI DINNER — SATURDAY
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CLUTE MEMORIAL PARK
WATKINS GLEN • N.Y.

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SKIPPER MEETING 9:30 AM SAT

MAIL TODAY

1985 • GLENORA CUP • FOR Hobie Cats

FIRST 75 BOATS THAT PRE-REGISTER BY JULY 18 WILL GET FREE T-SHIRTS FOR SKIPPER AND CREW (SKIPPER ONLY ON 14'S) CHECKS TO HOBIE FLEET 86 SEND TO: KEITH REYNOLDS — P.O. BOX 69 ODESSA, N.Y. 14869

NAME: _____ CITY: _____ ST: _____ ZIP: _____
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PHONE: _____ SHIRT SIZES: SM ☐ MED ☐ LG ☐ XL ☐
HOBIE 14-15 ☐ HOBIE 16-18-20 ☐ SAIL NO. _____
CHECK ONE ☐ 18 ☐ 16 ☐ 14 ☐ CHECK ONE ☐ A ☐ B ☐ C

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DAYTONA FLEET 80

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Division 8 Championships
August 9-11, 1985



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Registration: 18's and Magnums—\$18.00

16's—\$18.00

14's and Turbos—\$14.00

Race Site: Holiday Inn Surfside

2700 N. Atlantic Ave.

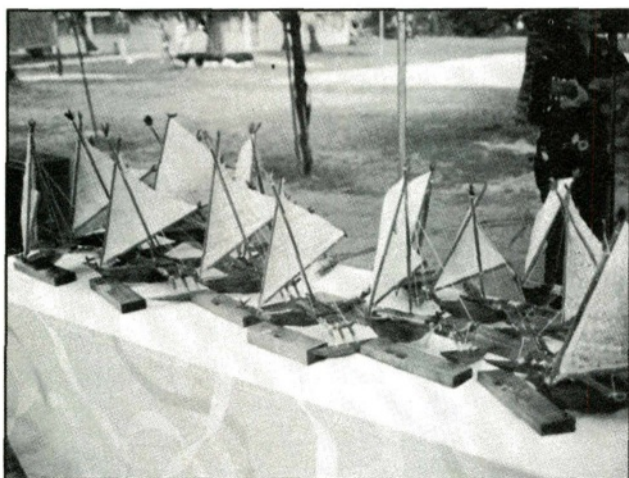
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904/672-3770

Ask for special rates before July 26, \$38.00 & \$48.00.

For more information call Jim & Cindy Deans 904/253-8592 or Jim Cunningham 904/788-9699.

FLEET NEWS



hasset Bay, Port Washington, Knickerbocker, and North Shore, under the Yacht Racing Association of Long Island Sound. The races start from a centrally moored committee boat in the center of Manhasset Bay, Port Washington, N.Y. (20 miles east of Manhattan), and proceed around

predetermined government marks in western Long Island between the Throgs Neck Bridge and Larchmont. The committee plans one race daily to last 1 1/2 to 2 1/2 hours, and may cover 7 to 15 miles depending upon wind and weather conditions. The Hobies are the 4th to start at

five minute intervals among 12 classes.

Our season starts mid-May and goes thru September. Although we had a long, wet, spring and the normal few windless days, our fleet got in a lot of sailing. Milt Dinhofer got in 23 races, and Mike White competed 19, etc.. We also competed in Manhasset Bay Race Week in late August, when we had four good sailing days out of the scheduled five on Wednesday thru Sunday. Although we have 4 Hobie 18's, the 8 Hobie 16's are most active and competitive. Our fleet enjoyed some away points regattas, especially Hecksher, Fairfield, Madison, and Candlewood.

In addition to racing, our fleet participated in the ANNUAL DAY IN THE SUN held at the Hempstead Harbour Beach in early August for the Handicapped children of the Human Resources School. Our 7 Hobie 16's took out over 75 severely handicapped

youngsters plus their counselors for a 5 to 10 minute sail in a nice 5 to 8 knot breeze. Although most had to be lifted from wheelchair to the trampoline, many were able to pull in the jib and get a first-hand feel of sailing. Burgers, chips, and drinks were supplied by the local McDonalds to round out "their day".

A spring pizza and beer party, and a July Michelob Regatta with separate trophies, beer and picnic were well attended. The October Trophy Dinner was full of trophies, awards, surprises, and entertaining films. Planning is underway for a March 15 HOBIE NITE at the Port Washington Yacht Club to aid in recruiting new members.

1984 Season Qualifiers and trophy winners were:

First-Hobie 16 Mike and Barbara White plus Race Week 1st.

Second-Hobie 16 Warren & Dorothy Darress plus Race Week 3rd, Michelob 2nd.

Third- Hobie 16 Milt Dinhofer & Kiki Ralph plus Race Week 2nd, Michelob 1st.

Fourth-Sundays Hobie 16 Tom & Linda Davis

Fourth-Saturdays Hobie 16 Cas Patrick

First-Hobie 18 Bob Kelly, plus race Week 1st, Michelob 1st.

Past Commodore Klaus Donnerstag, and past secretary Davis Trussler were given service awards as was our local "On the Bay" sports-writer, Louise Haney.

DIVISION 15

Stephen C. Smith Memorial Regatta

Fleet 43, Division 15
Apalachee Bay Yacht Club
April 20-21
by Marcia Bjerregaard

The Apalachee Bay Yacht Club (at Shell Point, 35 miles south of Tallahassee on the Gulf of Mexico) hosted its 12th annual Stephen C. Smith Memorial Regatta on the weekend of April 20-21.

It's an unusual regatta in several respects. Because it's sponsored by a yacht club instead of a Hobie fleet, stake and crash boats are easily obtainable. There's also a press boat, spectator boats, and even a beer boat.

It's the only Hobie points regatta in which other fleets are allowed because it's a fund raising regatta and has operated on this basis for so long. The reason the other fleets are involved is not an altogether happy tale. They were there before the fact, when the regatta had another name and Stephen Smith sailed in and was an active member of Hobie Fleet 43 and ABYC.

Steve was diagnosed, then treated for a rare form of leukemia for two years. During that time he continued sailing and even worked as Art Director of the Intermediate Science Curriculum Study of Florida State University until two days before his death at 29.

After Steve's death, the regatta changed more than its name. It now focuses more attention on its landlubber activities than to sailing. Preparations begin in January when workers volunteer for

the fund-raising team. There's the 32 page brochure to fill, door prizes, auction articles, T-shirts, trophies and refreshments to garner. This year, for the seventh time, the regatta has benefitted the American Cancer Society.

Raising money to combat one of the world's most dreaded diseases is well underway in March as preparations begin for the hours of fun afloat and on shore.

At the club or on the sand during the '85 regatta, were the usual coffee and doughnuts, hot dogs and snacks for sale, and not at all usual, the Saturday night supper featured a roasted pig dinner with all the trimmings and a beach bonfire bonanza afterwards.

There were two other unusual things observed at this regatta. It seemed more a family affair than most. A son skippered their Hobie as mother crewed, a father daughter Hobie raced together while Mom trapezed on another.

Perhaps most unusual of all, the entire weekend and fundraising was planned and run by one person for the first time; by Barbara Cox, an unHobie sailor and Past Commodore of ABYC.

For all of its unusual features, the regatta had its usual one: "I'm doing poorly because I've just installed new fins. Guess they'll have to be filed before I can get my speed up."

The five race regatta was run in weather that couldn't have been better on all three courses while the race committees kept a weather eye aloft and an ear radio tuned on the progress of a potential problem, a nearby severe thunderstorm complete with hail threat that cavorted just a few miles away. The storm traveled just to the west of the races and provided a bit of respite to springtime skins and also gave some slightly varying wing conditions.

When the food and tee shirts were gone, when the sailing was over, the auction and awards presentation produced the following results: Monetary — \$3733.25 for the American Cancer Society, Racing- Silver trophies from the cancer society were presented to all the winners.



INTERNATIONAL

Third Annual Saipan Sails Regatta

Fleet 189, International Division
December 30-31, 1984

The 3rd Annual Saipan Sails Regatta, hosted by Hobie Cat Dealer Saipan Sails and Awards and Island Bottling company, was contested under very strong wind conditions and brought new winners to the top.

Eleven Hobie Cats competed, including three Hobie Sailors from Japan. Sailing was very good with winds blowing 17 - 26 mph and some chop, giving sailors a tough go just to keep their boats upright. Six Hobies capsized during the event, but the sailors were able to immediately right them and continue the race.

Pete Matagolai battled Mike Schick for the top spot in Hobie 14's, while taking one first and one third. Bill Miller



pushed them for a good second place finish in both races.

Due to the gusting winds, Schick went over in each race at the same place, but was able to right his boat quickly and get back into the race. Minutes before the second race started, Matagolai dismasted. He quickly got another boat and sailed to the starting line just in time for the red starting flag, and on to 1st place. Dr. Matsuura, a frequent sailing visitor to Saipan, competed in his first Hobie competition taking fourth place.

FLEET NEWS

Newcomers Chuck Jordan and Steve Soenke copped the Hobie 16 class winning the first race followed by Uyzo Kayama and his son Nobu (from Japan), and crew member Bill Sakovich. Kayama and Jordan tied for second in the second race after Jordan capsize going around the B Mark. Joel Bergsma crewed for Steve DeSmith and took 3rd in the first race, then got Rex Kosack as skipper and went on to win the second race. Mike Pasco and his brother (of Japan) were fourth in both races, after capsizing just prior to the start of the first race.

This Regatta was another tune up for the Big Race in February where sailors will be competing from Japan, Guam, Hawaii, Kansas (Coleman International-Hobie Cat) and possibly from Papua New Guinea.

Thanks to the sponsors, officials, and our guests from Japan for helping make the event a success. All participants received awards.

The next race is scheduled for January 27, 1985 which will be the final tune up race before the Regatta February 15-18, 1985.

There will also be a very important organizing meeting for the Regatta on Monday Night at 7:30pm at the Sakovich house. Members must be there. This will be the Yacht Club Meeting for January. That will be January 7th.

First Annual Budweiser/ Bud-Lite Hobie Cat Regatta

Budweiser-Lite sponsored the First Annual Hobie Cat Regatta this past weekend with thirteen entries. This is the best turnout in two years for Hobie Cat Racing, and part of the reason may be that the boat used for the next South Pacific Games will be the Hobie Cat.

Marianas Pacific Distributors Manager, Mike Littler, donated prizes and cool drinks for all competitors. The races got off to a late start which was just as well because the winds increased as the day went on.

For many competitors it was the first major competition on Hobie, or for Mike Schick, his first time skippering a Hobie

16. With his able bodied crew Jean Sakovich, they took the top spot in the Hobie 16 class.

Although Schick and Sakovich won each of their races, it was not that easy. They were pushed in each race as the leads changed hands at different times by the Fishers, Harveys, and Jordan-Soenke teams. Steve and Karyl Fisher who came out of retirement, even grabbed a second place in the final race of the day.

The Hobie 14 Races were all very close with places changing hands each race. Bill Miller, Tim Bellas, and Jimmy Biddle each won one race and Jon Sakovich took two seconds and one third, making this division very competitive. It came down to the final race.

The next regatta will be held December 30, 1984, as another tune up for the International Laguna Regatta in February 1985.

10th Annual Laguna Regatta

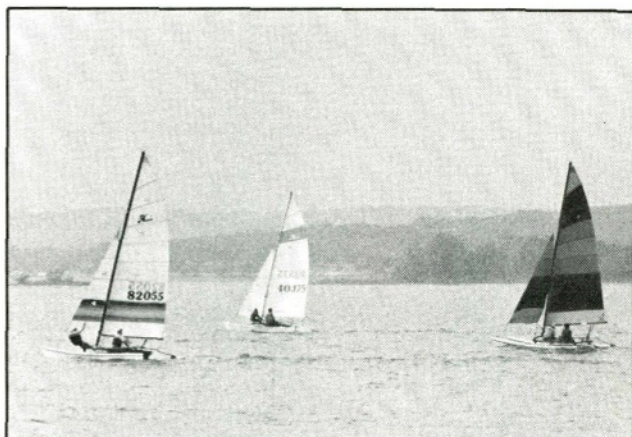
For the first time during its 10 year history, the Over the Reef Yacht Club, Hobie Fleet 189, dominated its own Laguna Regatta by winning all three race divisions and placing high in all events.

Competitors came from Japan and the U.S. to compete in the annual regatta, which saw the strongest winds ever during our races, with gusts up to 30mph, choppy seas with 4-6 foot swells, and fun sailing.

The course was in configurations of the Olympic Triangle in Tanapag Harbor, utilizing the harbor channel buoys as marks. Fortunately shipping traffic was light and there were no interruptions from cargo ships.

The first race got underway late Saturday morning and unfortunately was the only race on this day due to the choppy conditions and winds. Conditions were so stiff that one Hobie 16 was eliminated just prior to the start of the race when the starboard hull broke off in front of the pylon.

Rex and Karen Kosack took the first Hobie 16A Race followed by Akio Wakuda and Sadayuki Ota of Japan, and Kazuo Katsumoto and Hirohide Maejima, also of Japan. Pete Matagolai beat



Mike Schick in the Hobie 14, and Tony Stearns and Joan Kosack started their winning streak in the Hobie 16B fleet.

On Sunday, winds quieted to 15-20mph allowing us to complete two scheduled races. On this day, the beautiful 68ft schooner, NEW WORLD, was our committee boat. This was a good opportunity for our many visitors to view the competition first hand and record the races on video tape.

While the Hobie 16B Fleet was pretty much decided with Tony Stearns and Joan Kosack taking two more firsts, a good battle was developing between Saipan's Mike Schick, 1984 winner, and Pete Matagolai, first timer, and Coleman International's Len Stolz from Kansas in the Hobie 14 competition. Japan's Hisayoshi Oshima was also staying on the top of the races.

In the Hobie 16A fleet, Rex and Karen Kosack were being challenged by Japan's Michi Tanaka and Miyuki Saito, Wakuda and Ota, and Katsumoto and Maejima, along with teammate Bill and Jean Sakovich.

The final race was contested on Monday morning, and while there should have been two races in the harbor area, we had to settle for one race inside the reef. Boats were still capsizing, some two and three times during their races, winds were about 33 plus mph. The only one to escape a dunking was the winner of Race 4, Wakuda and Ota. There was no race for the B Fleet and Pete Matagolai beat out Len Stolz for first place in the Hobie 14 class.

The Annual Saipan Laguna

Regatta was originally contested in 1976 between Guam and Saipan Sailors, and in 1980 Norio Mukai organized a team from Japan, which included former champion Yutaka Yazawa, and numbers have grown each year. In addition we have always had one or two sailors from the states or Hawaii.

Being an island in the middle of the Western Pacific, not everyone can bring their own boats. We therefore must prepare those boats that are available from members who are not racing for our visitors. We only have 28 Hobie Cats for our population of 17,000 people. The Over the Reef Yacht Club and Fleet 189 take the responsibility of any boat damage to rented boats, and this year more damage occurred than in previous regattas. Three hulls were damaged. Also, this was the most exciting, with the heavy wind conditions for heavy duty sailing.

An Awards Beach Barbecue marked the end of the regatta with a fantastic display of food served out of an outrigger canoe, prepared by the island's best chef, Jurgen Reusch, of the Saipan Beach Hotel. Micronesian sailing dances were given for trophies along with prizes from local businesses, Hobie Dealer, Saipan Sails and Awards and Coleman International.

Special Thanks, or in Chamorro, Si Yus Maase, are due Race Chairman Mike Newman and Scott Schick, the Marianas Visitors Bureau, and Budweiser, for their contributions to make this 10th Annual Regatta a success.

REGATTA RESULTS

DIVISION 2

1985 IDES OF MARCH REGATTA
FLEET #99 DIVISION 2
PUERTO PENASCO, MEXICO
MARCH 16-17, 1985

HOBIE 18A POINTS

1. Timm/Timm	3 1/4
2. Brown/Brown	7 3/4
3. Lindley/Lindley	7 3/4
4. Parizeau/Parizeau	9
5. Douglas	10
6. Wright/Bjerring	13
7. McCulley	25
8. Heffernan/Jones	26
9. Bunch/Bunch	27

HOBIE 18B POINTS

1. Runyon/Runyon	2 1/2
2. Catalano/Smith	6
3. Wickens/Baket	10
4. Raphael	12
5. Rindahl/Larson	13
6. Fischer/Weimer	15
7. Liniger	21

HOBIE 18C POINTS

1. Crane/Ferguson	2 1/2
2. Burns/Burns	8
3. Hankins/Hankins	8
4. Knipp/Mulay	12
5. Eger/Eger	13
6. Schultz	15
7. Mulay/Mulay	18
8. Staten/Martin	21
9. Coburn/Coburn	33
10. Wells	34
11. Duncan	36
12. Hermbeek	36

HOBIE 16A POINTS

1. Hauser/Hauser	2 1/2
2. Howard/Howard	6
3. Winkler/VanMeekergren	8
4. Stitt/Tosca	11
5. Hensler/Redden	13

HOBIE 16B POINTS

1. Moore/Moore	5 1/2
2. Waugh/Waugh	5 3/4
3. Henneberg/Tarasar	7
4. Ashley/Ashley	7 3/4
5. Smith/Milner	11
6. Gwinn/Gwinn	18
7. Baker/Kilebrew	23
8. Stratman	24
9. Levettin/Levetin	24
10. Koe/Maror	10
11. Cuthbert/Lachot	27
12. High/Johns	46

HOBIE 16C POINTS

1. Diaz/Diaz	3 1/2
2. Banks/Leusauki	6 3/4
3. Schmidt/Schmidt	8 3/4
4. Haneman/Haneman	14
5. McMaster/Stuessy	15
6. Moseley/West	17
7. Self/Self	19
8. Mason/Dolan	21
9. Marengo/Marengo	23
10. Belknap/Efaw	24
11. Stimson/Bangs	27
12. Seymour/Griffin	35
13. O'Hare/Carlson	39
14. Goelitz	39
15. Roseberry/Roseberry	45
16. Lucht/Lucht	54
17. Pomeroy	54
18. VanHouten/Clutter	54
19. Collinson/Collinson	54

HOBIE 14 POINTS

1. Bjerring	2 1/2
2. Burke	5
3. Beane	12

DIVISION 3

SEVENTH ANNUAL TRANSDelta
FLEET #280, DIVISION 3
STOCKTON, CALIFORNIA
MAY 4, 1985

HOBIE 18A POINTS

1. Probert/Walker	
2. Clacker/Fontaine	
3. Moncibais/Nichols	
4. Olson/Olson	

5. Kitowski/Kitowski	
6. Butler/Heppler	
7. Hill/Hill	
8. Jensen/Wendy	

HOBIE 18B POINTS

1. Rempfer/Edge	
2. Adkins/Adkins	
3. Owens/Beyer	
4. Peterson/Nelson	
5. Peters/Brown	
6. Carradine/Lesko	
7. Johnson/Quinn	

HOBIE 16A POINTS

1. Pascoe/Pascoe	
2. Machado/Machado	
3. Skvaria/Carmickle	
4. Hinds/Sharma	
5. Mooneyham/Mooneyham	
6. Poncin/Sloan	
7. Katz/Lovseletter	
8. Burling/Lodder	
9. Gustin/Gustin	
10. Heath/Heath	
11. Grewohl/Payne	
12. Arnerich/Arnerich	

HOBIE 16B POINTS

1. Rall/Gruftman	
2. Rite/Campbell	
3. Walker/Walker	
4. Taylor/Troger	
5. Nicholas/Bone	

HOBIE 16C POINTS

1. Wetherington/Wilcoxson	
2. Talbot/Merrill	
3. Stark/Giguere	
4. Visser/Lawrie	
5. Smith/Hadlock	
6. Nickolson/Finney	
7. Wayne/Pressley	
8. Douglass/Huffman	
9. Little/Bennett	
10. Gerritsen/Williams	
11. Donnelly/Stiles	
12. Robinson/Smith	
13. Lange/Patton	
14. Knezovich/Matthews	
15. Hake/Hake	

HOBIE 14 POINTS

1. Gross, Randy	
2. Gross, Brain	
3. Lantz, Kelly	
4. O'Keefe, Mike	

HOBIE 14 TURBO POINTS

1. Collier, Dave	
2. Lord, Timothy	
3. Alexander, Neil	

DIVISION 4

LAKE LOWELL REGATTA
FLEET #105 DIVISION 4
LAKE LOWELL
CALDWELL, IDAHO
APRIL 20-21, 1985

HOBIE 18 POINTS

1. Insinger, J	2
2. Sander, P.	8 1/2
4. Quick, K.	13

HOBIE 16A POINTS

1. Polhemus, S.	3 1/2
2. Uppiano, E.	8
3. Stanczak, S.	11
4. Bowen, M.	12
5. Elliot, J.	15
6. Holford, M.	23

HOBIE 16B POINTS

1. Wagner, J.	4
2. Kinkhorst, D.	16
3. Schull	16

LAKE LOWELL REGATTA

FLEET #105 DIVISION 4
LAKE LOWELL
CALDWELL, IDAHO
MAY 4-5, 1985

HOBIE 18 POINTS

1. Sander, P.	6 1/2
2. Insinger, J.	8 1/2
3. Quick, K.	9

HOBIE 16A POINTS

1. Uppiano, E.	8 1/2
2. Hanson, B.	14 3/4
3. Stanczak, S.	16
4. Polhemus, S.	16
5. Krumm, B.	18
6. Hofstetter, C.	18 3/4

7. Olson, C.	28
8. Kircher, M.	34

HOBIE 16B POINTS

1. Schinneron, R.	4 1/2
2. Holford, M.	9 3/4
3. Wood, E.	12
4. Miracle, D.	13
5. Kinkhorst, D.	25
6. Wagner, J.	27

HOBIE 14 TURBO POINTS

1. Morrison	6 3/4
2. Rasmussen, C.	7 1/2
3. Smith, K.	8 3/4

1ST ANNUAL BUDWEISER
BUD-LIGHT HOBIE CAT
REGATTA
FLEET # DIVISION
DECEMBER 2, 1984

HOBIE 16 POINTS

1. Schick/Sakovich	2 1/2
2. Jordan/Soenke	8
3. Harvey/Harvey	16
4. DeSmith/Grove	16
5. Williams/Goode	16
6. Fisher/Fisher	17
7. Wild/Kaple	25
8. Scott/Scott	28
9. Dadoush/Craft & Vorhees	30

HOBIE 14 POINTS

1. Bellas, Tim	5 3/4
2. Sakovich, Jon	7
3. Miller, Bill	8 3/4
4. Biddle, Jimmy	9 3/4

SANDPOINT REGATTA
FLEET #95 DIVISION 4
LAKE WASHINGTON
SEATTLE, WA
APRIL 27-28, 1985

HOBIE 18A POINTS

1. Severs/Severs	8 1/2
2. Ling/O'Neill	10 1/2
3. Marshack/Debbie	13 3/4
4. Trucano/Yund	16 3/4
5. Worsfold/Bates	26
6. Stewart/Carter	27
7. Skidmore/Chamberlain	29
8. Carpenter/Greg	35
9. Dunn/Dunn	40
10. Anderson/O Berg	46
11. Davidson/Davidson	54

HOBIE 18B POINTS

1. Toews/Blakewood	3 3/4
2. Lucas/Foster	11
3. Sonnenfeld/Quigley	15

HOBIE 16A POINTS

1. Christensen/Wilson	10 3/4
2. Thomson/Hanson	12 3/4
3. Knight/Hodgson	15 1/2
4. Allen/Kemp	21
5. Jung/McNeil	22 1/2
6. Glover/Glover	27
7. Marshall/Marshall	28
8. Noyd/Smith	32
9. Brooks/Laford	40
10. Carter/Carter	41
11. Eaton/Butchart	47
12. Smith/Shane	52
13. Ruggles/Hawkins	62
14. Roundy/Kearns	70

HOBIE 16B POINTS

1. Nelson/Perry	8 1/2
2. Ingersoll/Brown	10 3/4
3. Smith/Smith	11 3/4
4. Freeman/Freeman	18 3/4
5. Hepple/Duffel	20 3/4
6. Bryant/Skeen	25
7. Bonzer/Crop	31

HOBIE 16C POINTS

1. Zopolos/Block	6 1/2
2. Byers/Byers	16 3/4
3. Anderson/Wiene	19



DANGER

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

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

REGATTA RESULTS

4. Babcock/Symons	19 3/4
5. Lee/Cobb	21 3/4
6. Clair/Simms	30
7. Laws/Laws	32
8. Filer/Arkell	34
9. LaPorte/Lupton	42

HOBBIE 14	POINTS
1. Cross	5
2. Rueter	7 1/2
3. Johnson	15

DIVISION 6

HILL COUNTRY
FLEET DIVISION 6
TEXAS
APRIL 27-28, 1985

HOBBIE 18A	POINTS
1. Smith, Charlie	9 3/4
2. Johnson, Mike	11 3/4
3. Huber, Tighe	13 3/4
4. Pellone, Kevin	14
5. Donica, Dave	14
6. Yurnik, Randy	14 3/4
7. Stone, John	22 3/4
8. Sloan, Richard	24
9. Strohman, Bobwire	33
10. Tomko, Terry	39
11. Strange, Doug	45
12. Currier, Gary	48

HOBBIE 18B	POINTS
1. Rossi, Ron	7 1/2
2. Roy, Louis	11 3/4
3. McKee, R.	15 3/4
4. Wreyford, Ron	16
5. Crowell, Bill	19 3/4
6. Fontenot, Glenn	21
7. Campbell, W.	22
8. Marker, Clay	22
9. Oyer, James	29
10. Fuller, Gene	34
11. Taylor, Ken	41
12. Fodermaier, J.	42
13. Rice, Ken	50
14. Bolton, Wayne	56
15. Bell, Eric	60

HOBBIE 16A	POINTS
1. Whittington, R.	9 3/4
2. Koc, John	10
3. Goodman, T.	11
4. Hardy, Mike	16 3/4
5. Miller, Chuck	20 1/2
6. Wilson, Butch	22 3/4
7. Seta, Ray	24
8. Rourke, R.	28
9. Pitch, Jeff	36
10. Hightower, L.	39
11. Hamilton, C.	41
12. Popejoy, Judy	41
13. McGonigle, R.	49
14. Kruciak, J.	54
15. Caraway, Maurice	54
16. Fuller, Jody	57
17. Zaborsky, Tom	58
18. Roland, Larry	64
19. Mallum, Dan	64
20. Buck, Steve	65

HOBBIE 16B	POINTS
1. Dunn, Bill	4 1/2
2. Wilson, Dan	12 3/4
3. Choice, Bill	16
4. Nagel, Dave	16
5. Cummings, Mark	17 3/4
6. Gilliland, Tom	27
7. Kellogg, Lou	28
8. Ford, Rick	29
9. Frye, Bill	30
10. Schnorr, Don	41
11. Lewis, David	47
12. Sternberg, M.	48
13. Tucker, Walter	49
14. Stallcup, Ralph	54
15. Bradford, R.	55
16. Roberds, Winton	58
17. Valenta, M.	59
18. Donathan, M.	61
19. Marksberry, Gene	65
20. Bach, Andrew	66
21. Hoffmann, Chuck	67
22. Shade, R.	67
23. Weissinger, W.	69
24. Walter, Chuck	73
25. Wilkins, Jan	97

HOBBIE 16C	POINTS
1. Rice, Stan	9 3/4
2. Beran, John	14 1/2
3. Grounds, Jim	19 3/4
4. Betts, Gene	20
5. Valenta, Dan	20
6. Middleton, John	24
7. Metz, Don	26
8. Terrill, Anneliese	26 3/4
9. Kokolis, George	29
10. Schiller, M.	32
11. Barlow, Don	38
12. Brown, James	45
13. McBride, Dan	48
14. Griffin, Ric	49

15. Strom, Michael	50
16. Powers, Greg	53
17. Rourke, Kevin	56
18. Graham, Billy	62
19. Foster, Brad	62
20. Wyatt, Cindy	73
21. Coupland, Bob	79
22. Jordan, David	82
23. Bender, Craig	89
24. Parks, Alan	96
25. Golski, Mike	106
26. Love, Bill	112
26. McCarthy, W.	112
26. Morrow, Aaron	112

HOBBIE 14 TURBO	POINTS
1. Dominy, Bill	7 3/4
2. Acquart, Stephen	8 1/2
3. Williamson, W.	9 3/4
4. Deyo, Douglas	13
5. Eberle, Ben	15
6. Colby, Peter	23
7. Hawkins, Gene	24
8. Baker, Ken	36
9. King, Jerry	39
10. Efrid, Claire	39
11. Turner, Kitty	43

DIVISION 8

DUNEDIN REGATTA
FLEET #5 DIVISION 8
DUNEDIN, FLORIDA
MARCH 30-31, 1985

HOBBIE 18A	POINTS
1. McKee, Dick	4 1/2
2. Thompson, Walt	5 1/2
3. Cope, Woody	13
4. Duke, John	16
5. Johnson, Bob	17
6. Hohenhauser, R.	25
7. Kozart, Key	29
8. Cady, Layne	30
9. Linton, John	31
10. Bravn, Walter	38
11. Sheppard, Rick	39
12. Corliss, Pete	41
13. Stevens, Rick	50

HOBBIE 18B	POINTS
1. Aydelotte, Pete	3
2. Gray, Garry	7 3/4
3. Hutchinson, C.	9

HOBBIE 18 MAGNUM	POINTS
1. McCann, Jim	3
2. Striker, Richard	8
3. Walters, Bill	13
4. Blakeman, Ted	15
5. Hamles, John	17
6. Simmons, Kevin	24

HOBBIE 16A	POINTS
1. Whiteleather, Craig	9 1/2
2. Dees, Bob	10 1/2
3. Sanchez, Phil	11
4. Gallagher, M.	16
5. Dickinson, Ron	19
6. Ashton, Larry	19
7. Conaty, Kevin	21
8. Gallaher, Pat	29
9. Corson, Scot	31
10. Sammons, Jack	38
11. Snyder, Bill	40
12. Scholman, Rich	41
13. Bauerfind, Jack	41
14. Caldwell, Carl	47
15. Bertollet, Roy	49
16. Weisberg, Bob	57
17. Dawson, Michael	60
18. Momier, Jim	66
19. Shimer, Jeff	70

HOBBIE 16B	POINTS
1. Ridgely, M	5 1/2
2. Bennet, Ed	9
3. Detrick, Mark	12 3/4
4. Jones, Dennis	24
5. Boone, George	25
6. Timmons, Kerry	25
7. Bennett, Kim	29
8. Okragleski, M.	31 3/4
9. Wise, Jim	35
10. Meyers, Bob	35
11. Nickerson, Jill	37
12. Mario Coryell	47
13. Boetcher, Glenn	56
14. Roush, R.B.	56

HOBBIE 16C	POINTS
1. Jordan, Jim	3
2. Ealy, Mike	11
3. Wheeler, D.	14
4. Boone, David	16
5. Paradis, Mike	18
6. Taylor, Robert	19
7. Birutis, Stas	26 3/4
8. Dador, Jim	48
9. Staley, M.	50
10. Lengyel, Dave	53
11. Clark, Tom	56

12. Berecz, Steve	56
13. Richardson, C.	59
14. Meyers, Dave	61
15. Kunz, Tom	69
16. Taucher, R.	71
17. McDonald, D.	74
18. Rapp, John	75
19. Walker, Bert	84
20. Tamm, Randy	84
21. Hathaway, W.	84

HOBBIE 14	POINTS
1. Kirby, Alex	3
2. McIntosh, Fred	8
3. Sarduy, M.	10 3/4
4. Renfro, Julie	15
5. Nelson, John	17
6. Johnson, Cheryl	19

HOBBIE 14B	POINTS
1. Shireling, Bob	3
2. Schulman, R.	8
3. Lew, Gregg	16
4. Ridolfi, Jan	16

HOBBIE 14 TURBO	POINTS
1. Post, Dick	4 1/2
2. Daltex, Fred	9 3/4
3. Dekreek, Val	10
4. Joslin, Bill	10 3/4
5. Keyser, Clark	19
6. Coss, Paul	20
7. Damager, M.	29
8. Livingston, B.	32
9. Boensch, F.	36

DIVISION 10

CRAB ORCHARD LAKE REGATTA
FLEET DIVISION 10
ILLINOIS
MAY 4-5, 1985

HOBBIE 18A	POINTS
1. Longueville, J.	6 1/2
2. Isco, G.	10 1/2
3. Hinz, P.	17
4. Johnson, L.	21
5. Workman, E.	22 3/4
6. Hineghan, Jay	26
7. Burrows, T.	35
8. Murphy, M.	35
9. Tate, R.	43
10. Harry, B.	46
11. Docher, Dr.	53
12. Doty, G.	55
13. Burch, R.	62
14. Fong	70

HOBBIE 16A	POINTS
1. Grosskopf, J.	7 1/2
2. McKinney	10 1/2
3. Wallace, D.	17
4. Baskin, B.	19
5. Deterding, M.	19
6. Hick, G.	19 3/4
7. Baatz, A.	33

HOBBIE 16B	POINTS
1. Heeren, J.	7
2. Handwerker, T.	12
3. Sutterfield, S.	13 1/2
4. Soles, D.	20
5. Hampton, L.	22
6. Lahatte, R.	27
7. Harris, J.	29
8. Dietzel, C.	43
9. Leonard, H.	45

HOBBIE 14A	POINTS
1. Tyler, T.	6 1/2
2. Storer, J.	6 1/2

PATOKA LAKE MINT JULEP
POINTS REGATTA
FLEET # DIVISION 10
MICHIGAN
APRIL 27-28, 1985

HOBBIE 18A	POINTS
1. Frederick, J.	7 1/2
2. Isco, G.	8 1/2
3. Oehler, R.	8 3/4
4. Murphy, M.	11
5. Longueville, J.	14
6. Oates, R.	21
7. Gibson, G.	28
8. Doty, G.	29

HOBBIE 16A	POINTS
1. Wier, M.	5 3/4
2. Bucher, J.	7
3. Bidwell, M.	8
4. Hightstone, H.	8 3/4
5. Rooks, S.	13 3/4
6. Grosskopf, J.	13 3/4
7. Medcalf, R.	16
8. Andriakos, A.	19
9. Fecher, G.	22

HOBBIE 16B	POINTS
1. Demitri, M.	4 3/4
2. Jones, M.	7 3/4
3. Leason, B.	9
4. O'Mahoney, F.	10 3/4
5. Wolczyk, A.	11 3/4
6. Minne, S.	12
7. Battorf, S.	16
8. Resch, D.	19
9. Black, C.	25
10. Bowles, J.	28
11. Roberts, J.	30
12. Schmitt, D.	32
13. Phillips, B.	42

HOBBIE 16C	POINTS
1. Hampton, L.	2 1/2
2. Camden, M.	5 3/4
3. Davis, J.	8
4. Smith, S.	10
5. Sellers, G.	12
6. Baker, M.	18
7. Cambron, S.	21

HOBBIE 14A	POINTS
1. Storer, J.	2 1/2
2. Allen, T.	4 3/4
3. Eaton, D.	9

COWEN LAKE REGATTA
FLEET DIVISION 10
COWEN LAKE,
APRIL 20-21, 1985

HOBBIE 18A	POINTS
1. Luekaman	
2. Kovach	
3. Tannert Sr.	
4. Ross	
5. Downing	
6. Isco	
7. Fredrick	
8. Frey	
9. Haas	
10. Knaur	
11. Albrecht	
12. Forshey	

HOBBIE 16A	POINTS
1. Herbert	
2. Buchert	
3. Wier	
4. Rooks	
5. Pasley	
6. #58372	

HOBBIE 16B	POINTS
1. McNulty	
2. Suttmiller	
3. Minne	
4. #39464	
5. Warpschler	
6. McLenn	
7. Flucke	
8. #76978	
9. Camden	
10. Morris	
11. Maler	

HOBBIE 14 TURBO	POINTS
1. Northrop	
2. Eisele	
3. Maze	
4. Fecher	

DIVISION 11

1985 POINTS REGATTA
FLEET #137 DIVISION 11
LAKE HOPATCONG, NEW JERSEY
APRIL 27-28, 1985

HOBBIE 18A	POINTS
1. Schlecksler, M.	3 3/4
2. Morris, R.	9 3/4
3. Spayth, T.	13

HOBBIE 16A	POINTS
1. Laue, P.	8 1/2
2. Myers, W.	15 1/2
3. Kornweibel, W.	15 3/4
4. Glanden, J.	16 3/4
5. Kulkoski, D.	19
6. Krause, J.	23
7. Gillis, J.	25
8. Block, P.	42
9. MacConnell, R.	43
10. Ackroyd, D.	46

HOBBIE 16B	POINTS
1. Rochelle, D.	5
2. Kulaski, R.	10 3/4
3. White, R.	19
4. Cummings, D.	19 3/4
5. Ochob, B.	26
6. Keiser, J.	27
7. Winthers, R.	35
8. Wiegner, W.	36
9. Pecowicz, W.	38

10. Cocotos, P.	42
11. Colson, R.	46
12. Buggeln, L.	54

HOBBIE 16C	POINTS
1. Huff, A.	6
2. McBrinn, R.	9 1/2
3. Edwards, R.	14
4. Payne, R.	17
5. Kitchenman, J.	20
6. Bauer, R.	29
7. Hunt, R.	30
8. Holden, L.	34

HOBBIE 14 TURBO	POINTS
1. Roberts, M.	5 3/4
2. Merello, J.	5 3/4

SKIPPER OF THE YEAR
REGATTA/RACE #1
FLEET # DIVISION 11
SHREWSBURY RIVER, NEW JERSEY
APRIL 14, 1985

HOBBIE 16	POINTS
1. Sullivan, J.	5 1/2
2. Gillis, Jeff	5 1/2
3. Kulkoski, Dan	12

SKIPPER OF THE YEAR
REGATTA/RACE #2
FLEET # DIVISION 11
SHREWSBURY RIVER, NEW JERSEY
APRIL 21, 1985

HOBBIE 16	POINTS
1. Kornweibel, W.	2 1/2
2. Sullivan, John	6
3. Kulkoski, Dan	9 3/4

HOBBIE 14 TURBO	POINTS
1. Roberts, Mick	2 1/2
2. Evans, George	6
3. Stewart, George	9

DIVISION 14

NATIONAL POINTS REGATTA
SCREAMING SHROUDS REGATTA
FLEET #131 DIVISION 14
LAKE HEFNER
OKLAHOMA CITY, OKLA

REGATTA RESULTS

8. Bright/Bright	25
9. Urband/Larry	29 3/4
10. Morrison/	31
11. Gibbons/Jameson	32
12. Puckett/Campbell	56
13. Taylor/	56

HOBIE 16C	POINTS
1. Laughton/Johnson	4 1/2
2. Giemny/Riley	9 3/4
3. Scott/Nixon	12
4. Riedt/Cooper	12 3/4
5. Sherrod/Sherrod	13
6. Collien/Taylor	13
7. Winn/Ainz	32
8. Wright/Howard	32

HOBIE 14A	POINTS
1. Rainbow, Bryan	7 1/2
2. Abbott, Arlie	10 3/4
3. Parma, Ed	12 3/4
4. Stolz, Len	19 3/4
5. Hamilton, Greg	20
6. Blackwell, Gus	25
7. Miller, Joe	29
8. Cymbaluk, Joe	30
9. Tiger, Jon	31
10. Webb, Dave	32
11. Feurborn, C.	33
12. Heath, David	35
13. Ray, Bruce	40
14. Taylor, Debbie	41
15. Drullinger, D.	60

NATIONAL POINTS REGATTA
SCREAMING SHROUDS REGATTA
FLEET #131 DIVISION 14
LAKE HEFNER
IKLAHOMA CITY, IKLAHOMA
APRIL 27-28, 1984

HOBIE 14 TURBO	POINTS
1. Fuller, Tony	4 1/2
2. Trent, Gregg	10
3. Cedar, Paul	12 3/4
4. Heath, Jim	15
5. McDowell, Ron	20
6. De Cocq, Ed	20
7. Lawyer, Guy	22 3/4

8. Walld, George	23
9. Diggs, Billy	25
10. Johnson, John	42
11. Neihouse, K.	48
12. Bracken, John	48

1ST ALPHA WORLDS
SAILBOARD EVENT
INDIAN RIVER PLANTATION
JENSEN BEACH, FLORIDA
APRIL 15-21, 1985

MENS-HEAVYWEIGHT	POINTS
1. Borgmeyer, Jeff	4.4
2. Wade, Aust	9.4
3. Gilbert, Peter	14
4. Pinto, Mike	23
5. Kerstein, Mike	24
6. Davidson, Steve	28 1/2
7. Slama, Joe	33
8. Lee, Steve	35 1/2
9. McCranels, John	45
10. Hackney, John	46 1/2
11. Liegerot, Dewy	53 1/2
12. Weeks, Eric	58
13. Ziegler, R.	66
14. Laird, Ray	67 1/2

MENS-LIGHTWEIGHT	POINTS
1. Gebhardt, Mike	6 1/2
2. Koby, Raines	8 1/2
3. Hirose, Takeshi	19
4. Baldauf, Luke	22 1/2
5. McElwin, Jackie	23
6. Diaz, Jimmy	24 1/2
7. Barene, Ian	33
8. Rodgers, David	40 1/2
9. Cornillon, P.	41
10. Huppert, S.	44
11. Wood, Miles	49 1/2
12. Smith, Barry	56
13. Leonard, Jacques	64

WOMENS	POINTS
1. Steele, Kathy	3 3/4
2. Reynolds,	11 1/2
3. Laurlayn	
4. Myers, Jacque	12 1/2
5. Wall, Pamela	20

PITCHPOLE
GULF ISLANDS NATIONAL SEASHORE
PARK
FORT WALTON BEACH, FLORIDA
MARCH 16-17, 1985

HOBIE 18	POINTS
1. David/David	
2. Pranzarone/Glover	
3. Dalton/Salton	

HOBIE 16A	POINTS
1. Wood/O'Brien	
2. Smith/Scott	
3. Tucker/Crew	

HOBIE 16B	POINTS
1. Mitchell/Yates	
2. Yates/Yates	
3. Parton/Simmons	

HOBIE 16C	POINTS
1. Neville/Thacker	
2. Williams/Sambogna	
3. Verhaar/Hastings	

HOBIE 14	POINTS
1. Figueroa, Enrique	
2. Neal, Steve	
3. Dick, Paul	

B-4 REGATTA
GULF ISLANDS NATIONAL SEASHORE
PARK
FORT WALTON BEACH, FLORIDA
FEBRUARY 23-24, 1985

HOBIE 18	POINTS
1. Tannert/Williams	
2. Dalton/Jarrett	
3. Pranzarone/Carder	

HOBIE 16A	POINTS
1. Kelly/O'Brien	
2. Smith/Lambert	
3. Dalton/Dalton	

HOBIE 16B	POINTS
1. Breckheimer/Breckheimer	
2. Partin/Maltusa	
3. Jeffcoat/Jeffcoat	

HOBIE 16C	POINTS
1. Neal, Steve	
2. Salmon, Jack	

HOBIE 14	POINTS
1. Neal, Steve	
2. Salmon, Jack	

HOBIE 14 TURBO	POINTS
1. Kidder, John	
2. Knight, Ron	

1ST ANNUAL BRANIGANS REGATTA
GULF ISLANDS NATIONAL SEASHORE
PARK
FORT WALTON BEACH, FLORIDA
MAY 4-5, 1985

HOBIE 18	POINTS
1. Jorgenson/O'Brien	
2. Pranzarone/Carder	
3. Lewis/Lewis	

HOBIE 16A	POINTS
1. Figueroa/Purcell	
2. McNeir/Hennecke	
3. Smith/Lambert	

HOBIE 16B	POINTS
1. Partin/Matuska	
2. McCracken/Hartman	
3. Yates/Yates	

HOBIE 16C	POINTS
1. Stapler/Warren	
2. Braun/Smith	
3. VanRandwyk/VanRandwyk	

HOBIE 14	POINTS
1. Thornton, Charlie	
2. Knight, Brent	

12th ANNUAL WALT DISNEY
WORLD REGATTA
FLORIDA
MARCH 17, 1985

HOBIE 18A	POINTS
1. Linton/Kichler	5 1/2
2. Thompson/Johnson	8 1/2
3. Cozart/Abel	11
4. McCann/Erwin	16
5. Carlsson/Ann	18
6. Cope/Kay	18
7. Duke/Bingham	20
8. Dunn/Allen	26
9. Hohenhausen/Cheryl	32
10. Sussaman/Finch	34
11. Sheppard/Sum	36
12. Elder/Armistead	43

HOBIE 18B	POINTS
1. Stevens/Vargo	3
2. Brown/Hall	6 3/4
3. Dunn/Dudley	12
4. Hamlet/Hullins	16
5. Hutchinson/Can	19
6. Hopkins/Barutke	21
7. Oates/Pat	24
8. Varano/Maxine	27
9. Bradley/	34
10. Novotny	
11. Hamlet/Spragins	43

HOBIE 16A	POINTS
1. Dees/Lynn	10 3/4
2. Murdoch/Bozo	15 3/4
3. Walton/Julie	17
4. Conaty/Freund	21
5. Dwyer/Pat	25
6. Keyser/Sarcluy	26
7. Haley/Stamper	26 3/4
8. Ashton/Sue	30
9. Snyder/Bell	31 3/4
10. Dickinson/Kramer	33
11. Caldwell/Sammy	34
12. Sammons/Jacque	36
13. Walter/Lory	36 3/4
14. Andrews/Janet	41
15. Macphail/Triggs	42
16. Legrand/Stef	50



Winners

In 1984, USYRU members won 70 out of 102 national one-design championships (sailboards, dinghies, cats and keelboats), 34 out of 49 major offshore races – and were named as 11 out of 14 collegiate All-American sailors.

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YES! I want to join the winners in USYRU today.

NAME _____

ADDRESS _____

CITY _____

STATE _____

ZIP _____

Boat(s)/Board(s) sailed most often _____ Rating system(s), if any _____

USYRU, BOX 209, NEWPORT, RI 02840

A public service message brought to you by this publication and USYRU.



REGATTA RESULTS

17. Bertolet/	59
Madalin	
18. Raditch/Paula	61
19. Corson/Russell	63

HOBBIE 16B POINTS

1. Momier/Toni	8 ½
2. Cunningham/Mitchell	10 ½
3. Kuffie/Gilcoine	14
4. Philipson/Lucia	15
5. Meyers/Judy	17
6. Bennett/Paula	17 3/4
7. Wise/Pat	18
8. Avant/Tyler	29
9. Wolfe/Carr	29
10. Bailey/Pam	33
11. Siler/Patty	43

HOBBIE 16C POINTS

1. Chipley/Sain	9 ½
2. Campbell/	10 3/4
Salmons	
3. Broomberg/Stewart	14 3/4
4. Young/Donna	19 3/4
5. Green/Chesko	20
6. Bucina/Haynes	20
7. Norvell/	24
Dirschko	
8. Burutis/Adrlta	25
9. Clarendon/Chris	27
10. Sylvester/Cathy	29

11. Ridemour/	29
Buckshot	
12. Beai Jr./Joe	47
13. Candish, Woody	51
14. Tamm/Terry	52
15. Taylor/Andy	54
16. Metz/Hopkins	59
17. Lengyev, Dave	72

HOBBIE 14A POINTS

1. Kirby, Alex	3
2. Craig, John	12
3. Renfro, Julie	12
4. Brooks, Bill	15
5. Sammons, Josi	17
6. Walter, Bob	23
7. Bossie, Ken	23 3/4
8. Nelson, John	27
9. Kirby, Art	33

HOBBIE 14B POINTS

1. Cody, Jim	7 ½
2. Marecki, Roman	9
3. Snyder, Jerry	10 3/4
4. Shireling, Bob	11 3/4
5. Anderson, Sam	12 3/4
6. Hornsby, Richard	19
7. Lalli, Bud	32

HOBBIE 14 TURBO POINTS

1. Gres, Wright	8 3/4
2. Dekreek, Vel	8 3/4

3. Joslin, Bill	9 3/4
4. Post, Dick	15 3/4
5. Heil, Edward	19 3/4
6. Keyser, Clark	22
7. Coss, Paul	22
8. Danagher, M.	24
9. Johnson, John	31

11. McClaren	43
Pearman	
12. Idriss	44

10TH ANNUAL SAIPAN LAGUNA REGATTA
FLEET DIVISION
INTERNATIONAL
SAIPAN, C.N.
FEBRUARY 16-18, 1985

HOBBIE 16A POINTS

1. Kosack/Kosack	4 ½
2. Sakovich/	6 3/4
Sakovich	
3. Tanaka/Saito	7
4. Wakuda/Ota	9 3/4
5. Katsumoto/Maejima	10
6. Tajima/Kato	15
7. Jordan/Soenke	16
or Stearns	
8. Sugimoto/Hirayama	17
9. Ito/Yamao/	19
or Suzuki	
10. Nagura/Matsui	25

HOBBIE 16B POINTS

1. Stearns/Kosack	2 ½
2. DeSmith/Grove	6

3. Good/Williams	9
4. Scott/Crowle	12

HOBBIE 14 POINTS

1. Matagolai, Pete	3 ½
1. Shick, Mike	3 ½
2. Stolz, Len	7
3. Oshima, H.	12
4. Bermudes, Tony	13
5. Biddle, J.	17
6. Miller, Bill	20
7. Yamamoto	21
8. Nakai, C.	23
9. Okuno, K.	25

GOODBYE MONSOON SERIES
FLEET #492 DIVISION
INTERNATIONAL
SINGAPORE
MARCH 30-31, 1985

HOBBIE 18 POINTS

1. Marti/Cheng	4
2. Walker/Lim	8
3. Meijer/Meijer	9

HOBBIE 16 POINTS

1. Field/Field	5
2. Lee/Bogaara	10
3. Low/Adams	12

N.A.L.H.N.C.F.F.R.R.
LAKE HAVASU REGATTA
LAKE HAVASU CITY, ARIZONA
MAY 9-12, 1985

HOBBIE 18A

1. SKIPPER	
2. Timm/Timm	
3. Brown/Brown	
4. Wright/Bjerring	
5. Lindley/Lindley	
6. Holowach/Holowach	
7. Hicks, Hicks	
8. Douglas/Ketterman	
9. Blakanja/High	
10. Runyon/Runyon	
11. Buchanan	
12. Brown/Lindley	
13. Smith/Smith	
14. Effinger/Effinger	
15. Lewis/Arenskov	
16. Burton/Burton	
17. Liberatore/Liberatore	

CITY/STATE	
Long Beach, CA	
San Clemente, CA	
Long Beach, CA	
Paradise Valley, CA	
Symlar	
Torrance, CA	
Costa Mesa, CA	
Costa Mesa, CA	
Phoenix, AZ	
Carlsbad, CA	
San Juan Capistrano, CA	
Santa Ana, CA	
Santa Ana, CA	
Costa Mesa, CA	
Huntington Bch., CA	
La Habra, CA	

TOTAL POINTS	
2 ½	
6	
6 3/4	
11	
13	
15	
16	
24	
26	
26	
27	
28	
32	
34	
36	
46	

22. Winterhalter/Cadieux	
23. Hall	
24. Heath/Merle	

Laguna Niguel, CA	
Los Angeles, CA	
W. Los Angeles, CA	

52	
53	
54	

HOBBIE 16B

1. SKIPPER	
2. Harris/Orr	
3. Butcher/Swatek	
4. Vandervort/Coziahr	
5. Rathbun	
6. Furtado/Cline	
7. Whalen/Cabot	
8. Payne/Lang	
9. Miller/Miller	
10. Roberson/Jackson	
11. Shield	
12. Pattern/Jones	
13. Farguhar/Farguhar	
14. Rossetti/Rossetti	
15. Correll/Johns	
16. Seales/Seales	
17. Kares/Kathi, Kelly	
18. Smith/Smith	
19. High/High	
20. Perlmuter/Barbara	
21. Monson/Monson	
22. Nicholas/Chalk	
23. Evans/Spreague	
24. Munsey/Pinnix	
25. Gwinn/Gwinn	
26. Banks/Pomeroy	
27. Rogers/Garrison	
28. Rathbun/Montgomery	

CITY/STATE	
Whittier, CA	
Long Beach, CA	
San Diego, CA	
Dana Point, CA	
Long Beach, CA	
Moreno Valley, CA	
Vista, CA	
Rancho Palos Verdes, CA	
Covina, CA	
Sunnymead, CA	
San Clemente, CA	
Riverside, CA	
Grand Terrace, CA	
Costa Mesa, CA	
Hemet, CA	
Woodland Hills, CA	
Las Vegas, NV	
Cerritos, CA	
Huntington Bch., CA	
Las Vegas, NV	
Perris, CA	
Redlands, CA	
Santa Ana, CA	
Phoenix, AZ	
Phoenix, AZ	
Quartz Hill, CA	
Huntington Bch., CA	

TOTAL POINTS	
4 ½	
10	
13 3/4	
14	
18	
18	
24	
30	
32	
34	
35	
42	
44	
45	
47	
51	
51	
53	
59	
63	
69	
69	
74	
75	
87	
87	

HOBBIE 18B

1. Clair/Peter Van M.	
2. Eggen/Eggen	
3. Brady/Ware	
4. May/Rebon	
5. Lewis/Woyjack	
6. Tschakowsky/Tschakowsky	
7. Crane/Ferguson	
8. Ritenour/Ritenour	
9. Burns/Burns	
10. Barday/Barday	
11. Blackway/Black	
12. Hankins/Hankins	

CITY/STATE	
Scottsdale, AZ	
Anaheim, CA	
Moreno Valley, CA	
Cerritos, CA	
Rolling Hills, CA	
Mission Viejo, CA	
Phoenix, AZ	
Mission Viejo, CA	
Phoenix, AZ	
Arvada	
Huntington Bch., CA	
Tempe, AZ	

TOTAL POINTS	
3 ½	
5 3/4	
9	
12	
17	
22	
24	
25	
25	
30	
33	

HOBBIE 18C

1. Mcraig/Tolmie	
2. Peity/Conrey	
3. Zimmerman/Wyatt	
4. Duncan/Porth	
5. Power/Ackel	
6. Trinkaus/Trinkaus	

Laguna Beach, CA	
Long Beach, CA	
San Clemente, CA	
Phoenix, AZ	
Las Vegas, NV	
Phoenix, AR	

TOTAL POINTS	
3 ½	
8	
8 3/4	
14	
15	
16	

HOBBIE 18 NOVICE

1. Turner/Curt	
2. Collinson/Collinson	

Boulder City, CO	
Scottsdale, AZ	

TOTAL POINTS	
2 ½	
6	

HOBBIE 16A

1. SKIPPER	
2. Christensen/Veneman	
3. Eguas/Rochekian	
4. Christensen/Christensen	
5. Alter, J/	
6. Alter, H./Dohner	
7. Oltmans/High	
8. Fogarty/Seucik	
9. Kurt/Ritenour	
10. Walsh/Johnson	
11. Hernandez/ Hernandez	
12. Leo/Jakob	
13. Winkler/Winkler	
14. Sanders/Curtis	
15. Blount	
16. Chee/Chee	
17. Golinger/Folgnier	
18. De Lave	
19. Dixon/Dave	
20. Waginere	
21. Gilb/Williams	
22. Legge/Legge	

CITY/STATE	
Long Beach, CA	
Hawthorne, CA	
Long Beach, CA	
Capistrano Beach, CA	
Huntington Bch., CA	
San Diego, CA	
Capistrano Beach, CA	
Beverly Hills, CA	
Huntington Bch., CA	
San Diego, CA	
Running Springs	
Canyon Lake, CA	
Hermosa Bch., CA	
San Diego, CA	
Solana Beach, CA	
Long Beach, CA	
San Diego, CA	
Los Angeles, CA	
Huntington Bch., CA	
Rancho Palos Verdes, CA	

TOTAL POINTS	
3 ½	
4 3/4	
8 3/4	
10	
13	
19	
23	
24	
26	
27	
28	
29	
34	
35	
40	
44	
45	
46	
47	
47	
49	

HOBBIE 16C

1. SKIPPER	
2. Scholte/Scholte	
3. Hurst/Scheenum	
4. Englehart	
5. Moseley/West	
6. Campbell/Invie	
7. Jeffrey/Humphrey	
8. Kares/Kares	
9. Plavan/Plavan	
10. Anderson/Anderson	
11. Giddens/Haggeman	
12. Hillmann/Anne	
13. Holmquist/Keyes	
14. McFadden/Morasco	

CITY/STATE	
Redlands, CA	
Blue Diamond	
San Diego, CA	
Glendale, AZ	
Las Vegas, NV	
Chatsworth	
Norwalk, CA	
Apple Valley	
Bould City,	
Burbank, CA	
Phoenix, AZ	
Hermosa Beach, CA	
San Diego, CA	

TOTAL POINTS	
9	
10	
11 3/4	
12 3/4	
12 3/4	
20	
21	
23	
24	
26	
34	
39	
39	

HOBBIE 14A

1. Fields, Bruce	
2. Bjerring, Erik	

Torrance, CA	
San Pedro, CA	

2 ½	
6	

HOBBIE 14B

1. Campbell, Doug	
2. Lantz, Jim	
3. Smith, Craig	
4. Kellogg, R.	
5. Burke, Bob	
6. Clark, Gary	

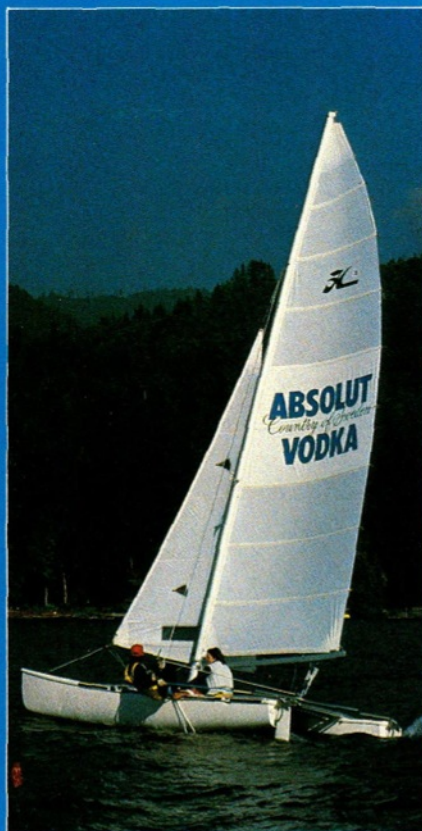
Corona Del Mar, CA	
Rancho Palos Verdes, CA	
Encinitas, CA	
Phoenix, AZ	
El Jebel	

3 ½	
4 3/4	
11	
12	
15	
19	

**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



An extra hand while traveling! Its new, improved, light weight, non-corrosive and strong! The no hassle attachment uses toggle bolts to hold mast support securely to the Hobie 14 and 16 traveler track.

Sailing Systems, Inc.
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MAST-CADDIE®



TAKE THE GUESSWORK OUT OF TRANSPORTING YOUR MAST

is the ideal way to transport your mast and boom. Stern and/or bow interlocking carriers clamp on securely and remove easily. Fits all Hobies. Made of polypro, brass or stainless. Safety tie not included but recommended.



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The AQUA-CADDIE is designed to hold most Oscar and other coolers. Mounts on the bow cross member with interlocking jaws. Adaptable to 14 & 16 Hobies. Cooler not included.

Midwest Aquatics

or MURRAY'S MARINE DIST
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CARPINTERIA, CA 93013
(805) 684-5446

7315 LAHSER, BIRMINGHAM, MI 48010
(313) 644-4993

(California residents add 6% sales tax)

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- ☐ C.O.D. (U.S. only)
- ☐ Check enclosed
- ☐ Master Charge
- ☐ Visa (BankAmericard)

SEE YOUR LOCAL DEALER or order direct:

SHIPPED IN USA VIA UPS PREPAID (no P.O. Box #'s please)

Name _____

Address _____

City _____

State _____ Zip _____

Account number _____

Expiration Date _____

☐ Please send more information U.S. Patent Pending *Reg. U.S. Pat. Off.

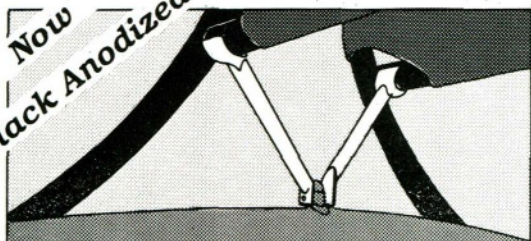
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- ☐ Stern Only \$39.95
- ☐ Bow Only \$29.95
- ☐ Both Bow & Stern \$69.90
- ☐ Aqua-Caddle \$34.95

Check Type of Cat:

- ☐ Hobie 18
- ☐ Hobie 16
- ☐ Hobie 14
- ☐ Other Cat _____
- ☐ Magnum

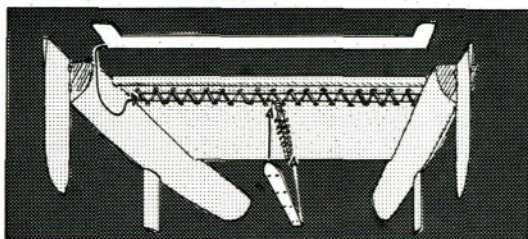
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MAGNUM-18 WING SUPPORTS

Easily installed between your mast pivot and Magnum-18 folded wings - these supports are essential for trailering or storing a Magnum-18.

CM7738 Magnum Wing Supports (pair) 24.50



SPLASH GUARD* LACING CLOSURES

Closures complete the trampoline on your Hobie. Install these tough closures to keep gear and beer on board and water below. * Formerly Winter Lacing because you need it in every sailing season.

CM7722H4 Splash Guard Hobie 14 29.50

CM7722H6 Splash Guard Hobie 16 29.50

CM7722H6 Splash Guard Hobie 18 29.50

Send check or M.O. to COFFEY MARINE 320 E. Walnut, El Segundo
Calif. 90245 Phone (213) 640-8838. Please send for free brochure.
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Hobie® Class Approved



"Sail tape and shroud covers are not enough. I use Sail Saver on my battens for maximum sail protection."

CARLTON TUCKER

'84 Hobie 14 National Champion, 2nd Place '83 Hobie - 18 Worlds
Winner '82 Worrell 1000, 4 time National Runner-Up

- Eliminates sail chafing from battens
- Puncture resistant to splintered and broken battens
- Does not affect sail shape or batten stiffness
- Strong lightweight plastic sleeve less than 2/100 inches thick
- Full length batten coverage
- Slide on precut lengths. Heat with hair dryer.
- Used on winning "Team USA" boat in 1982 WORRELL 1000.

(Dealer Inquiries Invited)

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P.O. BOX 34449 RICHMOND, VA 23234

HC-14 — 5 batten ☐ \$14.95

HC-14 — 6 batten ☐ \$18.75

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HC-16 jib ☐ \$ 7.95

Virginia residents add 4% sales tax

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Oceanside
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Richland
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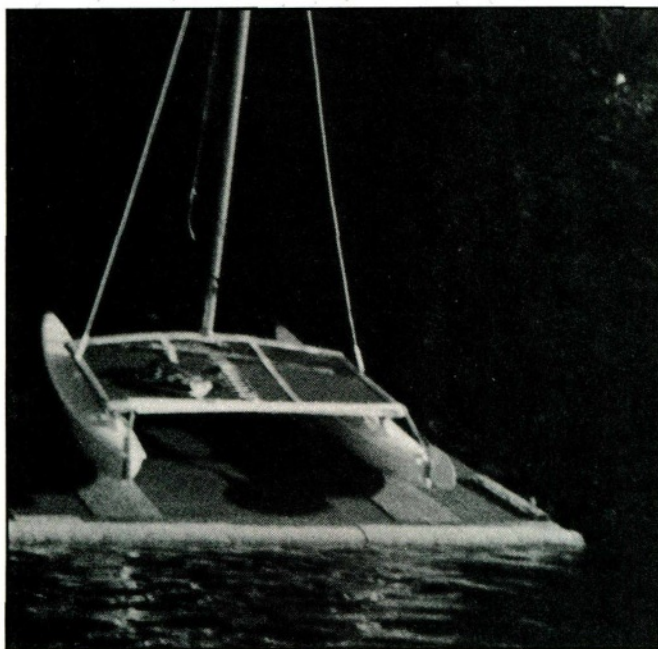
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HOBIE HOT TIPS

Easiest Lake Beaching Yet?

It has occurred to me that some boat owners who have no beach upon which to land their boats might contact you for advice. I simply built a 12 x 16 foot dock with styrofoam flotation (although 16 x 16 would have been much better), then covered the lip with carpeting. I have a winch at the other end in case it may be needed to pull the boat out of the water. In actual fact, I've found that, provided I don't slow down too much when coming on shore, the boat is automatically propelled right onto the dock, at which point I simply jump off without even getting wet.



This system, therefore, does appear to work for a very deep lake with a rocky shoreline where it is difficult to push the boat onto the shore.

Andre Boutin
Windsor, Ontario

Solo Mast Raising

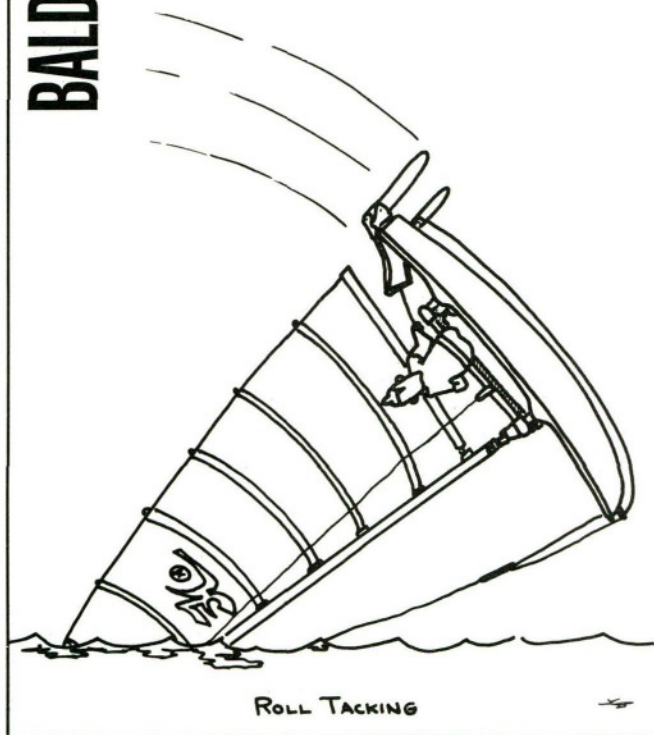
I've read many easy ways to raise and lower the mast on Hobie 14s and 16s. When alone, the easiest way I know of is tying a length of line between the bridle and the jib halyard. Raise the mast, hold it with one hand and pull in the halyard with the other. Tie it off to the cleat and then connect the forestay. Just reverse the process to lower the mast.

This also can make it a lot easier for two people. You don't have to try to hold the bridle with one hand, the forestay in the other and the shackle in your teeth. Another helpful hint is to always put your sidestays in the top hole of the chainplates.

The main safety tip is to make sure you have the mast step engaged, especially before lowering.

Jim Kellog
Hickory Corners, Michigan

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The Halyard Pocket Fits most Catamarans - 2-5"x8" pockets. Stores excess Main Halyard, Jib Halyard and Down Haul lines. Trims mast clutter. Ripstop Nylon, adjustable self-gripping fasteners. Colors to Match Boats, Sails & Damn Bags. **\$12⁹⁵**

State Color **\$12⁹⁵**

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Trophies for the best female skipper and the top three finishers in the Commodore's Fleet will be awarded in addition to awards given to sailors who qualify for the Championship Fleet.

Saddle up those Turbos. Head 'em up, move 'em out. Cookie, this is going to be a heck of an event.

For more information, contact the World Hobie Class Association at 619-758-9100 or Boyd Bass, Fleet 468 Commodore at 918-423-0603.

HOBIE 18

ABSOLUT CUP SCHEDULED

The Hobie 18 Absolut Cup has been scheduled for September 29 through October 3, 1985 in Clearwater, Florida. For more information on these events, contact the World Hobie Class Association at P.O. Box 1008, Oceanside, CA, 92054 or call 619-758-9100.

HOBIE 14

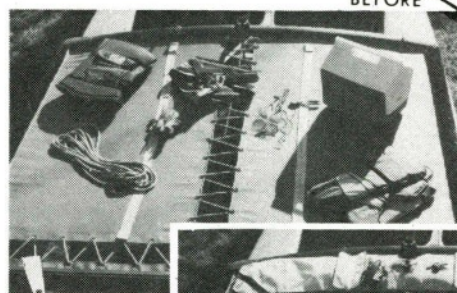
ABSOLUT CUP HEADS WEST

The Hobie 14 Absolut Cup site has been changed from Mississippi to Lake Mead, just outside Las Vegas, from October 27 through November 2, 1985.

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by
pam
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They do it with a recipe which produced excellent results April 12 through 23 at the 1985 Subaru Midwinters East held at the Davis Island Yacht Club in Tampa. Really, the mixture is simple. Just take a good fleet, mix in terrific sponsors, sprinkle on some original party ideas, add lots of volunteers and local dealer support, a first class race committee on both courses with a tough as nails protest committee; use warm weather and good wind and you've got a fine Hobie happening.

This year, the downtown Tampa Hilton served as race headquarters and most people felt pretty good about their special weekend rates. The hotel allowed Vicki Roche and her registration group to set up shop in the lobby which meant that sailors got their room key with one signature and their race registration packet with a second all within the space of twenty feet. Later, would-be champions donned their Hawaiian Tropic T-shirts and lubricated themselves with Myers Rum's version of distilled sugar cane.

It wasn't long before the decibel level in the registration party room advanced to twenty and a good deal of the noise was made up of predictions of victory on the race course. It was obvious that if every one of Friday night's brags turned into hardware, trophy committee chairman Cliff Roche was going to have to work overtime in the brassworks. It looked as though there were going to be more winners than losers.

Team Ft. Walton Beach showed up and did their level best to convince everybody that they were going to be leading the way in every fleet in every race on every course on every day. They quickly lost some





credibility though, when it was learned via Myers Rum truth serum, that their caravan had taken ten excruciating hours to drive to Tampa, a new record for longest time by two hours. It seems Carlton "Fast Truck" Tucker took a flyer through downtown Tallahassee that led everyone astray.

Saturday morning dawned grey and windless. No matter, the sailors needed a little time to recoup after the night before anyway. They all trooped out to Davis Island Yacht Club which had made its terrific facilities available for the event and played host to 200 Hobie sailors.

Thanks to chief sponsor Subaru, Fleet 42 was able to have a headquarters tent on the beach along with trophies that went deep, very deep, into every class thanks to Bill and Marily Goetze.

Race Committee Chairman Bob Johnson ran an entertaining and informative skippers' meeting right on time and promised wind for the racing. No sooner had the words come out of his mouth than the wind started to blow. Johnson, who teaches high school, must have a lot of experience getting things to work his way. His students must love him.

Following a brief delay due to an engine breakdown on one of the committee boats (you know, you just can't trust engines) the racing got underway in fifteen to eighteen knots of wind thanks to Tio Ferrera's backup committee boat. Division Safety Officer Grace Anne Keyson gave an excellent performance on the flags. Snap, wap, crack, the flags were down and the racing was under way.

During the good Saturday racing, all the fleets except one were well behaved at the starts. The exception, to no one's surprise, was the 16A fleet. Their first start each race was a general recall and only the one minute rule kept them down to individual recalls. The race committee nicknamed them the "animals" and they lived up to their new nom de guerre. Some observers wondered whether the one minute rule should not be in effect on very start.

As Saturday afternoon wore on, the wind dropped, thunderheads built up over the Tampa skyline and a thirty degree wind shift hit the course right in the middle of race three's starting sequence. When the



shift went 180 degrees, lightning appeared on the horizon and the temperature dropped twenty degrees. Safety Officer Keyson wisely hit the abandon race flag and it was every man for himself getting to the beach. The threatening storm never did burst forth, but it was party time anyway, so most sailors didn't mind leaving the racing behind.

And what a party it was. Cheryl Johnson and her organizers set up a western Feud Rock in the Hilton ballroom that got everyone involved. Lowenbrau on tap and assorted fat pills ensured high energy levels and carbo stamina for all participants. Country foot stomping to the best caller in western Florida started off the night's action and soon all the pardners in town were earning their door prizes with doe-see-does, the Virginia Reel and the Cotton-eyed-Joe.

Next up was Walter "Kissable Lips" Thompson who conducted a hilarious takeoff of Richard Dawson's Family Feud called Fleet Feud. The evening ended with long line rock and roll to the spins of Pat George. Believe it, some great steppers happen to sail in their spare time.

Sunday morning was sunny and full of

promise. From there on, it got better. So much so that by race time, conditions were as close to perfect as Johnson could order. This made Bill Mumford, television sports photographer and reporter from St. Petersburg's Channel 10, ecstatic with the high speed action he captured for the nightly news. Meanwhile each sailor was in his or her own individual heaven.

On the race course, there was a lot of hot competition. In the 18 class, Walter Thompsen and Miles Wood were slugging it out in a particularly close battle while in the 14 class, Enrique Figueroa and Bill Whitehurst kept trading bullets. Even with his over early, Carlton Tucker was clearly the fastest Hobie 16 on the bay. He had to restart so many times that his crew, Peggy Manrodt of Ft. Lauderdale, became expert at guiding Tucker around the ends and through the traffic back onto the course.

There was a good turnout of Hobie 14 Turbos and they were flying the good winds taking advantage of their trapezes. In the second race they were coming across the finish line so closely bunched that the scorers could hardly write fast enough to keep up with the line calls shouted by the race committee.

The animals, meanwhile, weren't quite as aggressive as they were the day before. There was only one general recall and there was even one race where there were no individual recalls. An interesting story was developing in this fleet because Kelly O'Brien, the lady sailmaker from Ft. Walton Beach, was challenging all the other skippers for one of the top spots. There's no doubt that the woman is fast. She

handled the fifteen to twenty knot winds with the best of them. O'Brien is coming on strong.

Over in the 18As, word was released Saturday night that the Hobie 18 Absolut Cup was going to be held in Clearwater, next to Tampa. The result on Sunday was a series of aggressive starts, over earlies and general recalls that made the race committee do a double take to be sure the 16 skippers didn't change boats. They went at it hammer and anchors all day long.

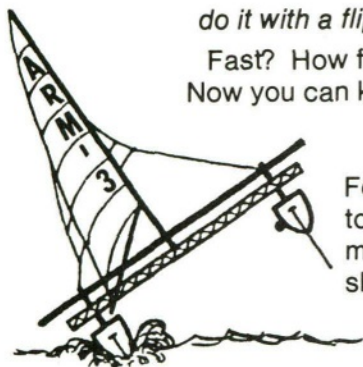
The best sailing story out of this event is an easy one to pick. According to our man Ludlow, a certain 18 sailor was adroitly using his teeth to keep his mainsheet under control during a wild close reach. In the process of sheeting, releasing, clamping and sheeting again, he inadvertently clamped down on his own thumb instead of the sheet. Ludlow was alerted to the incident by the screams of pain and red drops flying through the air behind the boat. That skipper is going to have a time explaining the evenly spaced semi-circular scars.

When the spray cleared, it was obvious that Team Ft. Walton Beach lived up to their early boasting. They earned bragging rights until next year when sailors from all over the southeastern United States will try to take those rights away from them.

At the conclusion of the awards ceremony, the organizers gave special thanks to Subaru, Myers Rum, Lowenbrau, the Davis Island Yacht Club, Hawaiian Tropic, the committees, the local dealers and the sailors. It was fun!



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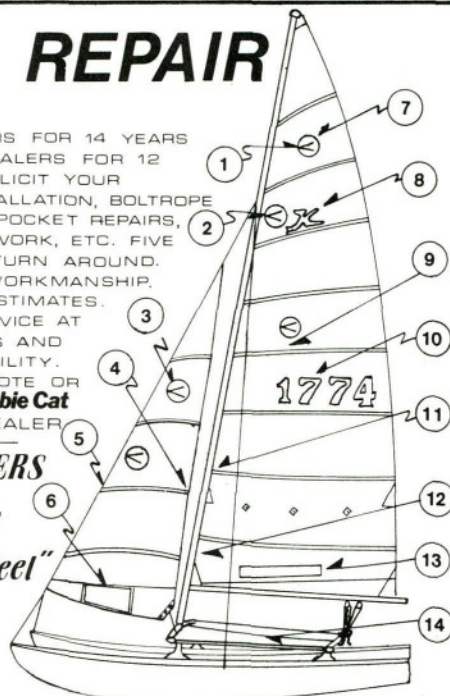
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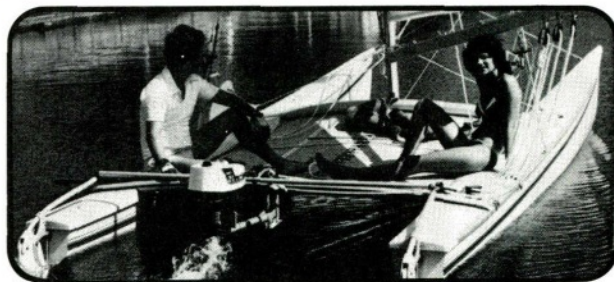
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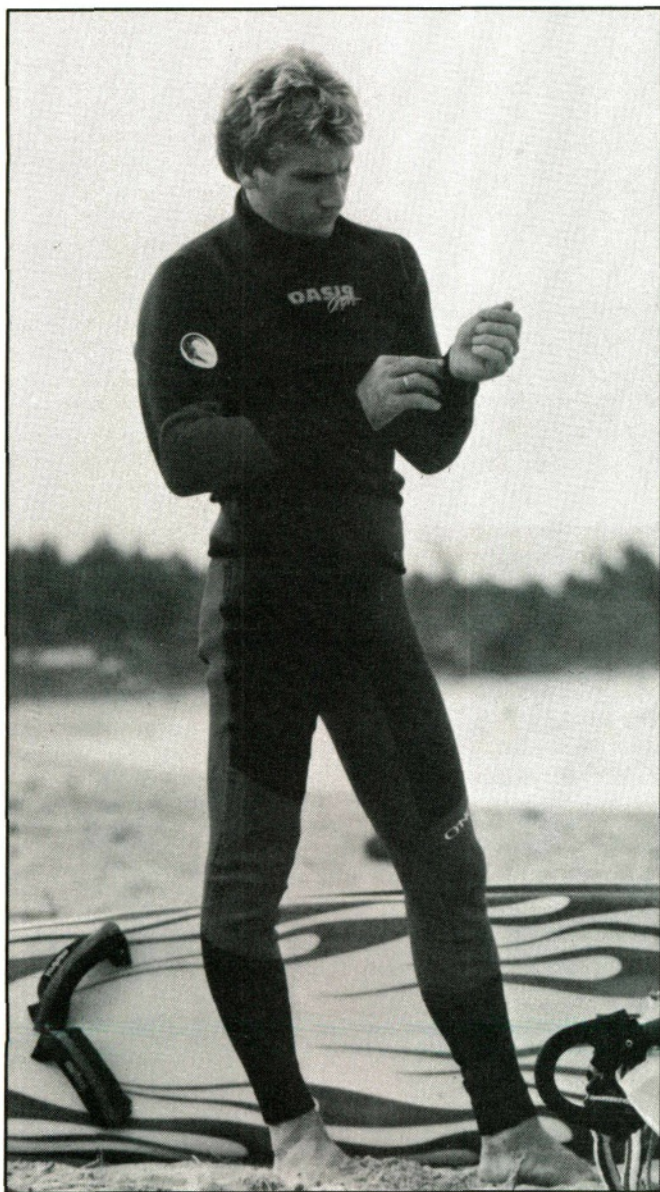
O'Neill Adds To O'asis Drysuit Line

O'Neill has introduced two new additions to its line of drysuits, the O'asis II and the O'asis Pullover. These products join the O'asis full drysuit to round out O'Neill's entries into the drysuit market.

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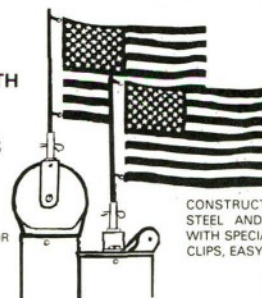
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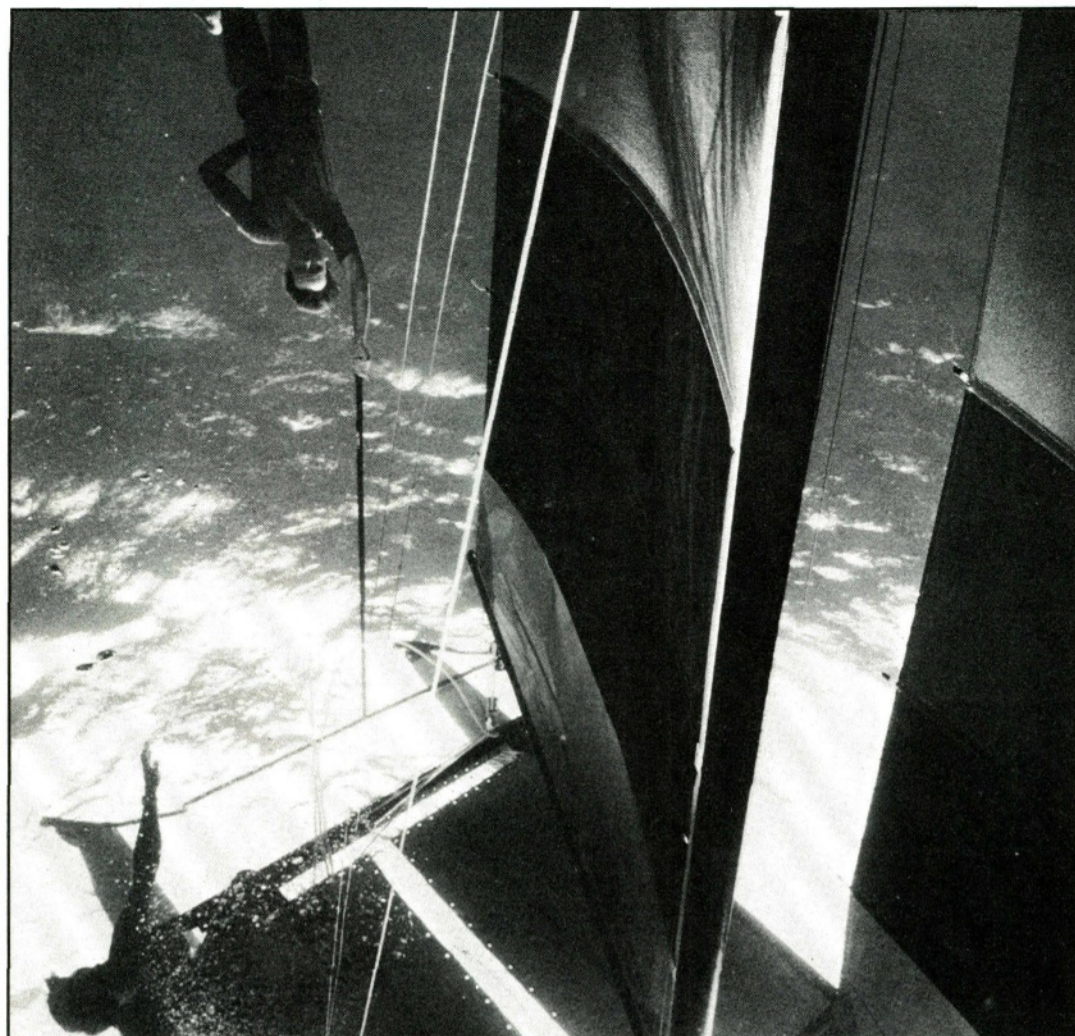
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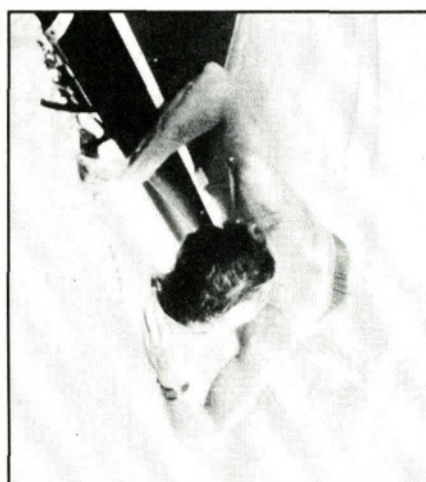
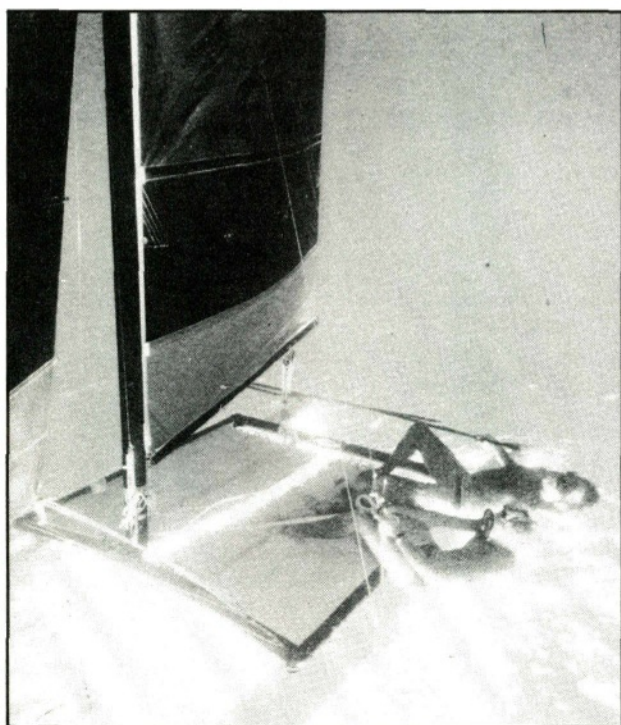
My son called from London recently—"Hi Dad, I got that job in Melbourne."

"Congratulations, son, Australia is a great place to go, but I hear those Aussies are Hot Damn Hobie Sailors, better come back home and get into training." (Home is Freeport, Grand Bahama, Fleet 113.)

Well we got the mast raked back, been doing that for some time, and we soon had her in Australian Sailing Configuration—then the problems started.

Dad couldn't decide whether the training applied to him or not and tried to helm on his head, but couldn't get his port and starboard sorted out. Son played the Hot stick but found it has a sort of Shuttle Launch effect (1) and it took a while to settle things down. Eventually it began to look a little promising until Dad realized in desperation that he couldn't see where he was going so he sent Son up the mast (2) to spot the rest of the fleet—or perhaps the Flying Dutchman—nothing in sight so they settled down to enjoy the ride (3). Watch out you Aussies.

How the pictures were taken is a Bahamian secret with no prizes for the correct solution. They were all expertly taken by John Brooks who survived by breathing Kangaroo juice.





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Last year's Ram 50 Custom was America's lowest priced truck.** Import or otherwise. This year's Ram 50 is still the one for outstanding value.

The '85 Ram 50 Custom is no stripped-down model. It comes custom equipped. With beefy 14" steel belted radials. Dual outside mirrors. Power front disc brakes. A double walled cargo box. Tinted glass. Even a standard radio.

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†Limited warranty. Ask for details.

*Vehicle above shown with dealer installed options.

**Base list price comparison. Standard equipment levels varied.

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