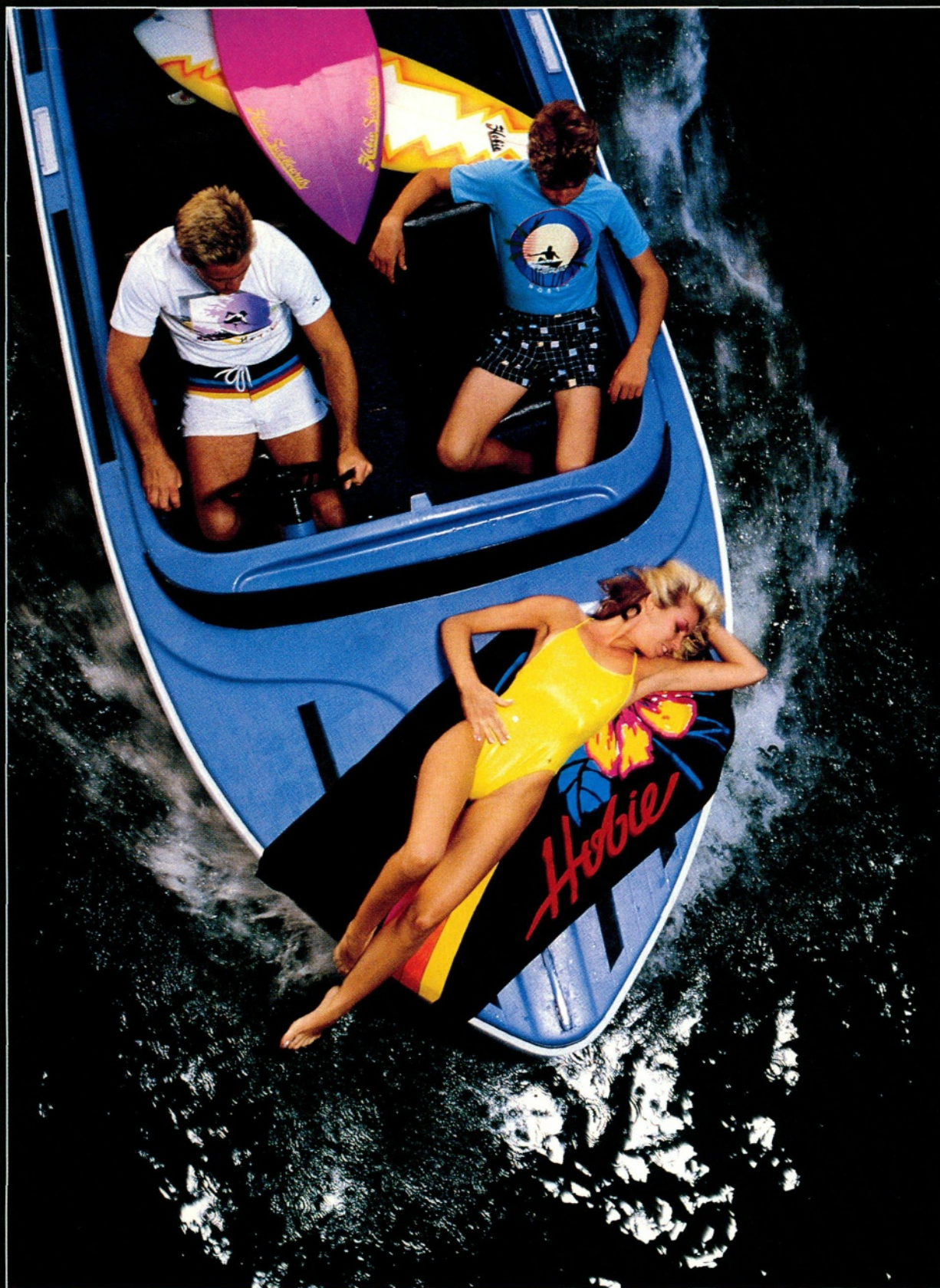


Hobie **HOTLINE**

SEPTEMBER/OCTOBER 1985

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HOBIE APPAREL

THIS IS A "NO-ADVERTISEMENT" ADVERTISEMENT! YES CLYDE, IT IS A LITTLE DIFFERENT . . . THE TARGET IS THE FLEET'S MIND (INSTEAD OF ITS WALLET)! IN FACT, MOST OF THIS AD IS AIMED AT SAILORS WHO ALREADY USE KISME PRODUCTS! WHY?? THINK ABOUT IT CLYDE . . .

10% NEVER GET THE WORD!

(Computer Dept.)

You should mail in your free registration cards. Why?? To protect your guarantee AND make it possible, if necessary, for KISME to contact you.

For example: Early this spring, KISME recalled a few QUICKs (#'s 100-285) and a few OKs (#'s 100-500). KISME sent a letter to every REGISTERED owner. Of course, those who did not register did not receive a letter! This special service was totally free, yet approximately 10% of the recalled parts were not returned. What's worse, we estimate that an additional 10% did not mail in their registration cards in the first place! This means that one out of five skippers is missing this free service!!

More recently, KISME sent a pair of square stainless steel nuts (at no charge) to all REGISTERED TLC owners. Again, NO card meant NO service.

SEND IN THOSE CARDS!! If you purchased a KISME part that was missing the registration card, simply send us your name and address and the serial number and product name off the package cover!

The bottom line is: **REGISTER YOUR KISME PRODUCTS** — or you may miss some free follow-up service!!

DOING THE TWIST

(Race Dept.)

From a Gulf Coast skipper in Texas: If you use an adjustable tiller extension (one of those that twist to lock and unlock), you may want to try the following idea. We tried this simple, but superb, idea and we like it!

- 1) Disconnect your TLCs from the tiller arm end caps (but do NOT touch the toe-in settings in your crossbar, Clyde!).
- 2) Turn your crossbar "around" (switch the port to the starboard end) and reinstall.
- 3) This simple change reduces the "wasted" twist motion when you lock or unlock the length setting. Everything else will work and "feel" normal.

TOLERATING TOLERANCES

(Engineering Dept.)

The KISME TLC tiller linkage connector was designed to fit inside all Hobie® Cat tiller crossbar tubes. The Hobie® Cat crossbar tube has a diameter tolerance of plus or minus .025 of an inch (or 94 thousandths). By comparison, a high pressure mold duplicates all the TLCs within two thousandths of an inch. Consequently, when TLCs are mounted in the largest possible cross bar tubes they have plenty of room to expand. If the sides of the toe-in adjustment slot of the TLC are allowed to expand, or spread .025 of an inch, the stock hexhead nut can rotate when you attempt to tighten the bolt.

To preclude this potential nuisance, KISME now includes a pair of square 1/4 x 20 stainless steel nuts with all TLCs. The square nuts will easily slide, but will NOT rotate in the adjustment slot. As with all adjustable nuts, bolts and screws on any boat, we recommend the use of a drop of #222 Locktite (the "normal" purple type) on the threads of the bolt.

NOTE: Any REGISTERED TLC user who has not ALREADY received a letter containing these square nuts, may obtain a free pair by sending a self addressed envelope directly to KISME. Please write "NUTS" and your TLC serial number on the back of the envelope.

PLASTIC MONEY AND ELECTRONIC SECRETARIES

(Sales Dept.)

By popular demand, KISME now accepts Visa and MasterCard orders by mail or telephone. The telephone service may be used 24 hours a day, 7 days a week! If you call nights, weekends, holiday, during regattas... or any other time when we cannot answer the phone, you will reach our electronic secretary. (Yes Clyde, "electronic secretary" is Madison Avenue talk for "telephone recorder".)

If you call our electronic secretary, be prepared to:

1. State your name, address, and phone number (please spell the difficult words . . . like cat, dog, etc, for poor Clyde's sake).
2. State your question or message (if any).
3. State your order (if any).
4. State (if applicable) your credit card type, number, and expiration date.

PHONE (512) 659-4258

TOE-IN' THE LINE

(Race Dept.)

From a skipper who races where sea kelp is a problem: If sea kelp (or any thing else) kicks up your rudders while racing, your only choice is to "fight" the helm load until the next tack or mark gives you a change to lock the rudders down again. To insure that your rudder toe-in settings do not slip under these severe conditions, he recommends that you "pin" the TLC in the crossbar tube. His excellent idea is simple and easy to accomplish — We like it — but it is entirely optional and not necessary for most "fun" sailing conditions. In any case, the set screws may be added to your TLCs at any convenient time, if you find that you need them.

The idea is to install a small set screw through the side of the crossbar tube into the side of the TLC to "pin" your toe-in setting. Once you have your toe-in settings like you want them, drill a 1/16" hole through the wall of the crossbar tube and into the side of the TLCs (as far away from the end with the pivot as is convenient). Then remove the TLC and enlarge the 1/16"

hole in the crossbar to 1/8" (but do NOT enlarge the hole in the TLC, Clyde!). Reinstall the TLC and "pin" it with a #4 stainless sheet metal screw. These screws do NOT need to be "super" tight — "snug" works fine.

Subsequent setting changes: Remove only one set screw and make your setting adjustment. When you have what you want, drill a NEW 1/16" set screw hole through the other side of the crossbar (more or less across from the first hole). Complete the installation in the same manner as above. If another change is ever needed, repeat this process on the opposite end of the crossbar.

The set screw idea is so simple and works so well that we now include two #4 screws in every TLC package. Also, we will give a free pair of these screws to any REGISTERED TLC owner who will send a self addressed regular envelope directly to KISME. Please write "set screws" and your TLC serial number on the back of the envelope.

FLEET—ING COMMENTS

(R & D Dept.)

Good ideas are generated by real needs;

Good ideas are fine tuned by actual experience;

Good ideas, consequently, almost always come from the fleet!

Of course, many ideas that are very good are also very expensive...too expensive to manufacture and sell. In fact, only one out of a hundred good ideas are serious candidates for R & D and subsequent manufacture. However, if you feel you have a good idea that might appeal to the fleet — but you do not have the time, inclination, or money to pursue it — or maybe you just have a useful tip that you want to pass on, please don't be bashful — let us hear from YOU!!

SERVICE WITH SUBSTANCE

(Service Dept.)

Good intentions that are empty handed, yield empty handed service. It is a fact that good service also requires adequate inventory. Adequate inventory requires a sizable dollar investment. KISME's service department carries a full inventory of KISME stock, plus a reasonable inventory of Harken (cat-related) stock, and the largest inventory of Ochsens Blocks in the United States!

Yes Clyde, when you consider the fact that most of KISME's service is FREE, our support inventory, rapid reaction and world-wide response is even more impressive!!

GETTING A GRIP ON THINGS

(Engineering Dept.)

From a sailor in Southern California: If you have a problem keeping the rudder gudgeon bolts tight (or keeping any other semi-permanent nuts/bolts tight), he recommends LOCKTITE #RC/609 (the "green" type). Caution: Although screws and nuts installed with this stuff can usually be unscrewed, KISME does NOT guarantee it! Removal will require the correct size and type of tool and a lot of force. Removal must be done very carefully to prevent deforming the bolt heads. The skipper who made this suggestion said that he had NEVER heard of a gudgeon bolt working loose using LOCKTITE #RC/609. NOTE: for screws that must be removed more frequently, we recommend normal LOCKTITE #222 (the "purple" type).

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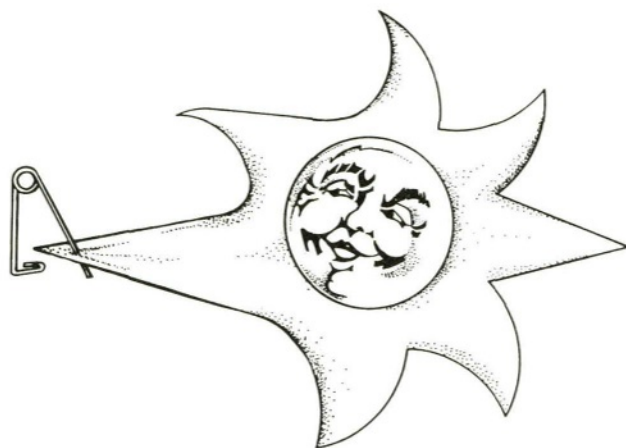
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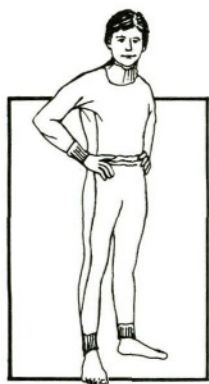
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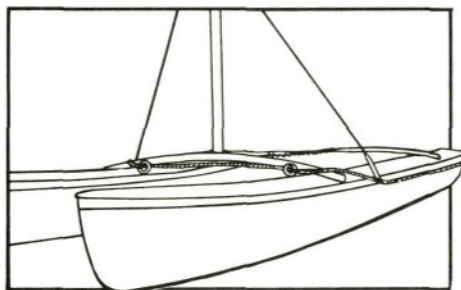
Now *that's* stretching it a bit!

But there are ways to prolong the sailing season and SSI's products offer them.



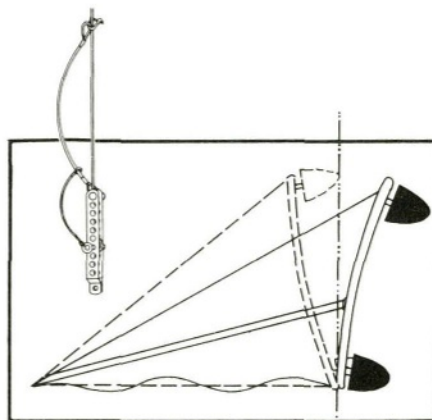
**The Warm N' DriRider
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Why should you sail in a drysuit instead of a wetsuit? The answer is pretty simple. If you're going to be cold, what would you rather be, cold and wet, or cold and dry? The Warm N' DriRider is made of smooth rubber on the outside which sheds water instantly to prevent body heat loss by evaporation which occurs with a Nylon II wetsuit. Stay dry!



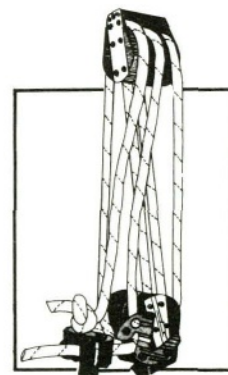
Hobie 18 Easy Right

Here it is! A ½" hollow braid with an internal shockcord; The Hobie 18 righting system. It attaches to the boat at the front crossbar with a shackle ring, maintaining an ultra low profile for this righting system. It ties off at the rudder pin on the transom allowing access to the righting system from the lower hull when capsized. Works great as a crew safety line, too!



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When you're alone and capsized in heavy weather getting your catamaran back up can be very difficult, if not impossible. To make sailing small catamarans safer install the SSI Upright Solo Righting System. It allows the boat's weight to assist in righting, with as little as 150 pounds of effective crew weight.



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System**

SSI helps you sail into late Fall with ease—with our Harken 6:1 Low Profile system customized especially for SSI. 3" sheaves on the upper and lower block reduce friction. The upper block is 1" shorter than Harken's standard block! The lower block is also customized to enter the traveler car hinge plate. Give yourself a hand. Give yourself a Harken.

Stretch this year's sailing season with products from SSI! See your local dealer or check your SSI catalog for more ideas to prolong the sailing season.

Hobie **HOTLINE**

September/October 1985

Volume 14 Number 5



Christopher Cunningham

FEATURES

18/Ask the Expert

Need more Turbo speed? Dolphin striker problems? Hackney can help.

20/The Fundamental Rules

These are the easiest to forget, but can cost you the race.

22/Flying the Super 18

The Australians have modified the 18 and extend an invitation for you to do the same.

30/Life Aboard the Maxis

Hobie Cat's bigger brothers may present the ultimate cat sailing challenge.

34/Hollywood Comes to Hobieland

What happens when two Hobie sailors introduce the stars to the Hobie life?

38/So Long to Summer

Our photo essay takes a look at some of the summer's hot Hobie action.

REGATTA REVIEW

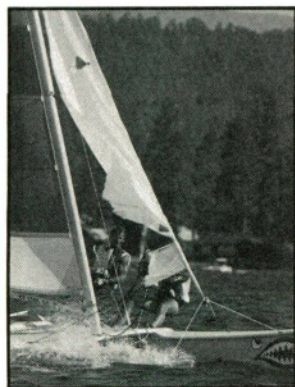
26/European Roundup

The Europeans have been busy this summer. Here's what's been happening.

DEPARTMENTS

- 6/Hobietorial
- 11/Letters
- 13/Briefs
- 65/Hot Products
- 69/Hot Tips
- 70/Last Look

ON THE COVER



The summer's racing at California's Big Bear Lake was intense as this Robert Brown photo demonstrates.

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The editor welcomes stories and photographs on a contribution basis. Send only typed, double-spaced manuscripts and good, clear 8 x 10 black and white glossy prints or color transparencies (slides). Include a self-addressed envelope with sufficient postage for return of material. The *Hotline* cannot accept responsibility for unsolicited material.

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Note: Damage to any Hobie sailboats caused by modification to the boat is not covered by Coast Catamaran's warranty. Please use discretion in deciding to modify your boat with items advertised in this publication.

The Championship Season

How can you tell the summer is on its last legs? Well, some people look to the trees. When the green leaves become fat as if they've been on vacation in a French pastry shop, it means the summer is drawing to a close and the lazy looking leaves, gorged on a summer full of sun and rain, are about to have a rude awakening. Others look at animal behavior. The squirrels are starting to look for room additions as their larders fill with gathered food for winter. School children simply look at the calendar. September means a return to books and a new math teacher that's bound to be worse than the old one.

Hobie Cat sailors can tell that the season is about to change by the number of championships that are either happening or have just taken place in their divisions. It's championship season and determined skippers around the country are reviewing tuning styles, rules, tactical errors made during the points regattas, and are practicing to put this warehouse of knowledge to work on the race course.

To help with those areas, the *HOTLINE* offers up a strong menu for the racers out there who are determined to go out of the 1985 season as winners. First up is another in Dave Perry's occasional series examining the rules. This installment may prove to be a bit of a surprise to some experienced sailors who think they are fully acquainted with the rules. As is often true, the simplest rules are often the easiest to forget, so Perry seeks to remind sailors of "The Fundamental Rules." As it turns out, these most basic of rules are up for interpretation and some skippers may find one or two of Perry's conclusions a little controversial.

John Hackney continues his "Ask The Expert" column with some sound advice on tightening the dolphin striker and on generating more speed. If you've ever had that sinking feeling of seeing an early lead dwindle to a poor finish by the end of the race, this should be required reading for your team.

Along with several other good Hot Tips, Paula Alter reports on Gary Metcalf's tuning style. It turns out that maximum rake may require a little more finesse than generally thought. Alter passes along some excellent hints she picked up while attending one of Metcalf's sailing seminars in Australia.

Those of you racing sailors who want to get as much speed as possible out of your Hobie Cat may be interested in what a couple of Australians did to make a Hobie 18 even more competitive for the new Worrell 1000. Don Algie tells the story of how the modifications were made, what the results were and opens a discussion

on what may be the issue of the year for Hobie 18 sailors. His "Flying the Super 18" might give skippers a lot of ideas if they're in the mood to make a fast boat even more of a screamer. This is an instance where sailor input can help determine an important question. After reading Algie's article and comment, write in and let yourselves be heard.

The European fleets have been becoming increasingly active and enthusiastic about the sport of Hobie sailing. Although they have failed to win any world championships so far, from the looks of things on the continent it may not be long before some of the Europeans are challenging the Americans and the Australians for top spot. An example of how well they are sailing is the annual Texel race in Holland and the enthusiastic participation in the Hobie 14 European Championship and the Second Annual Mediterranean Hobie Fun. Travelling Hobie sailors may want to take note of events such as those described in "European Roundup" and think about venturing across "the pond" to sail with the Europeans.

Racing aboard one of a new breed of catamaran, the maxi cat, may hold a lot of fascination for Hobie sailors who dream of crashing through swells on the world's fastest sailboats. But after reading Eric Witte's "Life Aboard the Maxis," curious skippers just might want to think again. Witte, an experienced maxi catamaran racer, knows the ins and outs of working and surviving on these speed machines. They are out of reach for most sailors' budgets, but Witte does a good job of explaining what racing aboard one is really like.

Some of Hollywood's most talented people got a good look at what Hobie sailing is really like when they travelled to Ocean City, Maryland to film a catamaran regatta for a new movie to premier in February. It turns out that a couple of local sailors met the producer, the producer decided to make a movie and the next thing the locals knew, they were teaching Sissy Spacek proper trapeze position. When "Hollywood Came to Hobieland" Fleet 54 and local Ocean City sailors turned out for the filming and earned themselves an education. Sailing for the movies and sailing for real can be two entirely different things.

Our photo essay presents a visual review of the summer's action. Some of the best Hobie photographers combine to recreate the feel that only Hobie sailors know. We hope it succeeds in calling back some of your better sailing moments.

Enjoy the last days of summer.

DO IT



The new sailing season is here. Don't miss your chance to stay up on the world of Hobie Cat sailing. Do it with **HOTLINE**.

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HOTLINE

7-8/85



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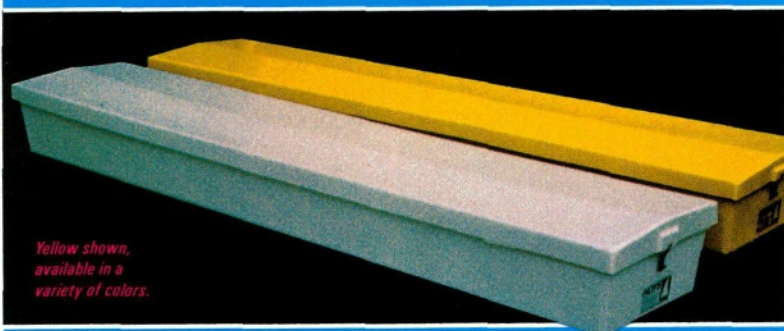
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Absolut Cup 1985

HOBIE 18 U.S. NATIONAL CHAMPIONSHIP
CLEARWATER BEACH, SURFSIDE, FLORIDA SEPT. 29-OCT. 5



The Holiday Inn in Clearwater will be the host of this year's Hobie 18 U.S. National Championship. Sailors from across the United States including Hawaii and Canada, will be vying for the crown. Ron Tucker and the crew at the Weather Mark will be hosting their third National Championship.

THE RACES

Qualifying Races will be held Sunday and Monday with the championship series starting on Tuesday and running through Thursday. The top 36 teams will be announced Thursday night. The finals will be held Friday and Saturday with the top 36 teams racing against each other in every race.

Skippers must bring life jackets, throwable and weights if necessary. Skippers may want to bring a protest flag, bridle fly, hot stick and wetsuit.

BOAT DAMAGE DEPOSIT

Each Team will be required to pay a \$250.00 boat damage deposit upon registering at the event. Please do not mail this deposit with your registration. Deposits must be paid in cash or traveller's checks. No personal checks. If no damage occurs to the boats you sail, deposit will be returned at the conclusion of the event. Should a boat be damaged and you lose all or part of your original deposit, you will be required to put up another deposit in order to continue racing.

AIRLINE RESERVATIONS

Special arrangements have been made with several airlines for travel to the Hobie 18 National Championship. For reservations, please call Innovations In Travel at 1-800-832-8357. Be sure to specify your interest in the Hobie event. VISA, Master Charge and American Express will be accepted.

Registration forms are on page 61.

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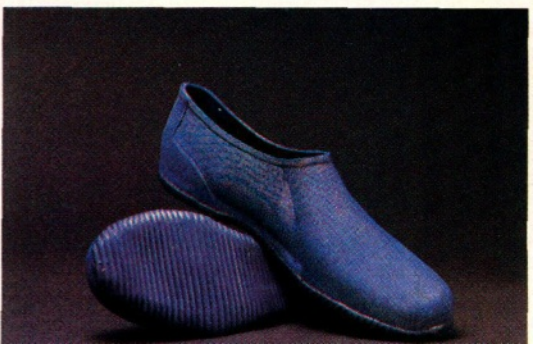
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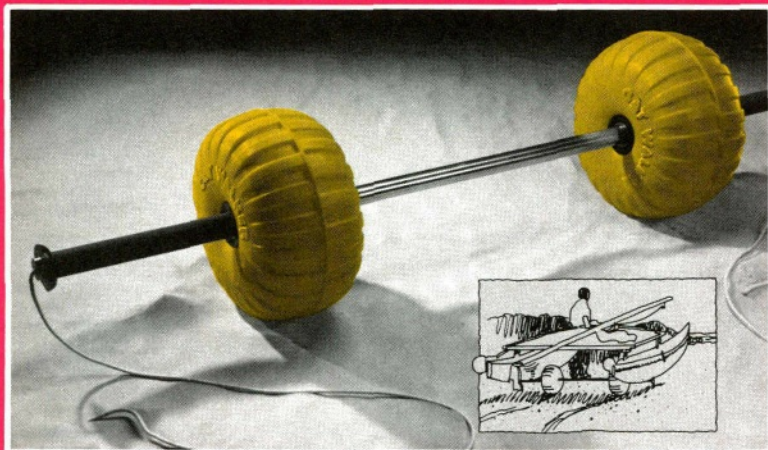


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- ☐ Jul/Aug Ultimate Crew
- ☐ Sep/Oct Sail Control
- ☐ Nov/Dec Winterizing your Hobie

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- ☐ Jan/Feb Trailering
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LETTERS

Sweden Is Coming On Strong

Thanks for a very good Hobie Cat magazine. The layout is superb and the articles about trim and articles around big events interest many of the fleet members here in Sweden. Sweden and Hobie Fleet 326 were on the spot after the European Hobie 16 last August in Skanor in southern Sweden.

And I will tell the other Hobie Cat sailors around the globe that Scandinavians are coming very strong. We are going to the Europeans for Hobie 16 and 18 this year. Our regattas for the semi-places [sic] start in May and already all our trailers are full for the big events of 1985.

In Sweden we are working to make Hobie 16 to be an official class in the Swedish Sail Union. The Danish [have done this] and next year they are sailing the first official Danish Championship for Hobie 16. And I think we could do it too if we get some help from CCF.

OK, now I must go out on the waves together with some friends and have some practice so we can beat the Danish.

Osten Nilsson,
Hollviksnas, Sweden

Father and Daughter Make A Great Team

On a pure white sand beach in Pensacola about three years ago, my dad saw his first Hobie Catamaran flying a hull and that was all it took for him to become obsessed with the sailing world. A year after that, he bought a Hobie 18 and the day he received it, he threw on his swim suit and stood next to it in his bare feet grinning from ear to ear as he stood in sleeting snow to have his picture taken. When summer had finally arrived we were on that Hobie every minute possible - face it, my dad and I were taken. Now, even as a girl, I am able to control a Hobie 18 and I've tipped it only once so far.

Last year, I tried to windsurf and decided I had to have one. Guess what? I got one. I've mastered sailboarding by now after many tears and plunges into the water. But the main thing about sailing or sailboarding is the beauty of being in the water with the sun and wind sharing the special secret of moving without any bothersome motor grinding away. I just can't believe that it's been around so long and I've never noticed it before now. I hope that all Hobie sailors and sailboarding fanatics have this same feeling as my dad and I have. Now we are about to go out on the ocean for first time but I know we can handle it and we will.

Shawn Semmler
Creston, Illinois

Turbo Championship Looks To Be A Success

I must disagree with Rolf Woods' comments concerning the 14 Turbo nationals to be held on Lake Eufaula, Oklahoma. I should assume he has never sailed or raced at this location which is one of the finest in the central United States. In looking at nationals sites, the first question has to be Should this event be held on the ocean or a lake? When Coast Cat decided to look at inland lake sites with a central location, excellent lodge facilities and good prevailing winds, we felt Arrowhead Resort could provide these qualities. Our fleet has hosted the Division 14 Championships for the last two years because the sailors wanted it there.

As for the support needed from Coast Cat for this growing fleet, I feel they are providing it even though it is your responsibility to bring your own boat if you live within reasonable driving distance. The Hobie 18 nationals last year were run in a similar manner. With the growth of the sport slowing down the ability for your local dealers to handle the sale of forty Hobie 14s, I would anticipate the day where in all but the Hobie 16 nationals you would be permitted to bring your own boats. In most other classes of one design racing, it is not uncommon for sailors to bring their own boats. Another advantage is the lower entry fee with no boat damage deposit required.

Rolf, I would encourage you and others to attend this year's Hobie 14 Turbo Nationals and see for yourself what we have to offer here in Oklahoma. You won't be disappointed.

Boyd Bass
Lake Eufaula, Oklahoma

A Compliment

I have been sailing Hobies for seven years. I got a 14 in 1978, a 16 in 1980 and an 18 in 1984. I can't tell you the many happy experiences I have had and plan to have with these boats.

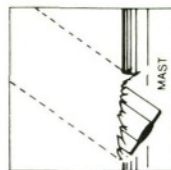
My wife and I do not race but prefer to cruise around Lake Monroe and picnic on its shores. We both race 45 hours a week at work and enjoy these sailing weekends. I say with all sincerity, you people produce one of the finest magazines going. I can come home late at night and read the HOTLINE cover to cover before retiring. I just wish it was longer. I find the photos super and all the articles interesting, even racing, which is something we hope to do in the coming years. Keep up the excellent work.

Daniel Dickinson
Bloomington, Indiana

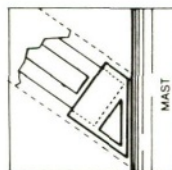


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HOBIE BRIEFS

More To Kansas Than Corn And Toto

Editor's Note: Our frequent traveller, Dick Blount, has just returned from a trip to Lake Perry, Kansas. What follows is his report.

It's a fact that they grow lots of corn and that there aren't many hills in Kansas, but the stereotypes must stop there. After spending a week at Lake Perry, Kansas for the Mid Eastern Championships, hosted by Fleet 149, a lot of misconceptions became apparent. The setting was a beautiful man-made lake large enough for two separate race courses. Trees and shrubs surround this eighty-degree water paradise. One-hundred-fifty boats came together for what must have been the largest Mid Eastern regatta to date, and they came from many different states. The accommodations included hot showers, picnic tables, panoramic views and gnats. My entry fees included two souvenir regatta shirts, and breakfast, lunch and dinner all weekend. We're talking steaks bigger than the plates and all the beer and soda to go with it. Saturday, winds were double trap all day. With four fleets on each course there was plenty of racing for everyone. Saturday night's festivities included a theme party entitled "Bestiality for a Better America" sponsored by the world famous Club Bluefin. Decorum does not permit me to go into detail as to what went on. You might ask somebody who attended for the unbiased details.

Sunday's races started with thunderheads on all sides. The forecast was for showers, loads of wind and all that goes with it. Half way through the first race the rain hit powered by gusts up to thirty mph. The reaches seemed like the Mad Hatter's Wild Ride. Along with the rain came lightning and the abandon race flag. When lightning was spotted on the horizon it redefined going fast. I think it was the only time I was block to block all day. The camaraderie of my fellow sailors was great. As one sailor said: "We all have the same kind of boats, we all need the same kind of help." Sails were down and secured on all 150 boats in no time at all. The post-race festivities included rain awards for Mr. and Mrs. Bestiality and plenty of refreshments. The trophy's were limited edition paintings and were terrific. All in all, I've never been treated better at a race. All of Fleet 149 must be commended for a great effort. Besides, those people can sail! I'll be back next year. - Dick Blount

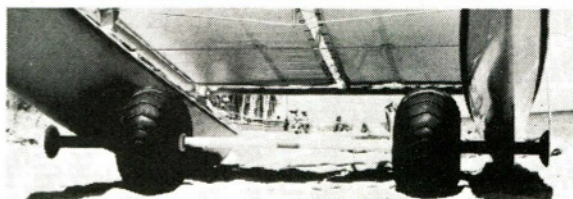
Finnish President Goes Magnum

At first I thought they were joking. There had been a call that morning to Hobie Cat France from Helsinki. It seems the President of Finland was about to begin his annual vacation in the summer palace on the west coast. He owns a Hobie 18, that we knew, but now he wanted a pair of Magnum wings fitted - and quickly. After all, a head of state does not get that much of an opportunity for holidays and this gentleman wanted to have his Hobie in the water. Tomorrow! There was a flight leaving for Helsinki, via Copenhagen, that afternoon. Guess I had no option other than to be on it, complete with a pair of Magnum wings under my arm.

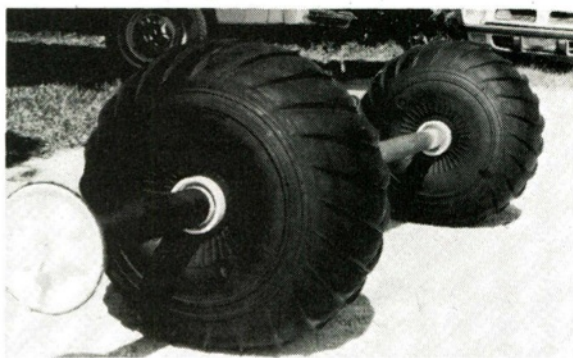
Well, it certainly was an interesting experience. I found the President to be a very alert and fit 62-year-old Hobie enthusiast. Here we were the next day, sitting on his boat (with wings fitted) and chatting away in that casual and friendly way that goes hand in hand with being a Hobie sailor. I guess the famous 'Hobie Way of Life' gets to everybody sooner or later. - Tony Laurent

Continued

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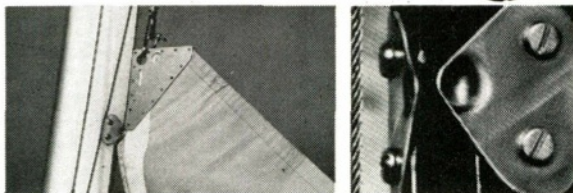
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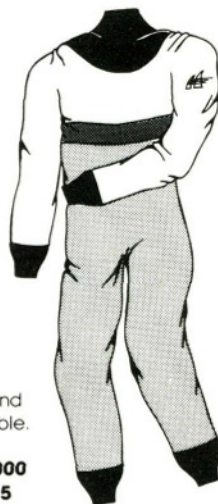
at seat & knees. Latex seals at neck, wrist and ankles are replaceable. Color: Blue & white.

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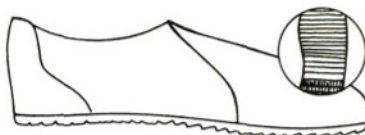
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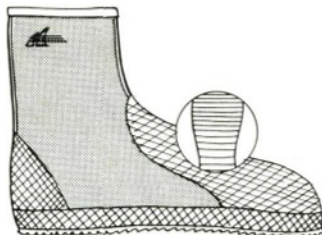
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Warmer, Drier Wetsuit, & Companion
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Features:

- 3mm neoprene body
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- New colorful action stripe panels
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- Color: Black
- Sizes: Mens sizes S - XXL

Our newest wetsuit was designed for warmth and compatibility with our new Drysuit Top. The smooth black finish absorbs heat, sheds water and forms a water-tight seal with the waist-band of our Dry Top. It's simple, basic design offers excellent freedom of motion and versatility for use in any active watersport.

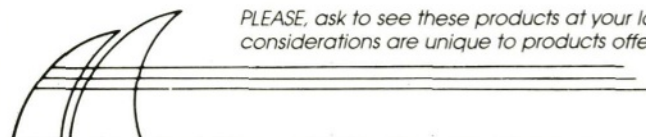
For greatest warmth, wear at least three layers on your upper body: 1) Long sleeve underwear and/or neoprene undersleeves; 2) Smooth John; 3) Dry Top. A neoprene cap, boots and gloves are also advisable.

38-2700 Sugg. Retail \$89.95



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HOBIE BRIEFS

Fleet 12 Teaches 280 People To Sail

At first, Atlanta's Hobie Fleet 12 was hoping to attract a dozen or so people to their Learn To Sail weekend which they had planned to operate with their dealer, Sailing Inc. Little did they know that their modest expectations would generate nearly 300 students and thousands of dollars for their treasury.

Six months before the June 14 start of the weekend, Fleet 12's Paul Dingman started the ball rolling and formed an alliance with Guy Firor at Sailing Inc. According to Fleet Commodore Pete Loftis, the dealer agreed to pick up the cost of the program to prevent any risk to the fleet's own funds.

The fleet printed 500 posters designed by fleet member Jeff Ashcroft and hung them in every restaurant, club, bar and store they visited. Fortunately, the Atlanta newspaper picked up on the story and 241 would-be sailors preregistered in one day. The planning then went into high gear.

Five sailors, including Hobie sales rep Miles Wood, prepared talks on different subjects of Hobie sailing such as wind and sail trim, safety and parts. When the crowd had gathered into the auditorium, they were treated to the 27-minute film, *Sharing The Wind*. Then the speakers gave their presentations. A cold Dr. Pepper break was followed by a question and answer session where Wood advised one of the more conservative ladies in the group who wanted to know what to wear for the next day's sailing to don the "littlest bikini you can find."

By three pm on Saturday all participants had a good sampling of all points of sail and lots of hull flying. The teachers from Fleet 12 were exhausted but they knew they had accomplished something significant. They had just given hundreds of people the time of their lives.

Along the way, the fleet garnered \$4,200 for their treasury, enough to buy the pontoon committee boat they had been dreaming of. They also gained 18 new members and the dealer managed to sell a few boats to excited students. Everybody won out.

So positive was the reaction that Commodore Loftis reported eighty preregistered students for "Learn To Sail II" which was to be held August 15, 17, and 18. Loftis also states that the event will be available on video cassette for other fleets to examine.

Fleet 250 Can Top That!

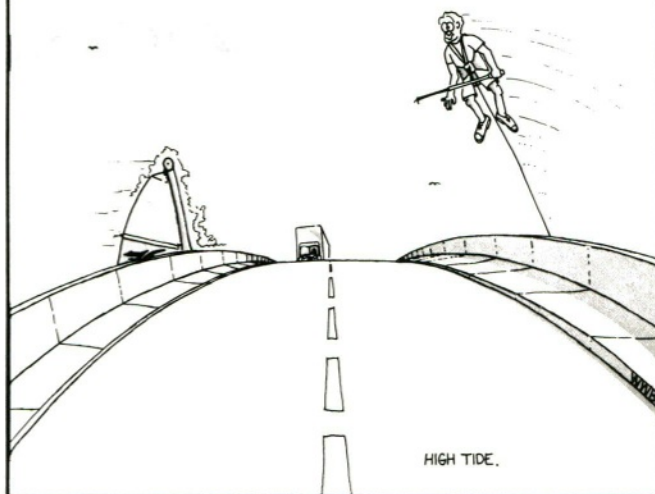
Saturday, June 9, the members of Sandy Hook (New Jersey) Fleet 250 attracted 422 people to their Hobie Day. Not only did the guests ride on Hobie Cats, but the \$17.50 price of admission also paid for lobster dinners, free drinks, a variety of seafood and other munchies all during the day. Fifty-two fleet skippers sailed from nine in the morning until seven that night. According to fleet 250 member Ken Apostolico, the main idea was to simply give the guests "...a Hobie Day" experience. Although there was some learn to sail activity, the emphasis was placed less on learning than just introducing people to the boats and what they can do.

Newspaper ads were used to spread the word as were posters and travel to area ski clubs which normally show an interest in exciting water sports such as cat sailing. Apostolico claims that six clubs out of the ten selected for recruitment attended.

After expenses, the Fleet earned \$850 and picked up ten new social members. Although Apostolico states that the fleet wouldn't want to go through the work on a frequent basis, a once-per-year schedule would be a good idea. Does he recommend other fleets try to host a Hobie Day? "Absolutely."

Continued

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Come spend Thanksgiving at the Absolut Cup, the Hobie 14 World Championship November 24 through November 30 in beautiful Isla Verde, Puerto Rico.

Sailors from around the world will invade Puerto Rico. Such greats as Enrique Figueroa (who'll be sailing on his home waters), Tahiti's Kitty Salmon, Hobie 14 World Champ Bob Curry, the legendary Wayne Schafer and Gary Metcalf of Australia will be trying for the ultimate Hobie hat trick in an attempt to hold three world titles at once! It's been ten years since Hobie skippers went to Puerto Rico for a world championship. The last time, Figueroa was still a youngster who was so light he had to sail with a crew. Now he returns with championships galore.

Isla Verde is a lovely spot with white sand beaches, lots of sun and nightlife in the casinos. This will be an event you will not want to miss.

ENTRY FEE

Each skipper's entry fee will be \$100.00.

BOAT DAMAGE DEPOSIT

A \$200.00 boat damage deposit must be paid at registration in Puerto Rico. Deposits are payable by cash or travellers checks in U.S. funds only. This will be refunded if no damage occurs to your boat.

RACE SCHEDULE

Race registration will be held Friday, November 22 and Saturday, November 23. Qualifying races will begin Sunday the 24th and continue through Monday the 25th. The championship will start on Tuesday. The series will conclude on the following Saturday.

Skippers must bring life jacket, weights if necessary. Skippers may want to bring a Protest Flag, bridle fly, hot stick, wetsuit, gloves.

HOTEL INFORMATION

The Palace Hotel will play host to the Hobie sailors. It is located in Isla Verde. It offers two restaurants, a casino, pool and gift shops.

Arrangements have been made with the El San Juan Towers, located about two minutes walk up the beach from the race headquarters. This is a newer facility and offers kitchen facilities, pool, a small market, disco, restaurant, maid service. Each unit has two double beds. Isla Verde is a twenty minute drive from downtown San Juan and is only about five minutes from the airport.

PACKAGE INFORMATION

Note that qualifying races start Sunday, November 24. The event lasts through November 30.

Palace Hotel—Two packages.

Both include: Welcome and finalist parties, awards banquet, round-trip transfers from the airport, free check-in cocktail and two luggage tags per person (given to all foreign participants at the hotel), free use of the pool with beach towel for one day and Bellman's tip in and out.

Package 1. Seven nights, double occupancy \$279.95 per person

Package 2. Nine nights, double occupancy \$356.75 per person

El San Juan Towers—4 packages

All packages include the following: Welcome and finalist party, awards banquet, round trip transfers from airport and two luggage tags per person. All rooms have kitchen facilities at the El San Juan Towers.

Package 3. seven nights, double occupancy (two double beds per room) \$417.50 per person

Package 4. seven nights, four to a room (two double beds per room) \$268.75 per person.

Package 5. Nine nights, double occupancy \$525.50 per person.

Package 6. Nine nights, four to a room \$343.25 per person.

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HOBIE BRIEFS

Hobie 18s Streak At Cat '85

Hobie 18 sailors Ray Gauthier and David Hopper snatched first and second places respectively in the Open Division of the Cat '85 festival held in Annapolis, Maryland. What makes their victory so remarkable is the fact that they were sailing against some excellent cat sailors including Randy Smyth aboard his Stilletto 23 and Cam Lewis aboard his Prindle 19. Gauthier took two firsts and finished no lower than fourth in any of the five races. Hopper was close behind with one first, two thirds and two seconds. The top five places in Division One of the Open Division went as follows: 1. Ray Gauthier, Hobie 18 - 5.50; 2. David Hopper, Hobie 18 - 7.75; 3. Randy Smyth, Stilletto 23 - 10.50; 4. Kim Higgs, Trac 18 - 12; 5. Cam Lewis, Prindle 19 - 19.

In the Hobie 16 Division, Dave Sloan of Clearwater, Florida took top honors with three points followed by John Flanagan of Baltimore with 8.75 points.

CYA Accepts Hobies As Development Class

According to the Canadian Hobie Class Association *Tell Tale*, the Class Council of the Canadian Yachting Association has agreed to accept a system of development classes which will include the Hobie 16 and Hobie 18. These will receive development class status in alternate years. This move by the CYA could have far reaching impact on the Canadian Hobie scene.

By establishing the Hobie 16 and Hobie 18 as part of their CYA program of development classes, Hobie sailors can look for more support in the form of grants designed to aid sailors from more distant regions in attending events such as national championships and world title regattas. The CYA is still establishing budgets and funding mechanisms.

Ted Cross Wins In Canada

Faithful HOTLINE readers may remember Ted Cross, the Hobie 14 sailor from Washington who, at the age of 62, is a very active racer. He was profiled in the May/June 1984 issue. Well, Cross travelled across the border to Kelowna, British Columbia to take the Hobie 14 crown at the Canadian National Championships in July. Ironically, the second place finisher was Brian Verrander, also of Washington, who is just sixteen. Now Cross will be concentrating on the Hobie 14 National Championship in Lake Mead and on prequalifying for the Hobie 14 World Championship in Puerto Rico, which will take place this October.

Surfing With Queen Elizabeth (II)

Kirk Vrendenburgh, organizer of Chesapeake Hobie Cat Fleet 54's Tune-Up Race last May, made special arrangements with the QE II for it to make a pass-by of the race site at Sandy Point State Park so that he could hold a wake jumping contest. Chase boats were stationed to observe the action and to score participants on a scale of 1 to 10. Bill and Debbie Lippincott were the winners (losers) as they attempted to surf their Hobie 18 down the face of an eight-foot wake only to dig both bows in and pitchpole. The next wave miraculously righted boat, skipper and crew. Trophies were photocopies of the HOTLINE article "Handling Your Boat In the Surf." - Walt Blakeslee

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ASK THE EXPERT

By John Hackney

Hackney, a long time Hobie sailor who has worked with Hobies for many years, welcomes questions on subjects relating to Hobie Cats and how best to enjoy them. Those with questions should write to HOTLINE "Expert," P. O. Box 1008, Ocean-side, California 92054.

TIPS FOR TURBO SPEED

I have an '84 14 Turbo (I sailed an H-16 for five years.). I cannot make my 14 "fast" downwind A to C nor on a broad reach A to B.

In simple terms, how should I "shape" the main & jib and distribute weight? What about mast rake (in heavy, medium, and light air)?

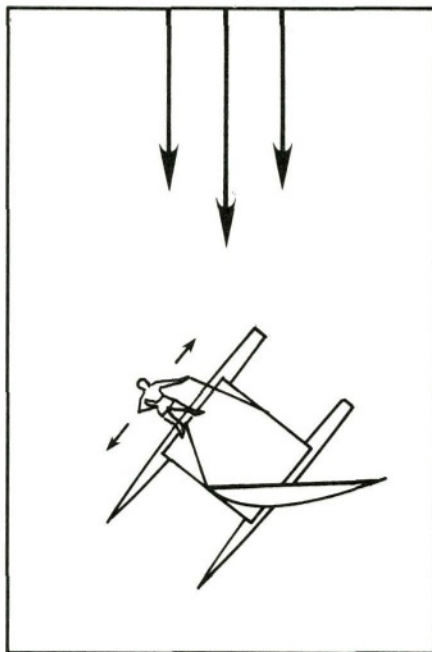
I must be doing something wrong. I can be first to A mark and last at C mark.

George Stewart
Middletown, New Jersey

As Paula Alter said to me when asked how to sail the Turbo 14 "fast" - "sail it like a 16." I wish I could end this answer here. The sailor who wrote this question about Turbo 14 boat speed ended his question with the perplexing problem of being first to the weather mark and last to the downwind mark. The first thing that comes to mind is mast rake. More rake helps in going to weather and, conversely, less rake helps downwind. Add shackles to the forestay either up above the jib or to the roller furler below the jib and move the shrouds up or down in the stay adjusters to adjust rake. It seems right now that most sailors like to run with the shroud down in the last or next to last hole in the shroud adjusters for most wind conditions. In

heavy air most will agree to rake the mast back as far as possible with a low profile mainsheet system a must (For more on this see Paula Alter's report on Gary Metcalf's tuning methods in Hot Tips.). If you are having trouble on reaches and runs but are going well to weather, you may also have a flatter mainsail than most others. Compensate for this by using a little less mast rake or lose a few pounds and smile like a Chesire cat when going to weather.

To give you more power off the wind, tighten the battens a little more. This creates a fuller sail, but remember to loosen them for heavy air sailing. Keep the telltails flowing on both the windward and leeward sides of the main and jib (although downwind the leeward side of the main sail telltails will be agitated and upwind the mainsail's windward telltails will be agitated). When sailing downwind, keep the relative wind approximately abeam (90 degrees) and also head off in puffs and head up in lulls to maintain boat speed. Turbo 14 weight distribution is important and light air requires you to be forward of the shroud and, as the wind picks up, move back. You should be out in the trapeze in heavy air, except downwind,



with your weight behind the shroud going to weather. On a reach try locking your back foot under the upper rudder arm at the very back of the hull. Ideally, keep your weight as far forward as possible and still have the bows above the water. This takes lots of concentration in windy conditions.

Your rudders could possibly be causing you some problems as well. First, buy EPO rudders (notice how easy it is for me to spend your money?) stop the hum, and then sand them with 600 grit wet sandpaper - not pretty, but very effective. The windward rudder should be lifted off the wind and some sailors even lift the weather rudder upwind.

Rudder toe-in on the Turbo 14 is still being experimented with but one-eighth inch to three-eighths seems sort of like an almost-any-kind-of-weather way to go. Adjust your rudder rake so that you have a slight weather helm.

Now for the three "T's" of boat speed: "Tactics" and "Tiller Time." Or is that Tulsa Time? Keep sailing, or, as we say in Jensen Beach, "Shred 'till you're dead!"

HOW TIGHT IS TIGHT ENOUGH?

I've had to replace the right front corner casting on my 16 foot Hobie due to cracks in the casting. Unfortunately I did not count the number of screw threads on the end of my dolphin striker, or take any measurements before replacing my corner casting. My questions are: How do I properly tighten my dolphin striker back to the original setting? What exactly does tightening up or loosening a dolphin striker do to a boat? Since I like to race my boat, I want it to be in the best tune possible. Any answers that you could give me to the above questions would be greatly appreciated.

Timothy Nordhaus
Columbus, Ohio

The dolphin striker's main function is to support some of the downward force the mast applies to the front crossbar. When you tighten the shrouds, jib halyard, forestay and trapeze, fly a hull or pull in on the mainsheet, you put pressure on the front crossbar. So just about everything you do quickly loads the front crossbar and the

Illustration by Mike West

dolphin striker. As for the original setting, my inside factory source tells me the dolphin striker should be tightened until it's snug.

The dolphin striker definitely should not be loose as this allows the front crossbar to flex under loads, slowing your boat and creating future structural problems for the front crossbar. On the other hand, if you took an air impact wrench and over-tightened the bar, you could possibly break the corner casting or, more likely, pop the mast step off the front crossbar. On the Hobie 18, overtightening of the dolphin striker will cause the mast step to lift off the front crossbar. The factory now uses four pop rivets instead of two on the mast base to stop this problem - a good retrofit idea.

As you have probably gathered by now, the dolphin striker needs to be fairly tight. Fairly tight is somewhere between too tight, which is rare, and real tight, which is a little more common. While pondering over how best to describe fairly tight, I called some of the top minds in the field of dolphin striker tightness to help out. Here is what we came up with. Take the palm of your hand and hit the dolphin striker. If you hear a thud it is too loose. Tighten until it makes a harmonic sound when struck. (We couldn't decide on the key - maybe C, after all, we're only sailors.) Also, if the dolphin striker is not tight in the striker post, keep on tightening. WD-40 or CRC should be applied to the threads of the striker rod to make the job a lot easier.



Boat performance is enhanced by a tight dolphin striker as it keeps the rig stiff, thereby not allowing any flex which is a speed draining, "slow-boat," condition. In one school of thought, to which I subscribe, it is believed that by tightening the dolphin striker on a Hobie 16, the bows are forced closer together, thereby helping windward pointing ability.

For those of you, like myself, who just read the last sentence of an article or like concise answers, keep the dolphin striker tight. The number of threads showing does not matter as this will vary from boat to boat and with age.

P.S. Add a dolphin striker to your Hobie 14!



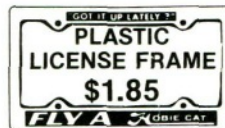
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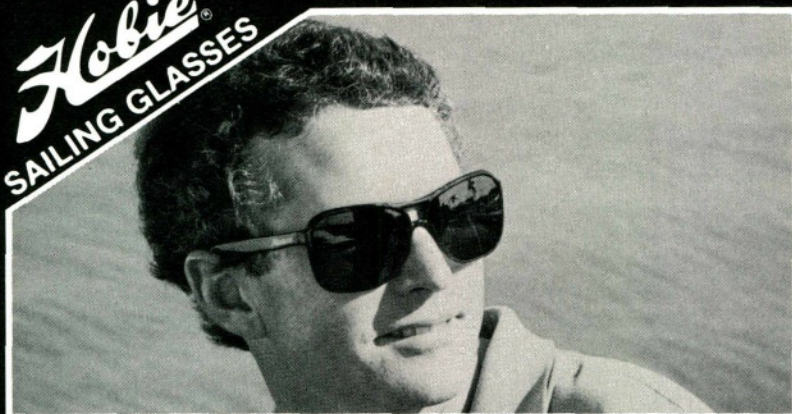


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THE FUNDAMENTAL RULES

By Dave Perry

Dave Perry is the author of several books on the rules of yacht racing including *Understanding the Yacht Racing Rules* from which this piece is taken.

The first rules in the rule book are unnumbered. They are entitled "Fundamental Rules" and address three very important issues: helping others when in a position to do so, responsibility for one's own safety, and fairness while racing.

RENDERING ASSISTANCE (FUNDAMENTAL RULE A)

Every yacht shall render all possible assistance to any vessel or person in peril, when in a position to do so.

This rule, previously Rule 58, has been inserted as the first fundamental rule, reaffirming that this principle must be one to which all sailors agree. The rule book is very supportive of this principle. Remember that the word "shall" is mandatory. If it were proved that a sailor was in a position to render assistance but did not do so, he would be liable for disqualification or further penalty under Rule 75.

Rule 46.2 reads in part, "A yacht shall not be penalised for fouling a yacht in distress that she is attempting to assist."

Rule 58 reads in part "No person shall board a yacht except for the purposes of Fundamental Rule A (Rendering Assistance)."

Rule 59 reads in part, "No person....shall leave, unless....for the purposes of Fundamental Rule A (Rendering Assistance)."

Rule 60 reads in part, "Except as permitted by....Fundamental Rule A (Rendering Assistance)...a yacht shall (not) receive outside assistance."

Rule 54.1(c) reads, "A yacht may promote or check way by means other than those permitted by this rule for the purpose of Fundamental Rule A (Rendering Assistance)."

In addition, if you have lost time and/or places as a result of a rescue, you are permitted to ask for redress under Rule 69(b) and to have the race committee consider giving you compensation for the time and/or places lost. In the event you go to a rescue, try, if possible, to accurately note the time and your position when you began sailing to the rescue and the time when you got back in the race. On boats in offshore races it is common to keep a log of times and positions to help the race committee provide the fairest compensation.

USYRU Appeal 75 reads: "FACTS: The race committee reported that catamaran 15 capsized at the windward mark and received assistance in righting from a spectator who dove from the committee boat, swam to the catamaran and assisted in righting it, and then swam back to the committee boat. The race committee proceeding in accordance with Rule 70.2 disqualified catamaran 15 for having received outside assistance, and she appealed the decision.

"DECISION: Rule 60 asserts that a yacht shall not receive outside assistance while racing with three exceptions: (1) a person may come aboard to attend to an injured or ill member of the crew as provided in Rule 58; (2) she may receive assistance when a person is in peril as provided in Fundamental Rule A; and (3) she may receive assistance from the crew of a vessel fouled as provided in Rule 55. The facts submitted by the race committee do not indicate that any of the exceptions was applicable in the situation. Therefore the decision of the race committee is affirmed, and the disqualification of catamaran 15 for infringement of Rule 60 is sustained."

IYRU Case 38 reads: "SUMMARY OF THE CASE: One of the dinghies capsized during the race. Upon reaching her, a

second yacht asked if she needed assistance. Told that she did, the second yacht came alongside and took the two crew members aboard. Then all hands worked to right the first yacht, which took several minutes, owing to the fact that her masthead was stuck in soft mud. During the interval, a third yacht came by and the helmsman of the assisting yacht hailed her that there was no point in continuing to race for he intended to claim that the race should be abandoned. Upon reaching shore the assisting yacht requested redress, inasmuch as her action in rendering assistance had prejudiced any chance of her winning or placing in the race. The request cited Rule 69, and the redress sought was abandonment.

"The race committee considered several factors in its decision. First, the helmsman of the capsized yacht was a highly-experienced sailor. Secondly the wind was light, and the tide was rising and would shortly have lifted the mast free. Thirdly, she did not ask for assistance; it was offered. Therefore, neither yacht nor her crew was in peril. Accordingly, the request for redress was refused. Nonetheless, since the second yacht's hail to the third yacht has prejudiced the latter's finishing position, the race committee decided to abandon the race under Rule 5.4 (Reasons directly affecting...the fairness of the competition) and ordered it to be resailed.

RESPONSIBILITY OF A YACHT (FUNDAMENTAL RULE B)

It shall be the sole responsibility of each yacht to decide whether or not to start or to continue to race.

There have been attempted lawsuits brought unsuccessfully against race committees by sailors who have had accidents during races in strong winds. Their contentions have been, in part, that the race committee has jeopardized their safety by holding races in severe conditions. USYRU Appeal 209 is crystal clear: "The decision whether to start, postpone, or abandon a race is a matter solely within the jurisdiction of the race committee. Under Fundamental Rule B-Responsibility of a Yacht, each yacht has

the sole responsibility to decide whether or not to race. If it decides not to race it cannot claim its finishing position was prejudiced. If it disagrees with the race committee's judgement, its recourse is to the Commodore of the host club (or association)." Notice that it is the yacht's responsibility to decide. Every sailor on a yacht has the responsibility to decide. Every sailor on a yacht has the responsibility to voice their opinion as to whether or not to start or to continue to race. Nothing in this rule protects an owner, skipper, or helmsman from a liability suit by their crew.

One related topic is the Life Jacket Signal (Code Flag "Y"). Many race committees utilize this provision of Rule 4.1, which reads, "Code Flag Y--Life Jacket Signal, means: Life jackets or other adequate personal buoyancy shall be worn while racing by all helmsmen and crew, unless specifically excepted in the sailing instructions." However, the rule continues, "Notwithstanding anything in the rule, it shall be the individual responsibility of each competitor to wear a life jacket or other personal buoyancy when conditions warrant. A wetsuit is not adequate personal buoyancy." The message is clear: Whether or not the race committee flies International code Flag "Y," it is your responsibility to decide when to wear your life jacket, and whether to stay out on the water or return to shore when conditions become worse.

FAIR SAILING (FUNDAMENTAL RULE C)

A yacht shall participate in a race or series of races in an event only by fair sailing, superior speed and skill, and, except in team races, by individual effort. However, a yacht may be penalised under this rule only in the case of a clear-cut violation of the above principles and only when no other rule applies.

This rule sets down the principle of fairness under which we all should agree to race. We agree to be fair, to attempt to win using superior boat speed and racing skills as opposed to other means, and to not receive any help from other boats or people on the race course, though in team racing we can obviously get help from our teammates (Appendix 4).

Notice that a yacht cannot be penalised under Fundamental Rule C unless no other rule applies to the particular situation. In addition, there must be a "clear-cut" violation of the Fair Sailing principles. In IYRU Case 107, "a more experienced helmsman of a port-tack boat hailed Starboard to a beginner who, although on starboard-tack, not being sure of himself and probably being scared of having his

boat holed, tacked to port to avoid a collision. No protest was lodged." One school of thought argued that it is fair game, because if a helmsman did not know the rules, that was his own hard luck. The other school rejected this argument, on the grounds that it was quite contrary to the spirit of the rules to deceive a competitor that way. It is known that such a trick is often played, particularly where novices were involved, and therefore guidance was sought on whether a protest committee should or should not take action under Fundamental Rule C--Fair Sailing.

"ANSWER: A yacht that deliberately hails Starboard when she is on a port-tack has not acted correctly and is liable to disqualification under Fundamental Rule C-Fair Sailing."

In deciding whether to apply the Fair Sailing rule, I feel it is important to consider the motive for the action, i.e., was it an intentional violation of one of the Fair Sailing principles? Here are some examples: 1. A port-tack boat is reaching by to leeward of a starboard-tack boat before the start. Suddenly, the starboard-tacker did alter her course and the port-tacker has no chance to keep clear, the starboard tack boat is disqualified under Rule 35 and the Fair Sailing rule cannot be used.

Now, the same two boats are passing. This time the starboard-tack boat does not alter her course but just as the boats are passing, her boom suddenly flies out and hits the port-tacker's shroud. If it was determined that S's skipper let the boom out intentionally to hit the boat on port, it would disqualify S under the Fair Sailing Rule.

2. Two boats come off the starting line side by side in very light air. Suddenly, the leeward boat rocks hard to windward, the tip of her mast hitting the tip of the windward boat's mast. The leeward boat did not alter course and held the right-of-way. If it was determined that the action was done solely to try to touch the windward boat, it would again disqualify her under the Fair Sailing Rule. I would apply the same reasoning to a leeward boat whose crew goes out on the trapeze in light air or otherwise reaches out and touches the windward boat for the sole purpose of "fouling the other boat out."

If a protest committee wants to give a stiffer penalty than disqualification in a race for a situation where they feel a principle of the Fair Sailing rule has been intentionally violated but where another rule also applies, they can use Rule 75.1 (See discussion of Rule 75). This was the rule under which the Finn sailor was disqualified from

the 1984 U.S. Olympic Trials, which he had otherwise won, thereby preventing him from representing the United States at the 1984 Olympic Games. (See IYRU Case 78 and the discussion of Rule 75.)

One common practice that I feel strongly is not a violation of Fair Sailing or a gross breach of sportsmanship is the tactic whereby one competitor tries to put boats between himself and another competitor at the finish. The likely scenario is: On the last beat of the race, Boat A is winning the race and Boat B is second. If Boat B finishes second, they win the series; but if Boat B finishes worse than fifth, then Boat A will win. Beginning the final beat, Boat A turns around and sails back towards Boat B. Because she is not on a "Free leg," Rule 39 does not apply and Boat A may sail where she pleases provided she keeps clear when required. Boat A positions herself on Boat B's wind and proceeds to slow Boat B for the entire leg. At times, Boat A is only sailing "half speed" in order to further slow Boat B. Finally, at the finish, Boat B crosses in eighth place.

As long as Boat A violated none of the rules (in which case Boat B would simply protest), nor acted in collusion with any other boat, she has not violated the Fair Sailing rule. She has raced by individual effort, superior skills, superior speed when necessary, and by fair sailing.

The phrase "superior speed" does not imply that it is a violation of the Fair Sailing rule to sail slowly, either intentionally or unintentionally. There are many circumstances during a race in which it is a good tactic to slow down, such as when early before a start, on the outside of a group of boats at a mark, or pinned to windward of a leeward boat that is luffing you. Besides, many races and series are won by boats that were not the fastest but were the smartest, the most skillful and consistent, or even the luckiest.

Though some may shiver at the notion that it is okay for one boat to actively try to hinder another boat's race, the racing rules themselves are in no way constructed to discourage, inhibit, or prevent this. In fact, it is quite common for one boat to try to start close to leeward of another for the purpose of hindering the other's start, to intentionally tack on someone's wind on a beat, or to luff a boat downwind. In addition, it is quite common for sailors to be aware of "who their competition is" from the outset of a race or series and to actively seek opportunities to hinder them early on. As long as it's done on a one-to-one basis and within the yacht racing rules, there is no problem and the boat that demonstrates the superior speed and skill when necessary will win.



FLYING THE SUPER 18

By Don Algie

Editor's Note: Australian Hobie sailor Don Algie is fresh from his team's adventures in the newly formatted Worrell 1000 which was opened to any kind of catamaran under twenty feet long. Most sailors chose to modify their boats. Below is Algie's description of how his team changed the Hobie 18 to make it more competitive against other altered designs. Please note that such changes to Hobie Cats may render your warranty void and that such changes must be reversible if sailors still wish to race in World Hobie Class Association events.

According to Sandy Banks, Executive Director of the WHCA, the "WHCA neither supports nor opposes some of the suggestions and recommendations made by Algie and supported by other Australian sailors. The idea of one class of Hobie Cats with open sail rules is very interesting. The Hobie 18 Magnum would be perfect for this. The Magnum is not different enough from the standard Hobie 18 to have two completely separate classes and have them both be successful. A Hobie 18 Super Magnum class would be a success if the Hobie 18 skipper could race either way and stay within the rules. I'm very interested to see what skippers have to say."

The 1985 Worrell 1000 may have lost some of its original appeal now that it has changed formats once again from Hobie 16s racing non-stop up the Atlantic Coast from Fort Lauderdale to Virginia Beach, but it sure has opened up a whole new era in small catamaran racing.

The new format of open class with boats measuring a maximum of twenty feet by eight feet left a few of the older Worrell veterans wondering just what boat and modifications would combine to win the race. Certainly there should be a boat that could handle the ever present rough conditions experienced in the race and also one that could be speedy enough if the winds were to maintain the downwind broad reach which usually dominate the event.

When the boats that made final acceptance lined up at Fort Lauderdale for the start of this year's race, there were eleven boats and six different makes to take on the challenge. Without taking anything away from any of the competitors and their performance, none was without its backers and its knockers. At the line were two lightweight Prindle 19s, three NACRA 5.8s, two Super Cat 19s, two G-Cat 5.67s one Stampede and a lone Hobie 18. The Hobie 18, entered by the Australian team, came in for its share of criticism because almost everyone believed that the heavy weight and short water length of the Hobie did not stand a chance against the specially built, lightweight boats entered by some of the factories as well as the other boats of longer waterlines.

To help combat the obvious handicap the Hobie started with, the Australian team set to try and make the Hobie as competitive as possible. Starting with an absolute standard Hobie 18 out of the box, the boat was weighed so that the builders, Kim Thomas and myself, were aware of just what had to go into the process.

The sails to be used were designed by Chris Cairns of Flower and Adams Sails of Sydney, Australia. Chris Cairns is the current Tornado World Champion. He had

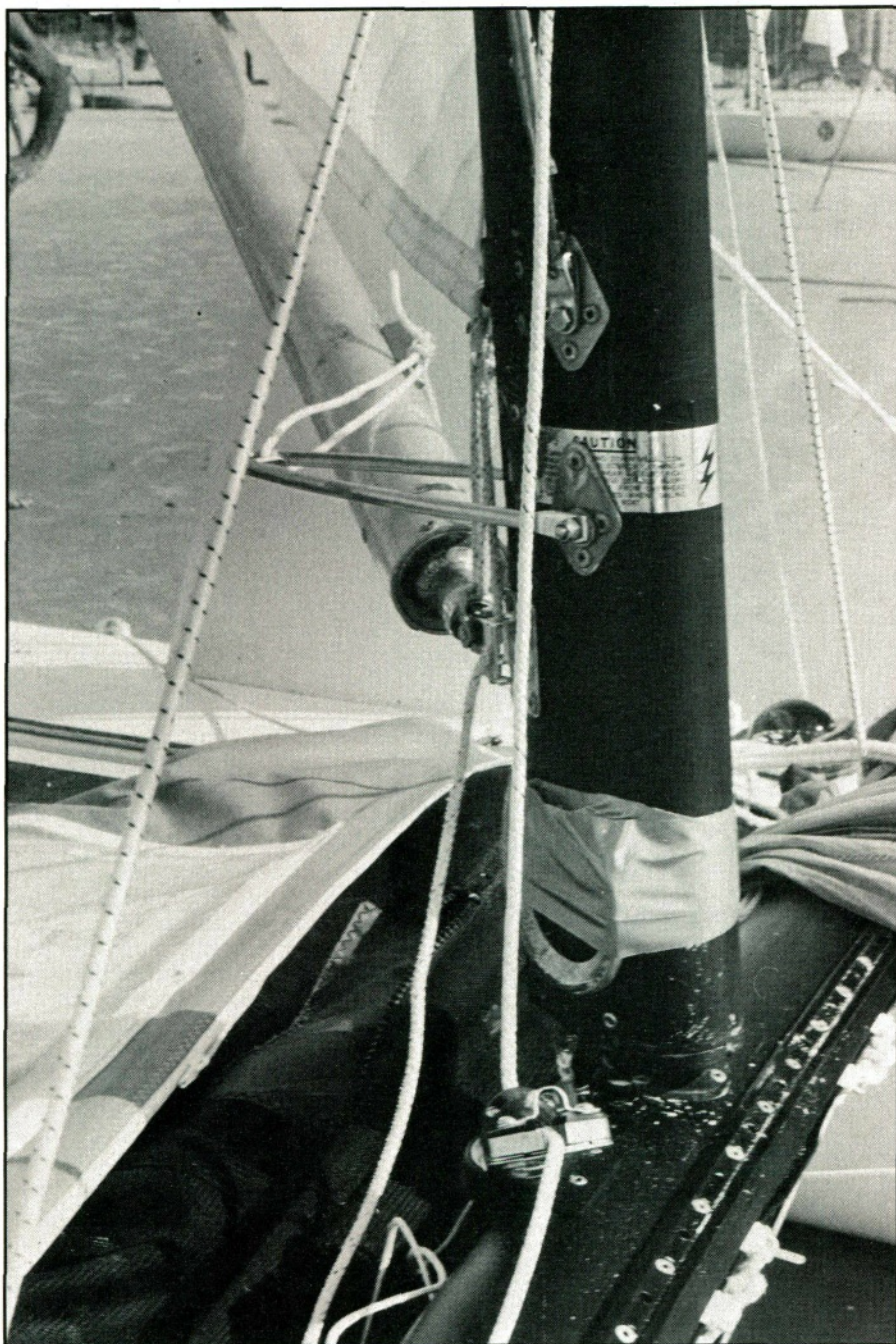
definite ideas on how the main and jib should look and combine to work together. The mainsail was redesigned completely and had a ten-inch longer luff and twelve-inch longer foot. Both of these mainsail modifications necessitated two real non-standard modifications to the mast and boom.

First, a Hobie 16 mast head replaced the Hobie 18 mast head. This was done for a couple of reasons. It allowed the main to be drawn higher to the head of the mast and also allowed the use of a Hobie 16 halyard lock instead of the troublesome 18 locking system. Then the boom yoke location plate and the mast rotation attachment were relocated eight feet further down the mast. This latter modification meant that the boom would be much closer to the trampoline and restrict area. The main was cut with a more radical angle on the front so that the rear of the boom was higher off the tramp. The main had no lower batten and a curved footing.

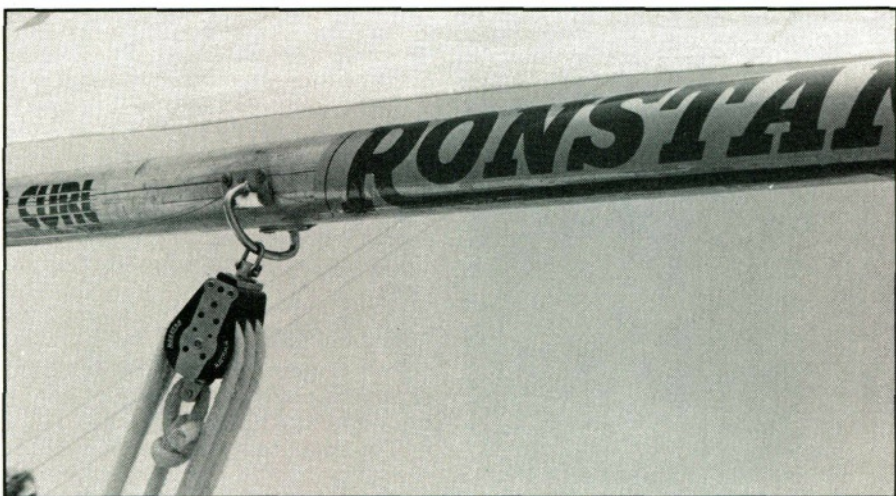
The standard Hobie 18 boom section was not strong enough to take the extra pressure and a new three inch diameter alloy tube section boom was used with no outhaul adjustment. Because of the angle of approach, as the mainsheet pressure was applied it automatically tightened the outhaul, and as pressure was relieved, the battenless foot would loosen for downwind sailing. In all, the mainsail was approximately 34 square feet larger than the standard Hobie 18 main.

The jibsail was recut to be flatter with a shorter foot than normal and replacing the area further up on the leech. Two short leech battens were added to stabilize the trailing edge.

The diamond stays were standard except for a more radical aft angle to allow for more mast bend. In fact, most times the diamond stays were left as loose as possible to also allow for more mast bend. A spinnaker halyard tang was mounted three feet above the jib tang. This distance was later found to be ideal for the existing wardrobe of spinnakers, but in future it



Additional relocation of the mast rotation away from the original spreader compression plate. All boom hardware is relocated lower. Note the strengthened boom made from four inch tube section alloy. Cam cleat on the front crossbar is for the spinnaker halyard lock. Note the spinnaker pole traveller track on the front crossbar. The lucky horseshoe was taped to the mast.



The extra-strong boom block and mounting bracket was later modified with an additional mounting bracket to further spread the load. The extra-long foot on the sail created a pressure point mid way along the boom when sheeted in.

could easily be mounted a foot under the mast head.

The jib traveller tracks were removed and replaced by a single traveller track that ran the whole distance of the trampoline. This was to allow for the use of three traveller cars on each side. One for the jib, one for the spinnaker cam cleats at the rear and a central traveller to tweak and cleat the spinnaker ropes.

The spinnaker pole arrangement was possibly the most ingenious of any of the boats in the race and certainly became the topic of discussion for many old spinnaker hands. The system is a copy and modification of the Bow Sprit spinnaker poles used so successfully on the Sydney 18 Skiffs. A full width track was mounted on the front of

the front cross beam with a traveller that connected with the dual tapered eleven-foot-long spinnaker pole. The pole passed underneath the bridle wires and jib furler box. Here it passed through a specially machined teflon ring that was stabilized with a second set of bridle wires to the hulls. This stopped the uplift of the pole under pressure and the ring was attached to the standard bridle wires to stop the pole from dropping.

The teflon ring acted as a center pivot when the inside end of the spinnaker pole was traversed to allow for a more direct downwind angle on the spinnaker. The spinnaker pole also allowed for forward and aft angle adjustment of the spinnaker through an internal rope cleating line. This was to allow for more lift angle to keep the bows of the boat clear of the water downwind.

All other aspects and equipment were standard Hobie 18 running gear. It may sound like the boat was highly modified, but, in fact, the modifications were only to allow for the use of extra sail area. This was simply adding horsepower to the smallest and second heaviest boat in the race.

The two areas that the Australian boat fell below par were the weight of the boat at 442 pounds, and the lack of testing time with spinnakers that would have meant running a 400 to 500 square foot downwind spinnaker instead of the 300 square-foot spinnaker that was used.

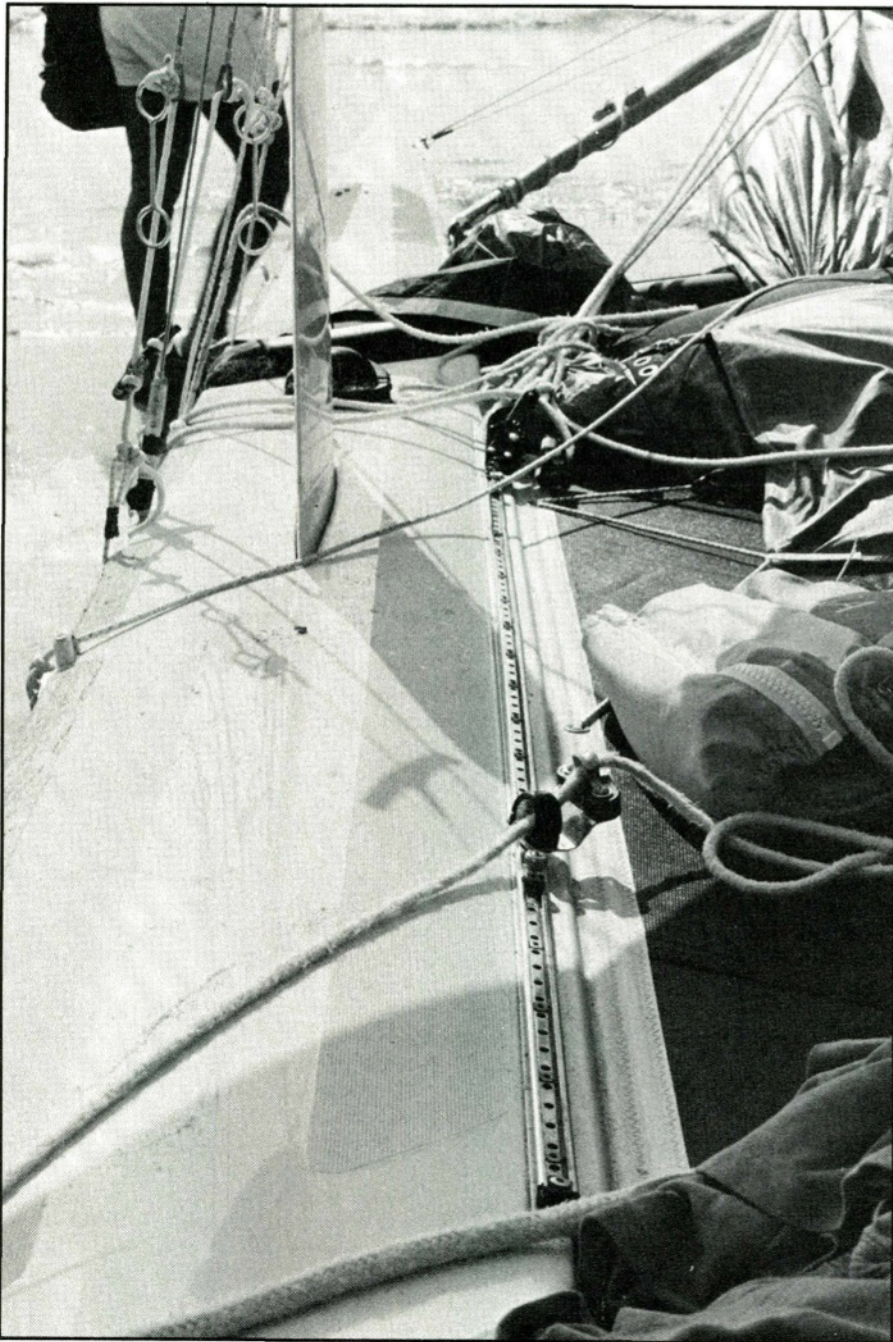
Apart from these two areas the performance of the Hobie 18 was nothing short of amazing. The downwind predominance of the race did not suit the Hobie, however it was the only boat in the race to beat the Prindles into one of the checkpoints. This was on a windy leg and was certainly attributable to the skill of skipper Ian Bashford and crew Rod Waterhouse.

In summing up the performance of the Hobie 18 in the race, Bashford said that the sails, especially the mainsail, was superb. He claimed that he could have carried a mast head spinnaker instead of the fractional rig with ease. More to the point, our complete team believed that the Hobie 18, with plenty of preparation time and testing could have given the Prindle 19s a run for their money. Had the weather been more mixed up with tight reaching and beats in stronger weather, the Hobie just may have had the beans to pull it off. However, the race was won by Randy Smyth and Jay Glaser and credit is due for their performance and preparation. Our verdict is that we'll be back to fight the bigger, lighter cats again. But next time, look out.

A NEW CLASS?

After the success of the Australian team at the Worell 1000 (not by winning but proving that the Hobie 18 can mix it up with the best), the Australians are now preparing to launch a new Hobie class

Original jib traveller tracks were removed and replaced with a full length traveller track that catered for spinnaker tack, spinnaker tweaker and jib sheet. Also note the location of the spinnaker pole on the inside of front hull for maximum wind angle.





Down Under.

Hobie sailors are forever trying ways to extract more speed from the off-the-beach cats they love. Strict class rules only allow for this extra speed to be tweaked within the tight rules set down by the class associations within each country. However this does not stop Hobie sailors from experimenting and trying new rigs and sails outside of class racing. In a country like Australia where mixed fleet racing is more the rule than the exception, the emergence of the super modified boats such as the Sydney 18 Skiffs create excitement.

Why should everyone else have the excitement when with the low-cost basic Hobie 18 we can create our own exciting Super Modified Class? If you have never sailed a boat with a spinnaker, you don't know what you are missing. If you have had the opportunity to sail an eighteen-foot cat such as those which emerged from this year's Worrell, you have to admit that it is a new adrenalin pumper.

The basis of the Hobie Super Modifieds will be the Hobie 18 with standard rig. That is to say that boats to be used will be as class legal except for sails. Standard mast and stays, standard hulls, boards and rudders, standard rigging and hardware.

As far as the sails are concerned, these can be made by any sail maker, of any size and shape as long as the combined jib and main do not exceed twenty percent more area than the standard Hobie main and jib. Two extra sails such as spinnakers or reaching genoas can be carried with a maximum area of 500 square feet com-

bined. All additional sails must be carried on the boat during racing. In lieu of this we are thinking of a total maximum sail wardrobe of 750 square feet made up of four sails to be carried during racing.

The boats should be Hobie 18 Magnums with allowable modifications to allow for a more secure operational beam area further aft of the standard wings. This would make for better control on reaches.

Spars must be detachable so as to allow boats to still be returned to class legal racing. Spinnaker poles can be of any design and booms may be replaced as long as the standard goose neck fittings are used. A mainsheet system of seven to one is maximum and the standard traveller system will be retained.

Of course, these modifications would render your warranty null and void. The choice is up to you, the owners, to try the new class and see if the fun is worth it. We in Australia are going to give it a go and we know we'll have fun in the process. It may just keep the high performance skippers from moving up to some of the more sophisticated cats on the market and save you outlaying for a new boat. Remember that the whole idea is new, and we in Australia would like to see if Hobie sailors in North America and Europe would like to move into the really fast lane with the Super Modifieds.

The bottom line is that the boats and class must allow for the use of these boats as class legal with all modifications removed. If you have time to let us know your thoughts, send them to HOTLINE so everyone else can hear.

This view shows how much windward angle can be gained with a bow sprit spinnaker pole set for maximum downwind performance. The Teflon ring spinnaker pole support mounted under the jib furler is held in place with additional bridle wires and also tied to thimbles on the furler box.

Not only has it been a busy summer in North America, but the Europeans have also been making the most out of the summer months with a variety of races and special events which involve sailors from all over the continent. Three important events; the annual Texel Race, the Hobie 14 European Championship and the second Mediterranean Hobie Fun, exemplify the gusto with which the Europeans are pursuing Hobie sailing. They are making the continent one of the premier Hobie sailing regions of the world. Maria Jose of Spain and Tony Laurent of France report on the action.



The idea to hold a European championship in Cascais, Portugal was, perhaps, a little ambitious to start with. Everyone knew that Portugal was a great place for a holiday but maybe not everyone knew of the new and dynamic Hobie fleets in that country. With the added assistance of those two renowned regatta organizers, Damia and Maria Jose of Hobie Cat Spain, it just had to be good. Combined with the great sailing conditions and perfect hotel and beach arrangement, the championship was well underway to being one of the best yet. Then there were the Portugese people. They are surely one of the most friendly and enthusiastic host fleets with which you could ever wish to sail. From the moment the competitors and friends began arriving in Cascais, all were immediately taken by this overwhelming hospitality.

Regatta headquarters were based in the Hotel Baia, just fifty meters across from the beach where forty new factory boats sat waiting for the coming weeks' activities. The pre-qualifying rounds were conducted on Monday and Tuesday. These were also used as an opportunity to hold the first Portugese National Championship, an event won by popular local sailor, Sr. Caído.

The prequalifying event itself was won by a visiting Australian sailor, Phil Duchatel. Phil and his charming girlfriend, Debbie Adams, had arrived at the last minute from a holiday in Turkey. Both had been to Portugal before and were not going to miss another opportunity to return to this lovely country.

Conditions for the prequalifying rounds were to set the trend for the remaining five days: warm, clear sunshine and a steady 15 to 25 mph north wind.

Tuesday was the first evening of the rigorous social program held at the Cascais Yacht Club to announce the qualified skippers. With the following day's semi-finals scheduled to start around midday, even the more serious competitors were inclined to take part in the local wine tasting and fish barbecue which accompanied the announcement. In fact, a few

HOBIE 14 EUROPEAN CHAMPIONSHIP

were noticed to be eagerly involved with the local folk dancing performance.

For the semi-finals, provision was made for eight races, thereby allowing each skipper four to count, with no drop. Most sailors were aware of the need to avoid any major dramas at this early stage. A point further compounded by the fact that about twenty percent of the semi-final fleet experienced at least one capsize on the second day. The reach mark had been set in the lee of

the yacht club, an imposing old fortress, which caused the increasing wind to perform in some strange ways. Much to the spectators' delight, this area proved to be quite a hazard for a few unsuspecting skippers who felt compelled to gybe around the mark just as the water suddenly became dark and nasty from the wind.

Apart from a little wounded pride, no one was really hard done by these antics and by Thursday evening all semi-finals racing had been completed. A great deal of credit for this goes to Sr. Joao Cascais, the cool and very experienced committee chairman who had volunteered his services for the event. Also to Damia Vallve who expertly supervised the round robin boat change between races. Best time for this turn-around was an amazing twenty minutes, not bad when you consider that all instructions had to be conducted in Spanish, Portugese, English, French and German.

According to the semi-final results, there



was another "kangaroo" who seemed to be sailing reasonably well, despite being heavily involved in the social program. Tony Laurent, sailing on behalf of the Hyeres Hobie fleet in France, where he now lives, had finished the semi-final round with a comfortable lead of ten points. In second place was Jean-Pierre Foucaud, also from Hyeres. The strong German team, headed by twice former European Champion, Dirk Reinhardt, had not yet demonstrated the renowned ability that usually marks their involvement in Hobie Cat racing. However, the limited experience of the Portuguese sailors was not proving to be a handicap at all. To the contrary, the refreshing and enthusiastic approach to racing by these guys and girls really seemed to be producing some results. Local expert and fleet captain "Facardo" Vilardebo must have studied the technique of the famous Tahitian Kitty Salmon, judging by the way he comfortably raced to windward sailing with one rudder up.

The first race of the finals on Friday was won by Tony Laurent with fellow Aussie Duchatel in second place. The second race of the day saw a late run by the Germans with three placings in the first five. Tony Laurent again won the first race on Saturday (All the sailors liked starting the first race of each day after lunch!). Now with a total of four wins, he seemed almost assured to take the title with one race still to sail.

However, the most astounding performance of the finals was from Gerard Fulgoni of France. Those who had the pleasure of meeting Fulgoni during the last Hobie 14 World Championship in the Philippines, will remember well this ever-cheerful Frenchman who seems completely undeterred by the obvious handicap of sailing with one leg. Fulgoni often carries on his boat a fond souvenir of that World Championship, a boxing kangaroo flag proudly presented to him by the Aussies in the Philippines.

With an already consistent score of three, four, and five, Fulgoni lead a strong French challenge in the last race which secured second and third place overall for France. Tony Laurent held on to a steady lead and probably would have been able to stay on the beach for the last race and, considering the scenery, he would have been happy to do so.

The presentation ceremony was held in the luxurious Hotel Palacio Estoril accompanied by a sumptuous banquet. A fine way to finish a great series. Master of Ceremonies John Dinsdale spoke for all present when he paid tribute to the excellent organization and warm, friendly atmosphere created by the Portuguese people at this year's Hobie 14 European title.

HOBIES DOMINATE TEXEL AND LA BAULE

Seven-hundred-eighty catamarans in 46 classes from all over the world converged on the quiet sheep farming island north of Holland called Texel. The Ronde om Texel or Round Texel race has developed into what the organizers rightfully call the biggest cat race in the world. The idea of the race is to see who can get around the island the fastest. Incredibly, all the boats start en masse.

The 1985 race saw Hobie 16s take six of

the top ten places including first, second and third on corrected time.

In France, the annual La Baule race is considered by most to be the yardstick by which all mixed catamaran designs are judged. For the second straight year, this event was won by a Hobie 16 and, once again, Hobies dominated the top ten places. With results like these, the European Hobie sailors are proving that they are among the best cat sailors on the continent.

MEDITERRANEAN HOBIE FUN

For eight long days starting on June 29 and continuing through July 6, thirty Hobie 16s and three Hobie 18s (racing unofficially) raced south to north along the Catalan Coast of Spain during the Second Annual Mediterranean

Hobie Fun, an event which tries to combine tough, endurance sailing on the water with the strictly fun characteristics most Hobie events have in common.

This is the first event of its kind in Europe, and, according to Europeans, this sort of one-design race was needed apart from the hard core events like the European Championships. The sailors could sail all day and dance all night, a feat that is not nearly as easy as it may sound.

In the first race, held last year, only nine of the starting eighteen Hobie 16s managed to finish. The percentage went up slightly in 1985 as 17 of starting thirty were



DANGER

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

DANGER

able to reach the end of the race near the French border.

The idea of the race is similar to that of the Worrell 1000 in that skippers race from Amposta on the River Ebro, to Rosas in the north. The race covers 200 miles of the 240 mile long Catalanian Coast. These miles are divided up into eight segments, with the most grueling being the Castelldefels to Calella portion which covers 43 miles but normally suffers from a lack of wind. What wind there is comes from the east which forces skippers to sail seventy miles in order to cover the course. In 1984, racers sailed for eight hours, but this year, the first boats were still four miles off the coast when night fell and the race had to be cancelled after ten hours of sailing.

The winning team this year was a father/daughter tandem, Philippe and Ingrid

Duperieux, natives of Belgium who reside in Benidorm, Spain. They had finished second in last year's race.

The race also serves to qualify a team for the Hobie 16 European Championship. This year, a young Spanish team, Felix Grima and Jose Marin, qualified to make the trip to England. Another award is given to the most "simpatico" participant and is voted by all the racers at the final awards party. The sailors of Coca-Cola France Team Fabrice won a weekend for two on the resort island of Ibiza complete with air fare, hotel and a Hobie Cat waiting for them to use.

This year's edition of Mediterranean Hobie Fun failed to best last year's time of 29 hours, 52 minutes, which is not only the record for the event but also for the fastest time sailing the Catalanian Coast.

EUROPEAN NATIONAL CHAMPIONSHIP RESULTS

Here is how things stacked up in each country after the various national championships were held.

FRANCE

Racing was held in Cannes from May 12 through May 16.

Hobie 14

1. Guy Pasquier - Toulon
2. Andy Leontieff - Cazaux
3. Tony Laurent - Hyeres
4. Jean-Pierre Foucaud - Hyeres
5. Jacques Le Voguer - Les Lacques

Hobie 16

1. Nagy/Alboudy - Cannes
 2. Foucras/Herry - Cannes
 3. Lener/Looten - Dunkerque
 4. Wycisk/Von Kroge - Hamburg
 5. Balteaux/Charpail - Toulon
- Hobie 18
1. Dinsdale/Schramm - Hyeres
 2. Bonhomme/Weecksteen - Hyeres
 3. Deslos/Parlier - Arcachon
 4. Garin/Sauvaigo - Cannes
 5. Dupin/Guerib - Hyeres

WEST GERMANY

Races were held in Wyck and Fohr May 16 through 19.

Hobie 14

1. Dr. Wolfram Vogel
 2. Sigi Lach
 3. Dierk Reinhardt
 4. Ronald Drews
 5. Jorg Merten
- Hobie 18

1. Dr. Micheal Rust/ Anne Radmacher
2. Zimmermann/Quakernack

3. Laux/Nelles

4. Ernst/Statfeldt

5. Fuchs/Fuchs

NETHERLANDS

Races were held at Oud Naarden July 5 through 7.

Hobie 14

1. J. Van Spellen
2. F. Veller
3. G. Loos
4. R. Deark
5. V. Bood

Hobie 16

1. Van der Plaat/Van der Plaat
 2. Jan Lange/Sone
 3. Jan Neerguard/Damm
 4. Moore/Moore
- Hobie 18

1. R. Jonker/Cerduab
2. Dr. Rust/Anne Radmacher
3. Hever/Hever
4. Zimmermann/Quakernack
5. Ernst/Kappelstein

ITALY

Races were held at Tirrenia June 13 through 16.

Hobie 16

1. Giannessi/Grassi
 2. Posani/Piras
 3. Loy/Carrus
 4. Bertini/Taccola
 5. Bozzano/Mortola
- Hobie 18

1. De Marinis/Maltagliati
2. Lodovichi/Bani Marco
3. De Toro/Scalzo
4. Dalli/Ammannati
5. Ryan/Ryan

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Absolut Cup 1985



HOBIE 14 U.S. NATIONAL CHAMPIONSHIP

This year, the thrill of sailing combines with the excitement of Las Vegas, because the Absolut Cup racing series is bringing the Hobie 14 U.S. National championship to Lake Mead, Nevada October 27–November 3, 1985.

Lake Mead is just thirty minutes from the glitter of Las Vegas, and the wind reputation for the area promises this event to be one of the best ever.

ACCOMMODATIONS

Two types are available. There are also plenty of camping sites.

RENTAL BOATS

The WHCA will not be supplying all the boats at this event. Rental boats will be available on a first come first served basis with priority given to Divisional, Area and High Points winners who live the furthest from the site. Be sure to indicate on your race registration form how you are qualified and if you need a boat. A maximum of twenty rentals will be available for \$100.00. Rental boats will be available Friday afternoon for those skippers wishing to arrive early.

BOAT DAMAGE DEPOSIT

A deposit of \$200.00 will be required upon registration at Lake Mead. It will be refunded if no damage occurs. It will become deductible if damage or loss of equipment occurs.

THE RACE SCHEDULE

Qualifying races will be held Sunday and Monday. The Championship series will begin on Tuesday with the finals being held Friday and Saturday. In the finals, all skippers will be required to use a sail supplied by the WHCA.

Skippers must bring life jackets, weights if necessary. Skippers may want to bring adjustable hiking straps, protest flag, hot stick, bridle fly. Hot Sticks will not be supplied.

REGISTRATION FORMS see page 61.



United States Hobie Cat National Championships

WANTED

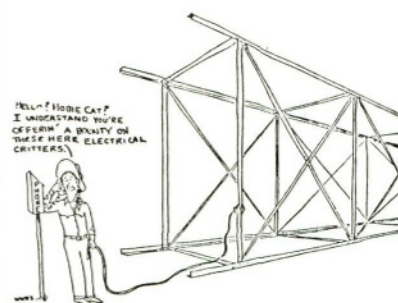
Information leading to the elimination of low power lines in sailing and launching areas.

REWARD

Hobie Class Association goodie for the following participation:

- Scout your areas for low power lines.
- Write a letter to the power company in control of those lines, outlining the hazard for sailors, and asking the company what action they will take to rectify the matter.
- Send a copy of the letter to us. Send a copy of the response, once you get it, too.

Hobie Cat will support your effort with a follow-up letter to the power company and forward your reward.



The Hobie Cat Bounty Program has been extremely successful. Power companies will respond to your requests. As they say in the industry, "Look up and live."

Send copies of letters and responses to:

Hobie Cat Bounty Program
P.O. Box 1008
Oceanside, CA 92054



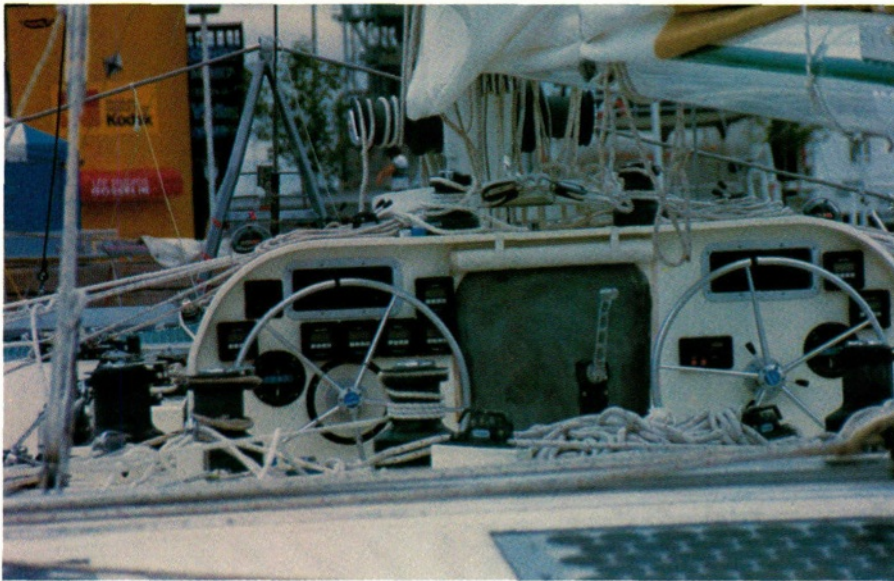
Life Aboard The Maxis

The Canadian Coast Guard towed the competitors out of the ship basin in groups of three or four. When it was our turn, a team of four Zodiacs positioned themselves one at each bow and one at each stern. We dropped our mooring lines from *Royal*, an 82-foot catamaran sponsored by the French tobacco company of the same name, and slowly made our way out, Zodiacs as tugs, past the rafts of other boats. We could see the crowds of spectators already gathering. They were lining the walls of old Quebec City and relaxing on the lawn of that picturesque landmark, the Hotel Frontenac. They had come to watch 49 of the world's fastest ocean-going multihulls vie for position on the narrow St. Lawrence River. The race would take them 700 miles down the St. Lawrence Seaway and another 2,200 across the North Atlantic to St. Malo, France. The Snowbirds, the Canadian precision flying team, zoomed in formation overhead as we sized up our competition before the starting sequence. Three French 85 footers and a Canadian 80 footer looked tough to beat, but we knew that any of the class A boats sixty feet and over had the potential for a good finish. The starting sequence ticked down, the cannon was fired and we were off.

Offshore multihull racing is becoming increasingly popular in Europe where



Photography by Geri



grueling long-distance races draw large fleets and broad media coverage. Corporate sponsorship abounds with large budgets for exotic boats, state-of-the-art sails, full-time professional skippers and crews. In the past several years, the big catamarans have been proving themselves the boats to beat by frequently taking line honors from the big trimarans and exotic foilers. While the catamaran configuration is clearly fast on the ocean, it is still a relatively new art and science. The designs show a lot of diversity with some boats sporting low, piercing bows and others built with high, flaring bows.

Some have low, straight cross beams with the accommodations in the hulls while others have high, arching beams with central pods or accommodations inside the crossbeam itself. The rigs vary drastically in size and proportion with most having huge, fully battened mainsails. A few even have rotating carbon fibre wing masts (Royal has reported doing over 20 knots under wing mast alone.). Materials and construction vary just as drastically as the designs. While cats are fast, they're still very much in the developmental phase with a little more being learned with each new boat, each success and failure, and each ocean crossing.

Sailing the big cats, it quickly becomes apparent that they are ocean going machines. They need sea room to get cranked up to speed and dialed into efficient trim. They need sea room to maneuver and cover surprising distances while completing a tack or gybe. Rounding a crowded leeward mark Hobie-style just isn't done and starting line collisions between the big maxis are embarrassingly frequent. Compounding the handling problems is the fact that the big cats are

sailed with tiny crews. An 85-foot maxi cat might carry a crew of six or seven as compared to a racing monohull of similar sail area that would carry a complement of twenty to 25. The reason for this is that many of the boats up to sixty feet are sailed in single and double-handed races such as the OSTAR. They are equipped for short handed sailing and many skippers don't want to carry the extra weight of a large crew in races that call for crews. Even the 85 footers only have as much room for accommodations as your average thirty-foot monohull.

As you can imagine, lugging a 250-pound spinnaker around on deck is work when the seas are flat and the sail is dry. Just think of setting or dousing a soaked sail on a plunging foredeck with the wind piping up to thirty knots. To cope with such sail handling problems, the Europeans equip their boats with systems like socks that slide up and down over spinnakers to tame the thousands of square feet of sail cloth and a continuous reefing system that allows one man to reef the giant mainsails. Roller furling jibs and reachers are sometimes used as well. Even so, the boats never seem to have enough winch power. Two grinders might have to rest a couple of times before they get the big genoa sheeted home after a tack. The top of the 100-foot mast seems an awful long way up there when hoisting another headsail.

As a result of the manpower required to trim the sails, the sheets are generally not trimmed constantly as they would be on a small cat, but instead are set and the boat steered to the trim. There is, however, always a hand on the sheet ready to pop it out of the cam cleat as the hull comes up and the big cats do occasionally get some air.

Life Begins At Thirty

Is all that work worth it? You bet. The speed potential is awesome and the ride is like no other. Many boats report surfing to speeds in the mid to upper thirties while running and reaching in the open ocean. *Formula Tag*, fifth place finisher in the Quebec, St. Malo race, put in a record 24-hour day's run of 525 nautical miles for an average speed of nearly 22 knots. Catamarans now hold most of the records for the major ocean passages under sail, and frequently shave a day or more off records like the east-bound trans Atlantic and the west-bound TransPac. Upwind the boats usually settle in at about ten to twelve knots trading speed for pointing ability and a cleaner motion through the seas.

All this potential means the boats are apparent wind machines. When reaching or running they pull the apparent wind well forward and the apparent wind velocity the boat feels is much greater than true wind speed. This makes possible boat speeds up to 1.5 times true wind speed. It can also make things pretty scary when pushing hard downwind because heading up to prevent overtaking waves from burying a bow can rapidly increase the apparent wind enough to over power the boat and cause a capsize. The only choice then, is to bear off. It is fortunate that most boats can be pushed surprisingly hard downwind, burying the bows and forward beams and





throwing torrents of heavy spray, but still resist pitchpoling.

With all the remarkable speed through the water and the potential to create apparent wind, the big cats need sophisticated instruments to turn the potential into speed down the course. An instrument that computes VMG (Velocity Made Good) upwind or downwind from apparent wind angles and boat speed is important for choosing optimum tacking angles upwind and gybing angles downwind since you seldom see your competition to be able to judge your speed and course against theirs. A weatherfax system which recreates a weather map from a satellite relayed signal helps boats find favorable winds. With an up-to-date weather map, a boat can position itself in the proper sector of a low pressure cell or avoid the light air of a stationary high. *Formula Tag* was able to ride in front of a fast moving low when she put in her record 525 mile run. LORAN, SATNAV, and DECCA round out the complement of navigational equipment. They can provide instant fixes of great accuracy necessary for sailing fast through tricky waters at night or in the fog. Radar also helps keep an electronic eye on ships, islands and icebergs in inclement weather.

In most of the Atlantic races, each boat is assigned its own ARGOS satellite transponder which allows the race committee and the press to track each boat. This way, the armchair sailor can have an up-to-date

account of how his favorite contestant is fairing as he races across the ocean. The French ARGOS system is also an important safety feature since it not only tracks each boat, but it has a distress beacon which can be activated in the event of a mishap.

Crossing oceans can be pretty rough, wet going at times. With all the water spraying around the deck, one might think that dolphins would be better suited as crew members than humans. Needless to say, the best in wet gear, the fastest drying polypropylene underwear, and the most secure safety harnesses are all necessities. Some of the newest, biggest cats shelter their helmsmen and crew from the fatiguing spray in cockpits equipped with dodgers in the center of the high arching crossbeams. Even so, the crew still has to venture out onto the forward trampolines to change sails and most find themselves tired enough after a watch on deck to sleep soundly whether the boat is gliding smoothly through the sea or thrashing and groaning in a violent seaway.

At the end of the race, the well-informed spectators will line the vantage points on the shore and hundreds of boats will be out to greet the leaders and escort them across the finish line. After that will be champagne, sea stories and sketches on napkins of the modifications that need to be made or new boats to be built before the next big ocean race.



Hollywood Comes To Hobieland

BY BRIAN ALEXANDER

When Bryant and Henry Hungerford put a little extra effort into teaching sailing to a young woman on her summer vacation who walked into their Hobie rental operation in Ocean City, Maryland, they had no idea that they would end up as extras in a movie and that they would help the production company shoot some of the most exciting Hobie action seen on film.

"I'd never heard of Hobie Cats until I went back to this little town (Ocean City) on vacation after I finished the movie *Annie* which almost killed me and everyone associated with it," said film producer Mary Kay Powell in an interview. After the draining experience of working on *Annie*, Powell headed for Ocean City immediately following the Royal premier in London in an attempt to gather her wits about her and avoid "a nervous breakdown." She had been to Ocean City as a youngster with her parents on family vacations, and it seemed the logical site for relaxation far from the pressures she had just escaped in Los Angeles.

"I just rented a little house down there and went down by myself. An old friend of mine introduced me to these guys that ran



a Hobie Cat stand so that I would have something to do. I went over. Ugly boats. I said 'gross,' but we went out and suddenly everything started to fade away."

"She enjoyed the sailing," said Bryant Hungerford. "Henry showed her how to sail, she went to the cookouts and just enjoyed the laid back lifestyle."

"I couldn't remember Ray Stark's name hardly (chief of RASTAR productions for whom Powell works). I was starting to heal and get cured just by being out on the bay in Ocean City."

While sailing in Ocean City, Powell became a fan of the sport and began to think about the process of making lifetime decisions. It was then she arrived at the thought of a film. "... out of that really evolved the whole idea of the movie, just being out there on the water thinking about everything ... and what I was going to do next. When I got back to L.A. and said this to people, they would say 'God, I know what you mean.' It seemed like some universal thing that lots and lots of people relate to."

When she started production on her first film, "Violets Are Blue," producer Powell was determined to prove that catamarans belonged in the movies. She had to convince the studio, but by the time the filming was over and the first preview results were in, she had convinced even the most skeptical.

Powell works at RASTAR in between racing her own Hobie in Southern California or sailing in events like Midwinters West in San Felipe, Mexico. "Violets Are Blue," written by Naomi Foner and starring Sissy Spacek (Carrie, Coal Miner's Daughter), Kevin Kline (The Big Chill, Silverado) and Bonnie Bedalia (Heart Like A Wheel), draws on Powell's own experience as a Hobie Cat sailor. "I knew it had to be a part of Gussie's (Spacek's character) experience," said Powell. The Columbia Pictures



release, which will premier in February, includes an action-packed race sequence designed to start the two main characters, who were young lovers, on their path toward reuniting after many years of separation. In that respect, the race sequence is indeed integral to establishing the plot of the film. Although Hobie sailors will recognize some minor flaws in the racing footage, racers and non racers alike will certainly appreciate the exhilaration which director Jack Fisk (Raggedy Man, Carrie) and cinematographer Ralf Bode (Gorky Park, *Dressed To Kill*) manage to show the audience. But, as the film crew and local sailors discovered, getting that footage would be difficult.

According to Powell, Gussie's and her own experiences dovetail to a large degree. In the film, Gussie works as a waitress in Ocean City. Powell had also worked as a waitress in Ocean City. Gussie leaves her old life behind to explore the world as a news photographer while her former love remains in Maryland to run the town newspaper. Powell also left her former small-town life behind to pursue a career that most people would think glamorous. The conflict of the movie then, is about the choices each person must make and the desire to turn back.

Filming that dilemma and the catamaran race which helps to set it up, turned out to be a major challenge to the cast and crew

Spacek and actor Adrian Sparks wait while Fisk sets up the next few seconds worth of action.

as well as the people of Ocean City who got a true introduction to the "excitement" of film making. The scene called for a good sized race among cat sailors from the area on a summer holiday. The race is a tradition in the town and is one in which Gussie had sailed during her earlier life. She teams up with her father and the two take on the rest of the town in what is some of the most exciting cat racing footage yet filmed.

First the cast had to learn how to sail Hobie Cats. Kline and Spacek both learned to sail for the scene. Kline spent time in Mexico on rented Hobies and Spacek arrived in Ocean City about two weeks early to practice her trapezing. "A" fleet skippers would have few criticisms of her weight position or mobility on tacks. When Fisk and Powell travelled to Ocean City before the start of shooting, the Hungerfords introduced Fisk to the sport. He was sold. When the studio finally agreed to filming the action in Ocean City, the Hungerfords took Fisk and Kline down to Midwinters East where they were to serve as crew. Fisk sailed with Henry and Kline with Bryant.

"They did a good job," said a proud

Bryant Hungerford of his sailing students. "They weren't the most experienced crews and we were heavy because they're both big guys and Henry and I are fairly good size, so we didn't do all that well, but we had fun."

Later, Bryant taught Spacek to sail and they entered a locals race in Ocean City. "She was a good student," said Bryant. "We got third in the race and she was real happy about that. Later on we flipped the boat so she would know what that was like and how to turn it over again." By the time Henry had taught young Jimmy Standerford how to crew as he would have to do for Kline during the race sequence, everyone seemed to be primed.

All was going according to plan. Except, that is, the wind. According to Powell, the film crew scheduled three days to shoot the race footage. "Naturally," she said, "there were three windless days and it ended up that we had to reschedule them so that the sequence you see was filmed over a period of six days, two months apart." This time lapse lead to some tricky editing. When the crew first announced plans to involve the community, "... the



Fisk coordinates action on the beach in preparation for filming part of the regatta sequence.

whole town of Ocean City turned out for the first race because they were all excited . . . and the people came out just for the fun of it. They didn't ask to be paid. I think we had like eighty boats."

Much of the credit for the good turnout went to the Hungerfords who cajoled John Flanagan, who in turn cajoled the members of Fleet 54 from Baltimore to drive down to Ocean City. Other than meals and a few hotel rooms, the Fleet 54 participants received no payment. When the members of Fleet 54 combined with local Hobie Cat and Prindle sailors, Powell had all the sailors she could ask for.

But those community spirited sailors were soon to discover that the nuts and bolts of film making can be incredibly tedious. "There they were for three days," Powell continued, "sitting in all those jellyfish with their feet dangling over the edge. And you know that if you're a real sailor sitting on a boat you just want to get out there. So for three days it was 'cut, cut, OK, push off, shove off, OK, cut, come back, cut...' Each day we used boats, people suddenly had to go to work so we got our main shot of the line up on the first

day knowing that we would lose people. By the end, when we did the last three days, which was two months later from the first sequence, we had maybe six to ten or twelve boats. So we had to cut into a race that started out with eighty boats with twelve boats and make it look like one race. Only the truly committed were out there on those three days. It was monstrosous. Because they knew what agony it was going to be, there was no fooling them, but they still showed up and went out ten hours a day for three days to go out, come back, go out, come back; so the heroes of the sequence were the sailors of Ocean City, Maryland. They were just real people. The real community."

Bryant Hungerford agrees that the cold was a factor which particularly affected the sailors when the fall filming session was held in weather that Hungerford describes as "freezing cold." "Everybody had to be out there in their bikinis while it was so cold and stand around for two or three hours in chest deep water. It was quite arduous."

The camera mechanics of the sequence were challenging as well. To capture the thrill of Hobie Cat sailing and still retain

good photographic quality is not terribly easy. For many years, cinematographers simply placed subjects on a small platform in a studio, ran film behind them and shot the scene without the actor ever really moving. This is how many car chase and running scenes were filmed. But something is always lacking and sharp eyed audiences used to the latest effects would not be fooled by a Hobie Cat action sequence done in a studio.

To execute the filming, Bode and camera operator Mike Stone used several cameras. Some were stationary, others were either hand-held or mounted to the back of a power boat. The power boat would tow the catamaran while the crew filmed from the stern. This proved especially difficult since the heavy power boat created a wake and some spray that would ruin the illusion the the Hobie was under its own power. The vibrations and the rocking of the wake also made the camera move back and forth.

The operator with the hand-held camera was to be positioned on the leeward side of the trampoline to film facial reactions and close-ups. Since the camera weighs about thirty pounds, this was no simple task. Hull flies served to complicate matters. Although Powell knew that hardened Hobie sailors try their best to keep the boat flat during a race, she felt that a few scattered hull flies would add to the scene



and bring out the excitement Hobie sailing can yield. Filming a hull fly up close presented a challenge for skippers on both cats and power boat. A wrong move could cause the cat to drop on thousands of dollars worth of camera, not to mention the crew crowding the stern of the power boat.

But probably the biggest challenge to Bode was filming some of the close-up hull flying action. "I almost lost my life doing a foolish thing," he said. In trying to shoot a hull fly, Bode positioned himself in the water with a camera encased in a plastic envelope. The Hobie was supposed to sail directly over him thus placing Bode in between the hulls as the boat came overhead. "It was a misunderstanding," said Bode. "The guy doing the sailing thought I wanted the *hull* to be right over head." Bode was forced to dive for it, but still felt the sting of the rudder as it hit him on the head.

Bode says that the result of the "shoot from the hip" filming schedule was worth the extra trouble and the two month delay. "I'm very satisfied with the result," he said. "Some of the most exciting footage is on the Hobie itself because of the sense of speed you get."

To facilitate Bode's quest for action, the Hungerfords served as doubles for Kline and for Spacek's father who was played by John Kellogg. Both actors knew the basics

Continued on page 63

Gussie (Spacek) and family celebrate after the race (top). Filming from the stern of a power boat presented problems for Bode and crew (bottom).



SO LONG TO SUMMER

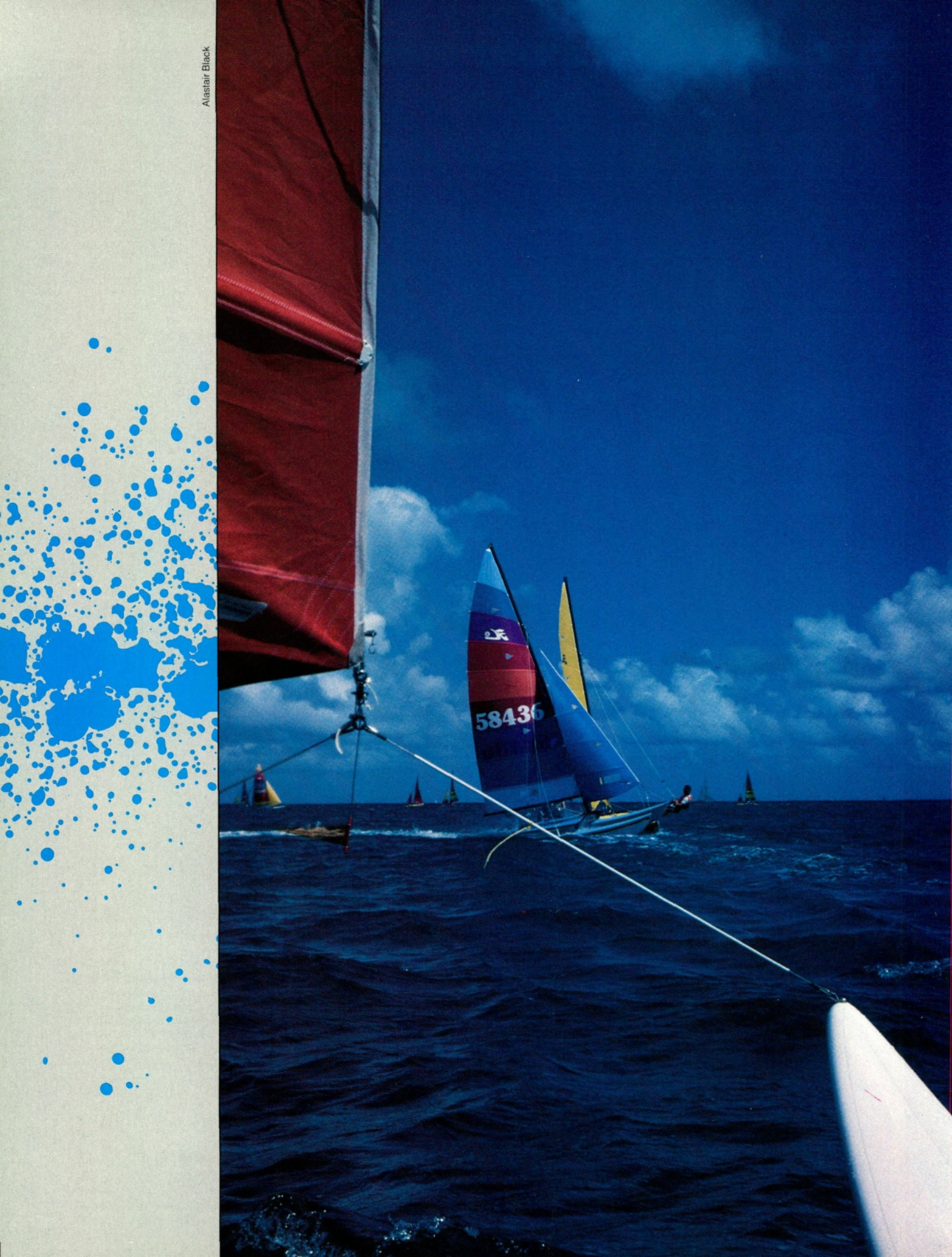




Jean-Pierre von Swae



Alastair Black





Christopher Cunningham

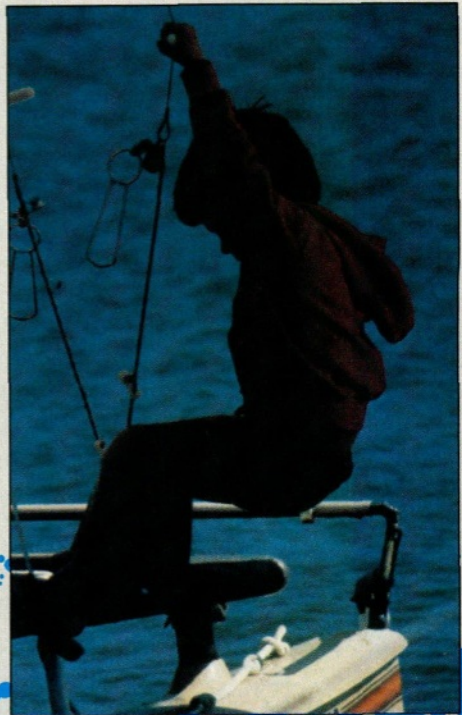


Christopher Cunningham



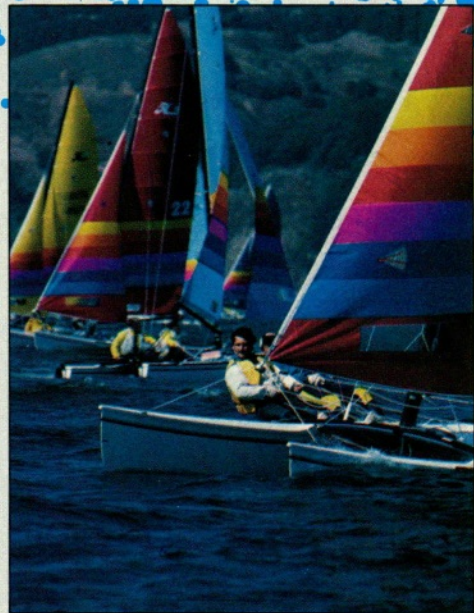


Maatsoshi Yamanka



Peggy Peter





Robert Brown

HOBIE RACING

HOBIE RACING

September/October 1985

IN THIS SECTION:

Major Regattas
Regatta Schedules
Fleet News
Regatta Results



Paul Dingman

WORLD HOBIE CLASS ASSOCIATION

Racing Editor/Michele Krcelic

Regatta Secretary/Liz Reed

The racing section of the *Hobie Hotline* consists of regatta news and results as reported by the fleets. If you would like to see your fleet recognized in this section, please submit typed, double-spaced articles and black and white glossy photos only. Return of photo contributions cannot be guaranteed, so please submit duplicate photos. Send all contributions to Michele Krcelic, Hobie Class Association, P.O. Box 1008, Oceanside, California 92054.

MAJOR EVENTS

MAJOR REGATTAS

September 16-22

Hobie 18 European Championship

H.C.A.

Geneva, Switzerland

619/758-9100

September 29-October 6

Absolut Cup Sailing Series

H.C.A.

Hobie 18 U.S. National Championship

619/758-9100

Clearwater, Florida

September 30-October 6

Hobie 14 Turbo U.S. National Championship

H.C.A.

Oklahoma City, Oklahoma

619/758-9100

October 27-November 3

Absolut Cup Sailing Series

H.C.A.

Hobie 14 U.S. National Championship

619/758-9100

Lake Mead, Nevada

November 24-30

Absolut Cup Sailing Series

H.C.A.

Hobie 14 World Championship

619/758-9100

Puerto Rico

December 28-January 1, 1986

Southeast Asian Championship

H.C.A.

Singapore

619/758-9100

FLEET DIRECTORY

WORLD HOBIE CLASS ASSOCIATION
FLEET LOCATION LISTING

FLEET NO.	COMMODORE	LOCATION	DIVISION	FLEET NO.	COMMODORE	LOCATION	DIVISION
1.	Bill Krull	Dana Point, CA	2	58.	Richard Seleno	Jackson, MI	10
2.	Dave Giguere	Auburn, CA	3	59.	Louis Greisemer	Springfield, MO	7
3.	Dan Ketterman	Long Beach, CA	2	60.	Michael Simpson	Sandusky, OH	10
4.	Greg Brown	San Diego, CA	2	61.	Mary Nordlander	Denver, CO	5
5.	Jack Bowerfind	Clearwater, FL	8	62.	Chris Miller	Clovis, CA	3
6.	Mervin Irvine	Kailua, HI	1	63.	Tom Loeffelholz	Norman, OK	14
7.	Frank Andrade	San Gabriel Valley, CA	2	64.	Don Schnorr	Austin, TX	6
8.	Walter Tucker	Houston, TX	6	65.	Mark Schlecker	Shore Acres, NJ	11
9.	Dennis Teddie	Lake Charles, LA	6	66.	Tom Banks	Scottsdale, AZ	2
10.	Larry Stayner	Clear Lake, IA	7	67.	Todd Urban	Salt Lake City, UT	5
11.	Jim Jordan	Orlando, FL	8	+68.			
12.	Pete Loftis	Decatur, GA	9	+69.			
13.	Ralph Weir	Spokane, WA	4	70.	Mark Ederer	Ocean Springs, MS	15
14.	Paul Ulibarri	Seattle, WA	4	71.	Lenny Carey	Key West, FL	8
15.	Bill Johnson	Ventura, CA	2	72.	Jim Horswill	Portland, OR	4
16.	Ken Dawson	Big Bear Lake, CA	2	73.	Bill Hiller	Northfield, NJ	11
17.	Ron Katz	Citrus Heights, CA	3	+74.			
18.	John R. Medler	Ypsilanti, MI	10	75.	Jim Holst	Tamuning, Guam	Inter.
+19.				76.	Chance Gaston	Fairhope, AL	15
20.	Mike Ettl	San Jose, CA	3	77.	Shannon Miller	Vail Lake, CA	2
21.	Mike Arnerich	Modesto, CA	3	+78.			
22.	Patrick McMaster	St. Albert, Alb., Canada	4	80.	Bill Hyman	Pago Pago, American Samoa	Inter.
23.	Bill Kocsis	Dallas, TX	14	81.	Jim Cunningham	Daytona, FL	8
24.	Wally Myers	Ocean City, NJ	11	+81.			
25.	Ken McIntosh	Tulsa, OK	14	82.	Less Bibby	Guelph, Ont., Canada	10
26.	Randy Reel	Indianapolis, IN	10	83.	Steve Faille	Rock Hill, SC	9
27.	Paul Beddow	Wichita, KS	14	84.	Randy Walker	Des Moines, IA	7
28.	George Mead	Natick, MA	12	85.	John Siewertsen	Columbus, OH	10
29.	Mark Londree	Merced, CA	3	86.	Keith Reynolds	Elmira, NY	16
30.	Tim Olson	Riverside, CA	2	87.	Deanna Link	San Rafael, CA	3
31.	Gil Knorr	Brookfield, CT	12	88.	Bill Pawlowski	Lake Havasu City, AZ	2
32.	David J. Nelson	Virginia Beach, VA	9	89.	Mike Griffie	Mishawaka, IN	10
+33.				90.	Charles Anderson	Winnipeg, Man., Canada	7
34.	Walt Philipson	North Palm Beach, FL	8	91.	Bob Nickerson	Fort Worth, TX	14
35.	Rick Cumby	Pensacola, FL	15	92.	Jeff Price	Charlotte, NC	9
36.	Norman Ridgely	Miami, FL	8	93.	Bill Groves	Lafayette, LA	15
37.	Gary Baker	Bellingham, WA	4	+94.			
+38.				95.	Paul Carter	Bothell, WA	4
39.	Rick Hohenhausen	Bradenton, FL	8	+96.			
40.	Bob Thiessen	Richland, MI	10	97.	Terry A. Hanchey	Henderson, NC	9
41.	Scott Holland	New Orleans, LA	15	98.	Lamont George	Clear Lake, Man., Canada	7
42.	Dave Lichtman	Tampa, FL	8	99.	Peter Colby	Corpus Christi, TX	6
43.	Michele Bailey	Tallahassee, FL	15	100.	Caird Vandersloot	Salterpath, NC	9
44.	Rich Schulman	Ft. Lauderdale, FL	8	101.	Richard Johnson	Wilmington, NC	9
45.	Edward LeGrand	Cocoa, FL	8	102.	Cathy Whittington	South Padre Island, TX	6
46.	Derek Casels-Brown	Auckland, New Zealand	Inter.	103.	Steve Bechtold	Sioux Falls, SD	7
47.	Steve Campbell	Cincinnati, OH	10	+104.			
48.	Don Smith	Albuquerque, NM	10	105.	Eric Uppiano	Boise, ID	4
49.	Tom Creed	Clear Lake MN	7	106.	Debbie Metscher	Steamboat Springs, CO	5
50.	Bob Kaphammer	Loveand, CO	5	107.	Albert Aline	Papeete, Tahiti	Inter.
51.	Dave Coombs	Las Vegas, NV	2	108.	Jerry Tejechma	Muskegon, MI	10
52.	Dan David	White Bear Lake, MN	7	109.	Milt Dinhofer	Great Neck, NY	12
53.	Bill Earl	Isle of Palms, SC	9	110.	Jim Frank	Victoria, TX	6
54.	Bill Lippincott	Baltimore, MD	11	111.	Richard Brew	Jacksonville, FL	8
55.	Tommy Lea	Baton Rouge, LA	15	+112.			
56.	Francine Robb	Weston, CT	12	113.	Joe Thompson	Freeport, Grand Bahamas	Inter.
57.	Bob Garland	Los Angeles, CA	2	+114.			

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 Grewohl	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.	Stan 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 Haufschild	Lake Poinsett, SD	7	249.	Pete O'Brian	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	Dahran, Saudi Arabia	Inter.
130.	Brian Machler	Penticton, B.C., Canada	14	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.		256.	Candy McCombs-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	Hopatsong, 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	Seafood, NY	12	267.	Hal Savage	Philadelphia, PA	11
144.	Ric Balesky	East Lansing, MI	10	268.	Cam Lawson	Lubbock, TX	14
145.	James Burgess	Ft. 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
+170.				293.	Dave Chick	Bathurst, N.B., Canada	12
171.	Steve Amador	Ann Arbor, MI	10	294.	George Barger	Savannah, GA	9
172.	Brian Price	Gananoque, Ont. Canada	16	295.	Dale Ryan	Rochester, NY	16
+173.				+296.			
+174.				297.	Don Capes	Emporia, KS	7
175.	Steve Dixon	Mt. Gilead, NC	9	298.	Dave Milne	Ottawa, Ont. Canada	16
176.	Ed Odgen	Mohnton, PA	11	299.	Nick Burden	Frederickton, N.B., Canada	12
177.	Ernie Luce	Hitchcock, TX	6	300.	Robert Flucke	Westerville, OH	10
178.	Lynn Stone	Fort Walton Beach, FL	15				
179.	Gorden Leilison	Hong Kong	Inter.	301.	Manfred Dangel	Muching, Germany	Europe
180.	Les Luby	Woodland Hills, CA	2	302.	C/Calamari	Rome, Italy	Europe
+181.				303.	Alain Saurt	St. Malo, France	Europe
182.	Tom Baldauf	Kingshill, St. Croix, USVI	13	304.	Rene Bos	Zandvoort, Holland	Europe
183.	Gary Francis	Whitby, Ont. Canada	16	305.	Bram Lussenburg	Rotterdam, Holland	Europe
184.	Stephen Treadwell	Milton, VT	12	306.	Chris Minee	Katwijk, Holland	Europe
+185.				307.	Jan Van Spellen	Den Haag, Holland	Europe
186.	Stanley Pastore	Norwalk, CT	12	308.	Jan Wijker	Edmond, Holland	Europe
187.	Denis Renaud	Montreal, Quebec, Canada	12	309.	Guy Pasquier	Toulon, France	Europe
188.	Mike McGinnis	Tampa, FL	8	310.	Sigurd Maxwell	Thonex, Switzerland	Europe
189.	Bill Sakovich	CHRB, Saipan, C.M. Guam	Inter.	311.	M. Harrin	Nantes, France	Europe
190.	Warren Kaplan	Linwood, NJ	11	312.	Jean-Pierre Foucauld	Hyeres, France	Europe
191.	Ken Keller	Greensboro, NC	9	313.	Marc Gautier	Le Havre, France	Europe
192.	Rod Phipps	Ohama, NE	7	314.	Christian Gimet	Noumea	Europe
193.	Gary Nichols	Eugene, OR	4	315.	Helmut Jakobowitz	Vienna, Austria	Europe
194.	Pete King	Vallejo, CA	3	316.	Martin Schutema	Ja Wassenaar, Holland	Europe
195.	Rick Parsons	Richland, WA	4	317.	R. Schubert	Hamburg, Germany	Europe
196.	Bill Davenport	Rockville, MD	11	318.	H. Angerhausen	Bremen, Germany	Europe
197.	Sally O'Rourke	Rockport, MA	12	319.	Rl Ollig	Koln, Germany	Europe
198.	Dave Martimer	Rapid City, SD	10	320.	Claude LeRoux	Saint Michel, France	Europe
199.	Michael Adorjan	Murphysboro, IL	9	321.	Guy Delmas	St. Medard/Jalles, France	Europe
200.	Barry W. Barnes	Norfolk, VA	9	322.	Frank Buchholz	Zurich, Switzerland	Europe
201.	Mark Wittrup	Pueblo, CO	5	323.	Colin White	Plymouth, England	Europe
202.	Douglas Schmidt	Gladstone, MI	7	324.	Rinus Van di Haak	San Saint Martin, France	Europe
203.	Michael Garrett	Reno, NV	3	325.	Osten Nilsson	Noordwijk, Holland	Europe
204.	Mimi Appel	Brewerton, NY	16	326.	H. Dekorsi	Hollviksnas, Sweden	Europe
205.	Charlie Cunningham	Clearlake, CA	3	327.	Pierre Molia	Rastatt, Germany	Europe
+206.				328.	Bayonne, France		Europe
207.	Drake Barber	Fairfield, CT	12	329.	Walter Steiner	St. Gallen, Switzerland	Europe
208.	Rick Bolduc	Amesbury, MA (LOCATED IN NH ALSO)	12	330.	Erik Nienstaedt	Charlottenburg, Denmark	Europe
209.	Roger Bristol	Olivet, MI	10	331.	Dario Soresina	Milan, Italy	Europe
+211.				332.	Bino Bani	Pisa, Italy	Europe
+212.				333.	Fred Paasch	Middelfart, Denmark	Europe
+213.				334.	Peter Jannack	Hamburg, Germany	Europe
214.	Bill Holder	Vancouver, B.C., Canada	4	335.	Friedrich Schiebel	Vienna, Austria	Europe
215.	Gary Recker	Cedar Rapids, IA	7	336.	Erich Minarik	Graz, Austria	Europe
216.	Gary L. Gotsch	Marion, IN	10	337.	Rudd Visser	Zandvoort Nord, Holland	Europe
217.	David Carter	Chattanooga, TN	9	338.	Serge LeCouteur	Cap d' Adge, France	Europe
218.	Lou Nosko	Rocky River, OH	10	339.	Jean-Marc Nideergang	Montpellier, France	Europe
219.	Billy Joe Crider	Marion, KY	10	340.	M. Chincholle	La Rochelle, France	Europe
+220.				341.	Werner Wittwer	Denges, Switzerland	Europe
221.	Stewart M. Walker	Richmond, VA	9	342.	Don Findlay	Stafford, England	Europe
222.	Phil Herberer	Pacific Grove, CA	9	343.	Bram Van Straalen	'S-Gravezande, Holland	Europe
223.	Thomas S. Zalewski	Wausau, WI	7	344.	Denis Auckenthaler	La Na Poule, France	Europe
+224.				345.	Mario Businco	Cagliari, Sardinia	Europe
225.	Scott Rankin	Mattoon, IL	10	346.	Phodios, Greece	Phodios, Greece	Europe
226.	Steven L. Tubbs	Anchorage, AK	4	347.	Xavier Kieffer	Ajaccio, Corsica	Europe
227.	Tom Huber	Pierre, SD	7	348.	Donald Aubin	Minich, Germany	Europe
228.	Joe McKeag	Erie, PA	16	349.	Klaus Wegner	Koln, Germany	Europe
229.	Dean Willis	Remsen, NY	16	350.	Rainer Kellermann	Velbert, Germany	Europe
+230.				351.	K. Kuhnast	Bochum, Germany	Europe
231.	Rich McNeill	Gary, ME	12	352.	Michael Schwindt	Hunstetten-Wallrabenstein	Europe
232.	Glenn Fontenot	Beaumont, TX	6				
+233.				353.	N. Steeling	Niemen, Holland	Europe
234.	Winston Trevarthen	Millville, NJ	11	354.	Georges Daniele	Carry, France	Europe
235.	David E. Thoren	Jackson, MS	15	355.	Robert Rives	Toulouse, France	Europe
+236.				356.	Gerd Spindler	Erlanger, Germany	Europe
237.	Rob Miller	Sarnia, Ont., Canada	10	357.	Christopher Maguin	Lille, France	Europe
238.	Jim Devine	Mayfield, NY	16	358.	Maurizio Juris	Venice, Italy	Europe
				359.	Armando Fabbri	Fregegne, Italy	Europe
				360.	Reiner Seelen	Sonsbeck, Germany	Europe

FLEET DIRECTORY

FLEET NO.	CUSTOMER	LOCATION	DIVISION	FLEET NO.	CUSTOMER	LOCATION	DIVISION
361.	H. Jandack	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	Europe	462.			
366.	Bono Von Schrader	Hamburg, Germany	Europe	463.	Ron Rowton	Titusville, FL	8
367.	Cato Knem	Oslo II, Norway	Europe	+464.			
368.	Leif Saletti	Lidingo, Sweden	Europe	465.	C. Everett Thompson	Elizabeth City, NC	9
369.	Mauno Koivisto	Helsinki, Finland	Europe	466.	Dan Dunbar	Pymatuning, PA	11
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 Skarted	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.	Jay Terrell	Shreveport, LA	6	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	15
404.	Douglas Meyer	Angola, NY	16	477.	Neal D. Houx	Tahoe City, CA	10
405.	Tom Baker	Boroko, Papua, New Guinea	Inter.	478.	Debbie Blackburn	Walker, MN	3
+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	7
+409.				482.	James T. Walrath	Puget 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 Aumond	Jeddah, Saudi Arabia	Inter.	485.	Jane Brown	Elkhart, IN	10
413.	Wayne Fischer	Green Bay, WI	7	486.	Chris Mitchell	Ahliene, TX	14
414.	Bill Petraitis	Conneaut Lake, PA	11	487.	J. De Groot	Seria, Brunei	Inter.
415.	Jahn Koedt	Tali Beach, Philippines	Inter.	488.	Hugh M. Greenwald	Pewaukee Lake, WI	7
416.	Craig Moore	Hatfield, PA	11	489.	Randy Reimann	Two Rivers & Manitowoc, WI	7
417.	Bill Gill	Amherst, N.S., Canada	12	490.	Ubaldo Tacconelli	Edo. Mueva 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	Singapore	Inter.
421.	Richardo Rovira	Calafell, Spain	Inter.	494.	Stuart E. Bale	Muscat, Gulf of Oman	Inter.
422.	Alvarez Del Manzano	Vilafortuny, Spain	Inter.	495.	Dwayne Tuttle	Dona, Ostar, Arabian Gulf	Inter.
423.	Joan Nuviola	Castelldefels, Spain	Inter.	496.	Nick Kalergis	Longview, TX	14
424.	Esteve Pujula	Rosas, Spain	Inter.	497.	Rick Tinga	Seabrook, NH	12
425.	Felipe Bellini	Port Pollensa, Spain	Inter.	498.	Masahiko Ozeki	Trenton, Ont., Canada	16
426.	Ramon Pino	Puebla Farnals, Spain	Inter.	499.	Moriyasu Murase	Kanagawaken 250, Japan	Inter.
+427.				500.	Yves Germain	Saitama-Ken 350-Japan	Inter.
428.	Pedro Garcia	Sanlucar de BDA, Spain	Inter.	501.	Aijiro Hirayama	Libreville, Gabon	Inter.
429.	Antonio Munoz	Calas De Guisando, Spain	Inter.	502.	Fred Sponsel	Tokyo, Japan	Inter.
430.	Antonio Oriol	Sotogrande SV, Spain	Inter.	503.	John Smal	Bringantin, NJ	11
431.	Jose Ignacio Asensi	Madrid, Spain	Inter.	504.	John McKellog	Athens, Greece	Inter.
432.	Shirley Parma	Ponca City, OK	14	505.	Henry Kazmier	Cadillac, MI	10
+433.				506.	Craig Findlay	Odgen Dunes, IN	10
434.	Don Campbell	Lake Arrowhead, CA	2	507.	Masami Kozuge	Caringbah, NSW, Australia	Inter.
435.	Steve Fungio	Amarillo, TX	14	508.	Paul Ricketts	Kanagawa Prefecture, Japan	Inter.
436.	Mike Cooper	Mammoth Lakes, CA	2			N. Myrtle Beach, SC	9
437.	Andy Knoll	Asheville, NC	9	509.	T. Marc Dickenson	Malver, AR	14
438.	Age deVries	Manama, Bahrain	Inter.	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 Hebbly	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	7	516.	Tom Yorty	Pohick Bay, VA	11
445.	Pete Mulligan	Geneva, OH	10	517.	Brian Hughes	Turkey Point, Ont., Canada	16
446.	Frank Stolbert	Calgary, Alb., Canada	4	518.	Max Westwater	Cheung Chau, Hong Kong	Inter.
447.	Hunter Fry	Fox Lake, IL	10	519.	Jim Gerlign	Portage, MI	10
448.	Brian Franco	Pawtucket, RI	12	520.	Buz Moore, Jr.	Hartsville, SC	9
449.	A.L. 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	Quesnai, B.C., Canada	7	525.	Bob Anderson	Regina, Saskatchewan, Canada	4
454.	Mark Tryggstad	Amercy, 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

September 7-8	Wofford Heights Lake Isabella, CA Fleet #167	Earl Landers 805/366-2934
September 21	Mile High Invitational	Steve Milton
September 22	Lake Arrowhead, CA Fleet #434	/337-0357
	CANCELLED	
October 5-6	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
November 2-3	"F" Fleet Worlds San Diego, CA Fleet #3	Dan Ketterman 213/420-9306
November 17	Fall Series 2, Race 1 Long Beach, CA Fleet #3	Dan Ketterman 213/420-9306
November 24	Fall Series 2, Race 2 Long Beach, CA Fleet #3	Dan Ketterman 213/420-9306
December 8	Fall Series 2, Race 3 Long Beach, CA Fleet #3	Dan Ketterman 213/420-9306
December 15	Fall Series 2, Race 4 Long Beach, CA Fleet #3	Dan Ketterman 213/420-9306

* Indicates a Points Regatta

DIVISION 3

September 7-8	Brannen Island San Jose, CA Fleet #20	Mike Ettl 408/997-6615
September 14-15	Railroad Regatta San Jose, CA Fleet #20	Mike Ettl 408/997-6615

October 12-13	Funsail, Don Pedro San Jose, CA Fleet #20	Mike Ettl 408/997-6615
October 19-20	Napa Wine Tasting Tour San Jose, CA Fleet #30	Mike Ettl 408/997-6615

DIVISION 4

August 31- September 2nd	9th Annual Crescent Lake Crescent Lake, OR Fleet #193	Kathy Leach 503/942-4774
September 7-8	Vancouver Marine Park Vancouver, WA Fleet #72	Jim Horswill 503/632-7268

DIVISION 5

August 31- September 1	Pathfinder 100 Casper, WY	Jean Tully 303/665-0148
September 8	Fun Day Lake Pueblo, CO Fleet #201	Mark Wittrup 303/570-6056
September 22-22	'85 Points Regatta, Pueblo, CO	Jean Tully 303/665-0148

* Indicates a Points Regatta

DIVISION 7

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

REGATTA SCHEDULE

DIVISION 8

September 8	Fun Day S. Miami, FL Fleet #36	Norm Ridgely 305/661-4202
September 15	Distance Race: Fowley Light S. Miami, FL Fleet #36	Norm Ridgely 305/661-4202
October 5-6	Help Fight Cancer Regatta Gainesville, FL Fleet #153	Ted Dew 305/376-3073
October 20 *	Triangle Points Race S. Miami, FL Fleet #36	Norm Ridgely 305/661-4202
November 10	Distance Race: Big Bay S. Miami, FL Fleet #36	Norm Ridgely 305/661-4202
December 1 *	Tringle Points Race S. Miami, FL Fleet #36	Norm Ridgely 305/661-4202

* Indicates a Points Regatta

DIVISION 9

October 12-13	The 3rd Annual Okthobiefest Lake Lanier, GA, Fleet #12	John Fleming 404/997-7790
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DIVISION 10

September 7-8	Higgins Lake Regatta Roscommon, MI Fleet #18	Dennis Sands 313/981-3337
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DIVISION 11

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

* Indicates a Points Regatta

DIVISION 12

September 7-8	Connecticut State Championships Candlewood Lake, CT Fleet #31	Gill Knorr 203/438-2909
September 14-15	Powder Point Regatta Duxbury Beach, MA Fleet #28	Joe Briscoll 617/293-5784
September 21- September 22	3rd Annual Norseman Regatta Ogunquit Beach, ME Fleet #231	Frank Barley 207/729-6781
September 21- September 22	Hammonasset Beach Regatta Hammonasset Beach State Park Madison, CT Fleet #136	Joe 203/421-3614

DIVISION 14

September 7-8	Oklahoma State Championships Keystone Lake, OH Fleet #25	Ken McIntosh 918/984-5857
September 28- September 29	Arkansas State Hobie 16 Championships Little Rock, AR Fleet #241	Dave Stahl 501/568-0818

DIVISION 15

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

International

SINGAPORE HOBBIE CLASS ASSOCIATION

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

September 16 September 22	Hobie 18 Europeans Geneve, Switzerland	H.C.A. 619/758-9100
September 21- September 22	Hobelregatta Ammersee	Hanjo Zimmermann 49 05221-82071
September 21- September 22	Cat Week End YC Bienne	Christain Dalgas 41 022 762-587
September 21- September 22	Jornadas Locas Barcelona	Juan Nuviola Camps 34 03 237-638
September 28- September 29	Highcliffe Regatta Highcliffe	Tony Miller 44 0703 464-350
September 28- September 29	YC Weyress Attersee	Herbert Gradl 43 0222 661-661
September 28- September 29	Coupe Morgienne V.L. Morges	Christian Dalgas 41 022 762-587
September 28- September 29	Jornadas Locas Barcelona	Juan Nuviola Camps 34 03 237-639
September 28- September 29	Dummerherbst Regatta Dummersee	Hanjo Zimmermann 49 05221-82071
September 28- September 29	Herbstregatta Worth Karlsruhe	Hanjo Zimmermann 49 05221-82071
October 5-6	Tigullio Gulf Cup Portofino/Rapallo	Carlo Lepsky 39 06 379-1210
October 5-6	Flottenmeisterschaft Zurich	Christian Dalgas 41 022 762-587
October 5-6	Rauheifregatta Chiemeesee	Hanjo Zimmermann 49 05221-82071
October 5-6	Jornadas Locas Otono Barcelona	Juan Nuviola Camps 34 03 237-639
October 12- October 13	Hobie Auskland Steinhuider Meer	Hanjo Zimmermann 49 05221-82071
October 19- October 21	British Nationals Turbo Blythfield	Tony Miller 44 0703 464-350
October 19- October 20	Tumpel Trophy Koln Zulpichersee	Hanjo Zimmermann 49 05221 82071
October 20- October 21	Gaeta Gulf Gaeta	Carlo Lepsky 39 06 379-1210
October 25- October 27	D. Klassenmeisterschaft Berlin	Hanjo Zimmermann 49 05221-82071
October 26- October 27	Auskland Goldkanal Goldkanal	Hanjo Zimmermann 49 05221-82071
October 26- October 27	Cloture Hobie Ski C.N. Crans	Christain Dalgas 41 022 762-587
October 26- October 27	Fleet Regatta Gratham	Tony Miller 44 0703 464-350

DANGER



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

FLEET NEWS /AS REPORTED BY THE FLEETS

DIVISION 2

The Classic Still Is

Fleet 4, Division 2
1985 San Diego Classic
Silver Strand State Beach
Coronado, California
by Cathy Chee

It was another typical June day in San Diego, lightly overcast, but pleasant and breezy, when the over 290 registered racers began to arrive at the Silver Strand State Beach in Coronado, for the 1985 San Diego Classic. The Classic, organized by Fleet 4 and this year sponsored by Sauza Tequila and directed by John Stires, has built a reputation over the years for being one of the best local regattas of the season. The combination of San Diego's balmy summer weather, a convenient and pleasant location, good racing conditions, and lots of off-the-water fun ensure a good turnout for this event year after year. In fact, three years ago, the classic broke all attendance records and became the largest Hobie Cat regatta ever held, drawing close to 350 boats.

The Classic provides two race courses in San Diego Bay, with A and B fleets on the north course and other fleets on the south course. The wind this year was moderate, blowing as usual from a westerly direction, which put the wind-

ward mark close to the beach and the downwind mark near the shipyards on the east side of the bay.

Bob Seaman led the rest of the 16A fleet around the course in the first two races, winning by a substantial margin. Seaman dropped back to a fifteenth in the third race, but was still first overall after Saturday's three races, followed by Lee Dockstader, a San Diego local, and John Hauser. The big surprise of Saturday's results in 16A was a first place in the third race by San Diego's Ross Tyler, a relative newcomer to A fleet.

In 18A, Paul Parizeau was in the lead but G. Hicks, Matt Miller, and Steve Timm were all close behind in total points at the end of the first day's racing.

In 16B, Rex Miller from San Diego was only 3/4 point behind his fellow San Diegan, George Vander Vort, and Mike Legge was only 1/4 point behind Miller. Ruth Hoffman, also a local, had a substantial lead in 16C, with Mike Crider and Guy Raffee vying for second and third place. Bill Hardesty dominated 16N, followed by John Plavan, Jr. Natalie Tschakowsky led 18B and Bruce Lane was on top in 18C.

Two of the 14 fleets were led by locals, Dick Blount in 14A and Armon Eggen in 14T. Doug Campbell was beating Jim Iantz in 14B.

The 1985 Sponsor for the Classic was Sauza Tequila, which set the mood for a Mexican fiesta on Saturday night. Racers were treated to a barbecued carne asada dinner, plus margaritas and beer, all to the live sounds of a mariachi band.

Sunday's racing included a ladies race before the two heats of the main event. Last year's winner, Cathy Chee, took first again in 16A and Barbara Buchanan walked away with first in 18A. Both women are from San Diego.

In the main event, a lot of positions changed hands in the course of the two races. Blount in 14A, Campbell in 14B, plus Parizeau, Tschakowsky, and Lane in each of the 18 fleets, all maintained their first place positions. In every other fleet, Saturday night's leader slipped back to make room for a new overall champion. Winners for 1985 were: 14A Dick Blount, 14B Doug Campbell, 14T Cliff Hilliard, 16A Alan Egusa, 16B Rex Miller, 16C Guy Raffee, 16N Ron Walker, 18A Paul Parizeau, 18B Natalie Tschakowsky, 18C Bruce Lane.

These winners, and others who placed, took home their trophies of beautiful blue beach chairs with the Sauza Tequila Classic logo silk-screened on the back, but the rest of the racers and non-

racers did not go home empty-handed. Thanks to the over 100 people who assisted Director John Stires in producing this event, everyone could take home the memory of another Classic weekend.

DIVISION 3

Summer Activities

Fleet 20, Division 3
San Jose, California

Fleet 20's summer activities are in full swing despite a scarcity of water in our local lakes. Commodore Mike Ettl hosted the Commodore's Regatta at Woodward Reservoir and the turnout was excellent. There was plenty of wind to go around and it lasted the whole weekend. It blew so hard during the evening that several stray cats had to be rounded up in the morning. One Hobie managed to jump out of the lake right on to the motorhome of our ex-commodore.

Fleet 20 meetings have been held every month and the turn-out has been excellent. In addition to getting the "latest word" from our Commodore, a variety of foods have been featured each month. In May it was a "No American Food" Potluck, in June the featured items were pies, and in July everyone got to enjoy great Italian Sausage provided by Bob Scardina.

Fleet members enjoyed a ride down the South Fork of the American River and are planning another white water rafting trip next year. It is hard to tell if we will get Charlotte Eustace to go on that trip as she managed to bounce out of the raft into the cold water of the American River. Fortunately her husband was close by and he had her back in the boat before she could get too cold. Six rafts of fleet members participated in tremendous water fights as we floated down the river and that was the topic of conversation around the campfire that evening.

Plans are being made for the "Railroad Regatta" to be held in September. It is the annual event in which we select, elect or railroad fleet members into becoming officers for the following year. Several members should



"hear the train a comin'" before too long.

Fleet 20 is active throughout the entire year with fun sails, meetings, regattas and other activities planned to further the enjoyment of the "Hobie Life." One such event will be a trip to the wine country around Napa, California, and a visit to the mud baths at Calistoga. So if you want to see what Hobie Cattin' is like in the San Francisco Bay area, contact Dave Baumgartner, our membership chairman, at 408-267-6793.

Rio-Nicia on the Rocks

Fleet 194, Division 3
Benicia, California
June 15, 1985

What do you dream of when you yearn for the perfect summer sailing day! Well, we had it all! The weather forecast for the day predicted 20 to 25 mph winds and temperatures in the mid nineties. For once Pete Giddings was right! The weather was perfect.

The race started, as usual, at Sandy Beach in Rio Vista. Thirty-six boats turned out to enjoy the sunshine and brisk winds. Race Committee started the boats off with a Le Mans start for each class. It came off flawlessly amid lots of laughter and encouragement from spectators on the beach. Who would have guessed that Hobie Catters could move so fast on land? The first boats got off at 10:15am, and headed up the 26 mile course to Benicia. This is no race for the faint of heart, as the entire course is to weather. The Sacramento River was fairly flat and free of shipping traffic, so the boats made excellent time.

Three crash boats following the fleet up the channel kept in close touch with the committee boat. The Coast Guard also helped out by monitoring the race from beginning to end and notifying the committee boat of any boat in trouble. Distressed boats only had to wait a few minutes before help arrived. Three boats dismasted during the race, proving again how important it is to check all equipment and wires before a race of this type.

Shortly before 3:00pm, the first sails were spotted coming



under the Benicia-Martinez Bridge. 18A skipper Mike Ettl with Crew Mike Styna let out a whoop of glee as they crossed the finish line first-over-all at 2:51pm. He was followed almost immediately by 18B skipper Ron Cole and crew Mike Crosby and by 18A skipper Reed Harris and Crew Dave Abblett. There were lots of smiles and cheers as the exhausted teams shot over the finish line. The last boat in crossed the line at 4:40 in the afternoon.

The completion of the race signaled the start of the festivities on shore. Miller beer, supplied by Napa Valley Distributors, flowed freely for the dehydrated sailors and their guests. Soft drinks were available for the younger set. The traditional barbecue featured hot dogs, green salad, chips, beans, and cookies. No one went home hungry.

The raffle was a big success!! Participants won everything from wetsuits to sail cleaner and quick release pins. Congratulations to Bill Tims and Steve Pouliot who won their share, and then some! They won almost enough loot between them to open their own Hobie shop.

Many thanks to our sponsors, Phil Box, of Napa Valley

Distributors, and to Reed and Susan Harris who donated the raffle prizes. Special thanks, also, to Rod Black at Sandy Beach in Rio Vista and to Bruce Chapman of the Benicia Marina who made it possible for us to use the facility for the race finish. We couldn't have had a more beautiful setting. Bruce and Sharon also generously volunteered their 28 foot cabin cruiser for the committee boat. We couldn't have pulled the whole thing without the help of the chase boats. Thanks to all who spent a very warm afternoon on the water making sure everyone got in safely.

DIVISION 4

Portland Rose Festival Hobie Cat Regatta

Fleet 72, Division 4
Vancouver Lake,
Vancouver Washington
June 8th & 9th
By Keith Fuller

This was the first of what we hope will be many more Rose Festival Regattas. The first two weeks in June, Portland, Oregon has a Rose Festival. It has many things to offer people from the nationally televised Grand Floral Parade,

and carnival long the Seawall, 25 navy ships, two Grand Prix and Indy car races. But now it has one more- The Blitz Wienhards Rose Festival Hobie Regatta.

Weather in the N.W. is very unpredictable in early June and this year was no exception. The week prior to the regatta we saw record setting rainfall (two inches the Thursday before the regatta) and a prediction of the same for the weekend. Boy were they wrong! Saturday rolled around the bright blue skies and winds that would eventually hit 25 mph. Sunday's winds started slow but hit 20 by noon. With weather so bad and the same predicted, Fleet 72 was surprised to see 41 boats participate in what could have been a cold, wet weekend.

With everything running like clockwork, the registration started at 9:00AM along with the first of two breakfasts that participants received, along with two tee-shirts, free baseball tickets, Harken block keychain, Expozay swimsuit catalog (WOW!) and tickets for Saturday night's dinner. Next up was the skipper's meeting, afterwards our Vice-Commodore, Roger Bonzer, gave a new racers orientation. Then

FLEET NEWS



out on the course for what was to be seven hours, five races of heavy air sailing. With everybody getting a 1/2 hour break after the second race, and a 15 minutes after the third, most everyone survived what the race committee was dishing out. For the 18's and 16 A and B's it was courses 4-7-7-6-4 (I'm glad I was picking the courses and not racing them!). As everyone dragged themselves up from the beach, the smell of the B.B.Q. reminded everyone it was after 7 pm and they were starved. We went through six cases of pop from Pepsi Cola, and ten cases of Blitz beer from Morgan Dist., four gallons of potatoe and macaroni salad from Resers, two gallons of pickles from Steinfields. After the dinner most people stayed around Vancouver Lake Sailing Club clubhouse to watch video's of last year's N.W. Championships at Yale Lake. By now the day of racing and good food had take its toll and it was off to rest up for the next day of racing.

It never blows two days in a row when you plan a regatta. Would you believe another perfect day! The committee was really happy but I think most of the racers would have

liked a couple of floaters. There was talk of running me up the flag pole when I joked at the skipper's meeting that we'd try to get four races in. Even with this bunch running the show, we did show some mercy and sent the racers out for a course 74 and rapped up the racing by 2:30. While the scores were being totaled, all the give-aways were being handed out. \$2,000.00 worth! It's a list of things too long to mention here but I would like to mention the companies: Blitz Weinhard, O-S-Systems, Cuisinart, Kisme, Pepsi Cola, Sunshine Dairy, Orowheat, Murray's Marine, Hoys Sail Away, Sailing Systems, Expozay, D.A.M.N. Sailing, Blue Puma, Neo Socks, Lake Enterprises, TrenTec Inc., Pacific Watersports, Cat House, Midwest Aquatics, Cat Rak, Grifgrabbers, Windjammers West, Harken, Hotline, Sail Magazine, Byrons Home Furnishing, Portland Beavers, Tocomo Tigers, Captains Nautical, Hobie Apparel, Hobie Sunglasses, Astrodeck, Fisher Volvo, Cal Marine, Squire Shop and Porhammer Manufacturing. Please patronize these sponsors.

Engraved metal trophies were presented to the skip-

pers and the crews received bottles of champagne. It was a fun regatta to run and made easier by the help of a lot of people: first our Commodore Jim Horswill and Vicki for the giveaways and planning, Susan Fuller for good, Roger-Roger for chase boats, Race Committee of Lenny (excuse me but shouldn't that flag be red?) Severs, Joan (Strawberys and champagne) Fuller, Terry Byers, Pam Smith, Lori Marx, and Julie Williams, Randy Smith-chase boat, Steve Marx and Jeff Ramsey-chase boats. And the master scrambled egg makers Jim Severs, Steve, Jim and Lori. Special thanks to Mike Kline (Blitz).

Again thanks to all who chanced being drowned with rain for coming and making our regatta a success. We're already planning for next year so tell your friends and I hope we'll see you again.

K.I.S.S.FASTUREGATTA
Fleet 130, Division 4
May 18 & 19, 1985

K.I.S.S.FASTUREGATTA
(Keep It Simple Stupid First Annual Spring Tuneup Regatta) May 18 & 19, 1985.
A typical Fleet 130 survival

Regatta. No guarantee of wind or sun, but definite guarantee of FUN.

Saturday 9am some boats arrive - no wind - lots of sun - so far no fun. 10am lots of boats - lots of sun - almost fun. Eleven am White flag gentle steady winds for two races, then to the beach for Louise's super chili and the famous Fleet 130 Hobie Hot Wine. 12:40 third race: Started fine -- two hours later, hot sun, no wind got to everyone. Beer and bikinis on beach were far too tempting. We all headed for reefer truck full of good ole Hobie sailor refreshments.

Dinner was a fantastic baron of beef and beer and wine and beer and wine etc. Approximately 9pm our spiritual leader, Commodore of Fleet 130, Brian (Captain Slime) Machtaler, gave counseling on how to conduct a first of the season sailing revival. All effort was made. Paul Ulibarri may have won 1st in 18A, but was disgracefully demoted to C-fleet after a Chug-a-lug contest of the Hobie Hot Wine with Lois, wife of Slime.

Ever hear of a FUN-A-LATOR (funnel with rubber tubing attached to both sides). Insert "Water Balloon" in funnel, stretch and fire at will or John or Paul. Lots of fun.

Sunday AM - quiet and groggy -- a few survived Saturday night. White flag cancelled due to no wind, too hot sun, and again too many bikinis. Oh well still beer. Hobie spirit survives. White flag 11:40.

Something new! 18B...18A has reregistered with the crew as skippers. --Yes, after only thirteen days of marriage, Shelley Ulibarri makes A-Fleet -- Did I hear Paul say "Yes Dear" at A-Mark? Devin Rubideau, second, I'm sure said "Are you talking back to me, Dad?" Randy Hepple and Ron Rubideau had a water fight at A-mark--better than calling for "room at the mark."

Sunday evening, regatta moves to Brian's house, where Brian decides to open the party with a display of Slime au Naturel in the pool -- lights please!

Close between brothers, Randy (formerly of Fleet 130) and Larry Hepple both make A-fleet. Congratulations. Andy,

has at least four bikini clad bodies following him home to Vancouver, another winner.

RESULTS: OK winds, Excellent Sun -- Excellent FUN! Thanks to all who came.

Rooster Rock Race

Fleet 72, Division 4
May 19, 1985

by Roger Bonzer

Rooster Rock Race, a 25 mile run down the Columbia River - May 19, 1985 What a turn out - 47 boats! For a local race! What was even more impressive is that, by my account, seventeen new members were racing for their first time. The sun was shining as 34 Hobie 16's moved toward the start line. Quite an impressive sight from my vantage point on the shore. Blast - and what a start - no collisions, no fouls- congratulations to the fifteen new skippers & crews on their first start. Five minutes later it was the 18's turn to go. They have thirteen boats, two of which are new racers. Okay - everyone is off - time for the sun to do its disappearing act. But at least we have wind - not much- but enough to keep the boats going. Everyone survived the barge moving thru the fleet. No incidents, unless you want to count the boat that tried to move the power line tower. I'd tell their names, but that might be indecrete - right Mike & Catherine? The wind finally died at the 205 bridge - you know- right where it normally picks up. The next problem was trying to identify which boat was the Hobie 33. Would you believe it was the one with the sail up?

Jim Severs with crew Corie Williams were first to finish - doing the 25 miles in three hours and two minutes. The last boat "finished" in four hours 57 minutes. Everyone seemed kind of quiet at MT Bottle for the awards presentations. Could it be that it was a long race? Congratulations to Jim Horswill (organizing), Tanya Davis/Horswill (for registration) (commit tee of - Pam & Randy Smith, Bruce & Sarah Shreve, Lenny Severs, Mike Ward (also for the Hobie 33), Steve Marx & Roger Bonzer & Jim Horswill (shuttles back to Rooster Rock) Congratulations to the winners and everyone who raced.

DIVISION 5

2nd Annual Hobie Cat Sports Points Regatta

Fleet 67, Division 5

Deer Creek, Utah

June 8-9, 1985

by Marilyn Jones

With contrasting snow-capped mountains in the background, the mood was sizzling as sailors from Division 5 gathered for the second Annual Hobie Cat Sports Points Regatta held June 8-9 at Deer Creek, Utah.

Fleet 67 initiated a new crew of officers this year who were anxious to host their first race of the season in style. Much to their delight, the regatta is now a screaming success story. Race conditions were ideal with air temperatures in the 90's and winds cooking at 15-20 knots allowing for double-trapezing the entire weekend.

Three races were easily completed on Saturday and sailors raced back to the shore to cool off with plenty of beer and Hansen's Natural sodas. Park City being a short 20 minutes from Deer Creek offered a refreshing evening of good friends, fine food and relaxation.

Sunday morning sailors geared up early, anticipating a repeat of Mother Nature's Saturday performance. With her reliable thermal winds, she accommodated her guests with another sensational day.

Hobie sailors are known for helping others and this regatta was no exception. Mike Shearer, who won the initial Hobie Cat Sports Regatta in 1984, stopped and assisted a distressed boat, leaving him with a DNF for that race. In spite of what would appear to be a set-back, Mike sailed consistently throughout the 1985 regatta and repeated first place honors in the 16A class.

Walkie-talkies were used to transmit the race results immediately from the committee boat to Bob Kaphammer of Colorado who was on shore with his HP computer tabulating scores. Disagreements were handled amiably among sailors eliminating the need for protest hearings.

First place congratulations go to Lee Roll, 18A; Mike Shearer, 16A; Todd Urban, 18B; Rick Barnes, 16B; Gordon Jones, 16C; Craig Simpson, 14; and Marty Gorce, 14 Turbo.

A special thanks to our sponsors Hobie Cat Sports, Menlowe Dodge Toyota and Hansen's Natural Sodas; to the U.S. Coast Guard who stood by in case of need and to all who participated in making this a memorable experience. Fleet 67 welcomes all to join us at Deer Creek next year and guarantees you a terrific time. For more information on this annual event and other regattas held in Utah, contact: Todd Urban, Commodore Fleet 67, (801)964-0878.

Lake Pueblo Classic

Fleet 201, Division 5

Lake Pueblo Colorado

May 11 & 12, 1985

With Monarch Ski Area providing major sponsorship,

the small but mighty Fleet 201 proved once again that they could host 100 boats for the first points regatta of the season in fine style. Lake Pueblo lies at the base of the Colorado Rockies and always seems to have plenty of wind to combine with spectacular vistas of snow-capped peaks including Pikes Peak, 50 miles to the north. Hobie sailing in Division 5 always provides a spectacular backdrop for colorful regattas.

For the second running of the Lake Pueblo Classic, race director Paul Humiston was forced to abandon Saturday's racing as winds gusting up to 50 MPH combined with cold water temperatures to make conditions unsafe for racing. Hardier souls went out to brave the elements and were rewarded by the sight of the Hobie 33 serenely cruising the lake. With an unforeseen afternoon off, Hobie sailors became kite flyers and participated in various other



activities all in good spirit. The wind eased as supper time approached making the evening much more enjoyable for all those sailors stranded on the beach.

Sunday morning dawned clear, blue and windless, but this being the Rocky Mountains, it didn't take long to change. The wind soon built to double trapeze strength by the scheduled white flag, so racers headed out to attempt three races. The race committee set an excellent course with the southern cliffs a definite factor in sailing strategy. The sailing was too great to last, however, as clouds bearing lightning moved in at the end of the second race to again force cancellation of further racing.

Final results found newcomer John Barns sneaking to victory with four points, surprising the usual 18A crowd with consistent sailing at the top of the fleet. The Shearer family made their presence felt in 16A with father Andy racing son Dave in both races and left everyone else plotting new strategies. Welcome to A-fleet in the inimitable team of Steve Tarsar and Max Hinneberg who dominated the 30 boat 16B class with 1 1/2 points. Scott Fite took another win in 14A and his father, Walt, my be asking Andy Shearer for a few pointers.

A major round of applause must go to the two-year-old fleet 201 from Pueblo, who with less than 20 members put on a first class regatta, both on and off the water. Arranging for sponsors, advertising, food, chase boats and separate yachts for start and finish, is a big job at which larger fleets have not always succeeded. Sailing in the Rocky Mountains is a growing sport and Fleet 201 is showing the rest of us how to build a terrific division.

DIVISION 8

St. Augustine Beach Day Fleet 153, Division 8

If you were looking for a beautiful sunny day, you got it! If it was the fresh ocean breezes - blowing strong & steady, you got it! If it was the surf, with it's timeless,

majestic, power and ever forceful presence you seeked, you got it! And if you were trying to avoid any cuts, scrapes, bumps thumps and bruises, well.....you got them anyway!

Winds that were clocked at 40 mph on Saturday were but a mere whisper of five to eight mph Sunday morning. The surf, however, showed no change from the day before. It was still cresting at four to five feet starting from 100 yards offshore. Teddy & Willow were recruited to take the single racing mark out, since they were the first ones to have their boat set up. Thirty to 45 minutes later and a quarter of a mile down the beach there was Ted and Willow sill trying to punch through the tight set of waves. You could almost hear them from where we stood, that they would be a little bit slower in setting up the next time. By 12:30 the winds began to get stronger, so Tina and I took the mark out.

The race (for those of you who've never had the fortune to participate in) is a combination le mans start, relay tage team, surfing event. The first teams lined up 100 yards down wind of the boats. After hearing all the moans and groans from the females of the group, we shortened their start to sixty yards. With the help of a bystander and his word "GO", the race was on! Kevin and I made it out through the surf first with Ted and Kenny right behind us followed by Albert, Chris and Nancy. Nancy was the first to become an obstruction with her dramatic flip just beyond the surf line. After rounding the single mark the boats surfed their way back to the beach. Once in shallow water the crews jumped off and dashed up the beach to tag the next crew team member. We did this five times (much to the agreement of all. Ha! Ha!). The leads changed several times due to the exciting aerobatics of individuals through the surf. The 18's finished with Ted and crews first and Ken and crews second. The 16's finished with me and my single rudder and crews 1st., Chris and his Crews second and Albert and crews third. All received trophies (Ted is holding your Chris) or a momento to mark

the day's activity. Some were left with short term reminders of blue spots and red streaks appearing on various body parts.

We all had a super time. Put the skippers, crews and boats to a test, proving once again that the Hobies and those who cling to them can take a hit and keep on ticking! We could honestly say we all flew our Hobies higher and farther than we ever flew them before! Special congratulations to all those inexperienced crews who offered their lives for the enjoyment of the event. They now have something to tell their grandchildren!

The best thing we all hopefully learned, is that the next time we go to the beach, be it for a day sail or regatta, we can look out into the surf with confidence and see that wave that has our name on it and avoid it!

See you out on the water and hopefully next year at the 4th Annual St. Augustine Beach Day.

Anna Maria Points Regatta

Fleet 39, Division 8
May 11 & 12, 1985
by: Susan Barnes

The second annual Anna Maria Points Regatta on beautiful Cortez Beach is located just south of Tampa Bay on the Gulf of Mexico and was the hot spot for many Hobie racers from all over the state. In fact, attendance has been low for the year at most regattas and we were blessed with the second largest attendance for the year. The past Midwinter's East was first with an overall excellent showing at Davis Island in April. There were a total of 104 boats registered with the biggest fleet being 16B and 21 boats. The new 18 Magnum fleet also had a very encouraging showing of 8 boats registered.

As many a Commodore knows, a good regatta can't be done without some good sponsorship. This year our sponsors were the Anna Maria Chamber of Commerce, The Island Bank, Hawaiian Tropic and Tropicana. If they sound familiar, that's because they were also last year's sponsors, and they did a terrific job! Skipper's meeting was

delayed to 12:15 but the weather both days was typically Florida. Lots of sun and even a good breeze now and then. All kidding aside, only one race, (the third on Saturday) left everyone stranded for a while and was a real test of patience. Three races were held on Saturday without a hitch and once again, Bob Curry in 14A left his mark with three bullets.

Fleet 39 members Bob Warringer and Greg Cole set the marks for both days and they did a great job! There was two separate courses with Steve Liebel and crew on "Shoshana" on A course, and Roger Robison and crew on a 23 foot Hunter on B course. The wind was actually amazing. The sea breeze started early and continued through the day. This means once the marks were set they did not have to be moved and that was really nice for our go-fer boats. For some of you who don't know a lot about wind, that is, Florida sea breezes, it usually starts out in the morning with an offshore breeze. When the temperature rises above the water temperature, (which happens in early afternoon), the wind switches to an onshore, or a sea breeze. So, having the seabreeze all day was a real treat.

There were three races run back to back on Saturday, and drinks on the courses were provided by Tropicana. During the third race, (the one mentioned earlier), the course was finally shortened at C mark. Not a single boat was missed on scoring even though it was a little confusing. good job committee boats!

Saturday night there was a party at local Trader Jack's with all the beer you could drink. An all-you-can-eat buffet of beef, chicken and shrimp was available for those land and sea lubbers with an after dinner fashion show provided by beautiful Ujena swimsuits. Our very own Cheryl Hohenhausen organized this event and even did some modeling of both one and two piece swimsuits. In the rear of the dining room, video tape was being shown of the days racing. Bob Warringer played Cinematographer and shot some exciting footage such as Bob Curry as he waved down

wind, and Bob Johnson at the start line, and some interesting views of the 16A starts. Sunday morning dawned a beautiful day, and a Division 8 meeting was held on the beach at 8:30 am. Skipper's meeting was at 10:00 am and the first of two races started around 12:00 o'clock.

This was a really successful regatta, and as always, the people make the difference. Special thanks to Gerry and Judy Harles of Cycle Marine who are always there to lend a hand who and provided parts, four-wheel-drive vehicles and moved the boats onto the beach. Fleet 39 members John Stahr who made the trophies, John and Julie Walton, Steve Liebel, Bob Warringer, Rober Robison, Greg Cole and Debbie Harris, Woody Candish, Rick and Cheryl Hohenhausen, Susan Barnes, and the Mayor of Bradenton Beach, and especially the people of Anna Maria and all of those who made this regatta special have our thanks! See you next year!

First Annual Penrod's Hobie Cat Regatta

Fleet 44, Division 8
June 8 & 9, 1985
by Terry Lusk

The first annual Penrod's Hobie Cat Regatta held June 8&9 in Fort Lauderdale was the best regatta this fleet has had in recent history. As a matter of fact, speaking objectively of course, it was the best regatta this Division has had in a long time!

When Regatta eve rolled around this year, this fleet was organized! We, and our co-sponsors Penrod's on the Beach and Seagram's Distillers, were ready and waiting when registration opened at 7pm. Imagine our surprise when we found a number of boats also ready and waiting - for us! Boats arrived throughout the evening, and long into the night. Forty-four boats had registered by the close of registration at 11 pm on Friday, and by race time Saturday we had a total of 114.

Saturday morning dawned clear and sunny, but very still. For awhile it appeared we would have the usual south Florida summer winds, 0-3



knots. There was a slight delay while we watched the race committee try to pull the marks off the beach with Hobies in that air (or lack of air!!). But right on cue, the wind gods went to work before noon. The courses were set, the white flag went up, and the racing began in about eight knots of wind.

Two courses were set. Starts for 18 Magnum, 18B, 16B, 16C, and 14B were on the B course, set right off the beach and run by Terri Lusk. Starts for 18A, 16A, 14A, and 14Turbo were on the A course, run by Larry Ashton, and located just east of Penrod's to give our sponsors a close-up look at some really fine Hobie racing. The B course race committee tested the wind conditions with a short course 2 to start, but when the Magnums finished as the 16Cs were starting, they quickly lengthened the races to adjust to the increased wind. The A course racers managed two course 4s and a course 7 for the day, and with not even one recall, all starts were on time and as scheduled. The only complaints we heard about either race committee were that A course flags were not "snapped" up quickly enough, and B course flags weren't held high enough!

The party Saturday night

was at Penrod's, a unique bar on Fort Lauderdale's "strip." We should have realized that the promise of a ribs and chicken dinner for \$5.00 would really bring the people out, but was never expected over 200!! Needless to say, the food did not last, but next year we will have better planning in this area. Those of us who ate early had a great barbeque at the pool bar, and all of the racers were treated to free captain Morgan rum drinks all night long. Seagram's contributed the rum, and Penrod's the mixers and service personnel. We had full run of Penrod's many different bars, and were entertained by numerous TV screens showing videos of the day's racing and a poolside slide show of various sailing events. Needless to say it was a GREAT PARTY!

Sunday morning was much the same as Saturday, and it was HOT! But again, the winds picked up in time for the start of the first race. The racing was great by the second race, as we raced not only each other, but a threatening storm as well. Even the general recall on B course didn't delay us too much, and we finished both races on schedule, and ahead of the storm. The quality of the racing was so good that there were few protests so the boats were packed up and it was off

to trophy presentations at Penrod's.

There was lots of cheering at the presentations as our fleet and Fleet 42 of Tampa battled for the go-fast trophy. The clean sweep we made in 16B (all five trophies!) helped put us in a tie, but Fleet 42 won the most classes and took home the trophy.

We in Fleet 44 would like to extend a huge "thank you" to our Commodore, Rich Schulman, whose great organizational ability kept us all going, and to our wonderful sponsors who contributed products, financial assistance, and personnel. Also, thanks to the Sheraton for the \$35 rooms, and to the city of Fort Lauderdale and Gene Bergman for their cooperation. The fleet did a fantastic job led by committee heads Peggy Manrodt, Fred Halady, and Larry Ashton, Sammy Cimaglia, Bim Krutek, and Terry Lusk. We can all reach around and give ourselves a pat on the back!

For those of you who missed our regatta, you missed a fantastic time. We are hoping for a repeat performance next year, as all of our sponsors have indicated a desire to "Do it again". So come on down, we guarantee a good time that will be well worth your trip!

FLEET NEWS

DIVISION 9

Division 9 Championship

8th Annual Sandlapper Regatta

Fleet 53, Division 9
Isle of Palms, S.C.

by Carey Heffner

Dateline: Friday, June 21
1985

The winds were light, out of the northeast and erratic, just the conditions that the local cat sailors detest. It happens about once a month here and of course it had to be this weekend. Fleet 53 wanted so much to show our incoming racing guests a real Hobie day on the beach of Isle of Palms, the kind we had been having most every day since Easter. The chance to win a video cassette recorder generated a lot of preliminary interest in this event. Sixty preregistered boats led the planning committee to believe that we could expect a nice crowd. By Friday night the varnish on the trophies had dried and the regatta committee chairman's house guests, fellow racers from Fleet 12, Atlanta were screwing the brass plaques in place—we all had our fingers crossed.

Saturday, June 22

By nine a.m. three four-wheel drives were furiously beating a path through the dunes with boat after boat just barely keeping up with the demand. By ten a.m. whitecaps were breaking on the chop and I saw a lot of grinning faces. There was no doubt about it, the winds were out of the southeast now and we were in for a Hobie day. It looked like this division championship was going to separate the men from the boys and the women from the girls. As a little extra incentive, Miles Wood, the Division 9 Coast Cat representative, was registered in 16A fleet.

The white flag for the first race flew at 1 p.m. with the 18A's leading off on a course seven, a mere jaunt in the 20 knot winds. About a fourth of the 126 entrants crashed and burned during the first race but I heard only a few complaining about not having fun. All three television stations from the Charleston area were busy taping the action from

the beach. The local merchants along the strand were enjoying the increased business that the spectator crowd was providing. A hot windy day on the beach was what we were all there for. It just couldn't get much better. Meanwhile, back out on the course, the chase boats had cleared the debris and everyone was settling into a controlled mode during the second and third races.

By the end of three races, course 7's for the most part, all of the land-locked fleets who had longed for a Hobie Day in the surf were ready for a little relaxation.

Greek chicken and red rice with all the beer you could drink was being served at the lodge on Gold Bug Island, a bargain in low country cookin for sure. Those who had plans for eating seafood headed for Mount Pleasant and Charleston to eat the best of salt water cuisine that helped make this historic city famous. By the end of Saturday night the Shem Creek Seafood Bar and Grill knew that the Hobie catters were here for a good time.

Sunday morning saw the skippers preparing for single trapeze weather. Less brawn and more skill was the order of the day. Every inch around that course was hard fought as the point spread between the trophy takers was almost non-existent. Who was going to the nationals? Two long course 7s kept us on the water until 2pm. By four, 80 percent of the boats were packed and pulled off the beach ready for the exhausting trip back home. Some had already gone licking their wounds. The remaining crowd had gathered around the registration tent awaiting the results. Not wanting to leave, most looked longingly at the water rolling with the refreshing sea breeze. As the handmade mahogany trophies appeared the deserving stepped forward. The most notable are as follows: Chris Sator, skipper and Carol Moreland, crew both of Atlanta's Fleet 12 took the 18 fleet berth to the national in St. Petersburg. Miles Wood, skipper of Ft. Walton Beach, and Ann Sloger, crew of Charleston, walked away with the trip to Traverse City for the 16 Nationals.



Danny Myers from Charlotte will see the other end of the country when he travels to Lake Mead to compete in the 14 nationals and David Moore of Pauleys Island, South Carolina with his 14 Turbo will be rushing to Oklahoma City to seek his fortune in gold. The remainder of the results are published elsewhere in the Hotline.

Now that the Division 9 Championship is history the Fleet 53 regatta committee would like to publicly thank all the race participants for being the kind of first class sportsmen that allows racing sailboats on the amateur level to be ranked as a class act. We all went away winners, just for the fun of it.

1985 Belk Regatta

Fleet 92, Division 9
Lake Norman, N.C.
April 13-14, 1985

The sails of 148 Hobies on Cowans Ford Country Club point were bathed in the rays of a warm spring sun on Saturday morning in defiance of the weather forecast of rain. This good omen set the stage for a flawless regatta. Throughout the weekend the wind held at about ten knots out of the east with shifts to the northeast and southeast. Even though temperatures reach the low 70's, an occasional gust to fifteen knots made wet suits feel comfortable and a lot of sailors happy trapeze harnesses/butt buckets were on. These conditions beat many of our past regattas when double trap-

ping and the wind chill factor near freezing prevailed.

Shooting for a 1:00 pm start, 73 boats headed for a course at the south end of the lake and 75 boats for B course to the north of A course. Jesse Helms was the committee boat lead on A course and Danny Myers the lead on course B. These super sailors ensured the three races on Saturday and the two on Sunday flowed smoothly.

Only two skippers that were in first place on Saturday kept their positions as the final scores were tallied on Sunday: Wick Smith - 16A and Steve Faille - 14T. Only 1.75 points were between Steve's 13.00 and sixth place winner Jeff Deaton's 14.75. Don Estapa had to relinquish first place on Saturday in 18A to Lance Dunn. Chip Moore traded the number one spot in 18B on Saturday to Steve Toney at the final count. Steve Dixon gave up the lead on Saturday to Steve Toney at the final count.

After a feast of Sonny's barbecued pork/chicken and all the trimmings, Commodore Jeff Price held forth at the presentation of a seemingly endless number of door prizes generously donated by Boats for Sail, Coca-Cola Foods, Jim's Auto Electric Service, Hunter Supply, Murray's Marine and SSI.

With 14 boats, Fleet 164 from Seneca, S.C. narrowly edged out the 13 boats from Raleigh's Fleet 97 for the "most registered boats" award of the fleets represented.

The IBM PC and the Bob Thomas Regatta Scoring Pro-

gram worked without a hitch. Jesse Helms' request to work out protests on the water was heeded as only one protest was ruled on after Saturday's races and only one on Sunday. This also speeded the scoring process.

In addition to our gratitude to the firms mentioned above, our thanks to Belk for sponsoring another great regatta, Bealer Wholesale for the Michelob, Coca-Cola Bottling Company for the soft drinks.

As the last trailer rolled away on Sunday and rain finally moved in, Commodore Price and the dedicated staff of volunteers could look back on providing a great Hobie weekend for all.

DIVISION 10

Once Is Not Enough!

Division Ten Championships 1984 & 1985
Fleets 60 & 400/Division 10
Cedar Point Sandusky, Ohio
by Deborah K. Schaefer

The 1984 Division Ten Championships sponsored by Fleet 60 and Fleet 400, did indeed meet the promise to be one of the best-ever regattas for testing the metal of its Team Ten members. All the elements needed to make a successful regatta were present and combined to make the championships both a challenging sports event and a really fun regatta for the Hobie racers and their Hobie families.

Centrally located in the division, Cedar Point proved to be the ideal location for this exciting event. There were absolutely no hassles getting into the amusement park or finding the race site! Cedar Point had plenty of signs and attendants to show us the way. Thanks to Glen Blohm, who organized the parking lot and beach crews, getting your boat rigged and down to the beach was a breeze.... lots of helpers, dollies, and cat tracks to serve the steady stream of Hobies coming in. Cedar Point's beautiful beach made a perfect launch site. The swimming area was cordoned off so there was no fear of dodging swimmers when launching or landing. The on location accommodations of the vin-

tage Hotel Breakers offered race participants the convenience of shops, restaurants, a cocktail lounge, and beach-side patio right where the action was all taking place. The Camper Village, adjacent to the Breaker's parking lot and boat rigging area, was only a short walk from the beach and Hobie headquarters. Needless to say, having the largest amusement park in the world right at your doorstep was a real hit with the Hobie families. While the Hobie moms and dads were racing or socializing at the patio, the kids were having a ball!

Another important element at any Hobie regatta is wind and that we did have in abundance for most of the regatta! Friday's practice race was run in a 15 to 20 knot breeze with 5 foot waves....a little tricky getting off the beach, but fun to sail in! On Saturday, the wind was a little more fickle. During the first race, we had light air, but by the time the fleet reached A mark, we had no air. We all thanked God when the RC pulled up a shorted course flag! During the second race, the air filled in a little, making all the racers a little happier. On Sunday, mother Nature decided to give us a taste of the kind of wind and waves we would be seeing at nationals....25 knot winds with 30 knot gusts with the resulting six to eight foot waves. While the C fleeters looked on, a bit relieved that they wouldn't have to race, A and B fleeters got in some practice launching in the surf. The crash boats had a real time of it, trying to keep up with the boats that were dismasting and everywhere you looked, there was another 16 pitchpoling in a trough! All the survivors tried to apply what they had learned from Jeff Alter about surfing the waves, but these waves were steeper and shorter than they were at South Haven. That course seven took its toll of boats and racers, and many racers just called it a day when that race was over. But at races end, there was still a small enclave of sailors on the beach who remained suited up and ready to go. These guys needed a fourth race and a throw-out in the worst way! But Mother Nature was also having her

way with the race committee. They were all sea sick and threatened to mutiny if they weren't taken in immediately, so the fourth race was cancelled.

The final element that is needed to make a successful regatta is a nice trophy presentation. Our sponsor, Harry Heineman personally awarded each winning skipper and crew a silver cup. And to every first place skipper he awarded a bottle of champagne with which to celebrate victory. Finally, all the qualifiers for Nationals were announced and the Team Ten T-shirts were awarded. After a few last beers and a few last good-byes, the Championships were over!

This year the Division Ten Championships will again be held at Cedar Point. We intend that this year's regatta will be even bigger and better than last year. We've got the best location, the big lake, good air, and we promise you a good time! So bring your family, the kids, and the boat, and have a ball with us at Cedar Point!

Batten Buster Regatta

May 11 & 12, 1985
Carl Gray Park
Panama City, Florida

The Twelfth Annual Batten Buster Regatta was held May 11 and 12, 1985 at Carl Gray Park in Panama City, Florida. Winds of two to 15 miles per hour predominated the two days of racing. Both days the winds were so light the races could not begin until nearly 1:00 P.M.

After three races Saturday, 85 sailors, crews and committee people attended a "Bring Your Own Meat" barbecue. Bread and potatoes were donated by Dunkin McLane of Lands End Oyster Bar. Coke and Bud Lite beer kept everyone refreshed and WPAP FM radio provided fantastic T-shirts.

Many thanks to Toni Kalata and Hugh Molden, race committee, Bucky Higman and friends for a great chase boat and to Cindy and Lisa for helping with salad, potatoes and hot dogs. It was a good old fashioned regatta.

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

DIVISION 1

OPENING DAY REGATTA
FLEET #6 DIVISION 1
KAILUA BAY, HAWAII
JANUARY 13, 1985

HOBIE 18A	POINTS
1. Dryland/Cambre	4.8
2. Froome/McFaul	6.8
3. Ling/Woehl	7.8
4. Blacha/Taylor	12
5. Culbertson/Taylor	13

HOBIE 18B	POINTS
1. Goodman/Goodman	3 1/2
2. De Rego/Miltier	5.8
3. Durnin/Groswendt	8

HOBIE 16A	POINTS
1. Myhre/Paul	4.8
2. Irvine/Orrick	8
3. Woehl/Concovich	9
4. Jacobs/Fung	9
5. Myrter/Orrick	15
6. Wythes/Saurer	16
7. Fields/	20

BELLOWS OPENING DAY REGATTA
FLEET #6 DIVISION 1
BELLOWS BEACH, HAWAII
FEBRUARY 9-10, 1985

HOBIE 18A	POINTS
1. McFaul/Steiner	6
2. Rothwell/	9
3. Van De Verg/	13

HOBIE 18B	POINTS
1. Goodman/Goodman	7
2. Durnin	11 1/2
3. Cairnes/Annis	14
4. De Rego/Miltier	14

HOBIE 16A	POINTS
1. Jacobs/Booma	6.3
2. Myhre/Feyerisen	6.3
3. Irvine/Orrick	17
4. Fields/Fung	20
5. Wuthes	25
6. Peebles/Scheet	28
7. Woehl	30

HOBIE 16B	POINTS
1. Smith/Smith	5
2. Orrick/Orrick	8

HOBIE 16C	POINTS
1. Rothwell/Tish	4

PORT LOCH REGATTA
FLEET #6 DIVISION 1
PORT LOCH, HAWAII
MARCH 10, 1985

HOBIE 18B	POINTS
1. Goodman/Goodman	2 1/2

HOBIE 16A	POINTS
1. Irvine/Orrick	4 1/2
2. Fields/Fung	4.8
3. Woehl/Concovich	9
4. Myrter/Garrison	11

HOBIE 16C	POINTS
1. Schranz/Bobey	3.8
2. Metzger/Lemquist	6

KOKOKAHI POTLUCK REGATTA
FLEET #6 DIVISION 1
KOKOKAHI, HAWAII
MARCH 16, 1985

HOBIE 16A	POINTS
1. Dryland/Cambre	5 1/2
2. Fields/Fung	10
3. Myhre/Paul	12
4. Myrter/Bobey	13
5. Wythes/Feyerisen	15
6. Woehl/Concovich	17
7. Jacobs/Booma	18

8. Everest/Blang 22
9. Irvine/Orrick 25

HOBIE 16C	POINTS
1. Metzger/Trinies	3.5
2. Shranz/Shiebel	4.8

HOBIE 18A	POINTS
1. McFaul/Kaan	2.3
2. Froome/McFaul	6
3. VanDeVerg/Didi	9

HOBIE 18B	POINTS
1. Goodman/Goodman	2
2. Cairnes/Annis	9
3. Durnin/Crew	10
4. DeRego/Miltier	21

KUALOA CAMPOUT REGATTA
FLEET #6 DIVISION 1
KUALOA, HAWAII
APRIL 13-14, 1985

HOBIE 18A	POINTS
1. Froome/McFaul	6.5
2. McFaul/Kaan	8.5
3. Rothwell/Roth	10
4. Culbertson/Tay.	12.8
5. Driscoll/Jaime	14

HOBIE 18B	POINTS
1. Goodman/Goodman	4.3
2. Gilbert/Stimson	6.5
3. Seidel/Seidel	12
4. Cairnes/Annis	13
5. DeRego/Holmes	17

HOBIE 16A	POINTS
1. Dryland/Cambre	5.5
2. Myhre/Paul	9.0
3. Jacobs/Booma	9.8
4. Irvine/Fulk	16.8
5. Lung/Gilbert	20.8
6. Woehl/Concovich	21
7. Fields/Fung	28
8. Wythes/Davis	28
9. Schatz/Libby	31
10. Peebles/Younger	34
11. Furukawa/Crew	34

HOBIE 16B	POINTS
1. Shranz/Joep	4.3
2. Feyerisen/Rodri.	9.8
3. Smith-Smith	9.8
4. Orrick/Orrick	11

KOKOKAHI MID-SEASON REGATTA
FLEET #6 DIVISION 1
KOKOKAHI, HAWAII
APRIL 28, 1985

HOBIE 18A	POINTS
1. McFaul/Kaan	3.5
2. Driscoll/Remick	4.8

HOBIE 18B	POINTS
1. Goodman/Goodman	3.5
2. Cairnes/Annis	8.0
3. Durnin/Cazar	10

HOBIE 16A	POINTS
1. Wythes/Fung	5.8
2. Dryland/Cambre	7 1/2
3. Jacobs/Beaumont	7 1/2
4. Irvine/Faulk	14
5. Furukawa/Crew	14
6. Woehl/Concovich	16
7. Joep/Schranz	17

HOBIE 16B	POINTS
1. Rodrig./Feyerisen	3 1/2
2. Orrick/Erickson	5.8
3. Smith/Davis	8.0

HOBIE 16C	POINTS
1. Elmgren/Pierterson	2.3

HOBIE 14	POINTS
1. Schatz	6.5
2. Remick/Tan	7.8
3. Schranz	9.0
4. Tanner	13
5. VanDeVerg	15

MICHELOB TUNEUP
FLEET 6 DIVISION 1
HAWAII
MAY 11, 1985

HOBIE 18A	POINTS
1. McFaul/Kaan	4 1/2
2. Froome/McFaul	4.8
3. Rothwell/Rothwell	8

HOBIE 18B	POINTS
1. Goodman/Goodman	2.3
2. Durnin/Crew	6
3. De Rego/Miltier	9

HOBIE 16A	POINTS
1. Dryland/Cambre	3 1/2
2. Myhre/Paul	5.8
3. Jacobs/Booma	9
4. Driscoll/Remick	14
5. Wythes/Fung	15
6. Schatz/Cambre	19
7. Furukawa/VanDeVerg	19
8. Lung/Annis	22

HOBIE 16B	POINTS
1. Rodrigues/Feyerisen	6
1. Orrick/Orrick	6

MICHELOB REGATTA
FLEET 6 DIVISION 1
HAWAII
MAY 25-27, 1985

HOBIE 18A	POINTS
1. McFaul/Kaan	6.3
2. Froome/McFaul	8 1/2
3. O'Sullivan/Feyerisen	13.8
4. Rothwell/Rothwell	19
5. Lung/McCarthy	22
6. Culbertson/Taylor	26

HOBIE 18B	POINTS
1. Goodman/Goodman	3.8
2. De Rego/Miltier	12
3. Cairnes/Annis	14
4. Seidel/Seidel	19
5. Gilbert/Stimson	22

HOBIE 16A	POINTS
1. Myhre/Paul	7 1/2
2. Jacobs/Booma	8 1/2
3. Dryland/Cambre	10 1/2
4. Driscoll/Viera	20
5. Fields/Fung	24
6. Irvine/Fulk	26
7. Wythes/Wetherwax	31
8. Schatz/Valentin	32
9. Sammons/Orrick	41
10. Furukawa/Riddle	55
10. Myrter/Woehl	55

HOBIE 16B	POINTS
1. Burke/Cambre	7 1/2
2. Rodrigues/Feyerisen	8.3
3. Schranz/Joep	13
4. Lemquist/Burns	17.8
5. Dyck/Louie	22
6. Smith/Davis	28
7. Orrick/Orrick	32

HOBIE 16C	POINTS
1. Hershorn/Manfred	6.3
2. Metzger/Trinies	6.3
3. Sim/Ransom	14

HOBIE 14A	POINTS
1. VanDeVerg	5
2. Remick/Haden	11.8
3. Tanner	11.8
4. Schranz	22
5. FullardLeo	22
6. Schaleger	24

PORTLOCK HOTDOG REGATTA
FLEET 6 DIVISION 1
HAWAII
JUNE 8, 1985

HOBIE 18A	POINTS
1. McFaul/Kaan	5 1/2
2. Rothwell/Rothwell	6.8
3. Froome/McFaul	7
4. Culbertson/Taylor	10

HOBIE 18B	POINTS
1. De Rego/FullardLeo	2 1/2

HOBIE 16A	POINTS
1. Myhre/Paul	5.8
2. Jacobs/Booma	6.8
3. Furukawa/Crew	11.8
4. Fields/Fung	15
5. Myrter/Myrter	18
6. Wythes/Wetherwax	19
7. Myrter/Woehl	21
8. Woehl/Conowich	21
9. Dryland/Cambre	23
10. Schatz/Tanner	25

HOBIE 16B	POINTS
1. Dyck/Sanger	2.3

LASER INVITATIONAL
FLEET 6 DIVISION 1
HAWAII
JUNE 23, 1985

HOBIE 18A	POINTS
1. McFaul/Kaan	2.3
2. Froome/McFaul	6
3. Lung/Crew	9

HOBIE 18B	POINTS
1. Goodman/Goodman	2.3
2. De Rego/Miltier	6.0

HOBIE 16A	POINTS
1. Myhre/Paul	2.3
2. Wythes/Wetherwax	6.0

HOBIE 16B	POINTS
1. Rodrigues/Feyerisen	2.3
2. Orrick/Orrick	8
3. Dyck/Crew	9
4. Smith/Davis	10

DIVISION 2

OTTER REGATTA
FLEET #222 DIVISION 2
SEASIDE, CALIFORNIA
JUNE 8-9, 1985

HOBIE 18A	POINTS
1. Steve Carey	11 1/2
2. Rafi Yahalom	14 3/4
3. Mike Rayfus	20 3/4
4. Tomm Poore	24 3/4
5. Gordon Moncibian	28
6. Greg Stone	32 3/4
7. John Pincin	40
8. Marshall Harris	44
9. Tim Gilbert	50
10. Jack Hill	54
11. Victor Chaney	60
12. Drew Riddle	60
13. Dave Giguere	76
14. Kirk Jeffries	77
15. Bob Hauff	84
16. George Goodell	96
17. Dennis Sullivan	98
18. Erv Rodgers	103

HOBIE 18B	POINTS
1. Tom Howard	7 1/2
2. Jerry Johnson	8 1/2
3. Lloyd Wagner	15
4. Mike Corbett	24
5. Rod Stewart	25
6. Phil Degoa	33
7. Richard McFarren	34

HOBIE 16A	POINTS
1. Keith Christen	11 1/2
2. Alan Equas	12 1/2
3. Paul Pascoe	17 3/4
4. Pat Porter	36
5. Scott MacDonald	38
6. Mike Montague	38
7. Brian Boshma	44 3/4
8. Jim Gustine	53
9. Douglas Sloan	54
10. Ed Montague	66
11. Mark Skvarla	72
12. Wayne Mooneyham	74
13. Paul Tobie	76
14. Chuck Skupniew	79
15. Dan Delave	79
16. Morgan Rutledge	91
17. Dave Hinds	97 3/4
18. Bruce Vessey	99
19. Howard Hoffman	104
20. Ron Katz	109
21. Russell Heath	109
22. Bill Timms	117
23. John Schulth	120
24. Tom Burling	124
25. Mike Arnerich	140
26. Wright Mathews	140
27. Rick Grewahl	140
28. David Anderson	152
29. Byron Brown	180

HOBIE 16B	POINTS
1. Robert Cook	13 3/4
2. Dave Terey	15
3. Chris Miller	15 3/4

HOBIE 16A	POINTS
4. Bill Bailey	15 3/4
5. John Moore	21 3/4
6. Rick Duos	21 3/4
7. Daryl Levitt	34
8. Walt Bowen	34
9. Mike Bennet	43
10. Dirk VanOutryve	49 3/4
11. Stuart Thompson	52
12. Al Leonard	56
13. Mark Hendry	57
14. Alan Hill	57
15. Steve Haag	75

HOBIE 16C	POINTS
1. Jeff Storey	5
2. Kevin Reilly	12 3/4
3. Julian Levin	16
4. Nelson Deane	20
5. Bruce Walker	20 3/4
6. Michael Duane	28
7. Stan Ross	32
8. Stephen Panattoni	39
9. John Salse	43

HOBIE 14	POINTS
1. Rod Neathery	9 1/2
2. Randy Gross	9 1/2
3. Brian Gross	12 1/2
4. Jim Tantillo	24

HOBIE 14 TURBO	POINTS
1. Scott Sohle	7
2. Gary Walden	10 1/2
3. Dave Williams	18
4. John Walden	22

DIVISION 3

RIO - NICIA ON THE ROCKS
FLEET 194 DIVISION 3
VALLEJO, CALIFORNIA
JUNE 15, 1985

HOBIE 18A	POINTS
1. Ettl/Styna	3/4
2. Harris/Abblett	2
3. Chaney/Chamberlain	3
4. Albrecht/Beard	4
5. Boren/Ray	5

HOBIE 18B	POINTS
1. Cole/Crosby	3/4
2. Spain/Piece	2
3. Stierwalt/Stierwalt	3
4. Hulse/Weaver	4
5. Elkins/Marton	5

HOBIE 18 MAGNUM	POINTS
1. Owens/Carter	3/4
2. Burton/Angela	2

HOBIE 16A	POINTS
1. Montague/Davidson	3/4
2. McDonald/Ed	2
3. Porter/Robertson	3
4. Skvarla/Young	4
5. Tims/Wasielewski	5
6. Hinds/Sharon	6
7. Gustin/Gustin	7
8. Katz/Louisletter	8

HOBIE 16B	POINTS
1. Rall/Steele	3/4
2. Terey/Levett	2
3. Richardson/Beall	3
4. Trumbull/Trumbull	4
5. Griswold/Zachary	5
6. Walken/Bacchi	6
7. Fierner/Fierner	DNF

HOBIE 16C	POINTS
1. Westerterp/Talley	3/4
2. Lindquist/Shepard	2
3. Pouliot/Dunas	3
4. Daymond/Heavey	4
5. Culcasi/Riegher	5
6. Asperger/Cahoon	6
7. Lange/Barnes	7
8. Douglas/Zeidman	DNF
8. Beggs/Irish	DNF

DIVISION 4

PORTLAND ROSE FESTIVAL
HOBIE REGATTA
FLEET 72 DIVISION 4
VANCOUVER LAKE, WASHINGTON
JUNE 8, 9, 1985

<u>HOBIE 18A</u>	<u>POINTS</u>
1. Ling/Mans	8

REGATTA RESULTS

2. Severs/White	10 1/2
3. Marshack/	12 3/4
Marshack	
4. Cohn, S.	24
5. Trucano, J.	31
6. Melton/Parks	35
7. Toews/Rocky	38
8. Parsons, R.	49

HOBIE 16A	POINTS
1. Stansborsky/	6 3/4
Stansborsky	
2. Noyd/Smith	13 3/4
3. Marshall/Janice	19 3/4
4. Nichols/Sarah	27
5. Carter, P.	27
6. Carter/Carter	33
7. Zop/Squid	36
8. Lowry	38
9. Behrend/Behrend	49

HOBIE 16B	POINTS
1. Wood/Daily	12 1/2
2. Williams/Corey	14 1/2
3. Lowell/Kathy	18 1/2
4. Smith/Johns	24
5. Hull	28
6. Mackenzie/Suzie	33
7. Horswill/Vickie	35
8. Byers, L.	48
9. Zopolos	49
10. Corbridge	55
11. Bond, D.	57

HOBIE 16C	POINTS
1. Carter/Mamhewa	5 3/4
2. Adams/Pat	16 3/4
3. Haller/Lowa	17 3/4
4. Laws/Heffron	28
5. Babcock	34
6. Tyler	35
7. Kaplick	39
8. Deeknadel	40
9. Reinheimer	44
10. Naffen	45

HOBIE 14C	POINTS
1. Verrinder B.	3 3/4
2. Cross, T.	10 3/4
3. Fuller, S.	18

PORT TOWNSEND REGATTA FLEET 95 DIVISION 4 PORT TOWNSEND, WASH. MAY 11, 12, 1985

HOBIE 18A	POINTS
1. Ling/Ann	4 1/2
2. Severs/Segers	8 3/4
3. Marshack/Marshack	8 3/4
4. Skidmore/	13
Chamberlain	
5. Stewart/Carter	20
6. Horswill/Vicki	25
7. Jolibois/Peter	26
8. Toews/Blackwood	27
9. Anderson/Aberg	31
10. Peterson/	38
Ingersoll	

HOBIE 16A	POINTS
1. Knight/Hodgson	7 1/2
2. Christensen/	9 1/2
Wilson	
3. Jung/Stanley	15
4. Smith/Noyd	15 3/4
5. Allen/Kemp	17
6. Carter/Combie	21
7. Clover/Dolliver	21
8. Nelson/Perry	23
9. Carter/Carter	28

HOBIE 16B	POINTS
1. Davis/Corrine	8 1/2
2. Guarino/Snodgrass	8 3/4
3. McGlashan/McDoug	12 3/4
4. Zopolos/Frost	13
5. Pilger/Gail	13 3/4
6. Burns/Kull	16
7. Anderson/Brent	24

HOBIE 16C	POINTS
1. Petraneh/	5 1/2
Storkwell	
2. Corbridge/Kline	6 1/2
3. Lee/York	8
4. Owen/Symington	17
5. Filer/Arkell	17
6. Smith/Young	21

DIVISION 5

PUEBLO 1985 REGATTA FLEET 201 DIVISION 5 PUEBLO RESERVOIR PUEBLO, COLORADO MAY 11, 12, 1985

HOBIE 18A	POINTS
1. Barnes/Beheffer	4
2. Roll/Wigton	4 3/4
3. Zabel/Pord	7
4. Foust/Jennings	10 3/4
5. Hodges/Clarke	11
6. Collins/Laballe	13
7. McCrady/Weismer	15
8. Clark/Clark	17
9. Larson/Larson	18
10. Wittrup/Wittrup	20

HOBIE 18B	POINTS
1. Braun/Ciesielski	1 1/2
2. Peterson/Cooley	2 3/4
3. Rindahl/Boom	3 3/4
4. Seiffert/Buckles	15
5. Howser/Primovich	16
6. Pearson/Walsh	17
7. Carroll/Barham	18
8. Kalin/Kim	22
9. Brown/	22
Norlander	
10. Nicol/Nicol	22
11. Farmer/Christie	22

HOBIE 16A	POINTS
1. Shearer/Shearer	1 1/2
2. Shearer/Shay	4
3. Roybal/Ogawa	7
4. Johnson/Hill	9
5. Adams/Adams	9
6. Fulton/Tuckett	23
7. Henderson/Borg	24
8. Leonard/Welch	25
9. Corss/Cross	26
10. Aleccia/Mathis	27
11. Shay/Bittle	28
12. Kaphammer/	28
Melville	
13. Tracy/Croissant	34

14. Roybal/Cranford	34
15. McLaughlin/	34
Harrington	
16. Cavness/	34
Cunningham	
17. Baeverstad/	34
Baeverstad	

HOBIE 16B	POINTS
1. Hinneberg/	1 1/2
Tarasat	
2. Cowan/Cowan	6
3. Gerblick/Lorry	6
4. Lenz/Ryan	9
5. Lindholm/Vader	10
6. Way/Paille	15
7. Liby/Watkins	23
8. Shaw	35
9. Watt/Watt	36
10. Anderson/Somers	38
11. Wynder/Bagley	40
12. Weaver/Weaver	41
13. Bowen/Scott	42
14. Muller/Muller	43
15. Cahalane/Kitson	44
16. McCombs/McCombs	45
17. Hammer/Honerkamp	46
18. Harper/Cain	47
19. Tully/McDonnell	49
20. Meyer/Barb	49
21. Pasterkamp/Sas	60
22. Gatto/Krail	60
23. White/White	60
24. Spunuzzi/	60
Spunuzzi	
25. Ruppert/Ruppert	60
26. Puckett/Doyle	60
27. Linguist/Mks	60
28. Hillis/Hillis	60
29. Brems/Parrish	60
30. Ackerman/Smart	60

HOBIE 16C	POINTS
1. Lindholm/Newcomb	3 3/4
2. Hosker/Nielson	4
3. Lockner/Mary	4 3/4
4. Cassel/Reese	7
5. Breeding/	13
Lippoldt	
6. Victory/Novy	30
7. Schnackenberg/	31
Cody	
8. Snow/Reece	32
9. Denooy/	34
Koldenhoven	
10. Donahue/Hester	34

11. Merrigan/Anneal	50
12. Marsicano/Buens	50
13. Key/Reed	50
14. Foote/Foote	50
15. Ballew/Griffith	50
16. Wagner/Avino	50
17. Seitz/Reams	50
18. Rosnik/Rosnik	50
19. Peletis/Hecker	50
20. Long/Holland	50
21. Shuman/Cunip	50
22. Kellogg/Schutte	50
23. Decker/Decker	50
24. Costa/Barnett	50
25. Hallock/Ambler	50

HOBIE 14A	POINTS
1. Fite	2 3/4
2. Simpson	2 3/4
3. Fite	7
4. Cox	7
5. Francis	10

HOBIE 14B	POINTS
1. Kuckelman	1 1/2
2. Lyons	6
3. Buchholz	6

HOBIE 14 TURBO	POINTS
1. Hock	2

2ND ANNUAL HOBIE CAT SPORTS POINTS REGATTA FLEET #67 DIVISION 5 DEER CREEK, UTAH JUNE 8-9, 1985

HOBIE 18A	POINTS
1. Roll/Wigton	5.5
2. Brown/Brown	5.5
3. Wittrup/Wittrup	9.75
4. Bloyl/Bloyl	15

HOBIE 18B	POINTS
1. Urban/Green	3

HOBIE 16A	POINTS
1. M.Shearer/Soren.	4.25
2. Johnson/Flash	8.75
3. A.Shearer/M.She.10	

WILDWOOD CREST CLASSIC

DIVISION II, B & C CHAMPIONSHIP REGATTA*

Fleet: 443

Date: Saturday & Sunday...Sept 7th and 8th, 1985

Location: 7100 Ocean Ave., Wildwood Crest, N.J.

Directions: From South - Lewis Ferry to Cape May, signs to Garden State Pkwy., Exit 4-B, East to Ocean Ave., South (right) to Primrose Rd.

From North - Garden State Pkwy. to Exit 4-B, East to Ocean Ave., South (right) to Primrose Rd.

Lodging: Free parking lot at site, motels and camping with nearby 4-wheel available. Call for additional lodging information.

Fees: \$15.00 (Hobie 16, 18)

\$10.00 (Hobie 14)

Schedule: Fri., Sept. 6 5-10 p.m. registration

Sat., Sept. 7 8 a.m. registration
9:30 a.m. Skipper's meet.
5 races

Sun., Sept. 8 Schedule Announced Sat.

Favors: Free tee shirts, free amusement passes to over 50 rides.

Lunches: Will be available.

Attention Getters: Trophies 5 Deep

All Profits go to the American Diabetes Association

For Information & Pre-Registration

Call Bob Edwards 609-886-4609 or Doug Ackroyd 609-861-5674
Route #1, 419A Cape May Court House, New Jersey 08210

*None Point Regatta with Novices Welcome.

FOURTH ANNUAL FRISCO-FLYER SATURDAY SEPTEMBER 21, 1985

Sail over 40 miles around the islands of San Francisco Bay. This is high wind sailing at its finest. Reaches scream at over 25 miles per hour.

Entry Fee: \$15.00 per boat. This includes trophies and lunch. Sponsored by: Fleet 87 and Empire Sailing—San Rafael. For More Information: Call George Homenko at 415-459-1171 (Days).

TEST YOUR SKILL AND ENDURANCE

REGATTA RESULTS

4. Fulton/Tuckett	13
5. Shay/Bittle	16.75
6. D.Shearer/Lowe	18
7. Jensen/Jensen	26

HOBIE 16B	
POINTS	
1. Barnes/Barnes	5.5
2. Harper/Cain	8.75
3. Bowen/Scott	9.75
4. Brems/Parish	14
5. Thurman/Cassedy	15.75
6. Lenz/Ryan	18
7. Ostler/Ostler	26
8. Haymond/Webb	28

HOBIE 26C	
POINTS	
1. G.Jones/Tobari	4.25
2. R.Jones/K.Jones	5.5
3. Humiston/Willard	13
4. Holland/Holland	15
5. Vance/Lace	26
6. Thompson	27
7. Cline/Ballard	27
8. Key/Harris	32

HOBIE 14A	
POINTS	
1. Simpson	3
2. Cox	6.75

HOBIE 14T	
POINTS	
1. Gorce	3

DIVISION 6

SHIFTY WINDS
FLEET 407 DIVISION 6
TEXAS
NOVEMBER 10, 11, 1984

HOBIE 18A	
POINTS	
1. Smith/Smith	5 1/2
2. Huber/Huber	10 1/2
3. Palmer/Palmer	15
4. Pellone	18
5. Johnson/Collison	19 3/4
6. Broad/Hobbs	22
7. Drew/Comer	24
8. Wreyford	29
9. Currier/Warren	30
10. Roy/Blonn	34
11. McKee/Young	39
12. Taylor/Platt	42
13. Sutton/Nixon	45
14. Fodermaier/Cyndhi H.	47

HOBIE 16A	
POINTS	
1. Seta, Welty	8 3/4
2. Cregar/Fritzenmiller	13 1/2
3. Wilson/Wilson	16 3/4
4. Whittington/Cathy W.	21
5. Shaw/Shaw	21
6. Terregren/Kellogg	24
7. Hardy/Smith	29
8. Hoover/Betts	30
9. Malcum/Sharky	33
10. Holmes/Horton	35 3/4
11. Eckenroth/Cherico	36
12. Young/Young	38
13. Vockrodt/Vockrodt	40
14. Buck/O'Brien	42
15. Choice/Kopp	50
16. Bandemer/Larid	59
17. Luce/Tanya	63
18. Irwin/Natowsky	66
19. Scheidt/Scheidt	76
20. Pugh/Wilkins	80

HOBIE 16B	
POINTS	
1. Delesandra/Dunn	9 1/2
2. Zahorsky/Bolen	9 3/4
3. Hamilton/Cambre	13 3/4
4. Stein/Buente	14
5. Koons/Moore	16
6. Chambers/R. Chambers	17 3/4
7. Watson/Monterrebo	24
8. Sanchez/Hopkins	30
9. Wager/Grounds	30
10. Jacobson/Fleming	33
11. Underwood/Hawkins	36
12. Bach/Watkons	36

HOBIE 16C	
POINTS	
1. Cummings/Pile	12 1/2
2. Colley/Freeman	14
3. Watts/Watts	16
4. Rice/Marksbury	16 1/2
5. Schiller/Baty	19
6. Mikulec/Lis	21
7. Schneider/Grage	24
8. Loomis/Daniel	26 3/4
9. Donathon/Donathon	34
10. Woodard/Woodard	43
11. Wilson/Earnst	50

12. Willis/Trainer	54
13. Boykin/Turner	54
14. Wyatt/Doak	59
15. Foster/Vance-Nase	65
16. Ulrich/Ulrich	84
17. Whitney/Tim	84
18. Yeager/Ross	84
19. Alvarado/Yudell	84
20. Stallcup/Caraway	84
21. Owen/Burch	84

HOBIE 14 TURBO	
POINTS	
1. Kuc, J.	3
2. Auguart, S.	10
3. Deyo, D.	11 3/4
4. Welch, M.	14
5. Colby, P.	18
6. Baker, J.	19
7. Morrison, R.	33
8. Hahn, D.	40
9. Warren, H.	40
10. Wilson, B.	40

DEEP SOUTH
FLEET DIVISION 6
TEXAS
MARCH 16, 17, 1985

HOBIE 18A	
POINTS	
1. Barnett, J.	3
2. Pellone, K.	8 3/4
3. Johnson, M.	12
4. Brunt, F.	13
5. Webre, S.	16
6. Yumik, R.	24
7. Huber, T.	24
8. Wire, B.	25

HOBIE 18B	
POINTS	
1. Parish, G.	6 1/2
2. Donica, D.	6 3/4
3. Copley, B.	9 3/4
4. McKee, R.	10 3/4
5. Roy, L.	18
6. Kriesel, D.	18
7. Doyle, D.	31
8. Fontenot, G.	32

HOBIE 16A	
POINTS	
1. Whittington, R.	4 1/2
2. Seta, R.	7 3/4
3. McNally, D.	15
4. Teske, E.	16
5. Miller, C.	21 3/4
6. Andrews, M.	28
7. McCredie, D.	28
8. Goodman, T.	30
9. Hightower, L.	32
10. Pugh, R.	33
11. Mayo, M.	33
12. Koons, D.	39
13. Roland, L.	45
14. Hardy, M.	48
15. Pollendine, S.	53

HOBIE 16B	
POINTS	
1. Zahansky, T.	5 1/2
2. Hamilton, C.	7 1/2
3. Myers, R.	12 3/4
4. Quick, B.	17
5. Rabacais, K.	18
6. Dunn, B.	23
7. Snider, T.	25
8. Colley, S.	27
9. Ziese, Jr., D.	32
10. Tucker, W.	35
11. Barker, T.	36

HOBIE 16C	
POINTS	
1. Hoffman, C.	4 1/2
2. Donathan, M.	8 3/4
3. Stallcup, R.	9 3/4
4. Weissinger, D.	15
5. Rueblen, R.	16
6. Latimer, R.	20
7. Stine, D.	30
8. Graham, W.	32
9. Parish, B.	32
10. Kniesler, G.	38
11. Freeman, T.	44

HOBIE 14 TURBO A	
POINTS	
1. Arguart, S.	4 1/2
2. Dominy, B.	8 3/4
3. Paisley, J.	10 3/4
4. Woods, R.	15
5. Deto, D.	16
6. Connally, M.	20

HOBIE 14A	
POINTS	
1. White, C.	3
2. Baca, J.	6 3/4

CROSSWINDS
FLEET 161 DIVISION 6
TEXAS
MARCH 30, 1985

HOBIE 18A	
POINTS	
1. Barnett, J.	4 1/2
2. Huber, T.	7 3/4
3. Richnow, B.	11 3/4
4. Stroltm, B.	15

5. Kelsey, B.	17
6. Pellone, K.	21
7. McClain, R.	28
8. Purish, G.	33
9. Yumak, R.	36

HOBIE 18B	
POINTS	
1. Donica, D.	3
2. Roy, L.	10
3. Rumsey, C.	11 3/4
4. Campbell, W.	12
5. Taylor, K.	13
6. McReynolds, L.	30
7. Richard, P.	31
8. Wischmeyer, M.	32
9. McKee, R.	34
10. Kriesel, D.	40

HOBIE 16A	
POINTS	
1. Ralph, M.	6 1/2
2. Miller, C.	9
3. Kelley, N.	10 1/2
4. Hoover, A.	15
5. Cregar, D.	19
6. Whittington, R.	27
7. Holmes, E.	28
8. Collins, P.	28
9. Liles, B.	35
10. Rourke, K.	40
11. Goodman, T.	45
12. Teske, E.	48
13. Wilson, B.	49
14. Bradley, J.	50
15. Vockrodt, R.	57
16. Young, D.	58
17. Hightower, L.	58
18. Pugh, R.	59
19. Mallum, D.	64
20. Hardy, M.	71
21. Kuc, J.	73
22. Seta, R.	78
23. Eckenroth, P.	80
24. Delesandri, T.	90
25. Bandemek, L.	102
26. Buck, S.	103
27. Sparks, S.	104
28. Whitener, M.	110
29. Roland, L.	116

HOBIE 16B	
POINTS	
1. Kruciak, J.	6 1/2
2. Hamilton, C.	6 3/4
3. Gilliland, T.	12 3/4
4. Armstrong, O.	15
5. Quarles, N.	18
6. Bach, A.	22
7. Jacobson, H.	22
8. Snider, T.	27
9. Colley, S.	27
10. Hill, W.	57
11. Cummings, M.	68
12. Griffin, S.	68
13. Yeager, M.	68
14. Wickman, W.	68
15. Woodard, T.	68
16. Rose, J.	68
17. Dunn, B.	68

HOBIE 16C	
POINTS	
1. Lewis, D.	7 1/2
2. Simpson, J.	10 3/4
3. Weissinger, D.	10 3/4
4. Valencia, D.	15
5. Wyatt, C.	19
6. Kokolis, G.	23
7. Gaines, M.	23
8. O'Brien, C.	26
9. Frye, B.	27 3/4
10. Betts, G.	49
11. Burroughs, S.	54
12. Morrow, A.	55
13. Lindemann, T.	61
14. Graham, W.	64
15. Tucker, C.	67
16. Duke, C.	72
17. Freeman, T.	72
18. Mushenheim, J.	72

HOBIE 14 TURBO	
POINTS	
1. Dominy, B.	7 1/2
2. Acquart, S.	7 3/4
3. Bigelow, C.	12 3/4
4. Colby, P.	14 3/4
5. Weick, M.	14
6. Baker, J.	21
7. Shaw, R.	22
8. Hawkins, G.	34
9. Anderson, P.	36

HILL COUNTRY FLEET DIVISION 6 TEXAS APRIL 27, 28, 1985	
HOBIE 18A	
POINTS	
1. Smith, C.	9 3/4
2. Johnson, Mike	11 3/4
3. Huber, T.	13 3/4
4. Pellone, K.	14
5. Donica, D.	14
6. Yurnik, R.	14 3/4
7. Stone, J.	22 3/4
8. Sloan, R.	24
9. Strohm, B.	33
10. Tomko, T.	39
11. Strange, D.	45
12. Currier, G.	48

HOBIE 18A	
POINTS	
1. Smith, C.	9 3/4
2. Johnson, Mike	11 3/4
3. Huber, T.	13 3/4
4. Pellone, K.	14
5. Donica, D.	14
6. Yurnik, R.	14 3/4
7. Stone, J.	22 3/4
8. Sloan, R.	24
9. Strohm, B.	33
10. Tomko, T.	39
11. Strange, D.	45
12. Currier, G.	48

HOBIE 18A	
POINTS	
1. Richnow/Granger	5 1/2
2. Johnson/Moore	6 1/2

HOBIE 18B	
POINTS	
1. Rossi, R.	7 1/2
2. Roy, L.	11 3/4
3. McKee, R.	15 3/4
4. Wreyford, R.	16
5. Crowell, B.	19 3/4
6. Fontenot, G.	21
7. Campbell, W.	22
8. Marker, C.	22
9. Oyer, J.	29
10. Fuller, G.	34
11. Taylor, K.	41
12. Fodermaier, J.	42
13. Rice, K.	50
14. Bolton, W.	56
15. Bell, E.	60

HOBIE 16A	
POINTS	
1. Whittington, R.	9 3/4
2. Kuc, J.	10
3. Goodman, T.	11
4. Hardy, M.	16 3/4
5. Miller, C.	20 1/2
6. Wilson, B.	22 3/4
7. Seta, R.	24
8. Rourke, K.	28
9. Fitch, J.	36
10. Hightower, L.	39
11. Hamilton, C.	41
12. Popejoy, J.	41
13. McGonigle, R.	49
14. Kruciak, J.	54
15. Caraway, M.	54
16. Fuller, J.	57
17. Zaborosky, T.	58
18. Roland, L.	63
19. Mallum, D.	64
20. Buck, S.	65

HOBIE 16B	
POINTS	
1. Dunn, B.	4 1/2
2. Wilson, D.	12 3/4
3. Choice, Jr., B.	16
4. Nagel, D.	16
5. Cummings, M.	17 3/4
6. Gilliland, T.	27
7. Kellogg, L.	28
8. Ford, R.	29
9. Frye, B.	30
10. Schnorr, D.	41
11. Lewis, D.	47
12. Sternberg, M.	48
13. Tucker, W.	49
14. Stallcup, R.	54
15. Bradford, R.	55
16. Roberds, W.	58
17. Valencia, M.	59
18. Donathan, M.	61
19. Marksburg, G.	65
20. Bach, A.	66
21. Hoffmann, C.	66
22. Shade, R.	67
23. Weissinger, Wm.	69
24. Walters, C.	73
25. Wilkins, J.	97

HOBIE 16C	
POINTS	
1. Rice, S.	9 3/4
2. Beran, J.	14 1/2
3. Grounds, J.	19 3/4
4. Betts, G.	20
5. Valencia, D.	20
6. Middleton, J.	24
7. Metz, D.	26
8. Terrell, A.	26 3/4
9. Kokolis, G.	29
10. Schiller, M.	32
11. Barlow, D.	38
12. Brown, J.	45
13. McBride, D.	48
14. Griffin, R.	49
15. Strom, M.	50
16. Powers, C.	53
17. Rourke, K.	56
18. Graham, B.	62
19. Foster, B.	62
20. Wyatt, C.	73
21. Coupland, B.	79
22. Jordan, D.	82
23. Bender, C.	89
24. Parks, A.	96
25. Goleski, M.	106
26. Love, B.	112
27. McCarthy, W.	112
28. Morrow, A.	112

HOBIE 14A	
POINTS	
1. Dominy, B.	7 3/4
2. Acquart, S.	8 1/2
3. Williamson, W.	9 3/4
4. Deyo, D.	13
5. Eberle, B.	15
6. Colby, P.	23
7. Hawkins, G.	24
8. Baker, K.	36
9. King, J.	39
10. Efrid, C.	39
11. Turner, K.	43

HOBIE 18A	
POINTS	
1. Richnow/Granger	5 1/2
2. Johnson/Moore	6 1/2

3. Pellone/Oerichbauer</

Absolut Cup 1985

HOBIE 18 AND HOBIE 14 U.S. NATIONAL CHAMPIONSHIPS REGISTRATION FORMS

HOTEL RESERVATIONS

NAME _____ NUMBER IN PARTY _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

ARRIVAL DATE _____ DEPARTURE DATE _____

HOTEL NAME _____

My one night's deposit of \$ _____ is enclosed.

HOBIE 18 NATIONAL CHAMPIONSHIP HOTEL ACCOMMODATIONS

Holiday Inn Surfside Rates: \$60.00 per night single; \$65.00 per
400 Mandalay Ave. night double
Clearwater, FL 33515
813-461-3222

Registration Deadline: Sept. 1, 1985
Mail Hotel Reservations to Holiday Inn Surfside.
Prices do not include tax.

HOBIE 14 NATIONAL CHAMPIONSHIP HOTEL ACCOMMODATIONS

Lake Mead Resort Rate: \$28.00 per night (one
Located on the beach. No queen bed); \$35.00 per night
restaurant facilities on site. (two queen beds)
Goldstrike Hotel Rate: \$29.00 per night single or
Complete restaurant services double
and gambling casino.

Prices do not include tax.
Mail Hobie 14 Hotel Reservations to:
Innovations In Travel
P.O. Box 846
Hermosa Beach, CA 90254

AIRLINE RESERVATIONS

Contact Innovations In Travel at 800-832-8347 or 213-379-2483.
Special arrangements have been made with several airlines.
Republic is the official airline of the event and is offering special
rates.

RACE REGISTRATION

NAME _____

CREW NAME _____ COMBINED TEAM WEIGHT _____

ADDRESS _____

CITY _____ STATE _____ ZIP _____

I am registering for (check one) Hobie 18 ☐ Hobie 14 ☐

I am prequalified from Division _____

I wish to attempt to qualify from Division _____

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My sail number is _____

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Hobie 18s \$100.00

Hobie 14s \$75.00

All skippers, prequalified or not, must preregister to be assured of
a spot. A minimum of 12 spots will be open for each event.

REGISTRATION DEADLINE DATES

Hobie 18s—September 10

Hobie 14s—October 5

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Brunswick	Southwest Sails Chatham, Ontario Jack Baker Marine Mississauga, Ontario Pringle's Marine Limited Orillia, Ontario Catamarine Toronto, East, Ontario Sail Craft of Canada Kirkland, Quebec Peter's Adventure Sports Regina, Saskatchewan COLORADO Rocky Mountain Marine Denver Sunspot of Colorado Fort Collins Chinook Sailboat Pueblo CONNECTICUT Candlewood East Sailing Center Brookfield New England Sails Warehouse Point Shoreline Sail Waterford The Boat Locker Westport DELAWARE Fairweather Marine Center Bear FLORIDA Newkirk Marine Gulf Breeze Cycle Marine Bradenton Sallaway Coral Gables Aloha Marine Daytona Beach Port Tack Sailboats Ft. Lauderdale Sallaway Fort Meyers Playground Sails Ft. 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Continued from page 37

of sailing and were on the boats during the slower portions of the sequence. But when things began to get wilder, the Hungerfords were called in to double for both men. Part of the script called for Kline's character, who is sailing with his young son, to capsize the boat on cue. Both Kline and Henry Hungerford performed the stunt to assure the company of getting what they needed. Spacek and Standerford remained on the boats in their crew positions.

So Powell, Fisk and Bode got the shots they needed and edited all the racing footage to make the sequence appear to have happened on the same day. Judging from the film, they did a remarkable job. But there was more riding on the success of this sequence than pleasing the audience. Powell is a first-time producer who was given approximately ten million dollars of the company's money. After returning from her sojourn in Ocean City, she insisted that the film be made there, during the summer, with all the inherent roadblocks which would stand in the way including frequent thunder showers, lighting, hail, heat and high humidity. The studio was voting for Northern California where the weather would be more reliable, thus costing potentially less money in lay time. When Powell took her director, Fisk to Ocean City and put him on a Hobie, he was duly impressed and together they persuaded the studio to acquiesce to their demand.

"We got back there," said Powell, "and the production manager and the executive producer went crazy and said that we'd never make it, it's gonna rain. It rained, it rained, it rained every single day we were in preproduction. The night before production started, we had a big cast party and invited all the cast and crew and town people who had helped us. It was like a tornado. We were outside, we had tents up, they blew away and the next day the sun came out. It never rained one drop of rain the whole summer long. We just had this perfect summer." Except for the wind.

So Hollywood came to Ocean City, Maryland to capture a little of the Hobie Life. Although it wasn't easy on anybody, it's impossible to find one person connected with the film who didn't come away thinking that they had a good time. Although he claims shooting the scene could have been made simpler, Bode is satisfied with the shots. Powell is thrilled with the response the preview audiences have given the catamaran race. And what about the Hobie sailors who were there, suffering through the cold water and long delays? "I'd love to do it again," said Bryant Hungerford. "If you hear about any film studios that need some help, let me know."



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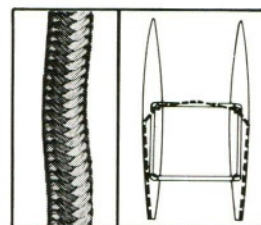
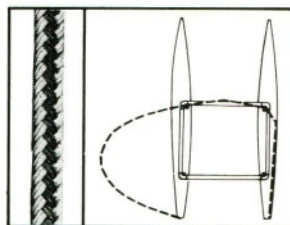
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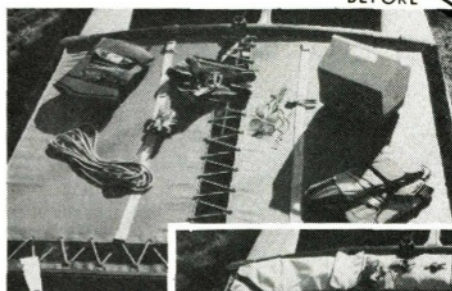
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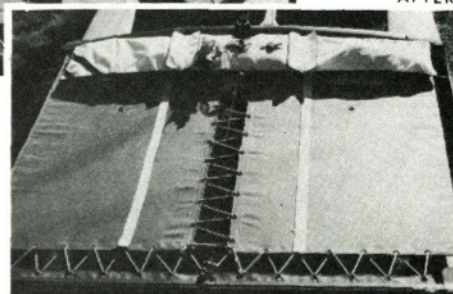
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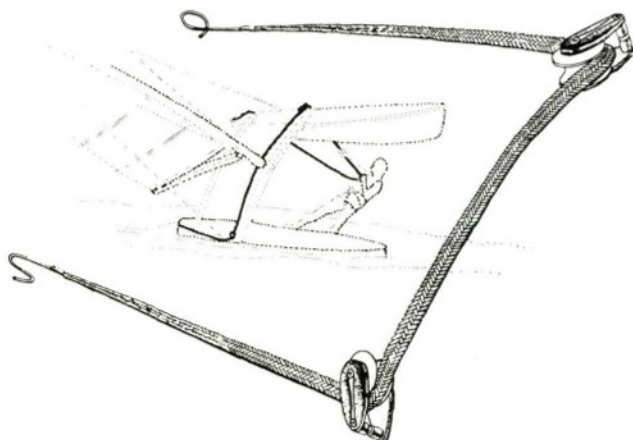
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☐ check Specify Backpack color _____
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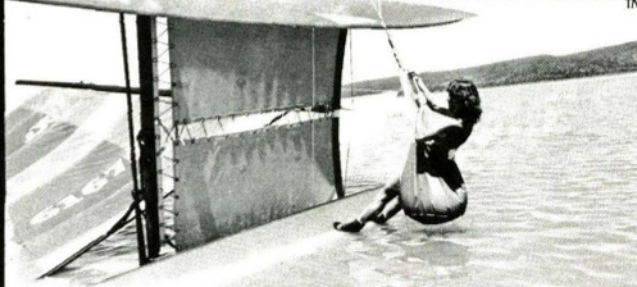
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Hot Products

Personal Sailwear Offers Custom Sweat Shirts

Personal Sailwear, a new company located in Brookfield, Illinois, announces the introduction of high quality, hooded sweat shirts with your very own boat expertly applied onto the front. Customers choose the sail colors, hull shape and sail numbers, and Personal Sailwear will produce the sweat shirt to those specifications. Estimated delivery time is two weeks.



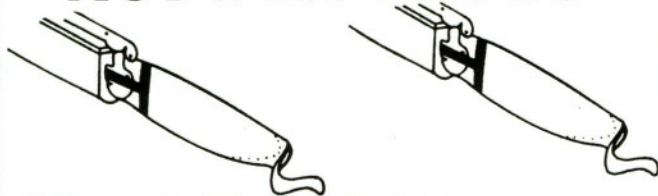
The shirts are available in four colors including white, red, royal, blue and navy blue. The 50% cotton, 50% polyester sweat shirts range in size from men's extra small through extra large. Personal Sailwear will also do other custom appliques. For more information, write Personal Sailwear, 9507 Jackson Ave., Brookfield, IL 60513. Or call 312-485-6164

Blue Puma Adds "Sea Shell"

Added to the Blue Puma quality line of boating clothing will be the "Sea Shell" touring anorak. Made of 4 oz. coated nylon with factory-taped seams, it features a removable, storm-proof hood that can be stashed for fair weather boating. A long front zip with storm flap and underarm zips provide adequate ventilation. The high-wind collar is lined with nylon pile. A double entry front pocket provides waterproof, easily accessible storage of binoculars, charts or snacks. An expandable bellows pocket on the sleeve with a lanyard attachment for whistle, knife or sunglasses is standard. To complete the jacket Blue Puma added adjustable neoprene cuffs to keep the wind and water out. For more information contact: Penny Holt, Blue Puma, 5350 Ericson Way, Arcata, CA 95521 or call (707) 822-7621.

Continued

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The D.A.M.N. Bag fits H-16 without alteration - Off Trampoline Storage Bags - Quick Hook-up - 2-12x15 Bags, 1 Port & 1 Starboard, Ripstop Nylon, Cold-Cup Pockets, Covered Zippers. Colors To Match Sails: •Red•Lt. Blue•Blue•Navy•Maroon•Green•Yellow and •Orange. State color, year & with or without Boom Vang

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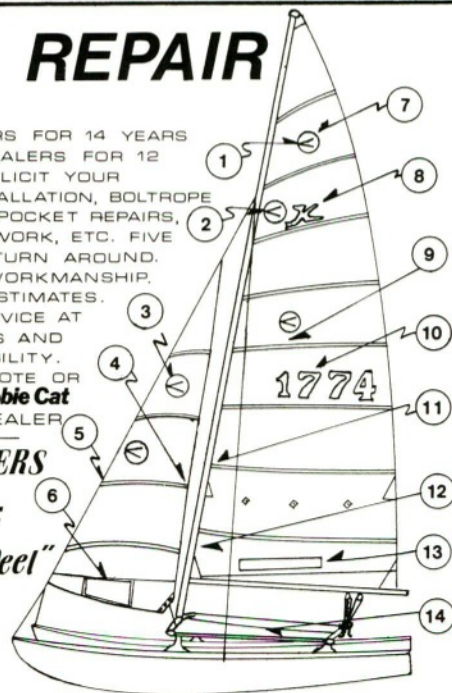
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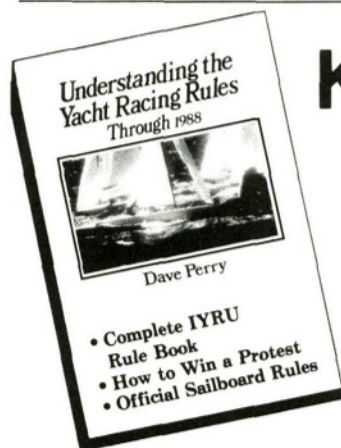
The Hobie 14 Turbo National Championship promises to be one of the most exciting races of the year with excellent wind and a host of activities planned for the entire week. Plus, all sailors will race all week long! Group Reservations: Mail reservations to Arrowhead Resort, Box 57, Canadian, Oklahoma 74425. Or call 918-339-2711.

Room Rates: Single or double rooms are available at \$44.00 per night. All rooms have double beds. Cottages with kitchenettes and fireplaces are \$45.00 for two or \$55.00 for four.

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Boat Rental: If you don't wish to bring your own boat, boats will be available for rent at \$125.00 for the entire event.

Entry Fee: \$65.00 payable at the event.



Know The Rules

Dave Perry's new book thoroughly explains the racing rules. Dave combines his conversational writing style with quotes from over 100 U.S. and International appeals to provide a complete rules reference.

This book features answers to the most-asked rules questions, a simplified version of the rules for newcomers, tables for calculating feet/second in any boat, Brad Dellenbaugh's humorous illustrations, an advanced rules quiz, and much more.

For immediate response send check, payable to Dave Perry, to: Dave Perry, Understanding the Yacht Racing Rules, 1100 Pequot Ave., Southport, CT 06490. **Hardcover — \$19.95, paperback — \$13.95** (includes shipping) CT residents add 7 1/2 % tax. Foreign orders add US \$6.00 if air mail is desired.

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Two-time runner-up:
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Winner: Worrell 1000
Seventh Place:
Hobie 16 Worlds

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Switch
Is On—
Switch
To**

Enrique Figueroa
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Winner: Worrell 1000
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Hot Products

New Equipment From Murray's

Murray's Marine has introduced two new additions to its line of sailing gear, the Tuf-Grip sailing glove and Progrid tiller wrap. Both products are designed to aid Hobie sailors in holding on to tiller extensions.



Tuf-Grip sailing gloves are made from Amara suede, a solid, non-slip material. The gloves feature a one-piece palm with a reenforced thumb joint. The back is elastic mesh. The gloves are available with grey palms and blue elastic backing. Sizes range from youth through extra large.

The Progrid tiller wrap is a soft, lightweight grip that can be applied to any fiberglass or aluminum tiller with contact cement. A set of two Progrid strips will cover 1 1/4" diameter tillers. The grips can be overlapped to increase the diameter of standard Hobie tillers. Progrid comes in a choice of ten colors. For more information on Progrid or Tuf-Grip sailing gloves, contact Murray's Marine at P.O. Box 490, Carpinteria, CA 93013, or call 805-684-5446.

Complete Ultralight (UV) Protection

Ameritech Industries, Inc. announces the expansion of production of AP 303 Cleaner and Protectant to serve the sailing industry.

AP 303 was developed for aviation over four and a half years ago and has been marketed exclusively in the aviation and the ultralight industries since then.

AP 303 is a revolutionary product that protects sailcloth from fading and degradation due to sunlight, salt water and weather. AP 303 Cleaner and Protectant contains a complete UV block and, when properly used, prevents oil, grease, salt water and dirt stains. The company claims that sailcloth treated with AP is much easier to clean.

AP 303 restores color to faded Dacron, increases tear strength and, the company asserts, greatly reduces drag coefficient.

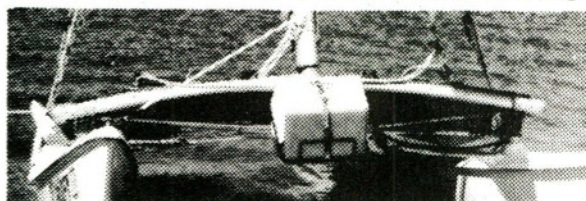
AP 303 contains no fish oils, petroleum distillates, silicones or platicizers, has no static and adds no excessive weight. According to Ameritech, treated surfaces are restored to natural luster and shine, not left oily or slippery. AP 303 will not attract dust.

Ed Cesar, actor and hang glider stunt pilot in the 1985 academy award winning movie "UP," has been using AP 303 for almost two years. Cesar says one eight ounce bottle of AP 303 will treat over 100 square feet of sailcloth. Suggested retail on AP 303, eight ounce size, is \$3.95.

AP 303 is available from Murray's Marine, P.O. Box 490, Carpinteria, CA 93013, (805) 684-8393.

For more information call or write: AMERITECH INDUSTRIES, INC., Redding Municipal Airport, Redding, CA 96002,

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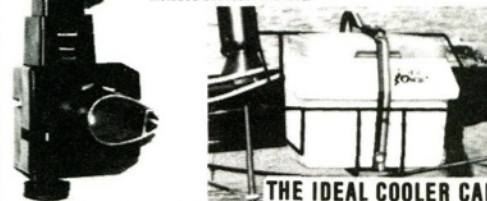
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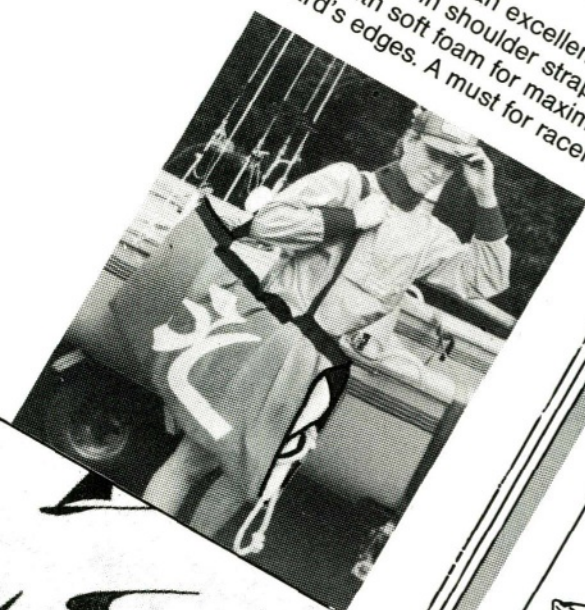
- ☐ Hobie 18
- ☐ Hobie 16
- ☐ Hobie 14
- ☐ Other Cat _____
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Sailing Systems, Inc.



SSI's Universal sail and boom bag for the Hobie 14, 16, and 18 is made from coated Nylon Pack Cloth, has a full length zipper for easy entry, and carrying straps that are sewn in. It's good protection while trailering and while storing the sails on the boat.

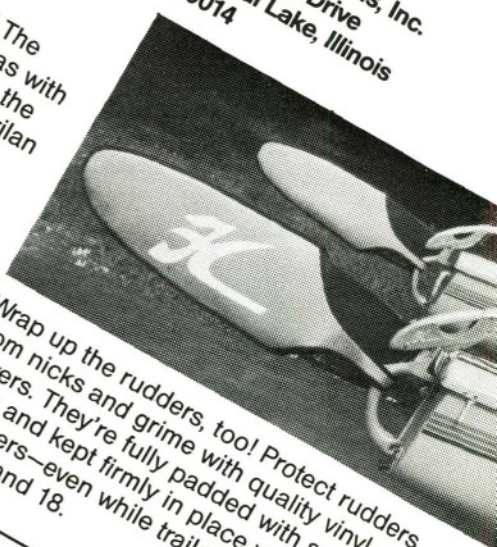
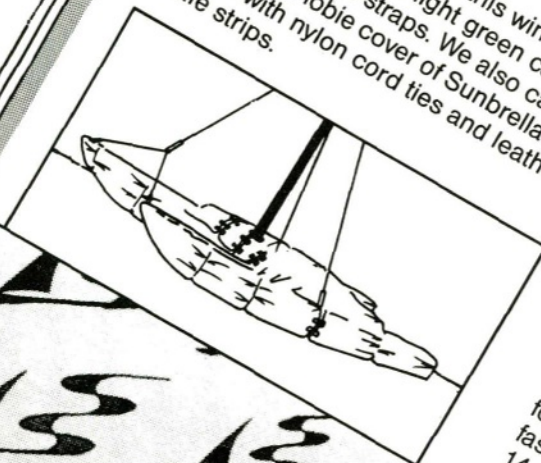
Protect valuable dagger boards! SSI stocks an excellent, fully padded daggerboard cover with sewn in shoulder straps for easy carrying. Fabric is filled with soft foam for maximum protection to the board's edges. A must for racers!



Wrap it up right!

Wrap up this year's sailing season right with SSI. See your local dealer or check your SSI catalog for more ideas to help protect your boat during the winter.

Wrap up the entire boat this winter! The Hobie boat cover is light green canvas with Velcro® secured straps. We also carry the heavy duty Hobie cover of Sunbrella Acrilan canvas with nylon cord ties and leather chafe strips.



Wrap up the rudders, too! Protect rudders from nicks and grime with quality vinyl covers. They're fully padded with soft foam and kept firmly in place with Velcro® fasteners—even while trailering. Fits Hobie 14, 16, and 18.

Sailing Systems, Inc.
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60014

Sailing Systems, Inc.

HOBIE HOT TIPS

Lubricate Your Mast

I have just finished reading the July/August issue and noticed the article that Dr. Navatory sent in regarding the Mast Hook. I have a suggestion for all Hobie 18 owners who experience the problem of latching/unlatching their sails. I find it a big help to spray a lubricant (such as Holley Sail Slide) in the sail groove from the bottom to as high up as you can reach. This greatly eases the friction when raising sails and works to help unlatch the sail as well.

I have only had to turn my boat over twice to unhook and that was when I did not use a lubricant. This suggestion would apply equally to Hobie 14s and 16s.

Daniel Dickinson
Bloomington, Indiana

Australian Mast Rake Refined

Editor's Note: HOTLINE roving reporter Paula Alter had the opportunity to spend some time with the Metcalf family after the Hobie 18 World Championship in Australia last February. During her stay, she attended one of Gary Metcalf's (Hobie 16 and 18 World Champion) racing seminars and discovered a few tips about the Australian maximum rake theory. The following are her observations.

While touring around Australia, I visited with Gary and his family. I also attended a sailing seminar Gary did for a small Hobie fleet in northern Queensland. What I picked up was a better understanding of the Australian maximum rake theory. Basically, the Australians are going for tight rigs and raking their masts as far back as possible in heavy weather. This is fairly common knowledge, but what Gary found, and what I discovered, was that people were taking this theory and applying it in lighter conditions where it did not work.

Gary will always go for a maximum rake, but the boat must be rigged with low profile blocks on the main and a jib traveller system that allows the jib to be sheeted as close to the front crossbar as possible. The other thing to check is that you have enough sheeting room so that if the wind lightens up you are not already two-blocked when you need more power. In heavy conditions, sheeting block to block is alright because you won't generally need the power. In heavy conditions, you are trying to depower, but as the wind decreases you'll want to power up, especially in choppy conditions. So, if the mast is raked too far back, there won't be any room between the blocks to sheet in for that extra power you need. This requires thinking ahead while tuning on the beach or tightening the jib halyard when out on the water if that extra power becomes necessary.



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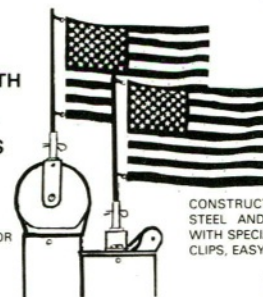
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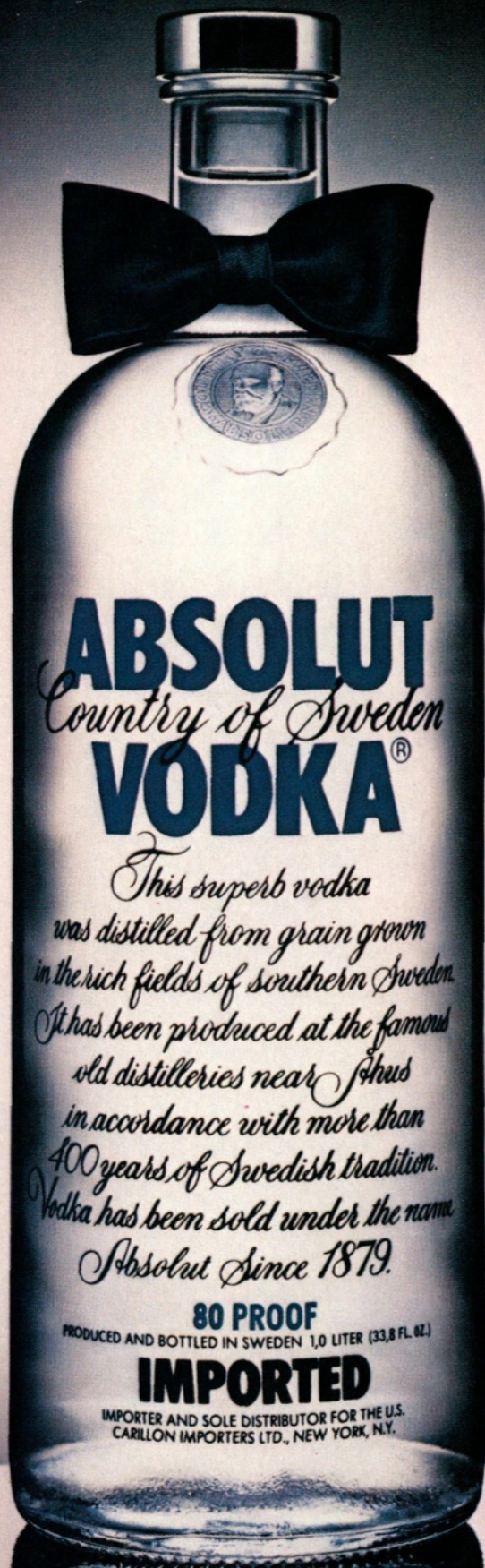
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