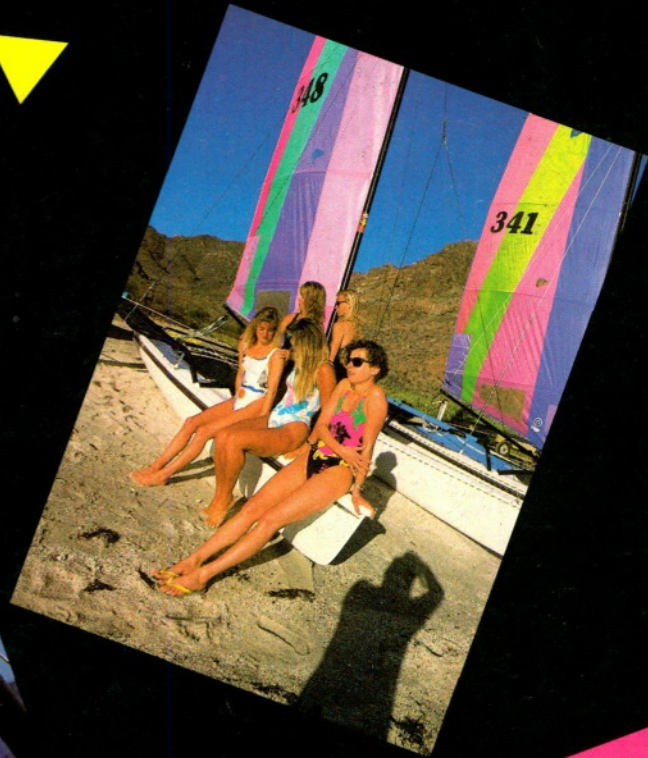
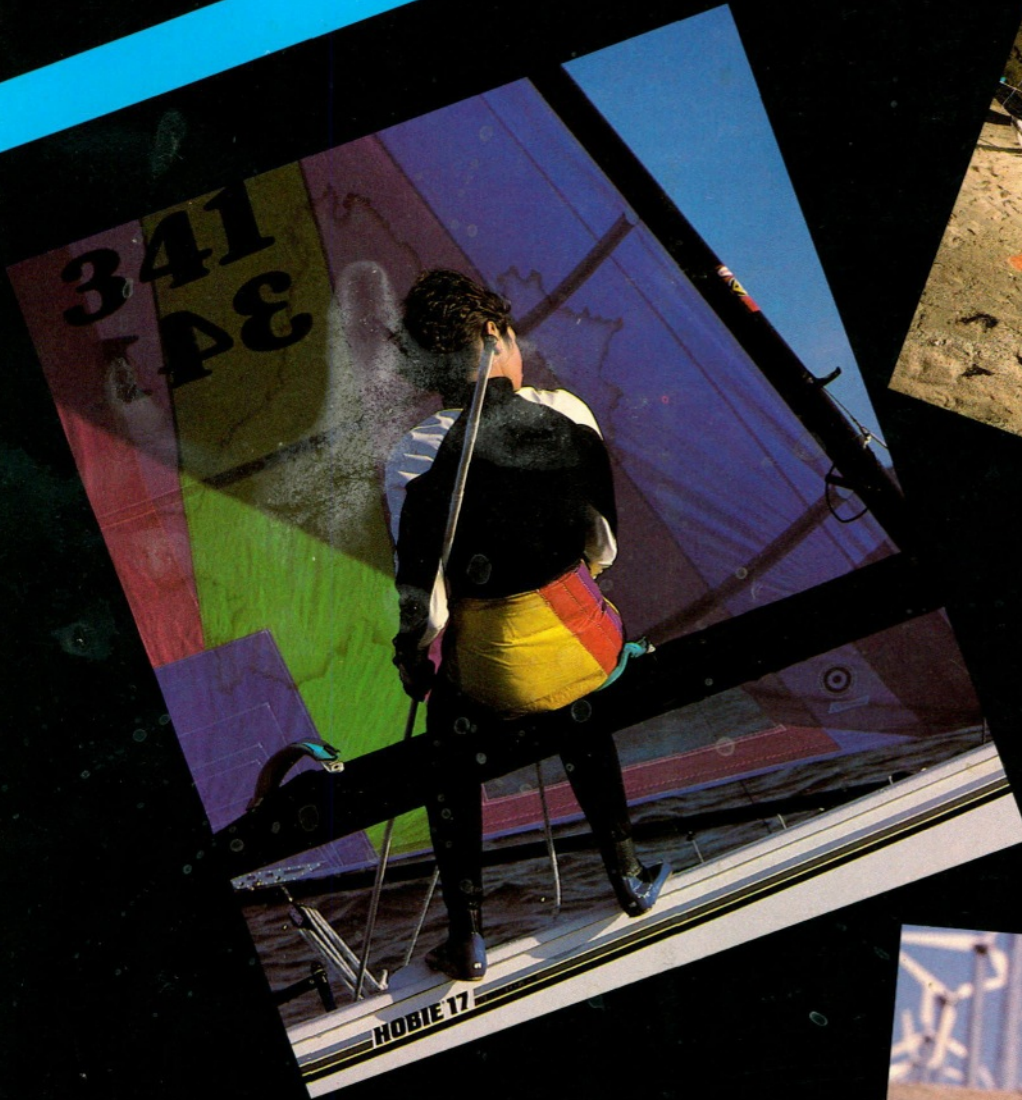


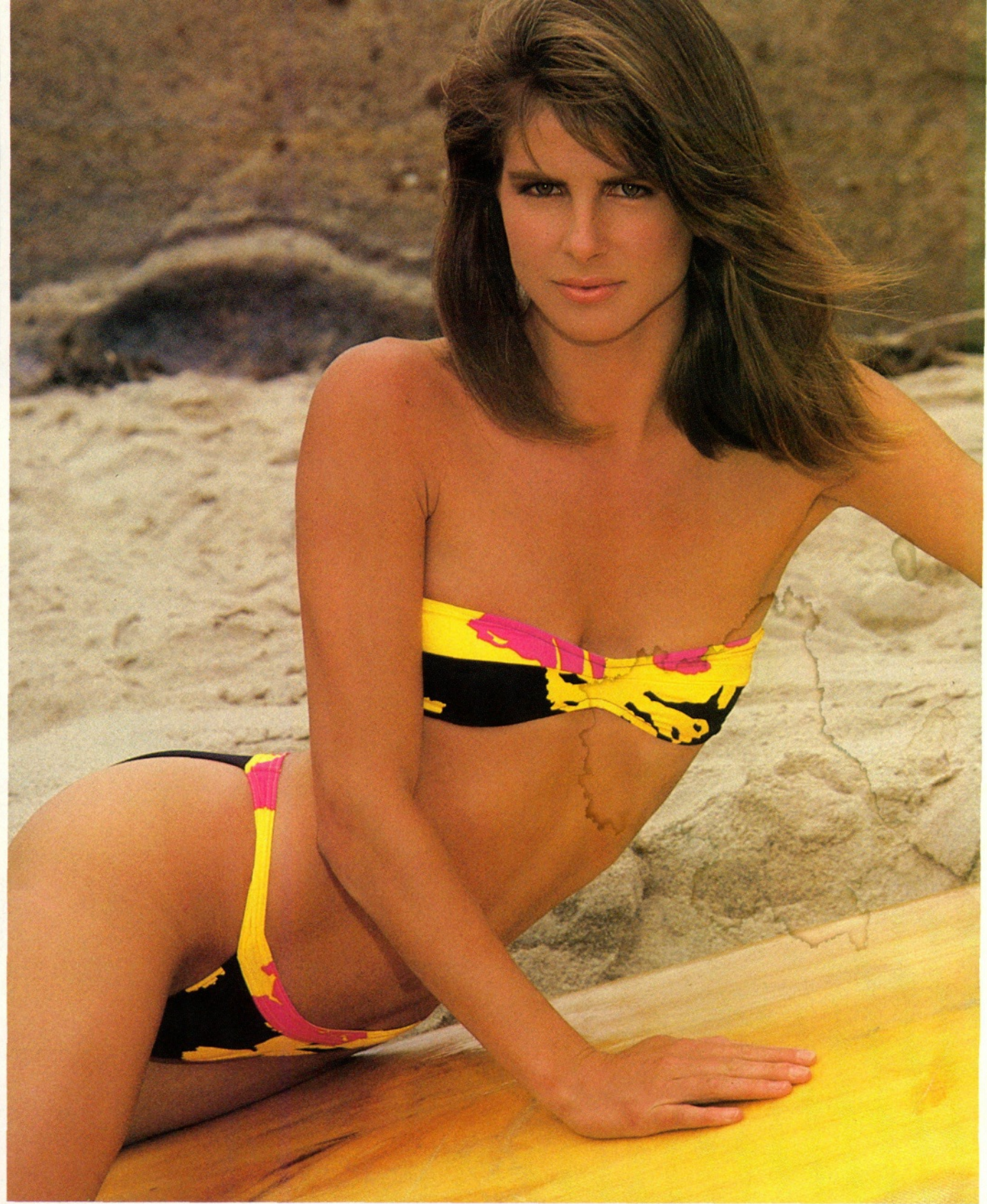
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MAY / JUNE 1986

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**SPEED WEEK PROGRAM P. 65**



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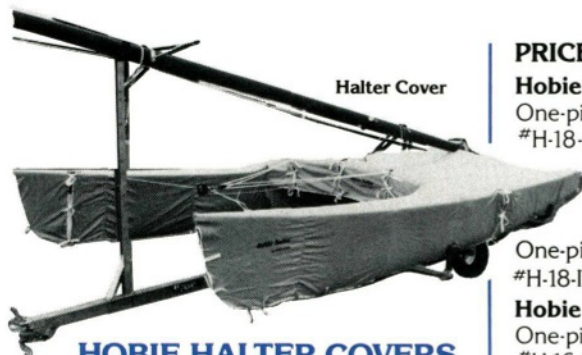


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# Hobie **HOTLINE**

May/June 1986

Volume 15 Number 3



Guy Motil

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The official program for one of the most exciting sailboard events ever.

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No storms, no calms, no problems, just a whole lot of wind and great racing.

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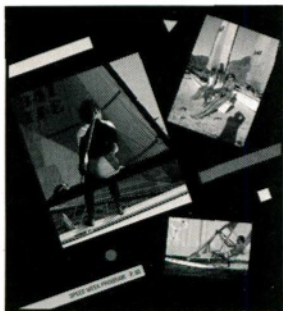
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25/Hot Products

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## ON THE COVER



Swimsuits, sailboards and Hobie Cats mean that summer's here and it's time to hit the water. Swimsuit and Hobie Cat photos by Guy Motil, sailboard photo by Paul Kennedy.

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## Ready, Set, Sail!

When the midwinters events roll around we know that the sailing season is here! That's how we keep our calendar around HOTLINE. Everything seems to be related to something in the sailing year. When midwinters come, summer is not far behind.

More happens during the late spring and early summer than just an increase in the race schedule. For one, people think about being in the sun. And that means the search for that perfect swimsuit gets into high gear again. To help, the HOTLINE features our annual swimwear preview. This year we've put some of the most durable and wearable suits on some top sailors and sent them down to Baja California, Mexico for a week of sailing. Baja is a gorgeous natural setting, the sailing is wonderful and the new suits look great.

Of course, there's more to do in Baja than trying out new swimsuits. For one, there's some of the best sailing around just south of the border, but to take advantage of it, it helps to know some of the ropes. In "Prescription for Vacation Fever," Alpha Editor Dan Mangus lends some good advice for sailors of every kind. Mangus has been visiting Baja for years, so he knows most of the ins and outs of travel through this desolate but stunning piece of geography. Baja also plays host to thousands of Hobbie Cat sailors and their families and friends when the Midwinters West comes to San Felipe. This is one regatta where just about every participant has the time of their lives and the sailing sometimes gives a good indication of who is going to be hot on the west coast. This year, our travelling contributing editor, Paula Alter, trekked down to San Felipe to report on the doings.

With the Hobbie 17 National Championship, the first ever for the class, coming up in June off La Jolla, California, and with so many sailors expected to enter who may have had little time on the boat, HOTLINE felt it would be a good idea to include some Hobbie 17 sailing tips in this issue. We turned to John Wake, the boat's chief designer who probably has more time sailing it than any other skipper, and Jeff Alter who won the Midwinters West in the Hobbie 17 class. Wake and Alter cover technical piloting tips like mast rake, rudder adjustment and weight positioning for various types of weather.

At press time, one of the biggest, most prestigious Alpha sailboard events of the year was set for April 17-20 at "The Ponds" recreation area near Palm Springs, California. Some of the top names in the sport are

slated to challenge their skill against the always stiff desert winds. The emphasis of the competition focuses on speed, and lots of it. In this issue, HOTLINE gives a detailed look at the Foster's Lager Alpha Speed Week, the program, tips on how to watch, the scoring system and more. The Alpha Speed Week competition will be covered in full in the next issue.

Those of you who may not quite be up to major championships like the Foster's Lager Alpha Speed Week will enjoy Dan Mangus' "Anatomy of a Sailboard," a step-by-step guide to rigging your board. Mangus makes rigging sound easy. And, for those of you who are wondering about what goes into a Waveski®, Mangus puts one together in "Putting the Pieces Together."

HOTLINE also went in search for more information about the Alpha graphic designer, Cazal, the same man who came up with the Cazzie sunglasses that were all the rage last year. We discovered that there's a lot more going on with Cazal than sunglasses and sailboards.

There's even more to this issue of HOTLINE. We've included another installment of "Ask the Expert," some excellent strategy hints on keeping a lead once you've got it from Dave Dellenbaugh, as well as "Letters," "Hot Tips," "Briefs" and "New Products." This issue is packed with helpful information and good advice for the coming season.

In the "Hot Products" section of last issue, we printed that the swivel cam cleat made by Murray's Marine was class legal. In fact, the cleat is not class legal. We are sorry for any inconvenience this may have caused.

Speaking of mistakes, a few readers noticed the cover date of our last issue. It reads "February/March 1986." It should, of course, have read "March/April 1986." That makes this the May/June issue, right? Or is it . . . well, never mind; it's Sailing Season!

*Bonnie Hepburn-Jonas*

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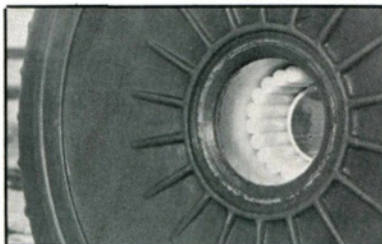
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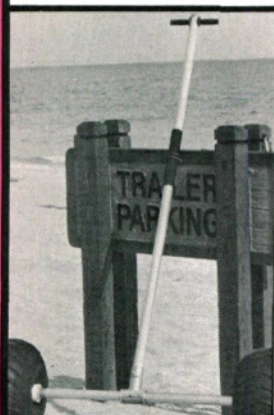
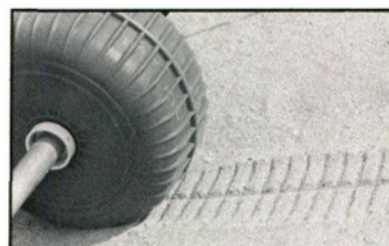
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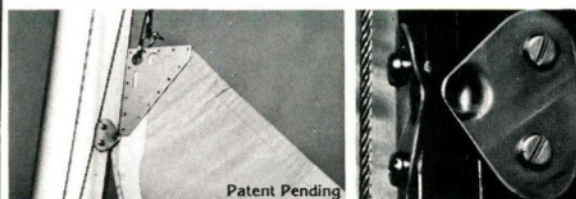
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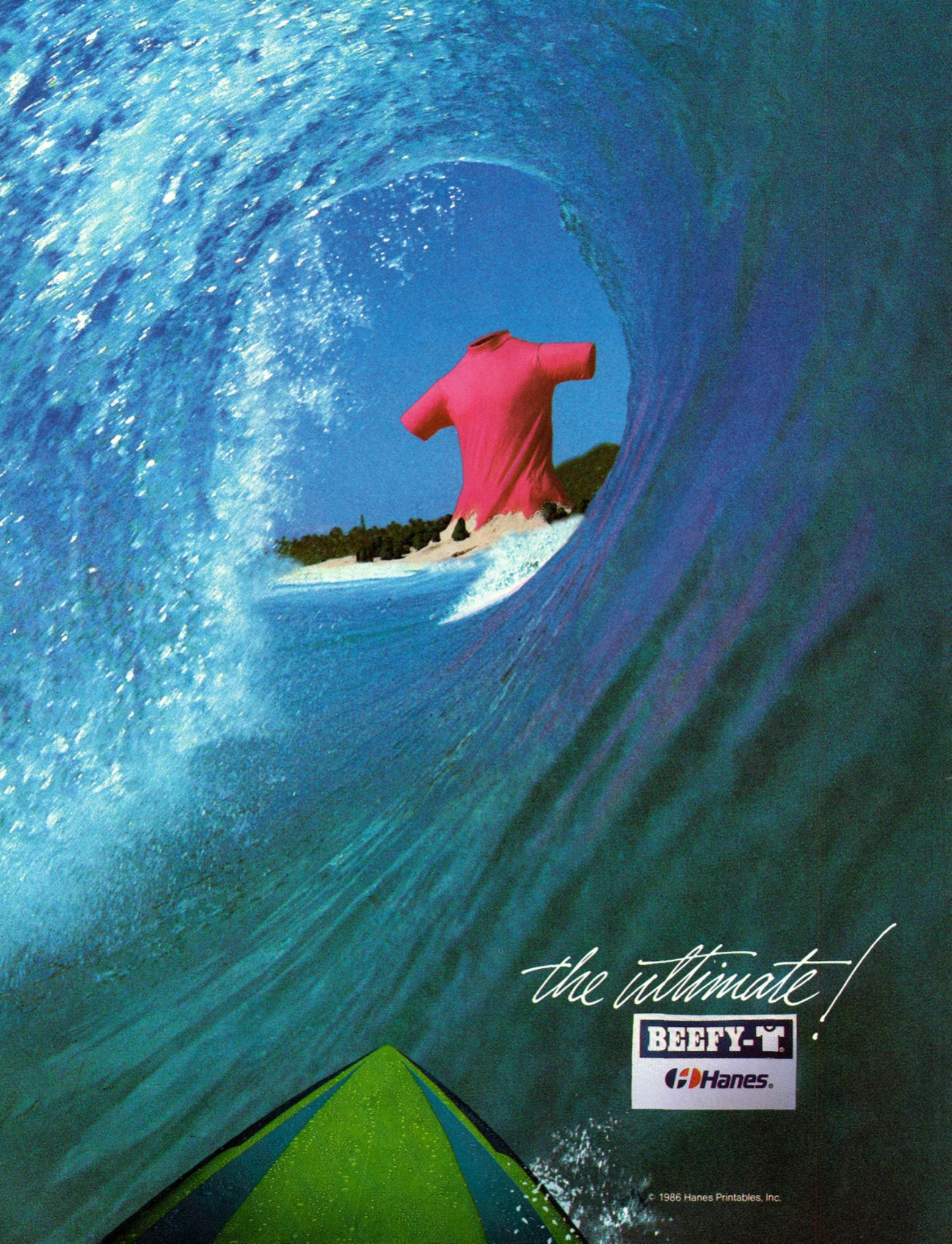
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Each country has been allocated prequalified and qualifying positions. Any skipper wishing to qualify from the North American Region must submit a sailing resume including the following: number of years sailing experience, number of years Hobie Cat experience, your division and fleet number, size of boat you normally sail and any other special sailing accomplishments. The resume should be sent to the Hobie Class Association, P.O. Box 1008, Oceanside, CA 92054.

Resumes will be necessary if entries exceed allotment and must be received prior to May 1, 1986. All skippers eligible for the qualifying races will be notified by May 31. Date of receipt of your resume will be taken into consideration if necessary. All skippers other than North American should contact their respective associations or the World Hobie Class Association regarding the allocated positions.

Additional race information will be printed in the May/June HOTLINE.

### Travel Information:

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**Note:** Space is limited at Pacific Harbour and each country has been allocated rooms. Other accommodations are available close by. Rooms at Pacific Harbour will be reserved on a first-come-first-served basis on date of deposit. For information on other destinations such as Australia, Tahiti or New Zealand, check the space on the registration form.

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#### New Zealand

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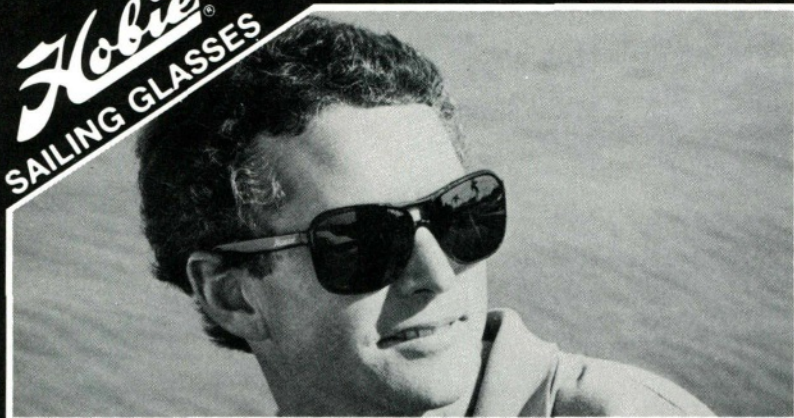
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## LETTERS

### Puerto Rican Pride

We, the "Rockin' Rican Sail Team," would like to take this opportunity to thank everyone who attended the Absolut Vodka Hobie 14 World Championship in Isla Verde, Puerto Rico. We hope everyone had a good time and plenty of breeze.

At the same time, we would like to thank Bob Johnson for such an interesting article in *HOTLINE* (January/February 1986), "Tuning the 14 the Florida Way," but there are certain things we disagree with. Even though most of the Hobie 14 sailors are using a rather awkward technique for hiking out, we would like to take credit for perfecting and successfully using the technique Bob illustrated on page 26.

Our secret weapon is not so secret any more. Thanks again for a great article.

A Concerned Rockin' Rican

P.S. Enrique Figueroa was living in Puerto Rico when he won the Hobie 16 National Championship in Traverse City, Michigan, but was declared a Florida transplant in the Hobie Brief "Fleet of Champions" (Jan/Feb '86). Talk about Switchblades!

*Editor's Note: We regret misplacing Figueroa. Perhaps the interview with him which we included in the last issue will firmly establish that he is, indeed, living in Puerto Rico.*

### Cats and Sailboards

I love the way you combined cats and sailboards. That's why I'm buying. Please start my subscription with May/June 1986.

Ron Scott  
Simi Valley, California

I hope the last couple of issues aren't an indication that you are changing the emphasis [of the magazine] to sailboards and other things. I'm a Hobie sailor and that is what I want to read about.

F.E. Knable  
Bethel Park, Pennsylvania

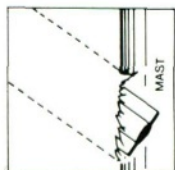
*Editor's Note: The emphasis of the HOTLINE has always been on presenting the best technical and recreational sailing features possible. That won't change, but the HOTLINE has expanded to include Alpha sailboards and they will continue to be a part of the magazine. Be assured that HOTLINE coverage of Hobie Cats will not be diminished in any way. You'll still be able to count on HOTLINE for the best cat sailing information and photos around.*

*Continued*

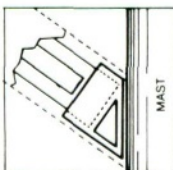


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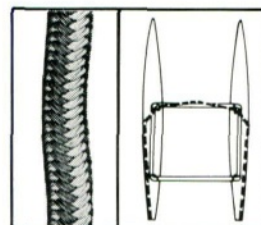
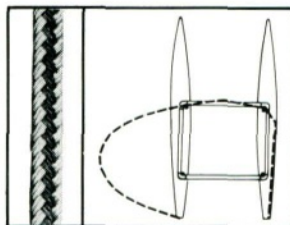
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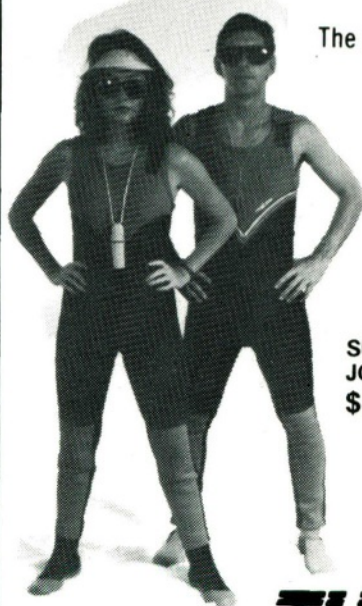
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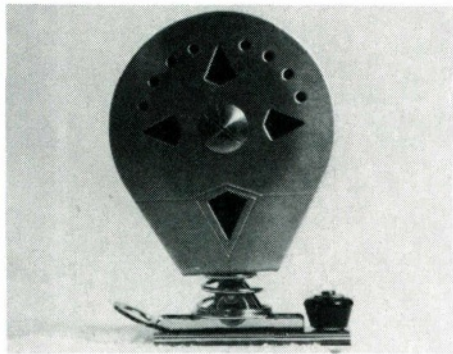
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# LETTERS

## Questions From Dave

You boys did good [sic] on the Hobbie 17. It looks great! But, before those of us who are saving our money buy one, please set the record straight. Is there going to be one class or two; one class with wings and one class without wings or just one class and sail with what you have?

Please tell us what's in store so we all know what to look forward to. Thank you.

Dave Brown  
Fleet 192  
Lincoln, Nebraska

P.S. How much weight does it take to right the boat when it is on its side? What is the Portsmouth rating?

*Editor's Note: According to Mel Wills, Hobbie's product manager for Hobbie Cats, a lot of people like the Hobbie 17. In fact, he states that Hobbie Cat is barely keeping up with demand. The decision on class structure is yet to be taken so that skippers from around the country can have some time with the boat to give Hobbie Cat their reactions. Wills encourages skippers to let the company know what they prefer. For now, racing is conducted with just one class, with wings. As for righting, the Hobbie 17 requires about 180 pounds in winds of 12-15 knots. The heavier the wind, the less weight required. Wills states that the company is working on a righting system for lighter sailors. The arbitrary Portsmouth rating has been set at .074. For more on the Hobbie 17, including technical information, turn to "A Hobbie 17 Primer."*

## A Challenge From Dave

Yes, John H. Sternitzky ("Letters" November/December 1985), Hobbie sailing is alive and well in the Omaha and Lincoln area. Fleet 192 has been around for more than ten years and has a membership of 40 plus. We sail on a lake just outside Lincoln called Branched Oak Lake.

You talk about competitive sailing. Yes, we have that too. Two of our members have been the Division 7 champs. One of these sailors has been the Division 7 champ three times. Six of our members have been to national championships. One even came home with the tenth place trophy from the Hobbie 14 Turbo event. One sailor is also the Trac 14 National Champ.

So, if you think Nebraska is a place to go for an easy trophy or that there is no competitive sailing, well, let's just say "Next time, bring your boat!"

Dave Brown

## Kind Words from Readers

I'm a bit embarrassed by the commotion caused by my letter, printed in your January/February 1986 issue, which was really my plea for help in understanding some of our sailing terminology. I'd like to stress that I was not complaining but only offering suggestions to help me improve my use of your fine magazine. However, I'm extremely pleased with your response, the "Parts is Parts" guide in the March/April issue. It was well done, has already proved useful to me, and I'm sure many other readers will also benefit. This is another example of the excellent service and cooperation which I've received from everyone associated with Hobbie Cat, especially our local dealer, Inland Sailing Co. of Sacramento. Thank you for listening and responding. Keep up your good work. I'm already anxious to receive the next issue!

Lin Cole  
Citrus Heights, CA

Just a note. I've been reading HOTLINE since 1979, and have seen many improvements in your magazine. Please keep up the good work. Best wishes to all.

David Mulders  
Bay City, Michigan

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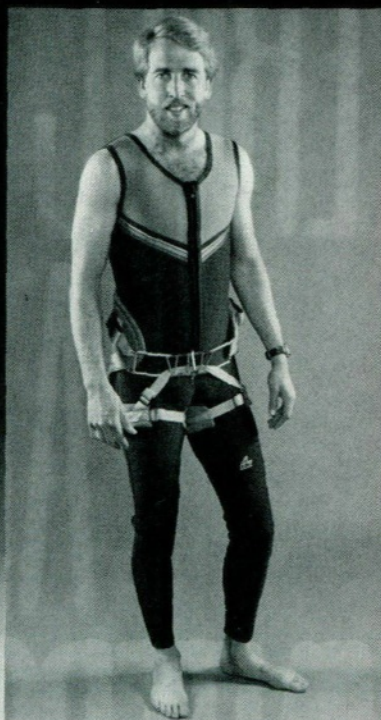


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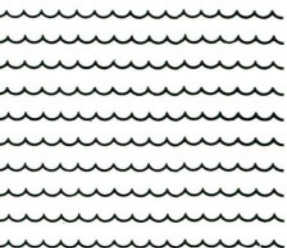


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# BAJA PERFECT AT MIDWINTERS WEST



Baja perfection. The tale of the perfect Baja sailing weekend was told with enthusiasm and a gleam in the eyes of those who ventured south for Midwinters when they spoke to those less fortunate who weren't able to make it to San Felipe. The conditions were those that Hobie Cats were born for. Wind, sparkling smooth water, warm sun, and a perfectly run regatta blessed the 1986 Midwinters West event. By West Coast standards, this regatta, sailed in the Gulf of California off San Felipe, was perfect, one of those events that keeps us all coming back for more just for the sheer pleasure of it.

After the prolific rains in California, sailors and their entourages travelled south to San Felipe with only a ray of hope that the weather would be better than they had just left at home up north. Fortunately, they were met with clearing skies, a beautiful blue vista and a forecast that sounded ideal. But, there was no wind. For awhile it looked as though fisherman might get Baja perfection but not the sailors. Still, people were ready for no wind conditions. They came prepared with toys in hand. Motorcycles, bocci balls, ATCs and fishing equipment insured that fun was going to be had with or without the wind.

Friday morning brought the early birds to Wayne Schafer's traditional and popular racing clinic in the sand. During the clinic, the wind kept picking up and the afternoon speed trials began to look like they would get off to a fast start. The wind was so good that sailboarding Hobie sailors even found time for a little action of their own between the clinic and the trials.

After Schafer's question and answer period, the interested Hobie sailors took off for the the speed trials. Sailboarders vied to beat the Hobie Cats under the purview of the Highway Patrol Speed Gun, but in the 15-20 knot winds the Hobie sailors ruled the day.

Back on the beach, tacos, camarones (fresh Baja shrimp), tortas, Corona Beer, and beach vendors hawking everything from tamales to jewelry made life in the sunshine even more pleasant. That night, the famous Miramar Bar rolled out its rowdy red carpet and the place turned into a happy Hobie get-together. However, the one thing everyone was wondering about was whether or not this would be one of those years where the weather and wind are perfect on Friday but die come race time on Saturday.

An early morning wind brought grins to the faces of the happy group of sailors who gathered the next morning for the skipper's meeting. At first it appeared to be one of those special Baja mornings when you look out your window at stark mountains contrasted with blue water doppled with the colors of the early morning sun. A sailor's first thought is that such scenery means there's no wind. Still, one cannot help but be captured by such beauty. In



Robert Brown

this case though, there was wind in the morning. Plus, there was sun at 7 a.m. so sun worshippers were already out on the beach catching a few rays before pulling on their wetsuits for the day's racing. Even at seven in the morning, it was looking like a perfect day for sailing.

By working with the tides, the race committee got the fleet started and finished with ideal timing. There were no long hauls up the beach at low tide this year. In order to handle the 200-boat fleet, the race committee set two courses, a north course and a south course. Three back-to-back races with wind in the 12 to 18 knot range made for a great day of sailing. The wind wasn't too shifty, the holes weren't too big (although one Hobie 17 sailor described a hole which victimized him as a "100-car-parking-lot hole."). Mostly it was double trapping weather at its finest. Most skippers even looked for more wind streaks and often found them along the beach.

The city officials of San Felipe, dignitaries from Baja state and the town's residents always seem to get behind the Midwinters West regatta. This year, they sponsored a Saturday night street dance. From the El Cortez Hotel and the campsites along the beach, sailors wandered towards town to find out what all the festivities were going to be about. Of course, the promise of 25 cent margaritas and beer might have sparked a little interest. The fish taco stands were packed, the line for margaritas was jammed and still people kept coming. One could hear the music grow louder as the center of town approached. Aside from the music and dancing, San Felipe put on a tremendous fireworks show. One brave soul even ran through the crowd with a blazing firework over his head. The dancing intensified and the partying went on through the night.

A lot of the sailors that night were talking about the debut of the Hobie 17 class. Everyone seemed to be interested and those not sailing the 17 asked a lot of questions of those sailors who were entered in the class, most of whom were racing the boats for the first time themselves. Jeff Alter had won all three races on Saturday, so he was the focus of many questions. (See some of Alter's thoughts on sailing the Hobie 17 in "A Hobie 17 Primer.")

**In the past, Midwinters West has seen complete calm where skippers are forced to paddle their way into the beach, wild Baja windstorms and cloudy weather. This year, though, the racing was close (top) and the scene on the beach looked like a photo out of a tourist brochure (right).**



Robert Brown





Robert Brown

**There was plenty of action for everybody on some of the screaming reaches when winds were blowing up to 20 knots. Crews spent a lot of time trapped out (above) and skippers had more than their usual share of harness time.**

"I noticed I wasn't sheeting hard enough in the first two races," one racer commented. "That was my big mistake. A big boy like me, you'd expect me to sheet hard and I couldn't do it. When I did, I couldn't believe the difference. All of a sudden my boat just took off and I thought, Oh yeah, this is how you do it."

All the class rules for the Hobie 17 are still being formulated, so it was interesting to notice the weight difference between people like Wayne Schafer sailing the 17 at 150 pounds and others like Jeff Alter sailing it at 180. "Jeffrey looked at me and said 'I'm sheeting in as hard as I can,'" Schafer said. "I can't sheet in as hard as Jeff, so maybe a 6 to 1 block system but blocks with bigger sheaves could work for me."

When John Wake was asked if it was fun he replied, "Yeah, it's fun but I felt like a klutz out there. In the last race my big thing was not to blow one tack and I didn't so I felt good about that." Most skippers seemed to feel that the 17 came into a tack like the Hobie 18 and came out of a tack like the Hobie 14. It sounds like some finesse in tacking the boat smoothly will have to be developed. The Hobie 17 was designed for

170 pound skippers as the ideal weight. Both 180 pounders and the lighter guys were able to sail competitively against each other. Alter was sailing with the vertical cut sail so there had also been some theorizing about the differences between the vertical versus the horizontal cuts. In the final analysis, the results turned on who was sailing the boat rather than what sail they had. For those who have stopped racing because finding or keeping a crew has become difficult, the 17 class looks like a good one.

For the other cats, the conditions were perfect for the male/female team or, more accurately, that weight range. The sailing felt very good. These must have been the conditions these boats were designed for. Sailors were tired but not maxed out by the end of each day. This first regatta of the year on the west coast had the kind of conditions that were ideal for bodies not yet in Hobie tune. Shoulder muscles weren't in sheeting shape and the conditions were exciting as well as fun so the sailors had a good workout, but not a killer. Unless, that is, one was trying to learn to sail the new Alpha sailboards in which case every muscle was aching, not just the usual Hobie muscles.

Sunday's wind started out lighter but proceeded to blow a little heavier than on Saturday. Another two races were held and the drag race along the beach continued. The 16A fleet had two more starts where everyone parked on the line and stalled for

the last two minutes with the acceleration saved for the last 10 seconds. For a first time 16A skipper it was an amazing experience to be involved in. It was hard to believe that that many boats could sit that close together and get off the line without hitting each other. The Novice and C Fleet sailors reported that the wind was a little lighter on the south course but that the racing was still terrific.

Sailors came to this event from all over California and from as far away as Hawaii, Florida, Kansas, Oregon, Utah and from more neighboring states like Nevada and Arizona. No matter how far sailors had to drive, the effort was most assuredly worth the reward of sailing in these conditions. It was not only worth it, but the weekend was wonderful; and not just because of the sailing either. Over the years, the Hobie sailors have watched the sleepy town of San Felipe grow and become more prosperous. Satellite dishes have sprung up, new buildings have been built and there is an air of change for the better. Still, the town remains very friendly to Hobie sailors and can be counted on to give visitors a great time. All of that combined with excellent organization by Sandy Banks, the race committee and the government and people of Baja made this Baja regatta perfect.



*Editor's Note: Complete results from Midwinters West can be found in the Race Section.*

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# HOBIE BRIEFS

## Sail With the Best in Canada

This summer, during the week of August 16-22, Canadian Hobie sailors will take their long overdue place at one of the most prestigious sailing events in North America, the Canadian Olympic-training Regatta Kingston (C.O.R.K.), a regatta which attracts top sailors from all over the world. This inclusion of Hobie Cats derives from their recognition as an official class under the rules of Canadian yachting authorities. This year, C.O.R.K. will also be the site of the 1986 Canadian National Championships (see the ad in this issue).

C.O.R.K. was conceived the year after the 1976 Montreal Olympic Games with the intention of bringing together Olympic sailors to compete on an annual basis under the best conditions possible. Kingston, Ontario, having been the site of the sailing events at the '76 games, had the facilities. The site also has winds of great predictability. A daily sea breeze comes in almost like clockwork and blows at 12-18 knots by noon.

Since the Canadian National Championships is an open regatta, the Hobie sailors of Ontario and the rest of Canada offer an open invitation to Hobie Catters from all North America to come to Kingston this summer. Go for the fun, the competition, the experience, but just go to Ontario. For complete details on registration and accommodations, contact Steve Reid at 416-731-5825 or 416-665-5960 or write Reid at 22 Reith Way, Thornhill, Ontario CANADA L3T 5C7.

## All-Star Cast for Hog's Breath 1000

It's hard to imagine how the quality of the sailors registered so far for the Hog's Breath 1000 long distance race could be any better. The list of entered sailors reads like a who's who of international Hobie sailing. From Australia will come Gary Metcalfe, Brett Dryland, Ian Bashford, Rod Waterhouse, Anthony Duchatel, Phil Duchatel, Kerli Corlette, Keith Glover and Tony Kenney. From Europe will come Tony Laurent and Daniel Pradel of France, Jan Lange and Sidney van Zon of Holland and Harry Michel-Peeters and Paul Fischer from Belgium.

America will be well represented by Hobie Alter Jr., Rick Eddington, Carlton Tucker, Enrique Figueroa, Dean Froome, Jeff Alter, Alan Egusa and Pat Porter. Tony Lewis, the Australian known universally as "T.L." will be sailing for the Americans and a Virginia Beach Team headed by Tom Reed will also make a strong American entry.

In addition, strong teams are expected from Great Britain, Canada, Germany, Sweden and Finland. In short, every current or past Hobie world champion except Mick Whitehead of South Africa will be sailing. Whitehead will be supporting his son Colin as ground crew.

Other notable ground crew members include Paula Alter and Hobie Alter Sr. They will manage Jeff Alter's California entry. Hobie Alter Jr. will be sailing for Texas.

This superstar field will depart from Key Biscayne, Florida at 10:00 a.m. on Saturday, May 17. The fleet is expected to finish the 1000 mile run to Fort Walton Beach on the Florida panhandle sometime during the evening of May 21. Although there will be checkpoints along the way, the skippers will sail day and night, with the only stops being for crew changes, repairs and mandatory check-in at nine different points along the course.

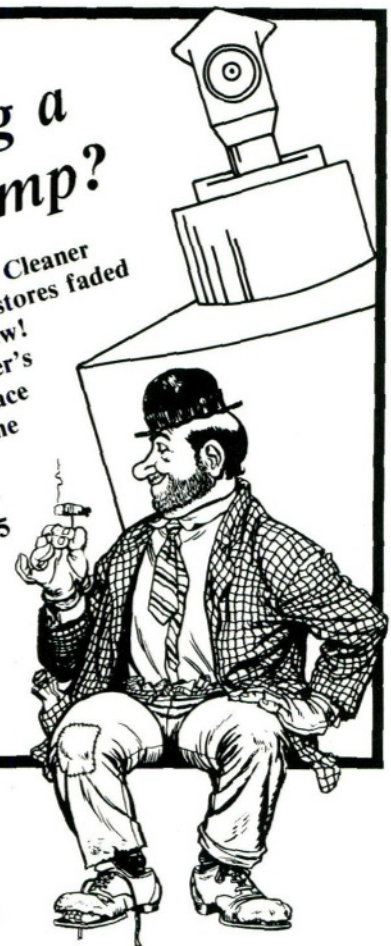
Some insiders believe the race will be a face-off between the Americans and the Australians, the two biggest sailing rivals since the loss of the America's Cup to Australia. The Australians have had first place showings at two of the last three Hobie world championships. More information about the Hog's Breath 1000 can be obtained by calling 904-243-4422.

*Continued*

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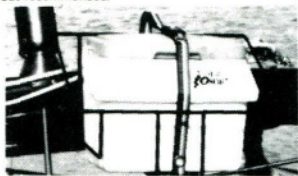
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# HOBIE BRIEFS

## Let The U.S. Government Know

The President's Commission on American's Outdoors (PCAO), a panel created by President Reagan in January of 1985 and headed by Tennessee Governor Lamar Alexander, is now conducting regional meetings in order to assess the needs of America's outdoor recreational life. One of the chief topics the commission will consider is the future of boating and facilities that serve boaters.

A report submitted to the PCAO by Neil W. Ross, an expert on marine recreation and the boating industry at The University of Rhode Island, identified several areas of concern to boaters. Although according to Ross "... more people participate in boating than in other kinds of recreational water uses," the access to aquatic facilities is increasingly being encroached upon by "increasing competition for shore ownership." In other words, the push for a condo on the shore is forcing marinas and public access points off the map in favor of private, inaccessible shoreline. This makes it tougher to find access to the water.

This, combined with local governmental aversion to providing adequate access for sailors like Hobie Catters, portends increasing difficulties for owners of small boats who need launching ramps and beach access. However, the PCAO is trying to alleviate some of these potential problems by sponsoring a nationwide series of meetings with the public, interest groups and local officials. The results of these meetings and a public opinion survey will be relayed to the President on December 31 of this year. Governor Alexander has encouraged all interested parties to air their feelings and concerns. "We hope that every segment of the outdoor community, public and private, will participate in the work of the commission," said Alexander. "... We intend to create a blueprint for the future that the country can be proud of."

The importance of this commission cannot be understated. The last time such a study was undertaken was in the early 1960s when President John Kennedy heard from the Outdoor Recreation Resources Review Commission headed by Laurance S. Rockefeller. The Land and Water Conservation Fund, the Wilderness Preservation Act, the Wild and Scenic Rivers Act and the National Trails System Act all grew out of the commission's recommendations.

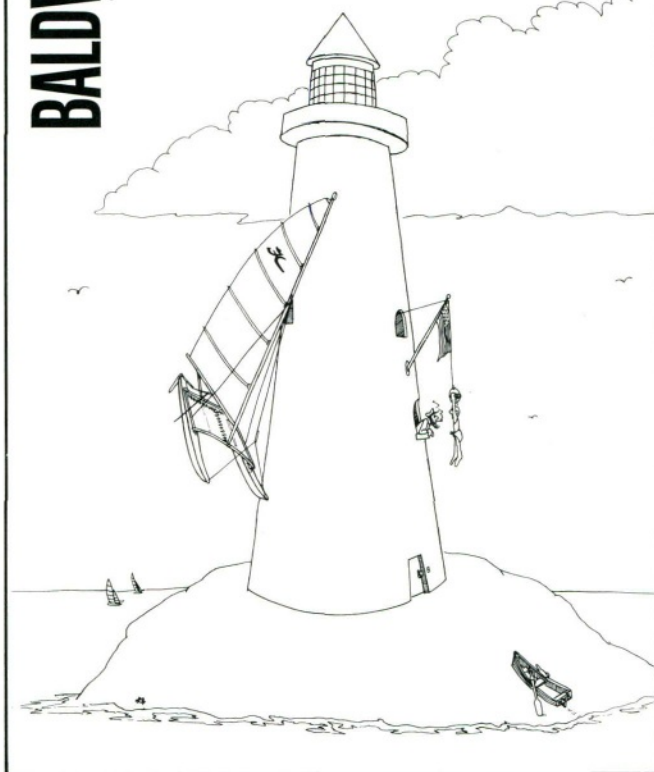
The current schedule calls for commission meetings in Denver, Colorado on May 15-16; Seattle, Washington on June 5-6; Anchorage, Alaska on June 2-3; Minneapolis, Minnesota on June 26-27; Jackson Hole, Wyoming on August 14-16 and two meetings in Washington, D.C. on November 13-15 and December 11-13. Hobie fleets should try to send representatives to meetings where possible and fleets should write to the commission in an attempt to educate members about the threat owners of small boats face from reductions in beach and marina access. To find out more, call the commission at 202-634-7310, or write to President's Commission on American's Outdoors, P.O. Box 18547, 1111 20th Street N.W., Washington, D.C. 20036. The commission can't listen to you if it doesn't know you're out there.

## Our Mistake

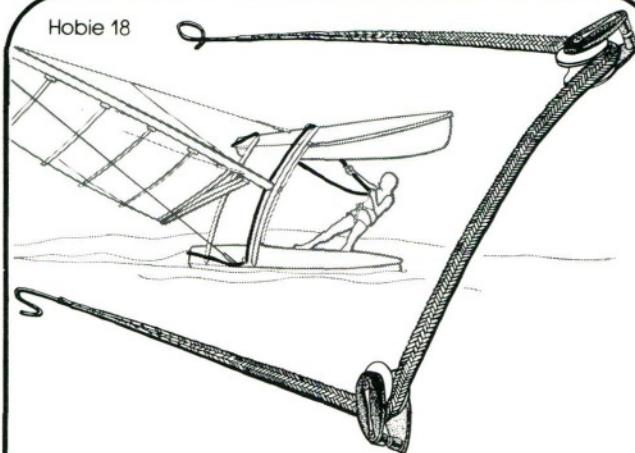
In our last issue, **HOTLINE** included "Suggested Retail Prices" for most of the items in the article titled "Parts is Parts." These prices can be misleading. For example, the prices quoted do not reflect any shipping charges from Hobie Cat to retail outlets, instead the prices are F.O.B. Oceanside, California. These shipping charges can have a large effect on some items, especially those items of lesser monetary value but of large size or those that are heavy. In such cases, shipping can represent a large amount of the price. Also, of course, state and local taxes apply to items sold at the retail level.

We apologize for any inconvenience this oversight may have caused to dealers or customers.

## BALDWIN'S CORNER



Hobie 18



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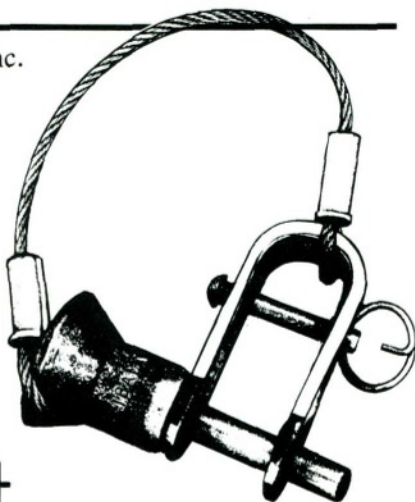
CM 7735 On Deck system .... \$59.50



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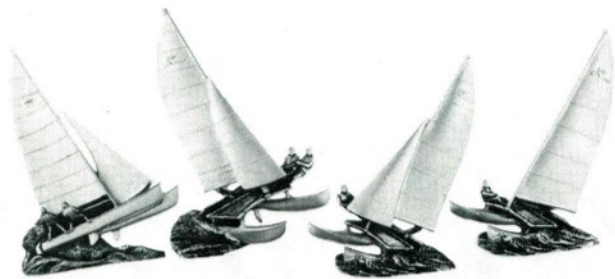
Ever drop your jib clew blocks in the drink? Never again! The SSI Fast Shackle is a halyard shackle with a removable keeper pin and an Avibank ball lock pin permanently wired to the shackle. Especially created for the Hobie 16 and 18.

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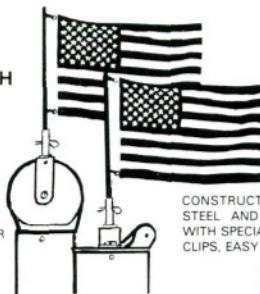
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## HOBIE HOT TIPS

### Using the Wind for Righting

I weigh 140 pounds and can right my Hobie 16 alone with only a simple righting line.

My technique uses the jib to do most of the work. The Hobie manual describes positioning the downed craft so that the trampoline is perpendicular to the wind, thereby theoretically using the wind pressure against the trampoline to right the boat. My technique involves turning the bow of the boat into the wind after insuring that all sheets are free. Then, by reaching through the center trampoline stitching, tension on the jib is maintained by pulling the slack and holding onto the portion of the jib sheet between the dependent jib cleat and block. By tightening the jib sheet through the dependent block, the jib will be angled nearly 45 degrees to the wind in the capsized position (with a vertical perspective). A little righting pressure, achieved by leaning back on the righting line, will get the jib sufficiently out of the water so it will fill with wind, thus lifting the boat upright. The jib sheet is released after the boat has passed the "point of no return." Because the jib sheet was never clamped, there is no increased danger of the boat suddenly sailing off without the crew. I suspect this technique will work equally well with a Hobie 18.

Karl Schwarz M.D.  
Rochester, New York

### Beware of Trailer Weight Ratings

Early last year, I purchased a new Hobie 16 and acquired a new Shoreline (Highlander) trailer with it. I also put on the customary sail box, and in it I carried my sailing gear, repair tools, and spare parts. Nothing out of the ordinary, is there?

Toward the end of the sailing season my trailer developed a crack in the center of the frame at the point where the crossmember is welded to the frame. I spoke with my Hobie dealer about it since the trailer had a one year warranty. I was instructed to take it to Shoreline since the factory was only an hour's drive time away. Once there, they would replace the frame.

After Mr. Massey, the Shoreline manager in Anaheim, California, inspected the trailer, they denied the warranty replacement on two grounds. First, the trailer had a cat box mounted on the frame which constituted an unauthorized frame modification, and second, the trailer cracked because of an overload condition.

Imagine my surprise! I argued to no avail that I carried no more materials than any ordinary sailor would carry and my add-ons were items such as Cat Trax or an ice chest or, occasionally, a box of firewood. I stated that I automatically overloaded the trailer every time I raised the mast.

We went so far as to weigh the boat and equipment. All up, minus the cat wheels, firewood or ice chest, the weight was 697 pounds, three pounds under the capacity of the trailer. However, my honesty in telling them of my cat wheels, etc. cost me the warranty.

The lesson I learned from this experience is one that all boat owners should learn. Before we buy a trailer, we need to weigh the equipment that goes on the trailer not just approximate the weight. Buy a trailer that matches the weight capacity of that equipment plus a little extra. Just because the dealer sells us a boat and trailer as package, and we buy optional larger capacity tires, does not mean that we can load the trailer beyond its rated capacity, even if it is only 50 or 60 pounds (as in my case). Also, check with the manufacturer to see if a cat box voids your warranty and make sure you raise your mast when the boat is on the sand because your weight will more than likely overload the trailer.

Udo Winkler  
Running Springs, California

Large enough for sails of all sizes, daggerboards, booms and accessories. (10'9"x22"x14", at bucket end).

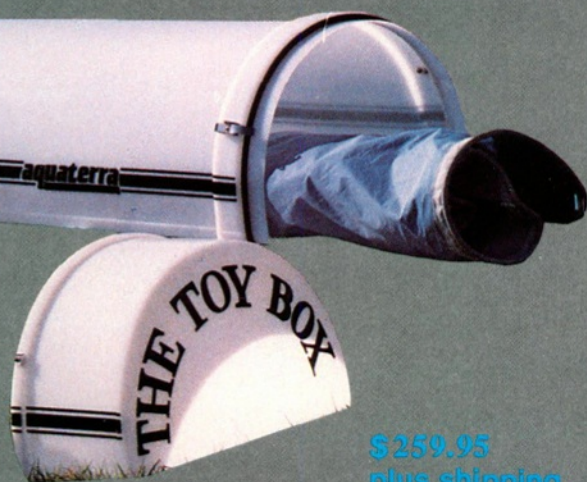
Durable AQ2000 Polyethylene, roto-molded, no seam construction makes the Toy Box tough enough to stand on.

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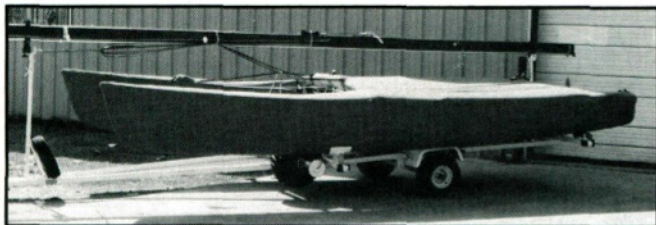


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(818) 841-2665 TWX 9104985706

# Hot Products

## Tex Cat Adds Trailerable Boat Covers

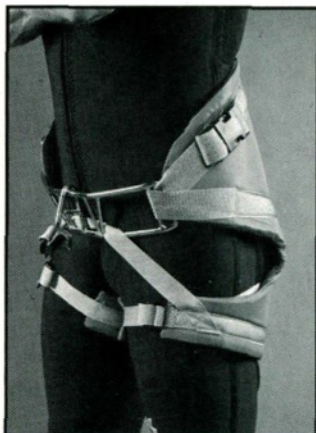
Houston-based Tex Cat industries has expanded its growing line of soft goods to include boat covers which can be used while trailering the boat. The new covers are made of acrilon acrylic fabric which carries a three-year guarantee against loss of color or strength due to the influence of natural hazards including mildew, rot and atmospheric chemicals. Reinforcement in the form of a double layer of 9.5-ounce acrilon has been added to areas of stress and to those places where sharp objects protrude. According to Tex Cat, boats can be trailered with or without the rudders attached and covers will fit with the mast in the up or down position. Tex Cat makes covers for the Hobie 16, 17 and 18.



Tex Cat has also announced its desire to offer discounts to fleets on some items. Dealers are also encouraged to send for Tex Cat's catalogue and price lists. Contact Tex Cat at 800-826-8270. In Texas, call 713-455-4194. Or, write to Tex Cat at P.O. Box 24141, Houston, Texas 77229.

## Murray's Offers Two New Products

Murray's Marine of Carpinteria, California has announced the introduction of the "Spreader Hook" designed to make trapezing more comfortable. The hook, based on similar designs used in sailboarding, spreads the stress load on the waist straps and, according to Murray's helps eliminate the squeezing action that some, more narrow hooks can cause since the waist or hip straps pull forward to the wide spreader rather than inward.



Murray's also announced that the company now carries new Miracle Tape. The Miracle Tape Repair Kit can be used to make permanent repairs on Dacron or Mylar sails and PVC drysuits. The patches will make a waterproof seal on most sailboards. The tape can also be used for temporary repairs of fiberglass hulls, polyurethane, ABS or epoxy boards and neoprene wetsuits. For more information, contact Murray's Marine at 805-684-8393 or write P.O. Box 490, Carpinteria, CA 93013.



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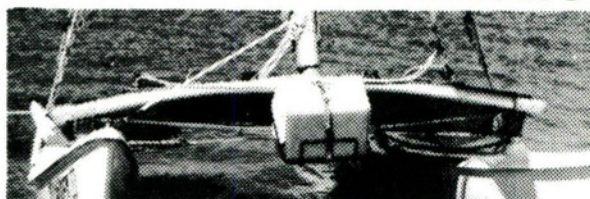
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# ASK THE EXPERT

By John Hackney

Editor's Note: Hackney, a long-time Hobie sailor who has worked with the boats for many years, welcomes questions on subjects relating to Hobie Cats and how to enjoy them. Questions to "Ask the Expert" should be mailed to "Expert," HOTLINE magazine, P.O. Box 1008, Oceanside, CA 92054.

## ROLLER FURLING AND BATTEN POKE THROUGH

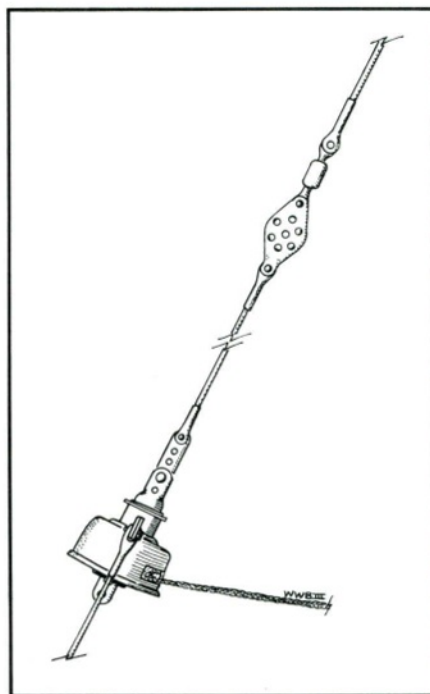
I have two problems with my 1984 Hobie 18 Magnum that I hope you can help me with. The first problem is the rolling furling jib which will not unfurl except in winds of 25 mph. The top swivel does not seem to be operating properly; you can see the jib halyard getting twisted around the forestay when I start to unfurl the jib. The roller furler acts like it is spring loaded and wants to roll the jib when the jib sheet is loose. I just replaced the upper forestay assembly and cleaned the roller furling drum. It's a little better, but not satisfactory. Would changing the top swivel to a Harken unit help? The boat is set up to the high performance manual's recommendation for a heavy crew. The shrouds are set medium tight.

The second problem I have and other sailors have is batten poke through. While sailing last summer in south Jersey, I got hit with 42 mph winds. I had to sail as tight to the wind as I could, furl the jib and still keep moving to keep the boat from going over. The mast shook violently. When I finally got in, three battens had poked through, two near the top and one being the second from the bottom. All the leech caps were still tight and none of the battens had worked loose. Would adding luff pocket protectors from Trentec help? Thank you very much for any help you can give me and other sailors.

Elliot Simon  
Pittsburgh, PA

From the sound of this letter, this sailor has thoroughly researched and tried just about everything to repair his furling system. The Hobie 18 jib furler does a relatively good job most of the time. At various national events—and keep in mind that this is just an estimate—essentially all of the Hobie 18 jib furler systems worked fine. One obvious limitation to the furler system occurs when the mainsheet is tensioned. The jib furler usually will not work with the maximum load on the mainsheet. Many years ago when sailors were tensioning the Hobie 18 rig using the mainsheet, furler problems were more common but now most racers use less rig tension and the roller furling systems are working fine.

There are two areas that need to be looked at when furler problems occur. First, the upper swivel should be checked for smooth, non-binding operation; a little WD-40 can be used to lubricate the swivel. The WD-40 will stain the sail, so be careful when applying it. Unfortunately, this upper swivel cannot be rebuilt so if it binds, buy a new one; or, if the boat is still under



warranty, it may be replaced for free. In response to your specific question regarding a Harken swivel, I do not see any reason to replace it with other than a stock swivel. Remember, if you race, a fellow competitor may just protest you for having an illegal piece of equipment on your boat, especially if you are winning. It sounds from your letter that this upper swivel may just be causing your jib halyard to twist.

The second area to look at when furler problems arise is the lower roller furling drum, which, again from your letter, has already been disassembled and cleaned. The first course of action would be to clean and lubricate this assembly with silicone spray or WD-40. The second suggestion is to buy a rebuilding kit (or separate parts if a kit is unavailable) which contains new bearings and races. If these parts are not hardened correctly or corroded, they could cause this drum to bind. The roller furling drum parts are not very expensive so it might be a good purchase.

The second part of your question raises an old, universal problem about battens poking through the sail in heavy air. Remember, in survival conditions, loosen the downhaul on the mainsail as this will help stop the mast from violently moving from side to side when the mainsheet is released. Most racers agree that the battens should not be tightened very much (like not at all) in heavy air to flatten the sail and depower the boat as much as possible. But enough tension must be used during these extreme conditions that violent mast and sail movement does not force the battens out of the forward caps. Also, about every six months, check the brass rivets next to the bolt rope on the mainsail. If they

start to pull out, replace them. To answer the last question on the use of Trentec Luff Caps; they have been used successfully on the Hobie 14, 16 and 18 National Championship boats for a few years and seem to be doing the job. Every little bit helps. Hopefully, this information will solve your problems. It seems that you have done most of what I suggested already. Maybe next time I'll ask you a question!

### MAST ROTATION AND JIB RECUTS

I have two questions:

1. The mast on my 1984 Hobie 16 will not rotate equally, especially in light wind. On starboard it tends to want to return toward center. I have changed the mast step bearing and have tried centering the jib halyard. Any suggestions? My shrouds are equal and the boat is aligned.

2. Please discuss jib recuts. Is this worthwhile? Is it legal? Thank you.

Fred Hillis M.D.  
Logansport, Indiana

Ah, yes, the Hobie 16 mast not rotating in light air especially off the wind on starboard tack. It's as American as apple pie and the Edsel. Don't fret, you're not alone. A lot has been done over the years to correct this problem. Light air, off-the-wind sailing techniques to keep the mast rotated include laying on your back with your feet on the boom, having your crew hand hold the boom, skipper hand holding the boom, skipper sitting on the boom, crew sitting on the boom, skipper sitting on the crew who sits on the boom or the boom vang and many more options both legal and illegal. This is a problem, but one that, in light air, has not been completely solved.

Fortunately, a few things can be done to eliminate or at least decrease the problem. First, the more rig tension you have, the more the mast will want to center itself. So, in lighter air, sail with a little less jib halyard tension. Also the main downhaul will make the mast derotate so in lighter air, sail with a little less downhaul. As you stated in your letter, instead of using the jib downhaul cheek block, use the cleat on the other side of the mast as the turning block for the jib halyard so that the jib halyard block is centered. Don't forget about that clever Australian Jib Halyard system. It compresses the mast less and loads the jib luff more since the purchase is between the jib and the mast hound and only one line comes down the mast. The mainsheet block should also be on the back boom bail to allow the mainsheet to help to hold the mast in the rotated position. All this should help, but may not solve the problem. The class rules do not allow much change in the area of mast rotation, so just admire its simplicity and chalk up your problem as just another reason to dislike light air.

To quote the class rules, "A sail may be recut slightly if desired but the overall original sail area shall not be increased or altered to significantly change the original shape other than normal stretch with aging." It is my belief that the sail should not be recut unless some damage has been done to the sail and it is in need of repair. If racing is your burning desire, uncut sails should help in the long run since the nationals are sailed with stock equipment and if you are used to stock equipment you stand a much better chance when the nationals come around. If the foot or luff flutter excessively, like driving a car with the wheels out of balance, then maybe you should have your foot or luff fixed, but other than that I do not recommend recutting your sails. Most sail makers agree a little flutter is acceptable. The newer Hobie 16 jibs allow an adjustment on the luff. This adjustment gives the sailor a lot more control over the jib. Most new jibs do not seem to have enough luff tension so check yours before you go to the sail maker.

Good luck on a new Hobie sailing season. Remember, practice and experience make the boat even faster. Also, I would like to thank the Hobie factory for answering my questions when asked and Richard Karran for input on these articles. Someone else has to take the responsibility too!



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This program has met with good success over the years. By working together, we can make the waters safer for all sailors.

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**BECOME A BOUNTY HUNTER**

# A HOBIE 17 PRIMER

By Brian Alexander

**T**he Hobie 17 went through years of design, testing, and stress analysis before it was released for sale to the public, but much of the important work of figuring out exactly how to sail the boat is yet to be done. The design is significantly different than that of the other Hobie Cats and indeed of any other catamaran. Therein lies a challenge; how to sail the boat to its potential, or at least well enough to beat the other guy.

With the Hobie 17 National Championship coming up in June off La Jolla, California, there was a need to air the thinking of those who have a large amount of time on the boat so that others won't be completely in the dark when they first step onto the 17.

Probably the best test of the boat came during the Midwinters West in San Felipe, Mexico. Sixteen Hobie 17s were entered and, since the class rules have not yet been formalized, the sailing was wide open enough and the wind was strong enough (18-20 knots at times) so that differences in weight and styles were tangible. Jeff Alter completely dominated the field during the regatta so HOTLINE asked him a few

questions about what made his boat so fast. We also talked to John Wake who sailed at Midwinters and was the head of the design team which conceived the Hobie 17. As of this writing, Wake has more time on the boat than any other skipper. Here, then, are some of the insights Wake and Alter offered on sailing the Hobie 17. Please note that some technical tips from the Hobie Cat Design Center enumerating some of the minor "bugs" which have been discovered since the release of the boat are included at the end of this article.

## TUNING THE HOBIE 17

### Mast Rake

Both Wake and Alter felt that mast rake on the 17 was not much different than mast rake on any of the other boats. The mast should be raked forward in light air and back as far as possible in heavy air so that the skipper sails with the upper and lower mainsheet blocks almost touching. In medium air, Wake recommends raking the mast somewhat forward to avoid having trouble tacking the boat.

"If there was one difference between how I set my boat up and the other guys, it was that I probably raked back further than anybody else out there," said Alter. "That's just what I like to do, but that's probably the only difference I could imagine."

The Comptip™ mast does not seem to affect the tuning techniques at all. "The Comptip mast does its own thing," said Wake. "It is a little bendier than an all-aluminum mast, but that didn't seem to make any difference."

### Rudder Toe-in

"I pretty much had my rudders parallel," said Alter.

### Outhaul and Downhaul Settings

"Downhaul hard in heavy air," said Wake. He recommends this in order to keep the rig tight. Once set on the beach, Wake did not see much need to change the downhaul unless wind velocity changed.

In light to medium air, Wake suggests easing the downhaul off a little when sailing downwind. Alter also used his outhaul during Midwinters to maintain optimum sail shape.

Aside from these minor suggestions,

neither Alter nor Wake felt that boat tuning would be a big issue for the sailors attending the Hobie 17 Championship. It seems both sailors stuck to the conventional wisdom and focused most of their energies on boat speed and handling. "Boat handling was the thing that separated the top five from the people in the lower groups, not tuning," said Wake.

Alter summed up tuning the 17 by saying: "I don't think it had a lot to do with boat tuning. It had more to do with sailing the boat properly."

## BOAT HANDLING

Here there was some disagreement between Wake's style and Alter's. Alter was one of the heavier skippers in the fleet and he felt that this, combined with the moderate to heavy air, gave him an advantage. "They were my conditions," he said. This weight differential may have a bearing on the different methods each skipper used when driving the boat.

### Tacking

"If there was one thing we were all doing poorly, but learning how to do quickly, it was tacking this boat," said Wake. "I blew enough tacks out there so that it got embarrassing." But, by the end of the weekend, Wake felt he had devised a system for smooth tacking.

He suggests shifting weight toward the back of the boat when preparing to tack. Then give the boat a little bit of rudder. Once the boat is through the eye of the wind, give it lots of rudder and cut the mainsheet. As the sailor crosses the centerline of the boat, keep weight as far aft as possible to help the boat pivot on the sterns and raise the bows out of the water thus decreasing lateral resistance. While crossing, look forward to be sure the mast is rotating. "If the mast hasn't rotated," said Wake, "you'll stop dead, that's as far as you'll go." If the mast has failed to rotate, do it manually. As the skipper comes across, he should begin to start pulling the rudders back and switch the Hotstick to the other side from behind the trampoline. Wake cautions sailors to maintain some rudder; not to go in a straight line until the main is lightly sheeted in and some momentum regained.

## VINYL vs. MESH

The Hobie 17 offers you a choice of trampolines. Here is a comparison of the features of both trampolines:

Feature	Vinyl	Mesh
Abrasiveness:	Tear resistant although non-abrasive to the seat, feet, and knees.	Easily chafed, yet more abrasive to the seat, knees, and feet.
Appearance:	Available in White, Blue, and Yellow.	Black only with white trim.
Boat Stiffness:	Significantly stiffer due to diagonal lace line, vinyl stretches less.	Rear lace line only, stretchier material than vinyl.
Comfort:	Drier with no "evaporative effect" (non-porous material)	Fine drops of water evaporate making it colder on seat and feet.
Draining:	Slower—through grommets.	Instant Drain-out.
Durability:	Longer life than mesh, proven welded seams.	More susceptible to chafing. U.V. can attack seams.
Installation:	By adding slot to crossbars, easily removed, etc.	Requires complete disassembly of crossbars from hulls.
Price:	Lower cost means lower price.	Higher price.
Slip Resistance:	Good even when wet.	Slippery—especially when wet.
Weight:	3–5 lbs heavier	3–5 lbs lighter
Wetness:	"Cats" are wet but vinyl is drier.	Wetter

Wake calls his style of moving across the boat as "sort of a roll tack" since he comes off the wire at the very last moment. He starts the tack while still trapezing off the wing, then puts the helm down while he scampers down and across the boat. "But few people are going to want to do that because its scary as heck."

Alter states that he had a poor tack only once during the regatta, and that one was not at a critical moment. Still, he does say that tacking the Hobie 17 was "sort of a dive from one end to the other underneath the boom," and that this took a little getting used to. "If you want to tack this boat fast, you can, but it's easy to screw it up and then you have to reverse the rudders and get out of it."

Both sailors were asked to compare the difference between tacking the Hobie 17 and the Hobie 16 and 14. Alter felt that the distance from one wing to the other represented "a long way to travel." He also noted the absence of the jib to help pull the bows through the eye of the wind.

According to Alter, the Hobie 17 tacks at about the same speed as the Hobie 16, but is not as hard as the Hobie 14 to tack.

"People who are good on the 14 will definitely have an advantage," said Wake. "This is because both are unriggered boats, that's one reason why Jeff and Wayne [Schafer] did well."

Since Wake had trouble tacking, he got a lot of practice at pulling out of a bad tack and had some very good advice for those who find themselves in a similar situation. When a sailor is stuck in irons on the Hobie 17, Wake claims that "The ticket here is to ease the traveller down, and keep the sail cleated most, but not all the way in in order to backwind the sail. Then put the rudders the opposite way. When it gets going the right way, straighten the rudder out and pull the traveller back up. I found that using the traveller was much more effective than trying to sheet the main out."

### Traveller Positions

One point of disagreement among Alter and Wake was the use of the traveller. Wake preferred to make extensive use of his whereas Alter hardly travelled out at all. According to Wake, if a skipper is sheeted in hard, flying a hull and finds himself

pinching up to put the hull down, he should start to travel down until he is no longer pinching the boat and the hull settles down. "Don't ease the mainsheet out," he advises. In 12-15 knots of wind, Wake suggests letting the traveller out about 10 inches from centerline. In light air, he suggests keeping the traveller at centerline. As for sailing the boat downwind "Everybody was doing everything totally different" at Midwinters.

Alter takes the opposite view of traveller positions. "I know a lot of guys do that, [travel in and out] like the Australians on the Hobie 18, but I pretty much just center travelled the whole time and was grinding the main, so I just sat there and let it in and out as I needed it. I always tried to sheet it as hard as I could. If I couldn't sheet in as hard as I could for as long as I needed it, then I travelled out a little bit." Even in heavy air, Alter kept the traveller centered. "I might have moved it maybe three inches off center, but not much. I'd recommend it if it got heavy and you couldn't hold the boat down. What I'm saying is that I was not doing that."

### Weight

Wake and Alter also disagree slightly on weight positioning on the wings which were used heavily by all skippers in the brisk air of Midwinters. Wake states that optimum positioning upwind is all the way

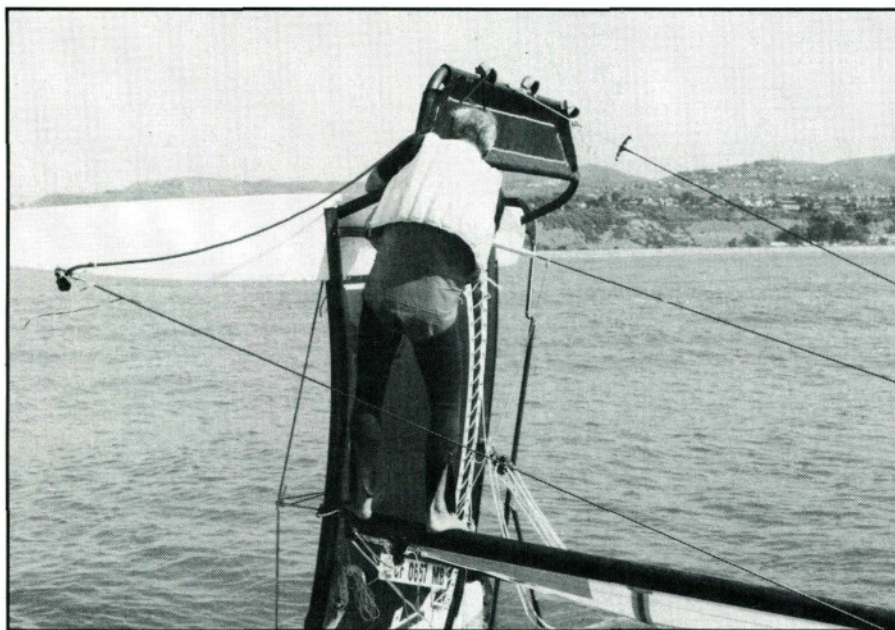
forward on the wings unless the leeward bow starts to dive, in which case the skipper should compensate by moving back just enough to keep the bow from burying. On reaching legs, he would have skippers move back, and if the air is heavy, as far back on the wing as possible.

Alter, on the other hand, simply kept his weight forward on all legs in all conditions. "I stood forward on the boat a lot," said Alter. "I was standing pretty forward up towards the front half of the wing going to weather. On the reach, I still wouldn't get back to the corner, just over the back half of it."

According to Wake, nobody has arrived at a standard method for hooking up and trapezing off the wings. The procedure he most often uses involves sitting briefly on the wing, hooking up, then moving out on the rack.

### What's Different?

When asked to give advice to 14, 16 and 18 skippers about what to avoid when first sailing the 17, both Wake and Alter stressed the ability of the Hobie 17 to point into the wind. In fact, both said that this boat will point higher into the wind than any other type of catamaran either of them has sailed. Wake compared its pointing ability to some racing monohulls he has piloted. "Cats usually sail right about 105 to 110 degrees off the wind. I'd say this was



*Pull the shroud lengthening pin.*



*Make sure your body is out of the water when you are trying to right the boat. Make sure that the mainsheet is off and that the mast is pointing into the wind.*

tacking at right under 100."

While this is certainly good for performance, skippers who aren't prepared for this extra performance feature could easily find themselves overstanding laylines. "Usually, I look over my shoulder," said Wake. "If I see the mark over my back shoulder, I can lay. I started out doing that on this boat and I overstood everytime. So, I started looking over my front shoulder, like I would on a monohull. Of course, as it turned out, the ideal spot for me was between my shoulders where I couldn't see the mark! If a guy treats this boat like a 16 and tacks when he would for that boat, then he's overstood."

Alter did not have as many problems judging laylines because he was experimenting. "I was kind of testing myself," said Alter. "I wanted to see how early I could tack so I was tacking earlier and earlier and it seemed like everytime I did it I could work up to a lay line and lay them pretty well. I think the other guys were overstanding a little and I was tacking a little sooner and getting up to the mark and sailing up underneath it . . . But, it does go real high to weather and you don't have to go near as far as you do on the 16 or 18 to get to a layline."

Both felt the Hobie 17 was significantly faster than the Hobie 16 upwind and was close to, if not equal with the Hobie 16 sailing downwind. Wake noticed this speed when he found himself in the middle of the 16A fleet which had started five minutes before he did.

The speed and power of the Hobie 17 can cause a problem for skippers who, when sailing at that speed, are used to having a crew help with on board chores. "Because I didn't have a crew, I didn't have anybody to pull all the lines on board as they washed off," said Alter. "There's no crew to pop your centerboards when you go downwind. There's a little more work and a few more things to do that normally I would have a crew do. In the beginning you're kind of looking around like, Where's my crew?"

One thing both sailors agreed on with gusto was that the Hobie 17 class is going to be very successful. "This boat's fun . . . it's powerful," said Alter. "It's going to make a good class."

## TECHNICAL TIPS

The Hobie Cat Research and Design Center has discovered several preventative maintenance and sailing tips that Hobie 17 owners should be aware of. First, some skippers have expressed an interest in installing a storage port hole in the hulls. According to Wake, the best place for such a compartment is 12 inches back from the front crossbar as measured from the side of that crossbar closest to the sterns. The porthole diameter should not exceed six inches.

Second, Wake and the other engineers

have noticed a slight problem with the rudder pins. It appears the current location of the cotter pin hole in the rudder pins can lead to a premature failure. This is easy to rectify. Simply turn the rudder pin around and drill a new cotter pin hole one quarter inch from the top of the rudder pin. Then just reinstall the pin. Once you've got it reinstalled, check to see that the new cotter pin hole is between the boat flange and the top of the rudder casting. If it is not, the cotter pin hole has been placed incorrectly.

Third, after new boats are sailed for a time, they take on what is called "normal set." After this period, owners should perform some simple maintenance procedures. First, remove one end of the forward beam and then tighten the dolphin striker. Reassemble the forward beam, making sure to use Loctite or a similar thread fastener to prevent the crossbeam bolts from loosening up. Second, all four crossbeam bolts should be checked for tightness and retightened if necessary.

Fourth, skippers with squeaky mast steps will find that a little grease on the mast ball will quiet the step.

Fifth, check the centerboard cleats. Apparently, some were shipped from the factory without being properly deburred. If your cleats have any burrs, simply file the burrs away until the cleat is smooth. This will help save the centerboard line from breaking.

According to Wake, the Hobie 17 cannot be righted in windless conditions unless a shroud lengthening device has been installed on the boat. On windy days, righting does not seem to present a problem. That's good news since most capsizes occur in windy conditions. Shroud lengthening devices, which are commonly used on many catamarans are available from marine dealers. The Hobie Cat design team is currently working on a lengthener especially for the Hobie 17. It will be available soon. See the accompanying photos to learn the correct procedures for righting the Hobie 17.

When sailing the boat, keep in mind that the adjustable Hotsticks, which are optional on the Hobie 17, can break when they are fully extended and forced to carry weight, such as when a skipper falls off the wings and hangs onto the Hotstick. While it would be next to impossible to prevent breakage in all cases, PMC, the Hotstick manufacturer, is working on extra strengthening which should help prevent most failures of this type.

For the convenience of Hobie 17 skippers, two extra grommets were installed on the front portion of Hobie 17 trampolines. This is for the optional Hobie 17 tramp bag which holds the main halyard, course charts, life jacket, lunch, sunscreen and so on. The bag is easy to remove, so it can be locked up in a sail box or taken home. For more on this bag, see your Hobie dealer.



*Be patient, the boat will come up.*



*Once the boat is righted, jibe the boat so that the long shroud is to the leeward side. Then shorten the shroud.*

# DON'T BLOW THAT LEAD: THE NUTS AND BOLTS OF STAYING AHEAD

By David Dellenbaugh

Editor's Note: David Dellenbaugh, a United States Yacht Racing Union judge, has won several major championships including the Prince of Wales. He has written frequently about sailing strategy and rules.

O.K., so you had a bad start, but you hung in there and now you've gotten back near the top of the fleet. You're on the last leg or two of the race and there are not too many boats you can catch. In fact, every once in a while, you turn around and look back. It seems as though there are a few competitors who think they might be able to pass you. What can you do to hold them off?

In almost every race there's a time when your point of view changes from offense to defense. Right after the start, you're usually on the offensive. You're not satisfied with your position, and your main focus is ahead on all the boats you might be able to catch.

The closer you get to the end of the race and the closer you are to the top of the fleet, the more you assume a defensive mode. You are more satisfied with your position at this point, and your main worry is defending this position against the boats behind you. It's logical to have a defensive point of view when A) you're winning the race; B) you're not winning, but there is a big gap between you and the boat ahead of you; C) you're not winning but your position in the overall series is assured as long as you don't lose anybody.

There was a well-known football coach who once said that the best defense is a good offense. What he meant was that the best way to keep your opponent from scoring a lot of points was to score a lot of points yourself. As long as you had the ball, your opponent couldn't do anything.

I think the same is true in sailing. The surest way to stay ahead of your competition is to continue going as fast as possible toward the next mark. You can't stop following your strategic game plan just because you're looking back a little. You have to keep working and pushing to get everything you can out of the boat. If you play the wind shifts correctly and make your

boat go as fast as possible, there's no way that anyone will catch you from behind.

You can't however, forget about your competition altogether. In fact, when your main goal is staying ahead of the boats behind you, their position is the single most important influence on your tactics. You just have to figure out a way to get to the next mark faster and cover your competitors at the same time. Let's discuss a few ways to do this.

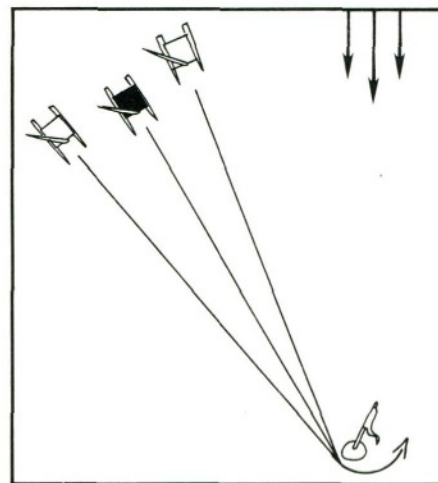
First, the most basic principle of staying ahead is to always position yourself between your opponents and the next mark. This means that you want to be roughly on a line drawn between your nearest competitor and the mark (Diagram 1). If there are a number of boats close behind, pick a point that's in the middle of them and stay between this point and the mark.

The reason for staying between the other boats and the mark is that this will minimize their chances to gain if the wind or current changes. In a wind shift, for example, the amount that one boat gains or loses to another is directly proportional to the distance that separates them. So when you're ahead, you want to minimize the separation between the boats.

Besides the general tactic of staying between your competition and the mark, there are a number of specific tactics that will help you maintain the lead. These include the "tight" cover, "loose" cover and a combination of the two.

## TIGHT COVER

Putting a tight cover on another boat means that you have positioned yourself ahead and to windward of them (Diagram 2). The great advantage of a tight cover is that it allows you to stay between your competitor and the next mark, while at the same time giving them bad air. This not only helps you defend your lead but may,



**DIAGRAM 1**

in fact, allow you to increase it.

When would you want to put a tight cover on another boat?

1. The most logical time is when the race has come down to you and the other boat. In other words, there are no other boats that you have a chance of catching or that have a chance of catching you.

2. Another time for a tight cover is when you're in the final race of a series and there is one other boat you have to beat. You don't want to give them any chance to get away from you.

3. Also, if a faster boat is trying to catch you from behind, you can often hold her off until the finish by applying a tight cover and making her sail in your bad air.

Getting into a tight cover is not always an easy thing, especially with fast boats like cats. The reason is that in order to steal someone else's wind, you have to be lined up in the direction of their apparent wind. Let me take a minute to explain apparent versus true wind.

Pretend that your boat is stationary in the water with no sails set. The wind that you feel is what is called the "true" wind. It's the same that you would feel if you were standing on shore. When you hoist your sails, the boat starts to move. The wind you now feel is stronger than the true wind, and it's coming more from the bow of the boat. This resultant breeze is called the "apparent" wind. It's a vector combination of the true wind and the wind created by the boat's movement.

In order to put a tight cover on another boat, you have to get on their apparent wind (Diagram 3), not their true wind. On a boat that's moving fast, the apparent wind is quite far forward. This means that you have to be further in front of them than you normally would think in order to put on a tight cover. A good way to figure out exactly where you should be is to look at the wind pennant or bridle fly on the other

boat. This will point right at the position where you should place your boat.

If you're successful at putting on a tight cover, chances are good that they'll tack away into clear air. If you tack at the same time, you can usually get into a tight covering position on the new tack as well. This happens all the time in match races such as the America's Cup. The two boats will literally tack their way to the windward mark, with the boat that's behind trying to escape from the leader's bad air. In a fleet race, however, be wary of tacking too much to maintain a tight cover. Especially with a cat, which loses a lot in a tack, you risk giving up too much distance on the rest of the fleet.

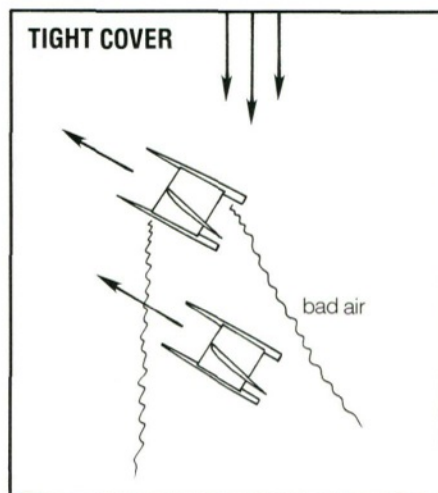
## LOOSE COVER

Instead of a tight cover, you'll sometimes use what is known as a "loose" cover to defend against boats behind you. When covering loosely, you position yourself between the other boat and the windward mark, but you are not giving them bad air (Diagram 4). You are also said to be using a loose cover when you stay between several boats (or a whole fleet) and the mark.

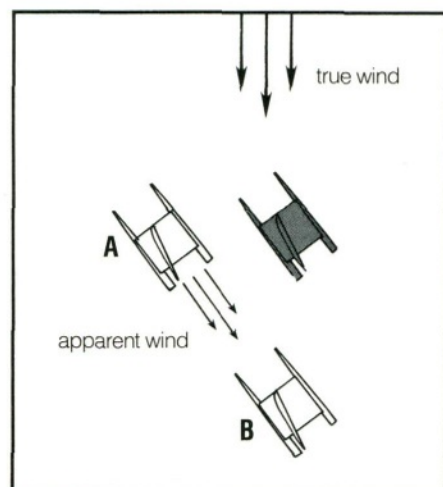
Let's look at a couple of times when you'd want to use a loose cover instead of a tight cover.

1. The first, and perhaps most obvious, is when you aren't able to apply a tight cover. Let's say you are crossing ahead of another boat on the final beat. If you tack right on her wind, she will tack away and you won't be covering her at all. It's probably better to place your tack so that she still has clear air; then, at least, you'll have a loose cover.

2. Another time for a loose cover is when there are several boats close behind. In this case, you can't afford the costs of placing a tight cover on any one boat. It would be best to put a loose cover on all



**DIAGRAM 2**



**DIAGRAM 3**

the boats in the group.

More often than not, tight and loose covers are not used just by themselves. They are combined into an overall plan to help you achieve your goals.

## COMBINING TIGHT AND LOOSE COVERS

A sailboat race is a lot like a chess game. You have to plan your moves so they are part of a larger plan and so they will help you control your opponents. In sailing, we're able to control the other boats a lot more than most sailors realize. Consider the following examples.

Example 1: You are leading the race (Diagram 5) and you're on starboard tack (A), crossing ahead of your nearest competitor on port (B). You know from the first two windward legs that there is more wind on the right. Should you give this boat a tight cover, a loose cover, or simply continue on starboard tack?

You should probably give her a tight cover; otherwise she will get to the better wind before you. A tight cover gives her two choices, both equally undesirable. First, she could sail toward the favored side, but in bad air. Second, she could tack away toward the unfavored side to get clear air. If your opponent chooses to tack onto starboard, give her a loose cover in that direction (It's O.K. to let her go toward the wrong side.). If she tacks back to port, however, clamp on a tight cover again. This is called protecting the favored side.

Example 2: You are leading the race again (see Diagram 6) and this time you're on port tack (A) crossing ahead of the third place boat (C) and the second place boat (B). If neither side of the course is favored, what should you do after crossing B?

In this case, you would probably want to tack so you can establish a loose cover. If you tacked with a tight cover on B's wind, she would undoubtedly tack away. You'd be left with one boat going left and the other going right and no way to cover

them both. A loose cover means that B and C will continue in the same direction and you'll be able to stick with them both.

There are a few generalizations we can make about when to apply tight and loose covers. Put a tight cover on a boat that is either headed toward the favored side of the course or headed away from the rest of the fleet. Put a loose cover on a boat that is headed toward the wrong side of the course, going toward the other boats or headed toward a layline. Remember, you want to push the other boat to the layline early.

## COVERING DOWNWIND

Upwind, the boat that's ahead has an advantage because she can use her wind shadow to attack other boats and defend her position. Downwind, however, the opposite is true. Here the boat that's behind is the one who can use her wind shadow as a tactical weapon. That's why I like the downwind legs so much; they give the boats behind a better chance to catch up. But they also mean that the leaders must be extra sharp in order to stay ahead.

Like upwind, the trick to staying ahead downwind is keeping between your competition and the next mark. But, the added challenge is to make sure that your air stays clear. So, keep an eye on your bridle fly; if it's pointing toward another boat, it means that you're in bad air. The boats that are behind will often sail higher than they should on the leeward legs. If you can keep your air clear, it usually pays to sail a lower angle that is more toward the mark.

Switching from the offense to the defense requires an adjustment in mental attitude. You can't afford the psychological let down that often comes when you start to look over your shoulder. So, keep working your boat and doing what you did to get ahead. It will help you preserve your hard-earned position.

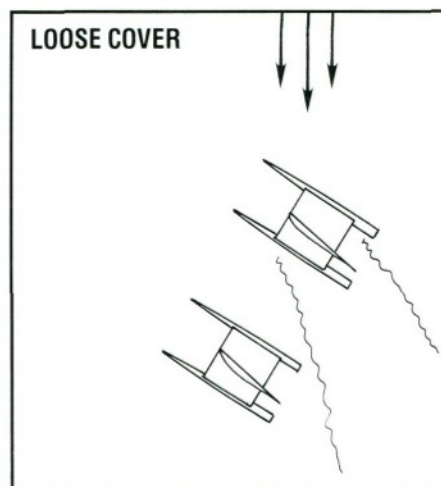


DIAGRAM 4

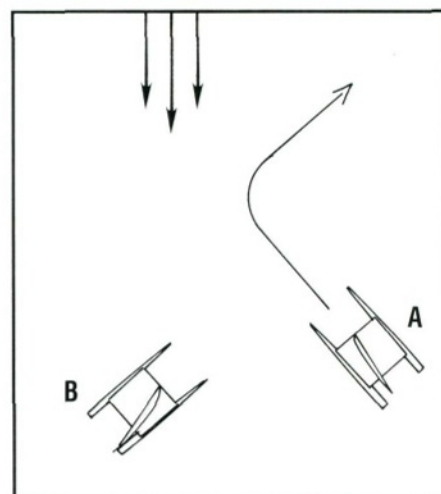


DIAGRAM 5

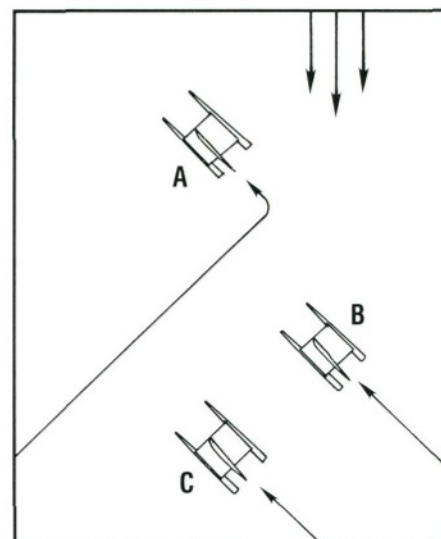


DIAGRAM 6

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## WISCONSIN

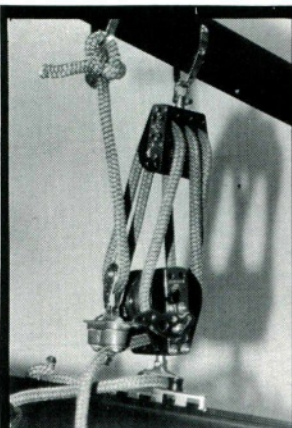
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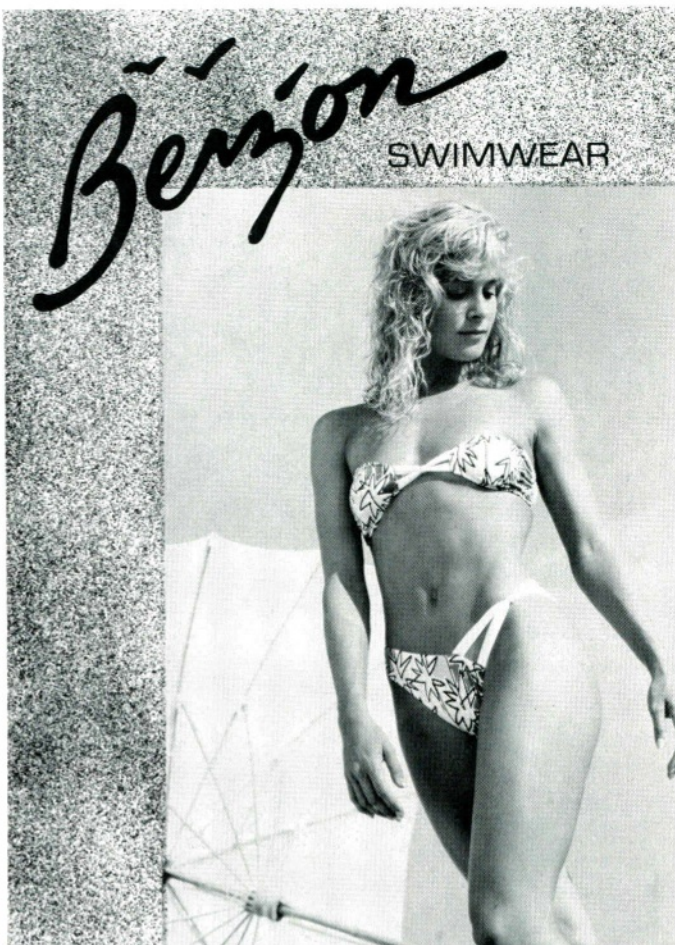
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## PREScription FOR VACATION FEVER



There is a wanderlust feeling about driving down the thousand-mile highway along the coast and through the mountains of Baja. Countless bays and endless miles of beaches beckon the explorer in each of us to come and partake of Baja's sailing possibilities. This frontier is predominantly uninhabited and undeveloped, but the beauty that it holds is worth every minute you spend to enjoy it. Getting the Baja fever doesn't take long; just ask someone that has been there or gaze into some pictures that share its charm. Sunny days, warm water and windy afternoons all to yourself are part of the lure that will keep you wanting to return to this sailing paradise again and again.

### Preparing To Go

Some call it the thousand-mile dream. Early missionaries knew it as Camino Real. Truckers label it Numero Uno. Tourists refer to it as the Frijole Freeway. But to those of us that can't wait to get back on it again, it is simply the Baja Highway, the road that takes us to our favorite playground. For 1054 miles it winds itself from the border town of Tijuana, just south of San Diego, California, along the 800-mile length of the Baja Peninsula to lands end, at Cabo San Lucas. Its path travels next to the cool blue waters of the Pacific Ocean, then carries you up arroyos, across barrancas, and climbs to the mountains. From there it drops you down onto the deserts, through cactus gardens, then emerges on the Gulf of California, also known as the Sea of Cortez. From there it crosses the Tropic of Cancer and onward toward the tip, where the sea finally meets the ocean.

Are you starting to catch Baja fever? Now that you want to go and you've got the time, you must first start a list, and ask yourself "What toys shall I bring? What's the weather going to be like? Do I need to have a 4-wheel drive? How much money should I take?" The questions go on and on. Every time you get to go you always learn a little more about what to take versus what you really need. Before you leave

**BY DAN MANGUS**  
PHOTOGRAPHY BY GUY MOTIL

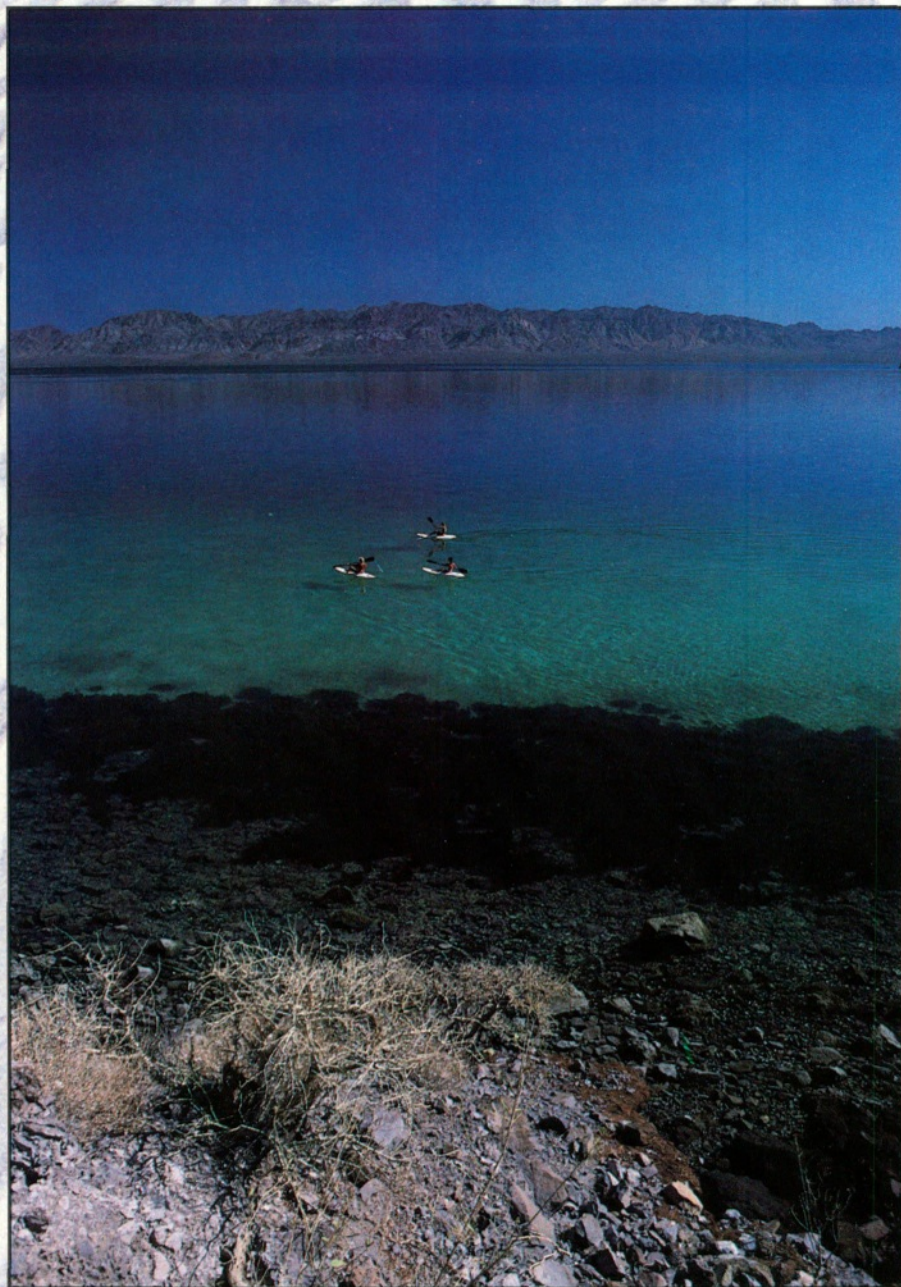
home, you'll want to answer as many of the questions as you can so you don't get caught learning the hard way.

Go visit the library or the bookstore. There are numerous publications and lots of books about Baja. Buy one you like that tells the story, describes the locations, offers tips and probably answers a lot of your questions. Baja is part of Mexico, so start thinking about the excitement of going to another country. Pick up an English to Spanish dictionary. Even though some of the locals speak some broken English, most do not, and they really enjoy it when you try to speak their language. Get the biggest, most detailed and latest up-to-date map you can find. I recommend the Auto Club office nearest you.

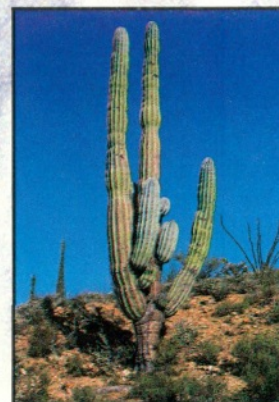
If you're planning to stay for a short time, two weeks or less, you will only need to bring a copy of your birth certificate or a valid U.S. passport for identification. For longer stays you'll need to obtain a Mexican Tourist Card from a Mexican consulate. Minors under 18 traveling alone or with persons other than their parents also need a notarized letter of consent from their parents.

Automobile insurance in Mexico is a must. Simply stated, Mexican law does not recognize any insurance except that written by licensed Mexican insurance companies, no matter what your American policy says. To be fully protected while in Baja, you must carry Mexican insurance on your car, trailer and boat. If the car but not the trailer is insured and you are in an accident, your car insurance is no longer valid. Mex Insur Automobile Insurance has a few offices located just before the border to handle your insurance needs on a per day rate. It's expensive but necessary. For example, a pick-up with a camper, towing a trailer with a boat and planning a ten day visit will cost about ninety dollars for full coverage. Don't neglect it; just do it and you'll feel a lot safer.

Make sure you bring enough money. You won't need a lot, but Mexico is definitely not free. We always stop right before the border and shop around for the best exchange rate from one of the many in the business. The dollar is very strong and the Mexican peso is weak and has been falling in value for years. As of March 1986 the exchange rate was 475 pesos to one dollar or 47,500 pesos per one



hundred dollars. It sounds like a lot, but you'll find that you'll need about \$20-\$40 a day per couple if you're driving and camping out and \$40-\$75 per day if you're eating out and motel hopping. Of course, I recommend driving to your planned destination, bringing your own supplies and camping out. This will only cost you your gas, the necessary Corona Beer and Tequila that you need, and frequent stops in the small villages to purchase a dozen fresh tortillas.





### **A Few Minor Precautions**

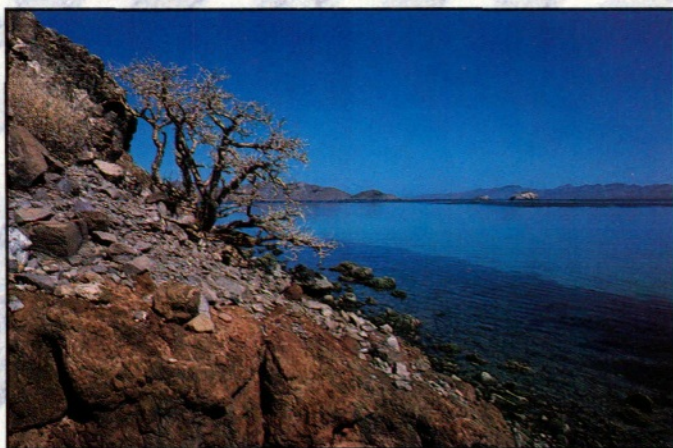
All the gasoline in Mexico is sold only at Pemex, which are government controlled service stations. The price will always be the same no matter how remote the station. Buy everything you need with pesos; dollars are only taken at a few locations and the exchange rate is never as good as before the border. There are plenty of stations scattered down the highway and they are usually no more than 50 miles apart. Still, always play it safe and work on the top half of your tank. If you get below half make sure you fill it up at the next station you see. The premium, or "EXTRA," gas in the silver pump is unleaded. The regular, or "NOVA," is in the blue pump. Some stations frequently run out of EXTRA so it is smart to fill often and carry a full five-gallon gas can. Diesel fuel

is available at most major stations.

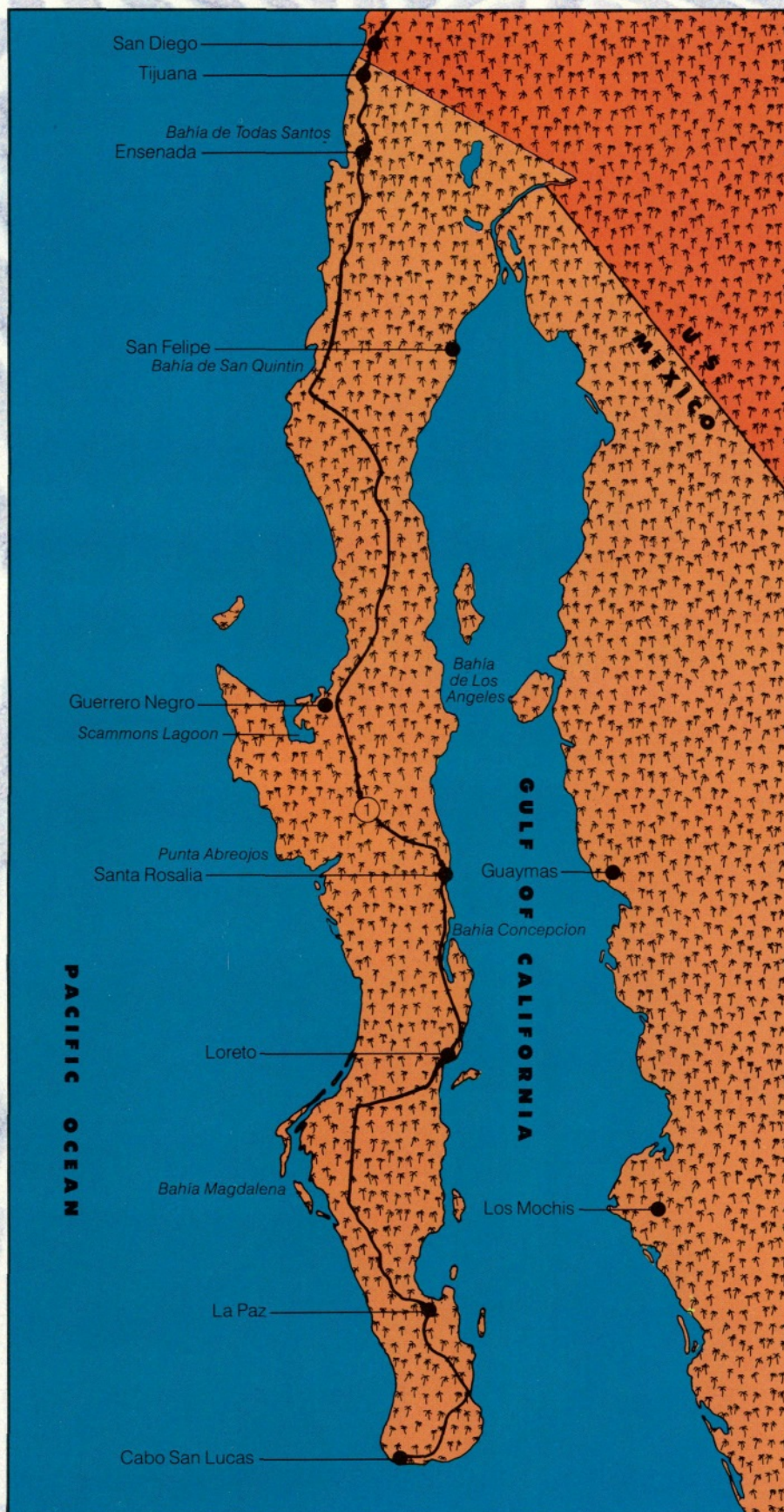
Be sure to take a first aid kit. Remember, most of Baja is very desolate; you will not be able to run to the store or just pick up the phone. You need to be as self sufficient as possible. If something breaks, you need to have a replacement or the tools to fix it. There are only a few large towns where you will be able to get supplies or help in case of an emergency. I don't want to alarm you, but please heed this warning and remember that you are in another country. Be prepared and be safe. Take your own drinking water. Although most all the water in Baja is from natural wells and very good, there is no need to take a chance. If you do need to get water, ask for

purified water. If you are like me, you'll want to eat the excellent native food. Just be careful. Just like at home, if it doesn't look good, don't eat it. Do not eat any fruit that you have not peeled yourself. If it appears that the food has been sitting out for awhile, pass on it. Follow these directions, use common sense, and you will probably not get sick. If you do, just stick a finger in both ends until you get medication or see a doctor.

No, you don't absolutely need a 4-wheel



drive in Baja. They are nice to have in some spots, but most locations are accessible by the highway and well-travelled dirt roads. The two-lane paved highway is designed primarily to link Baja to the U.S. with truck transportation. Much of it is very narrow with no shoulders and few turnouts. Most of the peninsula is in open range lands and drivers must always watch for livestock. Driving is extremely hazardous after dark and not recommended, as the crosses and monuments frequently seen along the roadside testify. If an approaching vehicle flashes its lights at a bridge or narrow area, it means that they intend to proceed through, so you had better slow down or even stop. Pull as far over on the right as possible and allow the oncoming driver to pass. Remember, caution is always the best rule to follow.



The weather is generally very nice, similar to the climate of Southern California. The Pacific side is cooler and sometimes foggy. The gulf side is more tropical and the deserts have the potential to get very hot. The dress is very casual. Bring a coat and some rain gear if you are travelling between December and April. The rainfall is only about ten inches a year on the average. Take a nice shade hat, a good pair of sunglasses and some protective sunscreen. You should also bring along your favorite toiletries, vitamins and prescriptions. Don't forget to bring plenty of toilet paper and paper towels. And, if you have any old clothes you want to give away to a good cause, bring them along; the locals have the need and are very thankful.

#### Where To Go And What To Do

Baja is a sportsman's paradise, so if you have the room bring all the toys you can. Include your Hobie Cat, a couple of Alpha sailboards, a diving mask and fins, a fishing pole, and an Alpha Wave or a surfboard for the surf. Take your camera and plenty of film. Every turn in the road is a new scene that you'll want to take home to share with your friends.

These are a few of our favorite spots, plus there are many more waiting to be discovered: Bahia de Todas Santos, south of Ensenada, is the site of a large Hobie regatta every year presented by Fleet Four. The Midwinters West is another great Hobie Cat event that is held every year in San Felipe. A great introduction to Baja is to go down with a group of friends to one of these Hobie events. Other locations to check out are Bahia San Quintin, with its beaches full of sand dollars; Scammons Lagoon, home of the California gray whale; Punta Abreojos, surfsailing hot spot; Bahia Concepcion, known for its spectacular sunrises; Loreto, where even the mountains swim; Bahia Magdalena, where the pelican is king; and Cabo San Lucas, where you can look through the arch in the rock and watch the gulf and the ocean meet.

O.K. let's go! Get your car tuned up, make sure your trailer has a spare tire and the bearings have been greased. Throw in all the toys, the camping gear, and the cooler. Turn on the phone machine and tell them all that they're really going to miss it, because you're going to one of the last hideaways—paradise, custom ordered for a perfect Hobie holiday.





LEFT TO RIGHT: SPEEDO, CALIFORNIA PROLINE, EXPOZAY, HOBIE APPAREL, CALIFORNIA PROLINE, RAISINS



POINT CONCEPTION

photography by guy motil

## STYLED FOR ACTION

**W**hen HOTLINE heard of a trip to Baja planned by Dan Mangus and some friends, we asked if we could send photographer Guy Motil along to shoot some photos of the latest active swimwear. Baja seemed to be a place where natural beauty and excellent sailing conditions combined to create a perfect backdrop for a photographic exploration of 1986 swimwear.

The swimwear pictured was chosen for its comfort, durability and its ability to move with active sailors. Of course, the suits have to look good too. We hope you'll agree that the suits featured fit the bill on both counts.

All the explorers on this little jaunt to Baja were accomplished catamaran and board sailors. They have all sailed in major championships and one, Michelle, is ranked among the top ten professional women sailboarders in the United States. Pictured from left to right, Karen is wearing a suit by Speedo, Donna sports a creation by California Proline, Linda wears an Expozay, Sean wears a Hobie Apparel, Michelle shows off another California Proline, and Shelley suits up in a Raisins. As for the guys, Skip is later shown in a suit by Speedo and our own Dan Mangus wears trunks by Hobie Apparel.

If you are interested in any of the suits pictured here, you will be able to find the addresses and telephone numbers of the manufacturers on page 50. Enjoy the suits, enjoy Baja scenery and enjoy the sailing. Then get out there and do it yourself!



RAISINS



SPEEDO



HOBIE APPAREL (LEFT) AND RAISINS (RIGHT)



BERZON (LEFT) AND POINT CONCEPTION (RIGHT)



CALIFORNIA PROLINE



RAISINS (LEFT) AND HOBIE APPAREL (RIGHT)

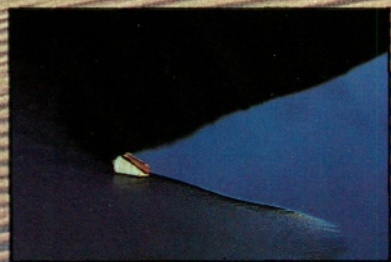


BERZON





CALIFORNIA PROLINE



POINT CONCEPTION (LEFT) AND SPEEDO (RIGHT)

BERZON



POINT CONCEPTION (TOP NOT SHOWN)





HOBIE APPAREL

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213/489-4285

Hobie Apparel  
2102 West Olive Ave.  
Burbank, CA 91505  
818/841-2665

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San Clemente, CA 92672  
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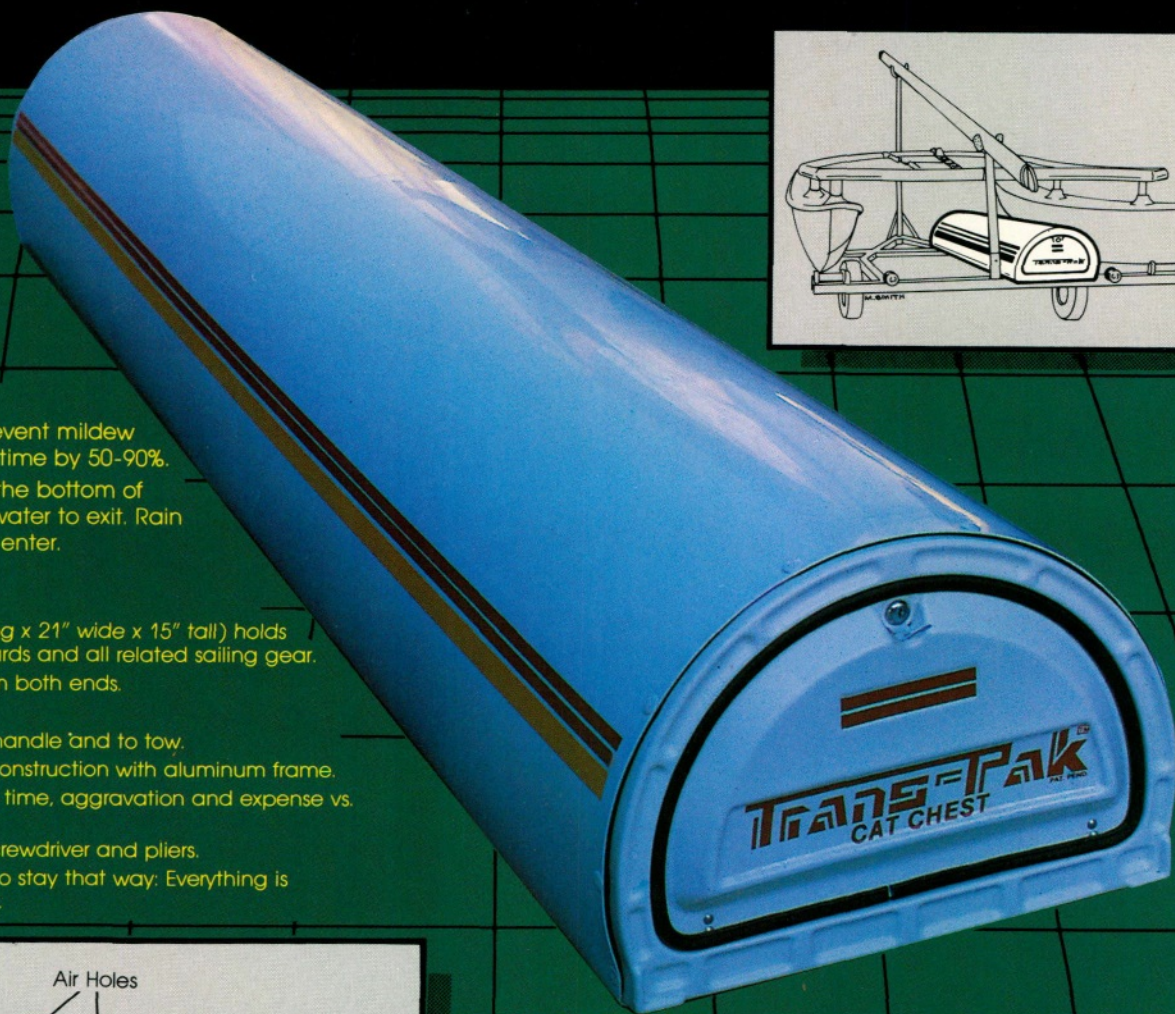


RAISINS



HOBIE APPAREL

# THE DRYING MACHINE

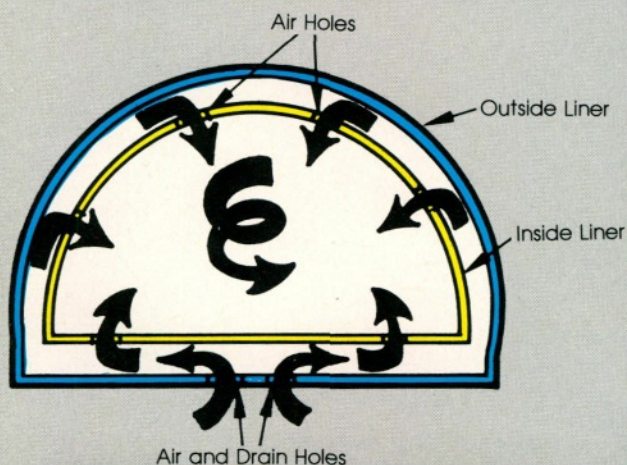


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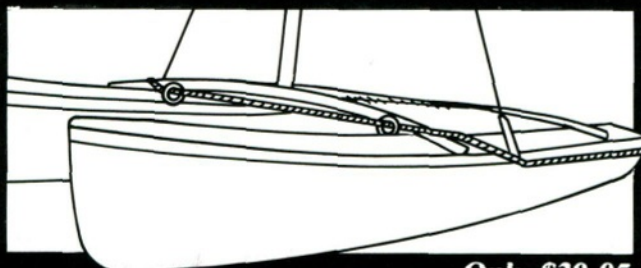
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## SAIL REPAIR

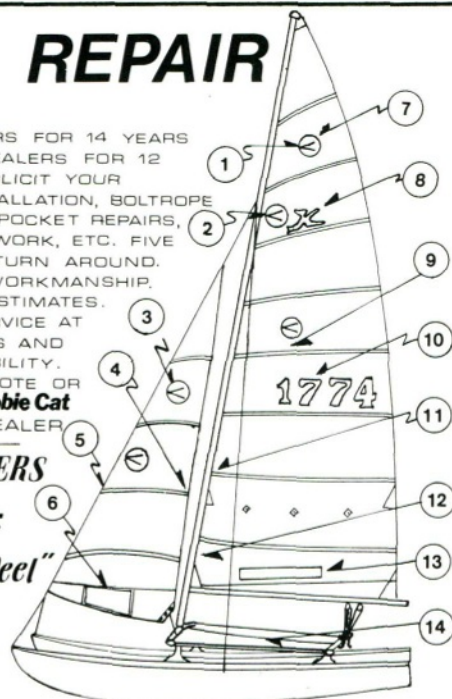
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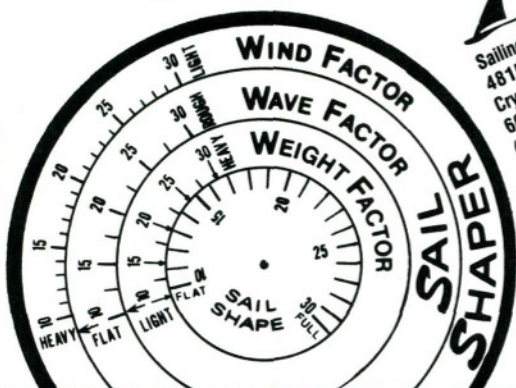
Last week you won. This week you just couldn't get it moving. What are you doing differently? Probably nothing! That's the problem! The boat is slower because you did not adjust to sailing's ever-changing conditions. Now, White's 3W's Formula determines the sail shape to match three major varying conditions. The formula is simple:

$$\frac{\text{Wind} + \text{Water} + \text{Weight}}{3} = \text{Desired Sail Shape}$$

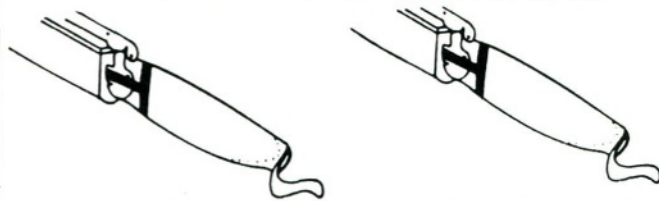
Adding and dividing figures can be tricky while sailing so, SSI brings you the Sail Shaper: a round plastic slide rule that quickly and easily gives you the desired sail shape by just dialing in numerical values. Its light, flexible, and convenient. This week you can win again - no matter what the conditions!

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### "Keep's Them Off Your Tail!"

Bright Red Nylon Flags with Flourescent-Orange Tips, attaches to Rudders with Velcro® Closures. Sized to Fit Hobie® 14, 16, & 18. Please Specify Boat Size.

**\$12<sup>95</sup>**

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

State Color **\$12<sup>95</sup>**

**Quick-Tie Straps** - Velcro® closures on Nylon Strap makes tying Shrouds & Trapeze Lines when Trailering a Snap.

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# HOBIE RACING

May/June 1986

## **IN THIS SECTION:**

*Major Regattas*

*Regatta Schedules*

*Fleet News*

*Regatta Results*



## *WORLD HOBIE CLASS ASSOCIATION*

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 Liz Reed, Hobie Class Association, P.O. Box 1008, Oceanside, California 92054.

# MAJOR EVENTS

## MAJOR REGATTAS

May 3-4	Las Vegas Hobie Grand Prix Las Vegas, Nevada	H.C.A. 619-758-9100
May 7-10	Hobie 33 U.S. National Championship New Orleans, Louisiana	H.C.A. 619-758-9100
May 8-11	T.A.L.H.C.F.F.R.R. Lake Havasu, Arizona	H.C.A. 619-758-9100
May 10-11	Gulf Coast Championships/Fleet 70 Biloxi, Mississippi	Mark Ederer 601-875-6135
May 16-18	1986 Northeastern Championships Onieda Shore Park, New York	Dale Ryan 716-288-1804
May 17-25	Hog's Breath 1000 Long Distance Invitational Florida	Don Algie 904-243-4422
May 24-25	Mid-Americans/Fleet 23 Lake Texoma, Texas	Holt Mead 817-267-8464
May 24-25	Hog's Breath Regatta Fort Walton Beach, Florida	Kelly O'Brien 904-243-2628
May 31-June 1	Atlantic Coast Championships/Fleet 32 Virginia Beach, Virginia	H.C.A. 619-758-9100
June 6-13	Hobie 17 National Championship La Jolla, California	H.C.A. 619-758-9100
June 21-22	Clementine's Saloon Mideastern Championships South Haven, Michigan	Bob Theissen 616-629-4112
August 3-10	Hobie 16 World Championship Fiji	H.C.A. 619-758-9100
August (T)*	Canadian National Championships Canada	H.C.A. 619-758-9100
August 24-30	Hobie 18 U.S. National Championship Cedar Point, Ohio	H.C.A. 619-758-9100
September 16-19	Hobie Cat U.S. Womens Championship Cape May, New Jersey	H.C.A. 619-758-9100
September 21-27	Hobie 16 U.S. National Championship Cape May, New Jersey	H.C.A. 619-758-9100
October (T) *	Alpha Wave Invitational San Onofre, California	A.C.A. 619-758-9100
To be announced	Hobie 14 U.S. National Championship	
To be announced	Hobie 14 Turbo National Championship	
November	Alpha World Championship Key Biscayne, Florida	A.C.A. 619-758-9100

## REGATTA SCHEDULE

### Division 2

May 3-4	Las Vegas Grand Prix/Fleet#51 Las Vegas, NV	Thomas Sports 702/368-2885
May 8-11	T.L.H.C.F.F.R.R. Lake Havasu City, AZ	H.C.A. 619/758-9100
May 17-18	Castaic Regatta/Fleet#180 Lake Hughes, CA	Windy Sails 818/365-4531
May 31-June 1	Hurricane Gulch/Fleet#3 Cabrillo Beach, CA	Dave Douglas 714/548-1042
June 14-15	The Classic/Fleet#4 Silver Strand State Beach, CA	John Stires 619/453-1100

June 28-29	Big Bear Hobie Cup 86'/Fleet#16 Big Bear Lake, CA	Steve Prather 714/642-8380
July 12-13	Long Beach Hobie Grand Prix Long Beach, CA	Jim Savage 714/629-2622
July 26-27	Todos Santos Regatta/Fleet#4 Ensenada, Baja, CA	Pam Caldwell 619/462-2117

### Division 3

May 3	Transdelta/Fleet#280 Rio Visa, CA	Lenora Rutledge 209/368-3753
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# ST HOBIE 17 U.S. NATIONAL CHAMPIONSHIP LA JOLLA, CALIFORNIA JUNE 6-13, 1986

The first Hobie 17 U.S. National Championship will be held in the waters off the coast of Southern California in scenic La Jolla. If you've always wanted to visit California, here's a golden opportunity to see the Golden State and also compete for the newest Hobie national title.

This event is open to all skippers, even those who haven't been active for awhile. This is an excellent chance to try out the newest Hobie Cat.

Round-robin qualifying races will be held on Saturday, June 7 and Sunday, June 8 for local sailors with a maximum of 96 contestants competing on 48 identically supplied Hobie 17s. The top 48 from this series will start racing again on Wednesday, June 11 in the championship round-robin series.

For out-of-state sailors, the second series of round-robin qualifying races will be run on Monday, June 9 and Tuesday, June 10. Again, a possible 96 contestants can compete. The top 48 from this series will race against the top 48 from the earlier series starting on June 11.

The championship series will be held Wednesday and Thursday with the field being trimmed to the top 48 contestants on Thursday evening.

The final series will be held on Friday, June 13 with the top 48 sailors competing in every race against each other for the title of First Hobie 17 U.S. National Champion. Those sailors 40 and over are eligible to compete for a special master's trophy.

All sailors are asked to preregister. Those wishing to register at the event will be accommodated only if space is available. Preregistering skippers must mail the form below with an entry fee of \$100.00. A boat damage deposit of \$250.00 in the form of cash or a traveller's check will be required upon check-in. Do not mail the damage deposit. The deposit is returnable if no damage is done to boats.

Accommodations are available at the Sea Lodge at La Jolla Shores which is on the beach and at the La Jolla Windigo near La Jolla Shores.

## HOBIE 17 U.S. NATIONAL CHAMPIONSHIP RACE REGISTRATION FORM

(This form must be postmarked by May 9, 1986)

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

I qualify to compete for the master's trophy ☐ Age \_\_\_\_\_

Telephone (\_\_\_\_\_) \_\_\_\_\_

Weight \_\_\_\_\_ (No minimum crew weight. For HCA info only)

I would like to enter the June 8-9 ☐ June 9-10 ☐ qualifying races.

Please send an information packet on:

- ☐ other accommodations
- ☐ camping/RV parks
- ☐ sightseeing in San Diego

Mail this form to: Hobie Class Association, Hobie 17 National Championship, P.O. Box 1008, Oceanside, CA 92054.

## HOBIE 17 NATIONAL CHAMPIONSHIP ROOM REGISTRATION FORM

For Sea Lodge at La Jolla or La Jolla Windigo

Dates of Stay: \_\_\_\_\_

Individual's Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Telephone (\_\_\_\_\_) \_\_\_\_\_

Arrival date \_\_\_\_\_ Departure date \_\_\_\_\_

Type of Accommodation: Single ☐ Double ☐ Other \_\_\_\_\_

Rates for Sea Lodge: Single — \$83 Double — \$93

Rates for Windigo: Studio — \$70 One bedroom — \$85 Two bedroom — \$100

Please confirm this reservation by enclosing a check prior to May 9, 1986 in the amount of the first night's deposit directly to Sea Lodge. Mail the check and this form to Sea Lodge, 8110 Camino del Oro, La Jolla, CA 92037. Or mail form to the Windigo, 8205 Camino del Oro, La Jolla, CA 92037.

All rooms are guaranteed for a 3:00 p.m. check-in. Check out is at 11:00 a.m.

All animals are strictly prohibited.

Signature \_\_\_\_\_ Date \_\_\_\_\_

# REGATTA SCHEDULE

## DIVISION 3

May 10-11	St. Stan's Wet & Wild Regatta Woodward Reservoir, Oakdale, CA	Ed Montague 209/357-0767
May 24-25	1986 Silver State Invitational Washoe Lake State Park, Reno, NV	Russ Brown 702/883-0538
June 7-8	Otter Regatta/Fleet#222 Monterey, CA	John Moore 408/372-7897
June 14-15	Commodore's Open Regatta/Fleet#62 Huntington Lake, CA	Brian Haskins 209/225-3398
June 21-22	14th Annual Round Treasure Island Regatta/Fleet#87 Richmond, CA	Margaret Heath 415/861-8735
July 12-13	1986 Divisional Championships Crown Beach, Alameda, CA	Steve Cary 415/447-5007
July 19-20	Women's 16' Regatta Union Valley Reservoir	Debbie Nelson 916/454-9196

## Division 4

May 3-4	Sandpoint Regatta/Fleet#95 Lake Washington, Seattle, WA	Paul Carter 206/285-1685
May 31-June 1	Jericho Beach Regatta/Fleet#214 Vancouver, B.C., Canada	Larry Hepple 604/531-6546
June 7-8	Rose Festival Regatta/Fleet#33 & 72 Vancouver Lake	Keith Fuller 503/244-2836
June 7-8	Victoria, B.C./Fleet#261 Victoria, B.C., Canada	Brian McCloud 604/658-5721
June 14-15	Kyak Point Park/Fleet#482 Everett, WA	Dennies & Dale 206/334-9502
June 21-22	Larry Simpson Memorial Regatta/Fleet#193 Eugene, OR	Pete Sikora 503/584-2336
June 28-29	Kelowna Regatta/Fleet#263 Kelowna Lake, B.C., Canada	Ron Rubadeau 604/763-0514
June 28-29	Spud Cup/Fleet#105 Cascadia Lake, ID	Eric Uppiano 208/344-8683
June 28-July 1	Canadian Prairie Championships/Fleet#525 Saskatchewan, Canada	Dennis Gregor 306/569-0228
July 4-6	N.W. Womens Hobie Championship Yale Lake, WA	Debbie Marshack 503/661-6114
July 12-13	Bohemia Mining Days Regatta Baker Bay Park, Dorena Reservoir, OR	Pete Sikora 503/584-2336
July 19-20	Sudden Valley/Fleet#37 Lake Whatcom, Bellingham, WA	Gary Baker 206/734-9471
July 26-27	Mt. St. Helens Blowout/Div. 4 Champ. Yale Lake, WA	Mike Ward 503/283-3273

## Division 6

May 3-4	11th Annual Olympic Regatta/Fleet#99 Corpus Christi Bay, TX	Rolf Woods 512/851-2193
May 17-18	Longneck Regatta/Fleet#128 Canyon Lake, TX	Kevin Pellone 512/680-2527
May 25-26	Mid-America Championship/Fleet#23 Lake Texoma, TX	Holt Mead 817/267-8464
May 31-June 1	Wayward Winds Regatta/Fleet#8 Galveston Island, TX	Roy Shaw 713/952-3198
June 14-15	1986 Division 6 Championships/Fleet#232 Sea Rim Park, McFaddin Beach, TX	Brent Quick 409/963-1064
June 28-29	Windjammer 1986/Fleet#102 South Padre Island, TX	Mike Hardy 512/380-0043
July 12-13	West Texas Blowout Regatta/Fleet#526 Twin Buttes Lake, TX	Walter Campbell 915/366-3625
July 26-27	10th Annual San Dune Regatta/Fleet#99 Port Aransas, TX	Rolf Woods 512/851-2193

## Division 8

May 3-4	1986 Ft. Myers Beach Regatta Ft. Myers Beach, FL	Mike Brown 813/433-1419
May 24-25	Cocoa Beach Memorial Weekend Polaris Beach Resort, FL	John Rapp 305/752-6425
June 6-8	Penrod's on the Beach 2nd Annual Hobie Regatta & Division 8 Championship	Penrod's 305/763-1359
June 21-22	Anna Maria Island Regatta/Fleet#39 Cortez Beach, FL	John Burns 813/778-2708
July 12-13	Florida World Open Regatta/Fleet#5 Site to be announced	Bob Meyers 813/867-5916
July 26-27	2nd Annual Jacksonville Beach Regatta Jacksonville Beach, FL	Wayne Dewitt 904/241-7953

## Division 9

May 3-4	1986 N.C. State Championships/Fleet#97 Kerr Lake, NC	Mike Malone 919/492-8613
May 10-11	7th Annual Pam Walker Regatta/Fleet#141 Lake Murray, SC	Ed Reynolds 803/755-2317
May 17-18	Bogue Blowout Regatta/Fleet#100 Morehead City, NC	Carol Vallecillo 919/728-5239
May 31-June 1	Atlantic Coast Championships/Fleet#32 Virginia Beach, VA	Carter Sinclair 804/481-0223
June 14-15	8th Virginia State Hobie Cat Champ. Owynn's Island, VA	Stewart Walker 804/747-8305
June 21-22	South Carolina State Championships Lake Marion, SC	Bob Curtis 704/825-5735
July 19-20	Division 9 Points Regatta/Fleet#191 Carolina Beach, NC	David Richbourg 919/668-0210

## Division 10

May 3-4	May Day Regatta/Fleet#47 Cowan Lake State Park, Wilmington, OH	George W. Fecher 513/825-4684
May 10-11	Mint Julip Points Regatta/Fleet#142 Patoka Lake	Carol Resch 502/244-0161
May 17-18	Voodoo Wind Points Regatta/Fleet#58 Clark Lake, MI	Charlie Rogers 616/784-2079
May 31-June 1	Dam Regatta V/Fleet#300 Hoover Reservoir, Columbus, OH	James Frederick 419/898-0400
May 31-June 1	Division 10 Points Regatta/Fleet#519 Austin Lake, Portage, MI	Jim Laure 616/327-3075
June 7-8	Indiana State Championships/Fleet#26 Eagle Creek Reservoir, Indianapolis, IN	Mike Wycoff 317/359-3469
June 8	5th Annual Crib-And-In-Cruise Bradstreet Landing-Pier, Rocky River, OH	Kevin Purlong 216/734-4240
June 13-14	Division 10 Championships/Fleet#68 Lorain, OH	Jim Dayka 216/245-1219
June 21-22	Clementine's Saloon Mideastern Champ. Lake Michigan, MI	Chris Sundberg 616/345-9480
June 28-29	Caseville/Div. 10 Points Race Caseville County Park, MI	James Frederick 419/898-0400
July 5-6	Middy Waters/Div. 10 Points Regatta Carlyle, IL (Carlyle Sailing Assn.)	Robert Balboa 314/521-5202
July 26-27	Hobiefest '86/Fleet#115 Lake Michigan off Gillson Park Beach, Wilmette, IL	Bob Findlay 312/446-0825

## Division 11

May 10-11	3rd Annual Delaware State Hobie Championships/Fleet#271 Dewey Beach, DE	Jim Clanden 302/368-9514
May 17-18	11th Annual Maryland State Championship Gunpowder Falls State Park, Chase, MD	Margie Carvella 301/321-6581
May 31-June 1	Barnegat Bay Spring Points Regatta Shore Acres Yacht Club, Shore Acres, NJ	Keith LeBoeuf 201/469-0377
June 7-8	Division 11 Championships/Fleet#452 Beach Marina, Waretown, NJ	Frank Breatley 609/698-8677
June 14	First National Hull Flying Contest & Speed Trails/Fleet#250 Atlantic Highlands, NJ	Wolf Kornweibel 201/291-3534
June 21-22	Cape May Classic/Fleet#416 Cape May, NJ (Grant Street & Beach Drive)	Kent Smith 215/348-9872
June 28-29	Spray Beach/Fleet#267 Spray Beach Yacht Club, Long Beach Island	Hal Savage 201/743-0900
July 12-13	Thunder on the Bay/Fleet#54 Elk Neck State Park, MD	Margie Carvella 301/321-6581
July 25-26	Yacht Club of Pleasantville & Fleet#73 Regatta/ Pleasantville, NJ	Bill Hiller 609/653-6644

## Division 12

May 17-18	The Folly Landing Points Regatta/#448 Goddard State Park, RI	Brian Franco 401/273-5396
June 7-8	Division 12 Championships/Fleet#56 Compo Beach, Westport, CT	Ron Bernier 203/226-5568
June 20-22	Hampton Beach Hobie Cat Regatta Hampton Beach, NH	Dave Lilienthal 603/778-7568
July 11-13	Mid-Summer Classic/Fleet#124 Beckscher State Park	Bellpat Marine 516/286-8368
July 26-27	The Regatta/Fleet#28 Mattapoisett, MA	Steve Ruel 617/742-4629

## Holder 12 National Championship

### Arlington Yacht Club Arlington, Texas

Junior (13 and under) and National (13 and over) Championship Series June 9-12

Women and Seniors Championship Series June 13-14

This championship regatta will be run in the traditional Hobie Cat style with 36 new Holders race-ready for a round robin series. This event is open to anyone, so pack up the family and come to beautiful Texas. It will be the height of the sailing season with great winds and super weather.

**Registration:** June 8-9 until 10:00 a.m. First race at 12:00 p.m. on June 9

**Cost:** \$35.00 Students/\$50.00 All Others

A \$50.00 refundable equipment deposit is due at the site.

Check or Visa cards also acceptable.

Entry fee includes hat, T-shirt, lunch, and party.

There will be a \$10.00 late charge for entries after June 3.

**Entry:** Holder Class Association, P.O. Box 1008, Oceanside, CA 92054, (619) 758-9100, or John Silas (817) 265-2746.

**Equipment:** All Holder 12s will be race equipped. Personal items such as a compass, tell tales, and a life jacket will not be supplied.

**Accommodations:** Hotel and Camping information may be obtained by calling John Silas at (817) 265-2746.

## • GULF COAST •

### CHAMPIONSHIPS

Nationals Qualifier and Points Regatta  
May 10 and 11  
Ocean Springs, MS  
Hosted by Fleet 70

Camping, Restrooms, Showers, and  
Meals available at race site.

For more information call  
George Zorn at 601-875-8645 or  
Sea Shore Sails at 601-863-2826

## 1986 Canadian National Hobie Cat Championships

August 16-22  
Kingston, Ontario

Hosted by the  
O.H.C.A. and



photo by Michael Taylor

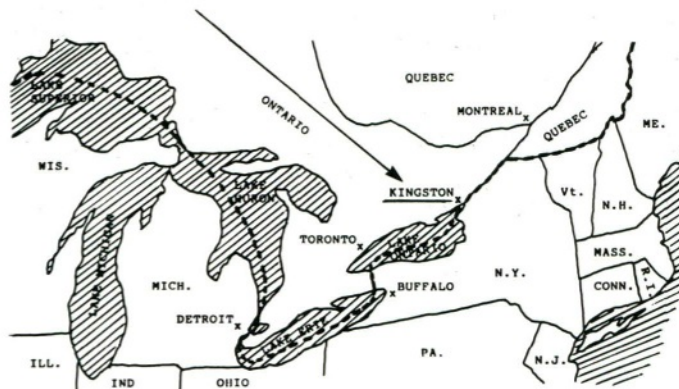
For full information on camping and accommodations,  
contact Steve Reid: (416) 731-5825, (416) 665-5960;  
22 Reith Way, Thornhill, Ontario, L3T 5C7

Open to ALL Hobies, no prequalifying required.

#### REGISTRATION:

18's & 16's - \$140.00 Cdn., \$100.00 US  
14's & 17's - \$100.00 Cdn., \$ 65.00 US

SPECIAL RATES BEFORE JUNE 15!!!



# REGATTA SCHEDULE

## DIVISION 14

May 10-11	'86 Thundering Halls Points Regatta Lake Thunderbird, Norman, OK	Guy Lawyer 405/275-6462
May 24-25	Mid-America Championship/Fleet#23 Lake Texoma, TX	Holt Mead 817/267-8464
May 31-June 1	The Wildcat Regatta/Fleet#27 Lake Cheney, Wichita, KS	Greg Trent 316/269-1500
May 31	First Annual Alpha Points Regatta Hillside Travel Trailer Park, Tyler	Larry Chambers 214/825-6213
June 7-8	Tulsa Catfight Points Regatta/Fleet#25 Sequoiah Bay Park, Tulsa, OK	Dan Dancer 918/451-0707
June 21-22	1986 Hefner "Cat" Classic/Fleet#131 Lake Hefner, Located in N.W. Okla, City	Larry Gumienny 405/672-9130
July 12-13	11th Annual Prairie National Points Regatta/Fleet#27 Lake Cheney, Wichita, KS	Greg Trent 316/269-1500
July 19	East Texas Hobie Championships Texas	Larry Chambers 214/825-6213

## DIVISION 15

May 3-4	13th Annual Batten Buster Panama City, FL	Sandi Kalata 904/265-2600
May 10-11	Gulf Coast Championships/Fleet#70 Ocean Springs, MS	George Zorn 601/875-8645
May 17-18	Cajun Classic XII/Fleet#93 Lafayette, LA	Lou Gulling 318/981-3780
May 17-25	Hog's Breath 1000 (Long Distance Race) Key Biscayne, FL	Don Algie 904/243-4422
May 24-25	Hog's Breath Regatta Fr. Walton Beach, FL	Kelly O'Brien 904/243-2628
May 31-June 1	1986 Broken Mast Regatta/Fleet#134 Arkabutla Lake, Memphis, TN	Travis Handwerker 901/363-7667
June 7-8	Running of the Bull/Fleet#35 Fort Pickens Gate, Pensacola Beach, FL	Joe Guarino 904/968-2939
June 14-15	Battle of the Bay/Fleet#76 Mobile Bay, Mobile, AL	Jo Gaston 205/342-4300
June 28-29	Ross Barnett Res./Fleet#235 Jackson, MS	David Thoren 601/956-8362
July 5-6	Island Hop Regatta/Fleet#70 Ocean Springs, MS	Mark Ederer 601/875-6135

## DIVISION 16

May 16-18	10th Anniversary Madcatter & 1986 Northeastern Hobie Cat Championship Oneida Shores Park, Brewerton, NY	Rico Quatrone 315/432-8292
June 14-15	4th Annual Hobie Points Regatta/#238 Sacandaga Lake	Mike Denninger 518/462-4981
June 21-22	Division 16 Championships/Fleet#183 Toronto, Ontario, Canada	Steve Whitten 416/922-4540
June 27-29	Presque Isle Hobie Cat Regatta Presque Isle, PA	Jeff Knoll 814/456-2090
July 11-13	Wendt Beach Regatta/Fleet#119 Angola, NY	Ron Pfender 716/681-0241
July 18-20	Points Regatta/Fleet#86 Seneca Lake, NY	Tom Doug 607/737-1140
July 25-27	Sundance XII Regatta/Fleet#256 Long Point Park, NY	Sharon Chamberlain 716/773-3369

## INTERNATIONAL

May 23-25	Spanish H.16 Nationals Malaga	Maria Jose 93 890 27 88
May 24-25	PFA - Cup Rungsted	Irene Schwarz 01 64 1118

May 24-25	Point Regatta Egmond	Martin Schuitema 01751 12834
May 24-25	Pointe Rouge Fleet Marseille	Patrice Vivient 94 87 69 70
May 24-25	Y. Club Weiden Neusiedlersee	Herbert Gradi 0222 661 552 178
May 24-25	Black Malin Cup Skanoer	Osten Nilsson 40 453 801
May 24-25	Eldersee Pokal Eldersee	Hanjo Zimmermann 05221-82071
May 24-25	Hinkelstein Regatta Ammersee	Hanjo Zimmermann 05221-82071
May 24-26	Fleet Regatta Bala	Tony Laurent 94 65 68 59
May 28-29	Langstrecke Weiden N. Lerssee	Herbert Gradi 0222 661 552 178
May 31-June 1	MBSC - Pokal Chiemsee	Hanjo Zimmermann 05221-82071
May 31-June 1	Fleet Regatta Les Lecques	Patrice Vivient 94 87 69 70
May 31-June 1	Regional Murcia S. de la Ribera	Juan Nuviola Camps 03 237 639
May 31-June 1	Regional Catalunya Tarragona	Juan Nuviola Camps 03 237 639
May 31-June 1	Trofeo Torre Pendente Pisa	Carlo Lepsky 06 379 1210
May 31-June 7	H.16 European Championships Austria	Herbert Gradi 0222 661 552 178
June 7-8	Fleet Regatta Y.C. Toulon	Tony Laurent 94 65 68 59
June 7-8	Fleet Regatta Ronc les Bains	Tony Laurent 94 65 68 59
June 7-8	Trofeo Hobie Girona	Juan Nuviola Camps 03 237 639
June 7-8	Schilkseeregatta Kiel	Hanjo Zimmermann 05221 82071
June 13-15	Spanish 14 Nationals C.N. San Lucar	Maria Jose 93 890 27 88
June 14	Texel Round Texel	Martin Schuitema 01751 12834
June 14-15	Fleet Regatta Les Sables	Tony Laurent 94 65 68 59
June 14-15	Fleet Regatta Sanguinet	Tony Laurent 94 65 68 59
June 14-15	Kellenhusen Cup Ostsee	Hanjo Zimmermann 05221 82071
June 14-15	Danish Nationals Skovshoved	Irene Schwarz 01 64 1118
June 15	Fleet Regatta La Ciotat	Tony Laurent 94 65 68 59
June 19-22	Italian H.18 Nationals Gaeta	Carlo Lepsky 06 379 1210
June 21-22	Point Regatta Wassenaar	Martin Schuitema 01751 12834
June 21-22	Regate de la Gruyere Estavayer	Jenny Hengerude 022 35 18 38
June 21-22	Bernard's Regatta Lac Ste Croix	Patrice Vivient 94 87 69 70
June 28-29	Chieminger Regatta Chiemsee	Hanjo Zimmermann 05221-82071
June 28-29	International HOBIE Kopenhagen	Irene Schwarz 01 64 1118
June 28-29	Kustzeil Wassenaar	Martin Schuitema 01751 12834
June 29	Six Heures St. Jean de Luz	Patrice Vivient 94 87 69 70
June 28-July 5	Mediterranean Fun Amposta-L'Escala	Juan Nuviola Camps 03 237 639

# FLEET NEWS

## First South East Asian Hobie 18 Championship

Fleet 492, Int'l Division  
Singapore  
December 27-31, 1985  
by: David Theobald

A noted Singapore sailor

has just won the South East Asia Games Enterprise (one hull) title in a boat called "Like a Virgin." That name is appropriate because Hobie Class Fleet 492 felt increasingly like a girl on her first date as we got deeper and deeper into

organizing our first international regatta only nine months after our fleet's formation. What happens next? How do you run a regatta with no money? Can you get 26 brides from California in 12 hours? (Answer: yes.)

The First South East Asian Hobie 18 Championship, held in Singapore between Christmas and New Year, was a carry on from an idea started in the Philippines with the 14s in 1983 and continued the next year in Hong Kong with the

# U.S. NATIONAL HULL FLYING CHAMPIONSHIP AND SPEED TRIALS

- AN OFFICIAL HOBIE CAT EVENT •
- JUNE 14 & 15, 1986 •

HOSTED BY

**SANDY HOOK HOBIE FLEET 250**  
ATLANTIC HIGHLANDS, NEW JERSEY  
**NEW JERSEY BOARD OF TOURISM**  
AND  
**HOBIE CAT®**

*“New Jersey and You Perfect Together”*

- HOBIE CAT® 16'S ONLY • TEAM PICTURES • BEACH PARTY JUNE 14 •

## **HULL FLYING**

- 1st PLACE — New Set of Sails
- 2nd PLACE — Full Trap Harness
- 3rd PLACE — Large Coleman Cooler

## **Prizes**

## **SPEED TRIALS**

- 1st PLACE — Full Body Wet Suit
- 2nd PLACE — Full Trap Harness
- 3rd PLACE — Cooler

• **REGISTRATION FEE of \$35.00 Must be Received by May 15, 1986 •**

• **Limited to 100 Entrees •**

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*For Registration Form and Information Packet Write to:*

### **MULTI VIDEO PRODUCTIONS INC.**

341 Broad Street  
Clifton, N.J. 07013  
Attn: GERARD NAZIMEK  
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### **SANDY HOOK HOBIE FLEET 250**

Officers: MIKE O'HARA/Commodore (201) 541-4891  
KEN APPOSTOLICO (201) 297-9587  
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• Hobie Cat 16's May be Available by Request on Registration Form •

# FLEET NEWS

16s. Racing was to be for the David Socash Memorial trophy. After all the invitations had been sent out and accepted it soon became apparent that the Championship would be better titled "The First Asia-Pacific Hobie 18 Championship (which it will be called from now on) since entries from those well-known South East Asian countries, Papua New Guinea, New Caledonia, U.S.A., and Hong Kong joined Indonesia, Thailand and, of course, Singapore to complete the line-up of 33 entries which were on the beach for the opening race.

Singapore is officially promoting water sports of all varieties and this was reflected in the fact that a high ranking minister was on hand to declare the proceedings under way. After the Hobie tradition of the mixing of the waters, the various teams set about sorting out a game plan for the first couple of races. That there was a reasonably good wind about 200 meters offshore was obvious to everyone. That there was one of the biggest tides of the year with its attendant fierce currents only became obvious to non locals after the first couple of races. Mastery of this current (or otherwise) was to prove to be a major factor on how one fared in the regatta.

Unforeseen problems at the last minute meant that the scheduled practice race had to be abandoned, so the first time the crews left the beach it was for real. Fleet 492 had organized the regatta with the hope of coinciding it with the start of the Northeast Monsoon Season—a time when winds should be at their most reliable. We were not disappointed, for the winds so visible from the shore proved to be 15 to 20 knots (albeit a bit gusty) and they were to stay with us for virtually the whole four days of the regatta.

The first race (like so many to come, a 4-11) ended with Singapore sailors one and two and the expected strong challenge from New Caledonia and Papua New Guinea nowhere to be seen. We later found that neither team had even seen an 18 before, being confirmed 16 sailors. "Just wait until we get used to the boats," they said.

The second race seemed to

bear out this threat with a sailor from Port Moresby coming in second. During this race, one of the other PNG teams succeeded in finishing the course in a boat that was barely in one piece, having lost during the race the following items: a port jib fairlead track, port rudder, the whole starboard trampoline track and the main traveller. Moral? Beware of monel rivets being sold as stainless steel.

The end of the first day's competition saw the husband and wife team of Ray and Andrea Walker of Singapore in the lead and the Beach Committee contemplating the carnage of torn jibs, broken rudders and the seemingly undersized stock of spare parts.

Day two dawned and the wind came in on the dot as on the first day. Three races were scheduled and duly completed and a pattern began to take shape in the results. As always, consistency was being seen to pay off. The Walkers were sailing very steadily and the whole New Caledonian team was starting to string together some useful results. A couple of local hopes were scoring firsts and seconds only to be followed by an eighth or worse. At least the boats seemed to be holding up better with no major breakages. All the boats for the regatta were borrowed from Fleet 492 members and despite some considerable upgrading, there was some worry that some of the boats might not stay the course after the demolition derby of the first day.

Day three saw the first hint that the wind might not stay for good. Winds were definitely four or five knots less. Racing followed the pattern set during the first two days with the New Caledonians keeping up the pressure on Ray Walker, but David and Barbara Bliss of Hong Kong were coming into contention for the top spot. After the round robin of the first three days, that night saw the cut for the top 25 boats of the final two races.

During the final day, the fight for the top three places was very close. The wind was dying all the time but the end was in sight. The last race (our old friend 4-11) saw Ray Walker only needing to beat David Bliss in order to bring the title

to Singapore. But, it was not that easy as Jean Pierre Ferrigno of New Caledonia romped home by a street with his teammate Jacques Frei in second. That turn of events gave Jacques Frei the overall victory with Ray Walker second and Bliss in third.

When all the tabulating had finally been done, the narrowness of the result was very evident. The fact that the whole New Caledonian team finished in the top nine was also very evident. They later commented that the conditions were akin to a mill pond compared to their usual venue. Us local chaps thought they were the most consistently windy days of racing we had seen for ages. One man's meat...

By the time New Year's day rolled around we knew we had done it. We had survived our first date and it wasn't so bad after all. Many thanks to heaps of people who are too numerous to mention, but Tony Laurent must get a special mention for being such an excellent race officer. He made fitting ten races into three and a half days look an absolute breeze and really kept the race committee on its toes. Just ask anyone who was on the race committee. What next? The Intergalactic

17s sounded like a great idea after this one, but perhaps we had better clear up this one first and reintroduce ourselves to our wives and families.

The top ten finishers in the First South East Asian Hobie 18 Championship looked like this: 1. Jacques Frei/Olivier Bachet—New Caledonia—25 2. Ray Walker/Andrea Walker—Singapore—26.5 3. David Bliss/Barbara Bliss—Hong Kong—28.25 4. Scott McCook/Alice Lim—Singapore—38.5 5. Jose Marti/Clare Wee—Singapore—41.6. Vladimir Revay/Daniela Bassard—New Caledonia—43 7. Jean P. Ferrigno/Lolia Grondein—New Caledonia—43.75 8. Jean C. Bougras/Jean P. Favre—New Caledonia—58.5 9. Loke Yuen Kong/Warren Quek—Singapore—61 10. Nick McQueen/Leslie Bird—Hong Kong—70.

## Our Error: Alpha Fleet 1

Due to an editorial mistake in the March/April '86 issue, HOTLINE placed Alpha Fleet 1 in Riverside, California when it is actually located in Melbourne, Florida. HOTLINE regrets this error and apologizes to the fleet members and organizers of Alpha Fleet 1.

## DIVISION 2

FLEET 514 REGATTA  
FLEET 514 DIVISION 2  
TUSCON, ARIZONA

### HOBIE 18A POINTS

1. Lindley	1 1/2
2. Clair	6
3. Runyon	10
4. McMillian	12
5. Basinski	12
6. Hankins	18
7. Crane	19
8. Rapheal	22

### HOBIE 18B POINTS

1. Eager	3 1/2
2. Knipp	3 1/2
3. Mulay	9
4. Burns	15

5. Palmer	16
6. Collinson	17
7. Harness	19
8. Schultz	22
9. Stanger	27
10. Beeck	27
11. Miracle	29
12. Duncan	36

### HOBIE 16A POINTS

1. Waugh	4 1/2
2. Kaster	4 1/2
3. Richard	6
4. Catalano	12
5. Hensler	14
6. Gwinn	14
7. Diaz	17
8. Levitin	26
9. Burke	27
10. Banks	27
11. Baker	27

### HOBIE 16B POINTS

1. Mosely	3 1/2
2. Krauss	4 1/2

3. Ashley	6
4. Garnand	12
5. Marengo	14

### POINTS HOBIE 16C

3 1/2	1. Stimson
8 3/4	2. Van Howlen
11	3. McMaster
11	4. Roseberry
12	5. Royal
15	6. Hillman
16	7. Tillinghast
16 3/4	8. Grandbois
26	9. Haggerty
28	10. Barackman
29	11. Smolinski
32	12. Jacobs
32	13. Smith

### POINTS HOBIE 14T

2 1/2	1. McNeil
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### POINTS HOBIE 14

2 1/2	1. Olsen
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HOBIE CAT MIDWINTERS WEST REGATTA  
SAN FELIPE, MEXICO  
FEBRUARY 22-23, 1986

### HOBIE 18A

SKIPPER	STATE	1	2	3	TOTAL
1. Paul Parizeau/Karen Parizeau	Leucadia CA	3/4	3/4	6	8 1/2
2. Steve Timm/Sue Timm	Long Beach CA	3	4	3	11
3. J. Stretch Kimball/Steve Bradley	Pacific Beach CA	8	15	3/4	11 1/2
4. George Hicks/Karen	Torrance CA	5	2	2	15
5. Krist Blaknja/Bette High	Huntington Beach	7	3	8	19
6. Chuck Brown/Connie	Long Beach CA	6	6	5	20
7. Craig Wright/Vicki Kecheckian	Paradise Valley CA	2	7	11	21
8. Ted Lindley/Susan Lindley	Costa Mesa CA	9	5	4	26
9. Roger Brown/	Lakewood CA	10	10	13	32
10. Jeff Conner/Cindy Conner	Scottsdale CA	15	20	12	46
11. Bob Clair/Chris Crockett	Ontario Canada	18	9	9	46
12. Randy Mark/Lori Mark	Costa Mesa CA	12	12	17	48
13. David Douglas/Nikki Douglas	San Clemente CA	11	8	7	52
14. Rick Brown/Cathy Brown	Vista CA	4	13	10	53
15. Richard Ruiz/Anna Ruiz	Merced CA	16	18	15	54
16. Ron Johnston/Marilyn Johnston		20	21	16	64

# REGATTA RESULTS

17. Mark Witttrup/Cathy Witttrup	Peyton	19	23	19	64
18. John Halter/Michael Halter	Sylmar	17	17	14	65
19. Alex Tschalkowsky/Natalie Tschalkowsky	Mission Viejo CA	22	16	21	65
20. Ken Covey/Tom Nelson	Bakersfield CA	21	24	20	71
21. Chris Harris/Janie Bukowski	Del Rey Oaks	14	11	24	75
22. David Crocker/Tressie	Los Angeles CA	13	19	18	76
23. Monty Bisson/Paula Bellows	Big Bear Lakes CA	26	22	23	88
24. Greg Davis/Sharon	Del Mar CA	26	26	22	90
25. Gordon Moncibals	Vallejo CA	26	14	26	92
26. Corky Aucreman/Barbara Aucreman	Malibu, CA	26	26	26	104

## HOBBIE 188

		RACES				TOTAL
SKIPPER		1	2	3	4	
1. Chris Lewis/Dana Arenskov	Costa Mesa CA	3/4	3/4	2	3/4	3
2. Robert Pelouin/Darren Sand	Camarillo	2	4	3/4	3	8 3/4
3. Marc Sanson/ Bob Bingham	Huntington Beach CA	5	3	7	2	12
4. Tom Ybarrola, Sr./Tom Ybarrola Jr.	Del Mar CA	3	2	4	13	
5. Bill Wainwright/Bill Goldfoos	Merced CA	4	7	5	5	
6. Lloyd Wagner/Frank Devincenzi	Kenwood	9	5	3	7	20
7. Mike Hansen/Matt Hansen	Modesto CA	7	9	8	6	30
8. Ken Ruiz/Eric Robinson	Vista CA	6	6	9	9	30
9. Jim Terrick/Cathleen Moore	Garden Grove CA	8	8	6	9	31

## HOBBIE 18C

		RACES				TOTAL
SKIPPER		1	2	3	4	
1. Jim Savage/Patricia	STATE	3/4	2	3	4	4 1/4
2. Erik Bjerring/Dian Goodwin	Rancho P. V. CA	2	3/4	4	2	5 1/2
3. Kirk Wells/Dave Lucas	San Celmento CA	3	4	5	5	15
4. Richard Carroll/Chick Fengel	Glendora CA	7	5	2	4	15
5. David Power/Eric Yeager	Las Vegas NV	6	6	7	3	17
6. Frank Pilato/Mike Grimley	Upland CA	5	3	6	6	20
7. Mike Weintheser/Debbie Coburn	Long Beach CA	9	7	3	7	26
8. William A. Johnson/Randy	Oxnard CA	4	8	8	9	29
9. Greg Cook/Lorraine Watts	S.J. Capistrano CA	8	9	8	9	30

## HOBBIE CAT MIDWINTERS WEST REGATTA SAN FELIPE, MEXICO FEBRUARY 22-23, 1986

### HOBBIE 18NOVICE

		RACES				TOTAL
SKIPPER		1	2	3	4	
1. Gene Kohler/Steve Kohler	San Diego CA	3/4	4	3/4	3/4	5 1/4
2. Bernie Berger/George Will	Granada Hills CA	5	3	2	2	7 3/4
3. Kyle Riddle/Drew Riddle	Grand Prairie	2	2	3	8	9
4. John Farrell/Jim Farrell	Huntington Beach CA	3	3/4	5	3	10 3/4
5. Ross Carlson/Ken Brazell	Lakeside CA	6	5	4	5	19
6. Mike Kymen/Bob Pollock	Las Vegas NV	8	8	8	4	28
7. Rimas Tumas/Rita Tumas	Simi Valley	4	8	8	8	28
8. Anne-Marie Losk/Les Rhebar	Los Angeles CA	8	8	6	8	30

## HOBBIE CAT MIDWINTERS WEST REGATTA SAN FELIPE, MEXICO FEBRUARY 22-23, 1986

### HOBBIE 17

		RACES				TOTAL
SKIPPER		1	2	3	4	
1. Jeff Alter	Capistrano Beach	3/4	3/4	3/4	3/4	3
2. Matt Miller	San Diego CA	3	3	11	4	10 3/4
3. Steve Leo	Irvine CA	4	2	9	5	13
4. David Clacher	San Ramon	16	4	4	2	5
5. John Wake	Dana Point CA	9	9	6	3	4
6. Wayne Schafer	Dana Point CA	2	16	3	15	3
7. Doug Johnson	Pacific	5	5	8	6	11
8. Woody Cox	Venice CA	8	10	5	11	6
9. Ron Maginere	San Diego CA	6	13	7	9	17
10. Bill Greer	San Diego CA	10	6	2	17	35
11. Brian Smith	San Diego CA	7	8	16	14	7
12. Bruce Fields	Torrance CA	11	7	10	13	12
13. Mike Ettle	San Jose CA	12	11	13	7	14
14. David Baumgartner	San Jose CA	14	15	14	8	9
15. Rich May	Cerritos CA	13	14	15	10	47
16. Tom Runyon	Phoenix AZ	15	12	12	13	49
17. Bill Bulton	Antioch	17	17	17	17	68

## HOBBIE CAT MIDWINTERS WEST REGATTA SAN FELIPE, MEXICO FEBRUARY 22-23, 1986

### HOBBIE 16A

		RACES				TOTAL
SKIPPER		1	2	3	4	
1. Keith Christensen/Curt Christensen	Long Beach CA	3/4	4	3/4	4	4 1/4
2. Hobbie Alter Jr./Sean Alter	Capistrano Beach CA	2	3/4	13	3/4	9 3/4
3. Steve Myrter/Lorie Miller	Capistrano Beach CA	5	2	13	3	23
4. Carlton Tucker/Marci Moore	Ft. Walton Beach	6	12	13	3/4	34
5. Bob Seaman/Jana Seaman	Huntington Beach CA	3	6	24	3	36
6. John Hauser/Terry Hauser	Beverly Hills CA	19	9	36		
7. Geoff Walsh/Ellie	Agoura Hills	8	18	37		
8. Jeff Casher/Gail Casher	Cardiff CA	17	8	38		
9. Lee Dockstader/Nancy	Sherman Oaks CA	7	10	38		
10. Thomas Materna/Donna Materna	San Diego CA	16	15	46		
11. Carl Nunes/Lily Taskey	San Diego CA	12	23	56		
12. Mike Hammond/Jo Haynes	San Jose CA	18	26	57		
13. Van Parsagian/Jun Loomis	Long Beach CA	11	11	60		
14. Dan Delave/Kim Williams	Boulder Creek	33	14	58		
15. Roger Neathery/Denise Neathery	Capistrano Beach CA	27	7	61		
16. Paula Alter/Rick Moore	Kailua	10	30	62		
17. John Myhrer/Carl Martin	San Diego CA	13	25	63		
18. Mike Chee/Cathy Chee	Salt Lake City UT	14	32	66		
19. Bob Shady/Bonnie Schreck	Canyon Lake	31	13	67		
20. Bill Sanders/Paul Tamalunas	Huntington Beach CA	15	5	68		
21. Don Oltmans/Bernie Oltman	Running Springs	22	34	69		
22. Udo Winkler/Robyn	Huntington Beach CA	41	21	82		
23. Phil Hernandez/Joanne Hernandez	Modesto CA	32	33	97		
24. Mike Arnerich/David Remper	Salt Lake City	26	36	99		
25. Ed Fulton/Debbie Ferre	Rancho P. Verdes	36	27	100		
26. Jason Roberson/Greg Jackson	Tustin CA	9	19	110		
27. Ray Howard/Carolyn Howard	Monterey CA	30	17	111		
28. Chuck Skupniewicz/Linda	Cardiff CA	38	16	112		
29. Billy Rendler/Kathy Dunn	Tarzana CA	35	22	116		
30. Marvin Gantsweg/Betty Gantsweg	San Diego CA	38	41	117		
31. Ross Tyler/Kurt Pollard	Vista CA	34	24	118		
32. Rex Miller/Suzanne Miller	Aptos	21	29	119		
33. Bruce Vessey/Jamie	Hermosa Beach CA	28	20	120		
34. Dick Blount/Karla Katz						

35. Rick Grewohl/Ben Johnson	Santa Cruz	20	28	121
36. Marty Stitt/Lori Stitt	Sacramento CA	25	85	134
37. Scott Dixon/Mary Ho	San Diego CA	23	31	136
38. Lonnie Byers/Dan Pinson	Corvallis	37	37	137
39. Steve Gily/Desi Voll	Huntington Beach	29	38	137
40. Jeffrey Newsome/Francesca Newsome	Huntington Beach CA	24	41	147
41. Gregory L. Hansell/	Camarillo	41	41	164

## HOBBIE CAT MIDWINTERS WEST REGATTA SAN FELIPE, MEXICO FEBRUARY 22-23, 1986

### HOBBIE 16B

		RACES				TOTAL
SKIPPER		1	2	3		
1.	Francis Orrantia/Susan Orrantia	STATE	1	2	3	6 3/4
2.	Wayne Nash/Bev Cozeus	Chula Vista CA	2	2	7	10 3/4
3.	John Ziolkowski/Hector Smith	San Diego CA	3/4	5	7	15 3/4
4.	Ken Bobadilla/Sheri Wilson	San Diego CA	6	3	3/4	17 3/4
5.	Al Leonard/Peggy Brewer	Dublin	7	3/4	3	21
6.	Alan Jackson/Phyllis Jackson	El Cajon CA	8	9	18	21 3/4
7.	Dennis Woods/Deenise Woods	Bakersfield CA	4	4	8	25
8.	David Brems/Ranita Parrish	Salt Lake City UT	10	12	19	30
9.	Denny Thurman/John Cassedy	Sandy	14	8	6	34
10.	Bill Bailey/Mike Sheehan	San Jose CA	9	14	10	37
11.	Henry Brooks/Sue Brooks	Canyon Lake	18	11	4	40
12.	Bill Tilger/Carol Fette	San Diego CA	17	13	9	50
13.	Chris Jernigan/Audrey Perinoni	San Diego CA	16	19	5	52
14.	Allan Houser/Jan	Seaside	15	22	13	54
15.	Jan Nichols/Marcia Chalk	San Jacinto	24	15	11	56
16.	Linda Leon/Ed Leon	Toluca Lake	5	6	35	56
17.	David Piper/Del Burnal	Pacific Beach CA	11	10	35	58
18.	David Pilman/Robbie Blenemann	Irvine CA	19	18	16	62
19.	Phil Heberer/Marsha Stajan	Carmel CA	21	24	21	70
20.	Larry Mares/Steve Pressler	Riverside CA	13	30	35	78
21.	Keith Richardson/Mark McHenry	Elk Grove	23	23	20	79
22.	David Bethell/Bob Wilson	Bakersfield CA	22	16	14	87
23.	Steve Tyler/Karen Harmon	Blue Springs	20	26	22	90
24.	Paul Humiston/Rob Willard	Colorado Springs	30	29	27	92
25.	Paul Petti/Joyce	Huntington Beach	12	28	17	92
26.	Bob Eustace/Arline Hill	Sunnyvale	26	21	23	94
27.	Earl Trumbull/Leslie	Vallejo	28	20	24	95
28.	John Billings/Trish Billings	Carlsbad CA	31	17	12	95
29.	Harty Munsey/Jim Addis	Santa Ana	27	27	26	101
30.	Rudi Hammer/Becky	Colorado Springs	29	31	35	113
31.	Jeff Perlmutter/Barb	Huntington Beach	25	25	35	120
32.	Charles High/Varton	Cerritos	31	32	25	123
33.	Scott Nichols/Pat Shields	Santa Ana CA	35	35	35	140
34.	Robert Padilla/Bonnie Garla	San Jose CA	35	35	35	140
35.	Don Braught/	San Jose CA	35	35	35	140

## HOBBIE CAT MIDWINTERS WEST REGATTA SAN FELIPE, MEXICO FEBRUARY 22-23, 1986

### HOBBIE 16C

		RACES				TOTAL
SKIPPER		1	2	3	4	
1. Bob Cargill/Debbie Cargill	Bakersfield CA	7	2	3/4	7	13 3/4
2. Dave Coombs/Ellen Ziegler	Las Vegas NV	3/4	4	2	5	19
3. David Mensing/Karen Schlessier	Riverside CA	5	7	5	19	
4. Paul Boles/Bob Peck	Lake Arrowhead	4	3	9	23	
5. Jeff Giddens/Grant Hagman	Burbank CA	6	6	3	25	
6. Bill Benson/Sean Benson	San Diego CA	8	12	5	26	
7. Mark Englehart/Shirley Owen	San Diego CA	2	3/4	8	26 3/4	
8. Michael Duane/Christine	San Jose CA	13	11	7	31	
9. Steve Ashley/Paul Ashley	La Jolla CA	11	10	13	32	
10. Alvie Avila/Raymond Hallig	Huntington Beach	19	8	6	36	
11. Dave Slocum/Bruce Carey	Saugus	3	15	11	37	
12. Tom Hundley/Judy Hundley	Bakersfield CA	9	19	19	37	
13. Robert Campbell/Lourdes Arango	Las Vegas NV	10	9	4	39	
14. Glenn Lyles/Larry Coughron	Los Gatos	19	13	12	48	
15. Ted Piwinski/Jacque Taktha	Los Angeles CA	14	14	10	49	
16. Don de Curtis/Kathleen de Curtis	Rancho Cucamonga	19	5	14	49	
17. Mark Stewart/Michele Stewart	San Jose CA	12	16	15	52	
18. Paul Tardiff/Brenda Tardiff	Bakersfield CA	19	19	19	76	
19. Richard Soto/Dennis Fee	Vista CA	19	19	19	76	
20. Hugh Burns/Lys Burns	Westchester	19	19	19	76	
21. Horton Chris/Britt Mike	South Lake Tahoe	19	19	19	76	

### HOBBIE 16NOVICE

		RACES				TOTAL
SKIPPER		1	2	3	4	
1. Randy Ludwig/Mark Peterson	Ontario, Canada	3/4	4	3	6 1/2	
2. Curtis Irwin/Sharon	Orange CA	6	3	2	8 3/4	
3. Gary Humphrey/Chris McAllister	Orange CA	3	6	6	14	
4. Marcos Otis/Omar Rogers	Mexicali BC	18	11	3/4	22 3/4	
5. Steven Carr/Scott Carr	Alta Loma	2	7	9	23	
6. Joe Wall/Georgina Wall	Del Rey Oaks	10	9	5	24	
7. T. M. Overdevest/Gary Michaels	Northridge	4	10	7	24	
8. Chuck Williams/Wade Kiroff	Fontana	11	2	9	25	
9. Bernie Brawer/Nindi Brawer	Midway City	9	5	5	29	
10. Barbara Lange/Daniel K. Ashe	Antioch	8	9	8	30	
11. Frank Gash/Eric Hopper	Fresno CA	5	3/4	18	41 3/4	
12. Michael Blument/Reiner Gruebel	Oceanside CA	7	12	18	55	
13. Gerald Key/Reese McLenny	Bakersfield	18	18	18	72	
14. Brad Van Pattey/Ron Cordero	Fontana	18	18	18	72	
15. D. Nadalet/M. Lacy	Fontana	18	18	18	72	
16. Mark Newhaus/Kathy Newhaus	Mira Loma	18	18	18	72	

### HOBBIE 14A

		RACES				TOTAL
SKIPPER		1	2	3	4	
1. Lyman White	Longmont	3/4	3/4	3/4	3/4	3

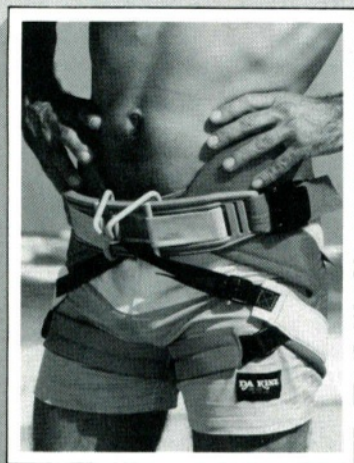
### HOBBIE 14B

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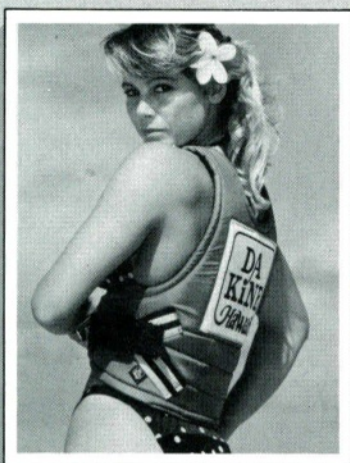
# What Kine?

## DA KINE *Hawaii* the Pros use!

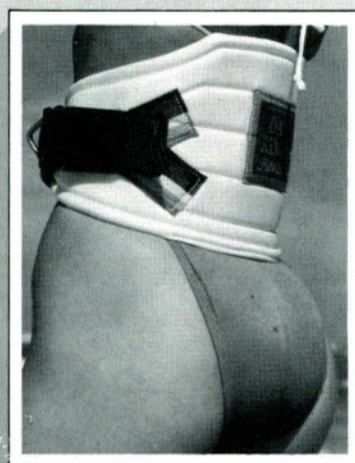


### **New! Da Kine Speed Seat.**

"The harness of the future!," says speed sailor Fred Haywood. The entire seat is lined with foam for cushioned support. Leg loops keep the seat from riding up and causing discomfort. To attain maximum speed you just hook-in, lean back, and sit. Your weight is off the board and on the rig. You're in perfect trim. Spreader sold separately.



**Da Kine Pro Harness.** A state of the art, lightweight harness perfected in the rigorous conditions of Maui. Tapered back design gives full lower back support. Darts in back and low cut arms insure a totally custom fit. Tri-panel design allows for a wide variety of color combinations. The best fitting harness on the market, the "pro" is a sleek, carefully fitted piece of athletic equipment. Order spreader separately.



**Da Kine Waist Harness.** The original waist harness designed on Maui by Da-Kine for a combination of surf and speed. Gives total upper body freedom and is very light weight and provides great support, comfort, leverage and flexibility. A small pouch has been added to carry spares. A variety of colors are available. Spreader sold separately.



**10" Plastic Spreader Bar.** The solid plastic bar is molded to the contour of your body. A stainless steel V-hook allows the line to slide freely with minimal friction and maximum wear.

**12" Spreader Bar.** It is the widest bar available and is perfect for larger sailors who need to take advantage of spreading the load, thereby reducing rib squeeze.

**12" Elastic Spreader.** Elastic webbing locates the hook on center then stretches to allow the hook to slide when a force is applied from the side.



### **Primo Adjustable Footstraps.**

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P R O G R A M

MAY • JUNE 1986 / 65

# Gaastra Sails

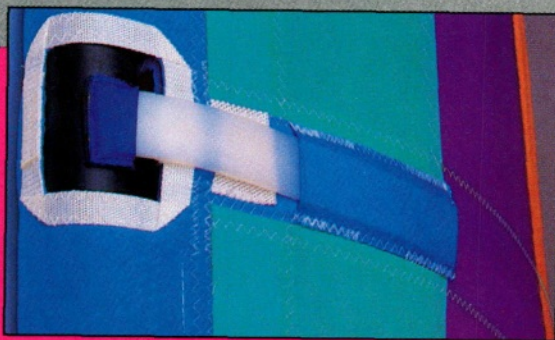
Introducing the *Slalomfoil* from Gaastra. This sail combines the speed of the *Powerfoil*™ with the maneuverability of our *Wavefoil*.

For more control, power, and ease of waterstarts, we have developed the *ECI* (External Camber Induced System). The *ECI* incorporates a tight luff sleeve with the benefits of the locked-in draft our *Camber Inducer*™ offers.

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*ECI* (External Camber Induced System).

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with speed.***



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Photo by: Darrel Wong  
Sailor: Curt Larned

# Welcome To Alpha Speed Week

Welcome to "The Ponds" and Foster's Lager Alpha Speed Week '86, hosted by the Alpha Class Association with the cooperation of the Coachella Valley Water District and the Bureau of Land Management.

This is the first sailboard speed contest ever held in the United States. In the next four days one of the competitors at this event will set a new national and world speed record for a sailboard on a 100-meter course. This is also the perfect place to set a new record for the highest measured speed ever attained by a sailing craft.

The Ponds provide a very unique sailing location unlike anywhere else in the world. High winds consistently blow over these smooth water drag strips making them ideal for speed sailing.

Hobie Cat, the U.S. distributor of Alpha Sailboards, will supply the boards, sails and equipment for this event. Their event management team has compiled countless hours of organizational meetings to make this event a successful reality.

A special thanks goes to Karlton Spindle, who worked hard to make his dream of an event like this come true; the Coachella Valley Water District, the Bureau of Land Management, the City of Palm Springs, the County of Riverside, Foster's Lager, New Balloons night club and all those folks from Alpha and Hobie Cat that helped make it all possible.

We hope that everyone will enjoy the spirit of competition, the chance to have some fun and the opportunity to be involved in this record setting event.

Good Sailing,



Sandy Banks  
Event Director



Dan Mangus  
Race Director



## Speed Week Team:

Sandy Banks  
Event Director  
Dan Mangus  
Race Director  
Bob Brown  
Public Relations Director  
Karlton Spindle  
Event Location Specialist  
George Clayton  
Alpha Product Manager  
Bonnie Hepburn-Jonas  
Hobie Hotline Publisher  
Dave Rouse  
Security Chief  
Liz Reed  
Regatta Department Secretary

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## How The Contest Works

All the competitors will be divided into three classes: men, women and masters (over 35 years of age). Each class will have a chance to compete in four events: slalom races, drag racing, speed trials and unlimited speed trials. Each competitor will receive points for their finishing position in each event. A low point scoring system will be used; first place will receive .75 points, second place gets two points, third gets three points and so on.

Trophies will be awarded in each class of each event. Overall points will be tabulated and trophies will be awarded to the overall winners in each class. There will be some ponds designated for practice and warm-up and other ponds that will be assigned for competition only. No non-competitors will be allowed to sail on any of the ponds at any time during the event.

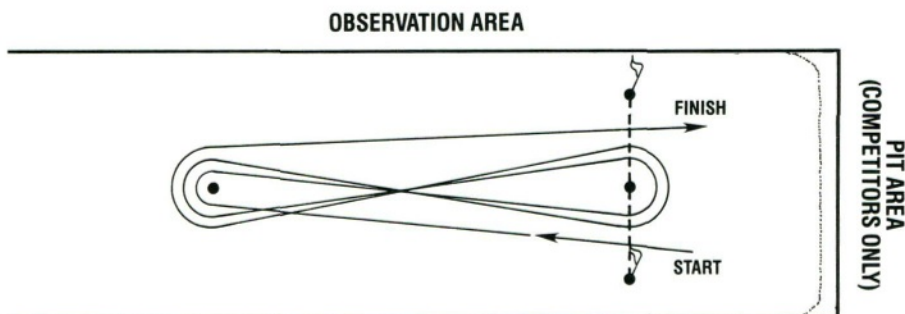
**SLALOM RACES** will be run on one of two possible courses, a figure eight course or a downwind course, depending on the wind velocity and the wind direction. All competitors will use an Alpha 100 SL slalom board for this event. Somewhere between four and ten competitors will compete in each heat at the same time, depending on the amount of competitors in each class. The first half of each heat to finish the course correctly will advance up a single elimination ladder with the top finishers finally gaining a spot in the finals. As the competitors are eliminated they will receive points with regard to their finishing position. Once the final is completed, another round will be started if it is determined that there is enough time. If completed, the points will be totaled with any previous rounds.

**DRAG RACING** will be an exciting one on one challenge. The competitors will start from either a standing start or by a countdown moving start, to be determined by the prevailing conditions. The winner of each drag race will advance to meet another challenger, while the loser will be eliminated. All competitors will use an Alpha 110 G speed gun for this event.

**SPEED TRIALS** will consist of each competitor racing against the clock over a 100 meter course. Each competitor will get a flying start, through the start line to start the clock. He will sail as fast as possible through the finish line where the clock will stop to record the elapsed time and speed. Each competitor will get as many runs through the course as possible, depending on the wind and the number of competitors in each class. All competitors will use their choice of either an Alpha 100 SL or Alpha 110 G.

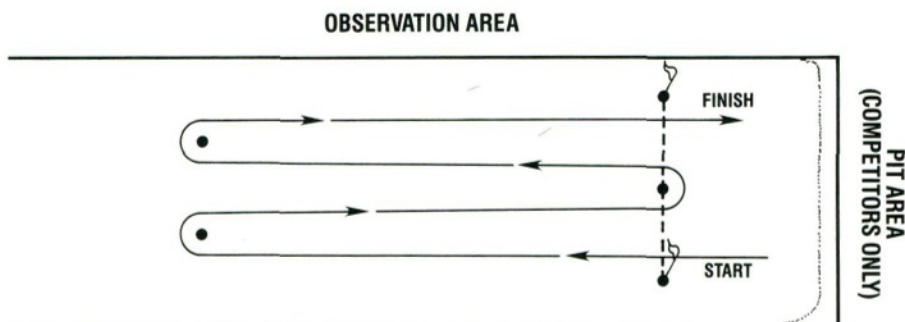
**UNLIMITED SPEED TRIALS** will be for those competitors that have participated in the other three events. They will be allowed to go through the 100 meter speed course on any board and sail of their choice, as long as they are not violating any predetermined advertising logo restrictions.

# Event Courses



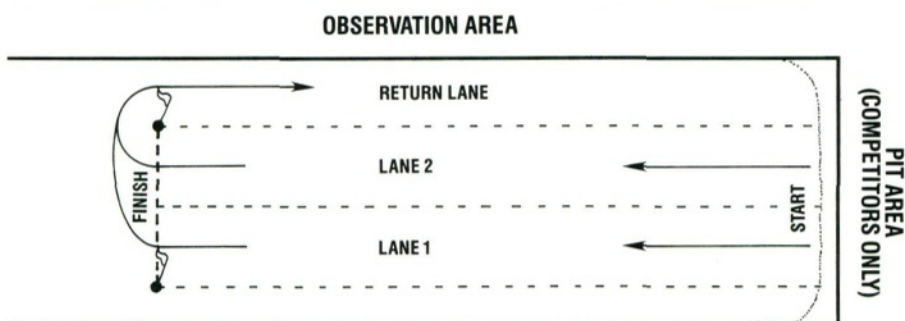
## Slalom Course FIGURE EIGHT

The first half of a predetermined number of competitors in each heat to sail the figure eight course correctly will advance on a single elimination ladder.



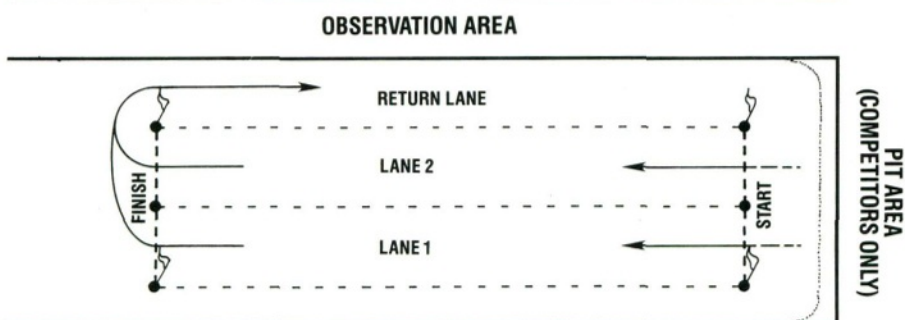
## Slalom Course DOWNWIND

The first half of a predetermined number of competitors in each heat to sail the downwind course correctly will advance on a single elimination ladder.



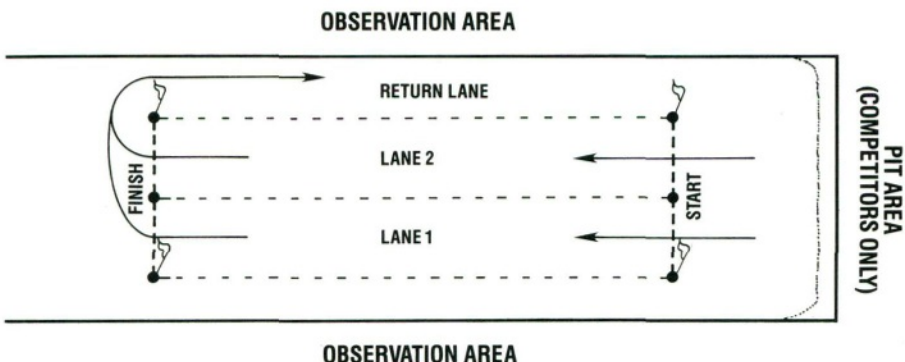
## Drag Racing STANDING START

Two competitors will start together by a countdown and the first to finish will advance on a single elimination ladder.



## Drag Racing MOVING START

Two competitors will be moving when they start together by a countdown and the first to finish will advance on a single elimination ladder.



## Speed Trials 100 METER COURSE

Only one competitor at a time will be moving when they start the clock on a 100 meter course. The clock will stop and display the elapsed time and speed when the sailor finishes.

# Schedule of Events



## April 16, Wednesday

- Noon-5 p.m. All competitors are required to check in at The Ponds Race Control.  
Competitors warm-up and practice
- 7 p.m. Competitors Welcome Party

## April 17, Thursday

- 9 a.m. Skipper's Meeting
- 10 a.m. Competition Begins  
Men-Slalom  
Women and Masters—Drag Racing
- 6 p.m. End of day's competition

## April 18, Friday

- 9 a.m. Skipper's Meeting
- 10 a.m. Competition continues  
Men—Drag Racing  
Women and Masters—Speed Trials
- 6 p.m. End of day's competition

## April 19, Saturday

- 9 a.m. Skipper's Meeting
- 10 a.m. Competition continues  
Men—Speed Trials  
Women and Masters—Slalom
- 6 p.m. End of day's competition

## April 20, Sunday

- 9 a.m. Skipper's Meeting
- 10 a.m. Competition continues  
Men, Women and Masters—Unlimited Speed Trials
- 5 p.m. End of competition
- 7 p.m. Awards Banquet

**Note:** Event Schedule is subject to change due to the velocity of the wind, the amount of competitors in each class and the completion of each event. Schedule changes will be announced and posted.

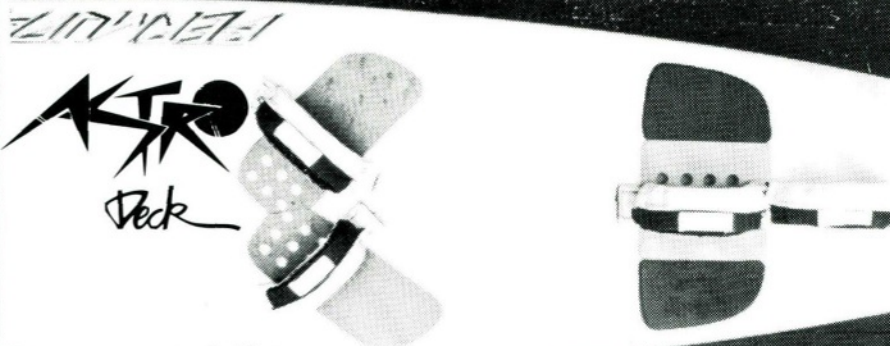


## FOSTER'S LAGER BEER

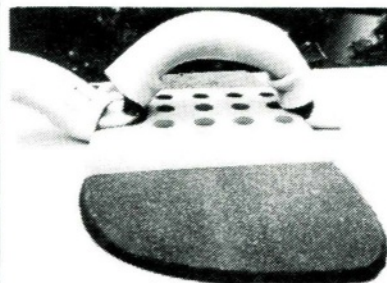
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Good luck and  
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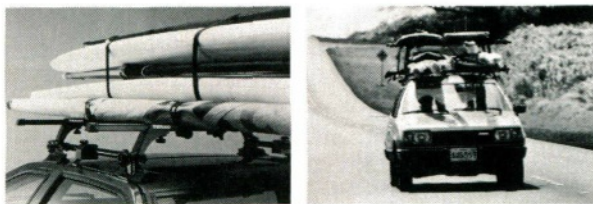


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# How To Read The Scoreboard

Each competitor's name and jersey number will appear on the scoreboard with regards to each event. The slalom

and drag events will use a single elimination ladder similar to a tennis tournament. You will be able to follow the winners' names as they advance into the finals. The speed trail events will list each competitor and the times they have recorded on each run. Daily updates will be posted to list the leaders of each class. For an example (unofficially), if a competitor sails the course in six seconds, that converts to 32.40 knots, which would be a new world record. Good Luck to all.

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# History Of The Ponds



The Whitewater River Spreading Area is better known to boardsailors as The Ponds. It all started back in 1915 when the Coachella Valley Storm Water District organized to control stormwater and furnish protection to the communities and farmers of the Coachella Valley. Years of history rolled by before the land and the rights to build the present facility were obtained. In 1960, the Coachella Valley Water District (CVWD) acquired a section of land in the spreading area from the U.S. Bureau of Land Management (BLM). In 1983 the BLM notified the CVWD that it intended to lease portions of the land set aside for water spreading to Southern California Edison for wind energy development. In 1984 the CVWD and the Desert Water Agency agreed to advance delivery of up to 600,000 acre-feet of water from the Metropolitan Water District (MWD). Construction started on enlargement of the spreading works.

The purpose of the project was to supplement Southern California's water supply by predelivering water for storage in Coachella Valley's groundwater basin. The cost of the earthwork and concrete diversion structures in the Whitewater River for expansion of the existing system was \$4 million, paid by the MWD. The CVWD spent about \$4.8 million on earlier works since 1918. The latest construction started in July of 1984 and was completed in April of 1985. The contractors for the job were Yeager Construction Company, Riverside, California for \$2.4 million of earthwork; and Matich Corporation, Colton, California for \$1.3 million of concrete work. The CVWD forces performed the remainder of the work.

The spreading area consists of nine existing dikes and 10 new dikes for spreading basins totaling 704 acres. The dikes range in length from .35 miles to 1.43 miles and are approximately 100 yards wide. The spreading ponds range from 15.6 acres to 57.9 acres. There are 21.9 miles of dikes and 3.29 million cubic yards of embankment. The total volume at a depth of five feet is 3,522 acre-feet (the amount of water required to cover one acre to a depth of one foot). They began spreading imported water in September 1973. The imported water spread by June 30, 1985 was 445,650 acre feet. The percolation rate, or the rate a liquid passes through a porous surface, is two acre-feet per acre per day. The percolation rate for 704 acres is 1,400 acre-feet per day or 42,000 acre-feet per month. The data from two



Craig Peterson

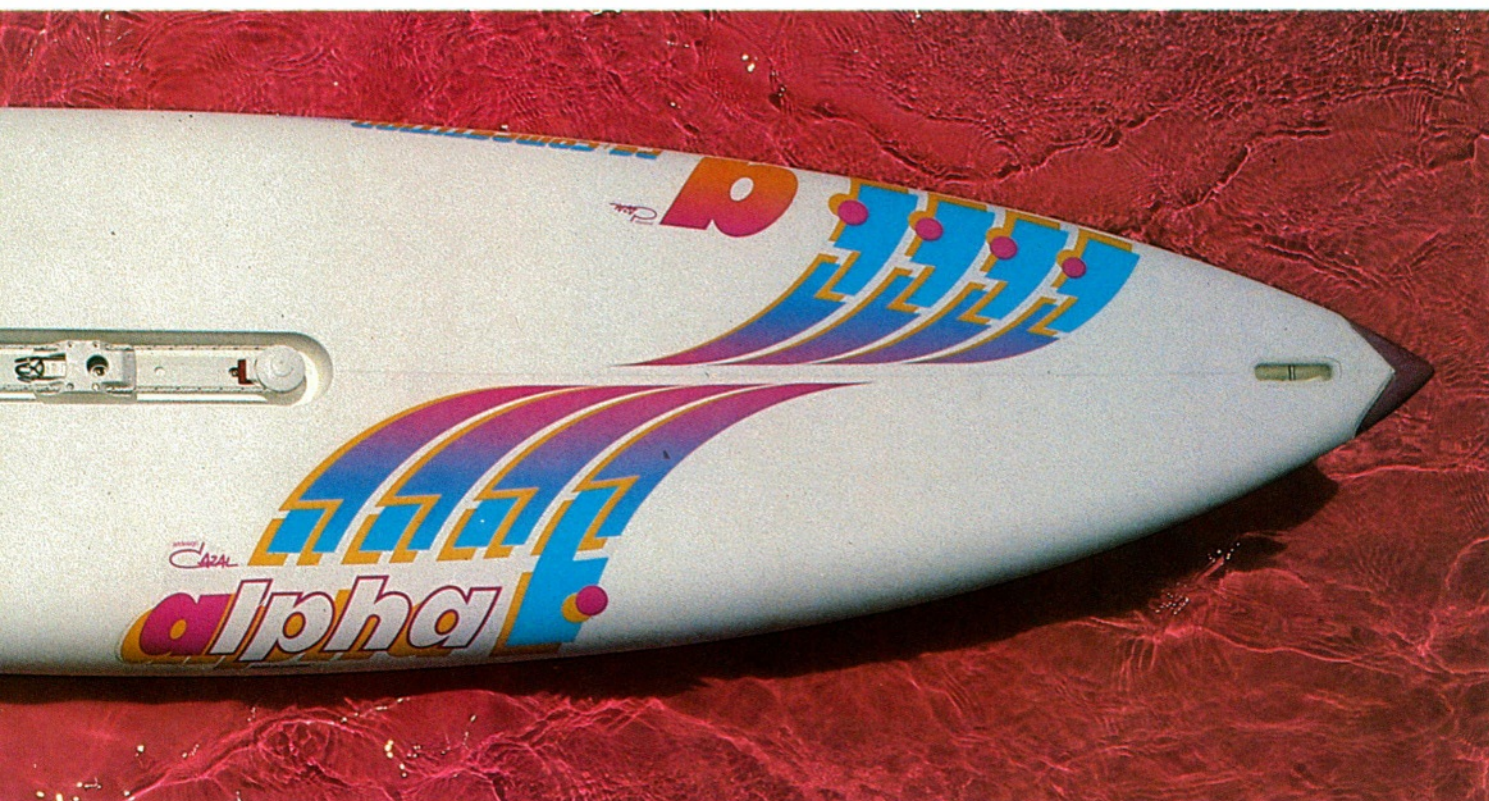
nearby monitoring wells have shown an average of an 88-foot increase during the first six months of the accelerated recharge program and an average of a 239-foot increase since September 1973 when the first imported water entered the valley.

The windmills are on a portion of the diking that has been leased by the BLM to windmill companies. There are two types of windmills; the Entertech has a height of 70 feet, a rotor diameter of 44 feet and creates 40 kw of power. The Micron has a height of 72 feet, a rotor diameter of 52 feet and generates 65 kw of power.

The first known boardsailors to discover and sail The Ponds were Vance Wright and Butch Mayo in the spring of 1983. Their story is one of high speed and tired arms. Many have been lucky enough to enjoy this speed sailing paradise ever since. No one is sure about its future, but rumor has it that it could be closed any day. Plans are in the works to turn part of the facility into a boardsailing mecca. But until then, Hobie Cat has obtained all the necessary permits to hold the nation's first speed sailing competition, Foster's Lager Alpha Speed Week '86, on these miracles of hydro engineering.



Guy Motil



# The Man Behind The Look

b y b i f f r o b e r t s

Alpha sailors know him by virtue of his flashy designs on Alpha sailboards, but the rest of the world knows Cazal as one of the great commercial designers of the decade. His sunglasses have caused a sensation in the large cities of the American East Coast and throughout Europe. He also creates designs for glasswork, textiles, ceramics and skis. He obviously leads an interesting and busy life. Herein is a brief look at the man behind the stunning graphics for which Alpha sailboards have become so well known.

Cari Zalloni, as Cazal's mother named him, was born in Athens in 1937. He was the son of a Greek silk manufacturer of Venetian decent. His mother was the daughter of an Austrian military man. After attending primary school in Greece and Austria, Zalloni began to study chemistry, but found the dry details of the science lacking in human interest. This affection for the human side and respect for the scientific would dominate his thinking for years into the future. The heritage of Austrian precision and the lusty life of the Venetian would have to be reconciled.

After just a few months, he left the field of chemistry and entered the Vienna Academy of Applied Art where he studied under the well-known architect Oswald Haertl. Zalloni bloomed artistically under such a master's tutelage and he began to realize that mandatory technical specifications could be seen as design possibilities rather than limitations.

Zalloni soon became the artist known as Cazal and he applied himself to melding technology to art in an effort to create unique products for everyday use and for the sake of beauty alone. In fact, beauty and its pursuit are central to Cazal's life. He lives in a feudal 16th century manor in Stubing near the city of Graz in southern Austria. He spent a great deal of energy reworking the manor which had been used by his grandmother as an inn. Cazal has managed to combine antique furnishings with modern pieces. He is an avid collector of antiques and proudly displays portions of his collection in his home. In addition, his own paintings hang on the walls.



**Cazal (left) keeps his sailboarding feet wet.**

Cazal's most astounding success has been with his line of eyeglasses. This success is due in large part to his philosophy that attractiveness and purpose are not mutually exclusive. "Beauty does not exclude function," he states with conviction. "Design should not be an end in itself, but should always exhibit high-quality engineering, even if this is not immediately noticeable."

Cazal took this philosophy and applied it to the manufacture of a line of spectacles that have created a sensation throughout the modern world. Unfortunately, the glasses were the object of such misdirected desire that several deaths were reported in New York and Philadelphia when youths attempted to steal the glasses from each other.

Cazal has now applied his design skills and his philosophy of function and art to Alpha sailboards. His somewhat abstract, electric wave motif has become very popular among Alpha sailors and, along with the stylized Alpha "A," the most prominent decorative feature of Alpha boards. Once again, however, the object is not strictly decoration, but makes a statement as well. According to Cazal, product and design must mix.

"... behind the design there needs to be a line, a conviction. You need to be able to recognize the character, the distinctive features of the product, in all the models. We set out from the start to be different from the others. We do not follow a trend. We do not imitate whatever is selling well on the market at any particular point in

time, but rather we have 'our' line. Exclusive, unique..."

Cazal's personal life, like his art, seems to work harmoniously. He lives with his wife Irene, son Mark and daughter Biggi. Mark aids his father by keeping order in Cazal's cluttered studio. Biggi is pursuing ballet.

Cazal relaxes by walking his pet cocker spaniel, Dandy, who has the run of the household. His sporting passion is the game of golf, still another example of the union between precision and art. Unfortunately, Cazal's busy working life leaves little time for golf, but he does manage a game now and again.

His weakness, he claims, is for cars. A hobby that once again underlines his devotion for beautiful things that work. He owns a luxurious Jaguar, one of the most prestigious cars in the world, and an ancient Citroen DS, a French auto that has been very carefully restored to its original brilliance. The Citroen seems to be his favorite because he "feels close to nature in it."

Fortunately for Alpha sailors, his designs on Alpha sailboards create a feeling of well-directed power that works with the water rather than against it. The art also gives owners a feeling of pride when other sailors notice the graphics and say, "Hey, hot board!"



**alpha**

# PUTTING THE PIECES TOGETHER

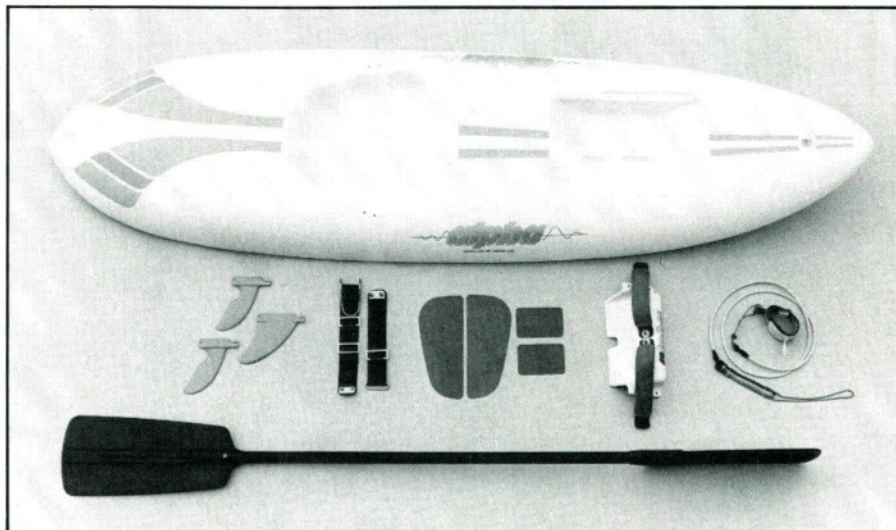
## HOW TO ASSEMBLE YOUR ALPHA WAVE

When Danny Broadhurst approached Hobie Cat with the suggestion that Hobie Cat produce his latest Waveski® design, most thought "What's a Waveski®?" But curiosity was aroused and Broadhurst's designs looked like great water toys. So, he came to California where master shaper Phil Edwards turned Broadhurst's plans into two prototype boards.

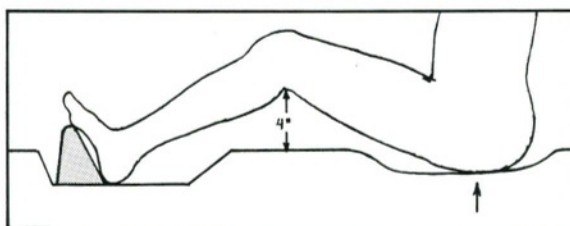
All it took was a few waves and everyone knew that this was going to be great. Broadhurst's experience resulted in designs that blended high performance and ease of use into boards that can be enjoyed by novices or veterans. The boards paddle easily in smooth water, rip waves in surfing conditions and tow behind a boat like the best of water skis. The boards are called "Alpha Wave."

Sound like fun? It sure does. Where do you get one? They are available at your local Alpha Dealer.

Once you buy your new Alpha Wave, you are going to want to know what all the parts are for and how to put them together. The stock Alpha Wave comes equipped with an adjustable foot rest with foot straps and one fin, which is ideal and all you need for being towed behind a boat while hand holding a water ski rope. Add the optional paddle and you can enjoy it on smooth water for relaxation or exercise. Other optional equipment includes a leash, waist belt, non-skid kit and side fins, all of which turns your Alpha Wave into a radical surf machine.



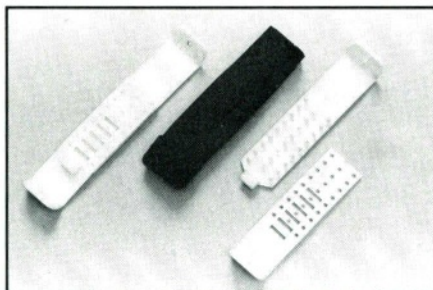
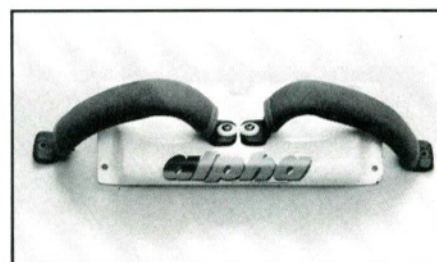
**1.** First lay your new toy out on a smooth, soft surface, like the carpet or lawn, then spread out all pieces and identify each part. Shown on top is the Alpha Wave board and accessories. From left to right they are: fins, waist belt, non-skid kit, adjustable foot rest with foot straps and leash. The paddle is on the bottom. Now you can start setting up your Waveski®.



**2.** Sit down on the board and place your feet on the foot rest in the most comfortable position for your leg length. We suggest a position that keeps your legs bent slightly but does not allow the back of your legs to touch the board.

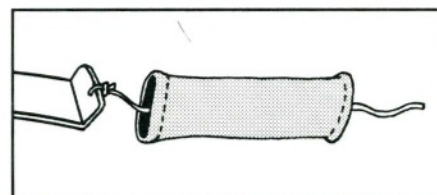
**3.** Attach one end of each foot strap to the center of the foot rest with the machine screws, washers and locknuts.

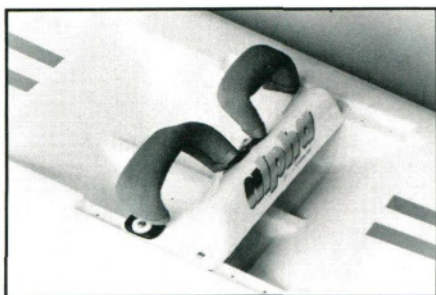
**4.** Find the pre-drilled holes on the board in the foot rest well which most closely match a comfortable position for you and screw in the front screws only through the white washers. You can drill additional holes for more foot rest positions with an eighth-inch drill.



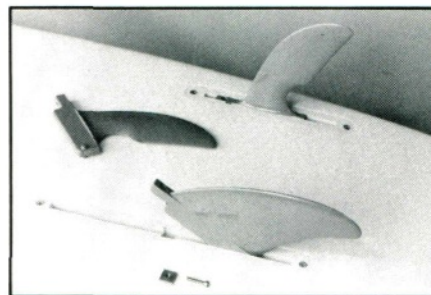
**5.** Attach the foot strap ends and test the fit over your feet by adjusting the setting. Allow some slack for the foot strap cover.

**6.** Tie short lengths of cord to the free ends of the foot straps and pass them through the covers. Pull the straps through the covers using the cords.



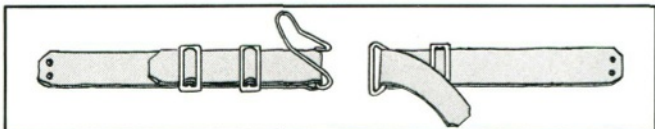


**7.** Screw the free ends down to the back holes of the foot rest using a screw and a plastic washer. Plug any unused holes with the hole covers provided.

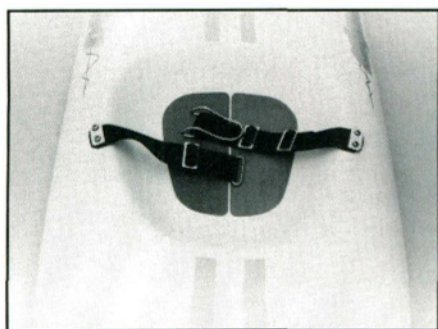


**8.** Turn the board upside down and put the fin screw plate inside the center fin box through the insertion slot and push it forward. Put the large fin pegs down into the insertion slot and slide the fin back a couple of inches. The fin should fit tightly. Initially, try positioning the fin approximately in the middle of the box. Put the screw through the fin hole and push the fin most of the way down. Slide the plate under the screw, then push the fin down and tighten the screw until it is snug. Put the small fins in the outside fin boxes.

## OPTIONAL EQUIPMENT

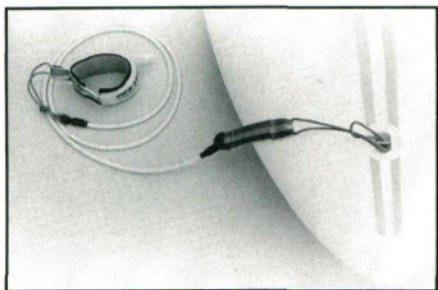


**9.** The waist belt is used primarily for surfing and water skiing, but is not required for smooth water paddling. Learn to paddle your Alpha Wave before adding the belt or trying to surf. Lace the latch and ring to the pieces of webbing. Sit on the board (remove the fin first or set the board in the sand) with your feet in the foot straps so that you are



comfortable. Position the belt so that it fits across your lap, right at the top of your legs. There are four holes on each side of the seat well to allow you various belt positions. Screw in each end of the belt using screws and the two-hole washers.

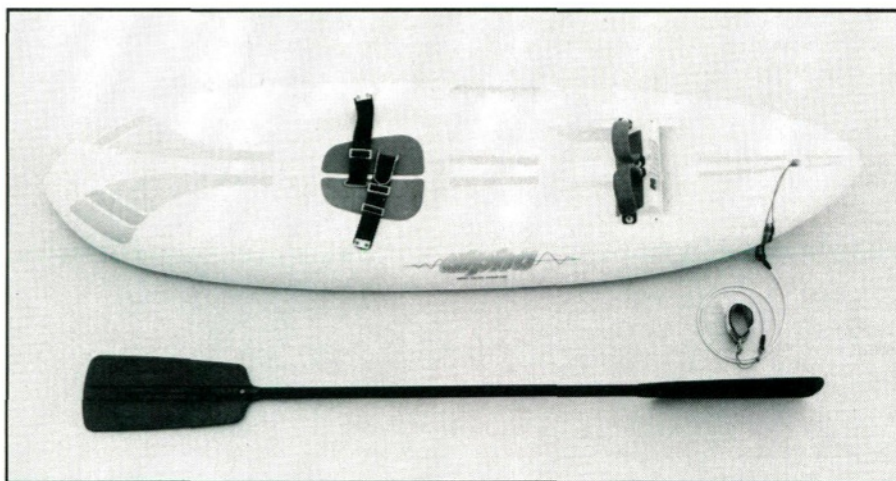
Sit on the board again and latch the hook and ring. Adjust the belt so that it is snug. If you wear a wetsuit, try setting the tension with your wetsuit on so the belt won't end up too tight. Thread the belt through the webbing lock to secure the position of the ring. Remember to always check that your belt release works easily before you go out. It is very important to practice releasing the buckle on land and on water so that you can get off the board quickly. Never attach anything to the ring or the release hook as it might interfere with the release mechanism. A good tip: after the belt is adjusted to your satisfaction, try putting Alpha foot strap covers over the straps (you may have to unscrew the belt to do this). The covers will look sharp and be more comfortable in your lap.



**10.** The leash keeps your paddle with the board when you tip over or get wiped out in the surf. Pull the cord loop through the leash cup and pass the rest of the leash through the loop. Pull tight to secure. Wrap the padded velcro end snugly around the paddle and secure with the velcro strap. Important note: never tow your Alpha Wave by tying a line to the leash cup or foot strap.

**11.** The non-skid kit is a specially designed adhesive material that gives you a more secure seat for paddling and better traction under the foot straps.

**12.** Your new water toy, the Alpha Wave, is ready to give you as much fun as you can handle.



**OH NO... NOT ANOTHER ONE OF THOSE "NO AD" ADVERTISEMENTS FROM KISME!... WHAT'S THAT CLYDE? YOU SAY THAT THE MAJORITY DO NOT HAVE TIME TO READ ALL THIS STUFF? PERHAPS, BUT ACTUAL RESPONSE INDICATES THAT A SIZABLE MINORITY APPRECIATES OUR EFFORTS!**

### IS MOTHER NATURE MUNCHING ON YOUR BOAT?

(Engr Dept)

Corrosion can literally "eat" your boat! Even Clyde is familiar with iron oxide (rust). However, most of us are less familiar with electrolytic corrosion (EC). EC occurs when two pieces of dissimilar metals (like aluminum and stainless) are separated by a thin film of moisture. Simply stated, such a system behaves like a crude electrical battery! As though by magic, one of the two metals will slowly disappear!

Yes Clyde, those rivet holes that you thought were "wallowed-out" by all that "macho" stress and strain out on the water -- May have actually been "munched-out" by 'ol Mother Nature up on the beach! Sea water or dirty fresh water greatly amplify this natural phenomenon.

To minimize all types of corrosion you should:

- 1) Keep your boat and gear as clean as practical. Rise off the "salt" and dust with fresh water.
- 2) Use silicone sealer (or equivalent) between all appropriate metal parts during assembly. This will form a flexible gasket between the parts. Such a gasket will help keep out moisture and also serves as an electrical insulator.
- 3) Use one of the LOCKTITE® products (or equivalent) on all threaded parts. This helps keep the screws in and the corrosion out!
- 4) Clean and then wipe all bare rigging cables with a rag SOAKED in your favorite (non-oily) lubricant. The goal is to keep corrosion OUT of the cable as well as OFF of the cable.

### MORE "FLEET-ing" COMMENTS

(R&D Dept)

A special thanks to Southern California Hobie sailor Udo Winkler for directing us to the complete line of LOCKTITE® products. In addition to "locking" nuts and bolts together, there are literally dozens of different LOCKTITE® compounds that can do all sorts of "neat" things for boats. We have already been talking to the LOCKTITE® factory engineers about a special KISME project!

Every sailor should have a small bottle of good general purpose LOCKTITE® in his or her tool box. One all-around choice is RC/609. If your local supplier can not help you, we have the popular compounds, including RC/609, in the small 10 ml bottles. The price varies according to the compound, but averages around \$7.00 per bottle. The 10 ml bottle is enough for hundreds of applications and it will keep a very long time in your tool box.

### A TLC™ TIP ON RAKED RUDDER BLADES

(R&D Dept)

A little "tender love and care" for raked rudder blades: The following procedure will help both new and old boats hold their rudder rake settings with less fore and aft free-play (or "slop"). It will also help prevent self inflicted damage where your rudder blades contact your lower castings. This TLC™ tip results in a custom fit, cheap, easy to replace, no slop, "padded cradle" for the leading edge of your rudder blades.

- 1) Tape a piece of plastic film around the leading edge of your rudder blades in the area where the blades engage the bottom of the castings. On the newer 16's, cover the leading edge of the blades from about 1" above to 1" below where the nylon rudder rake set screws make contact with the blades.
- 2) Thoroughly clean the inside of the rudder casting in this area, first with soap and then with alcohol.
- 3) Apply a GENEROUS (¼ to ½ inch) bead of silicone (RTV) around the BOTTOM, inside of the casting. **Note:** If desired, many hardware stores sell black RTV.
- 4) Lower the blades gently into place and lock them down.
- 5) Apply a light aft pressure on the blade with a bungee (or equivalent). This is to simulate the "drag" force on the blade and hold it firmly against the down lock cam.
- 6) Wipe off any excess RTV.
- 7) Allow to harden for at least 72 hours.
- 8) Loosen the tape holding the plastic film to the blades.
- 9) Pull the blades out of their plastic film and RTV cradle and lock them in the up position.
- 10) Peel the plastic film out of RTV cradle and go sailing!

### TRUE GRIT

(Engr Dept)

Grit may be good on boarding ramps, but it is NEVER good inside boat equipment! Unlike most monohulls that "rest" in the water (like fish) most catamarans go ashore to "rest" (like people). Unfortunately, the shore is the ultimate source for "true grit". Consequently, we should avoid using lubricants that attract grit. This is a very serious consideration if you sail from a sandy beach.

To check a specific lubricant, put a sample on your mirror and wait a few days. If it stays oily, wet, or it collects dust, keep it away from your boat! If it looks dry, feels dry and remains dust free (after the initial liquid evaporates) - give it a try. We highly recommend using a good "dry" lubricant because it reduces both friction AND corrosion.

### MAKING THINGS BETTER, INSTEAD OF MORE EXPENSIVE

(Sales Dept)

Dupont® has provided an "improved" TLC™ material that is even more weather resistant and is 20 times tougher than it was before! Like the "old" TLC™, the "improved" version actually reduces tiller end cap failures by partially absorbing severe impact loads. As always, the TLC™ interrupts the all metal electrical path from the crossbar to the rudder castings. The "improved" TLC™ also has a new rectangular toe-in adjustment nut with "teeth". The new nut will not rotate when tightened, nor will it slip with up to 800 lbs. of pull!

*Engr. Dept. comment:* The maximum practical load limit for our test equipment is a little over 800 lbs. Even with this absurdly large load we have been unable to fail the "improved" TLC™. We twisted, pulled, bent, and impacted the TLC™ with loads up to 800 lbs limit (off the boat, of course) - But the TLC™ refused to fail! We even sawed a 0.1" deep notch in the TLC™'s body and re-ran all the tests - still no failures! Determined to fail at least one, we bent one sample almost 90 degrees, this gross abuse did cause some permanent deformation - but even this deformed TLC™ refused to fail when re-tested with "only" 800 lbs of load! Simply stated, we have been unable to fail the "improved" TLC™ with any type of reasonable load!

*Race Dept. comment:* Based on all the tests, we cannot honestly imagine any type of accidental (or intentional) sailing load that would fail the "improved" TLC™, without first failing some other parts of your boat! As a matter of FACT, ALL of the "improved" TLC™s that have been subjected to these extreme tests (except those that were sawed into pieces) still remain unquestionably "race usable"!

*Personal for Clyde from the Service Dept.:* Despite all these truly impressive test results... If you mangle your TLC™s in a collision... or the wind cartwheels your unattended boat down the beach... or an eighteen wheeler runs over your trailer and boat... or you willfully mutilate your TLC™s using a sledge hammer... even if they STILL "work"... we will be happy to replace those unlucky TLC™s at no cost to you...

*A closing comment from sales:* Of course you still get the TLC™s patented no slop, no springs, no maintenance, satisfaction guaranteed, free 5 year service feature... all with no change in the price!

Yes Clyde, the products and services of some companies really are

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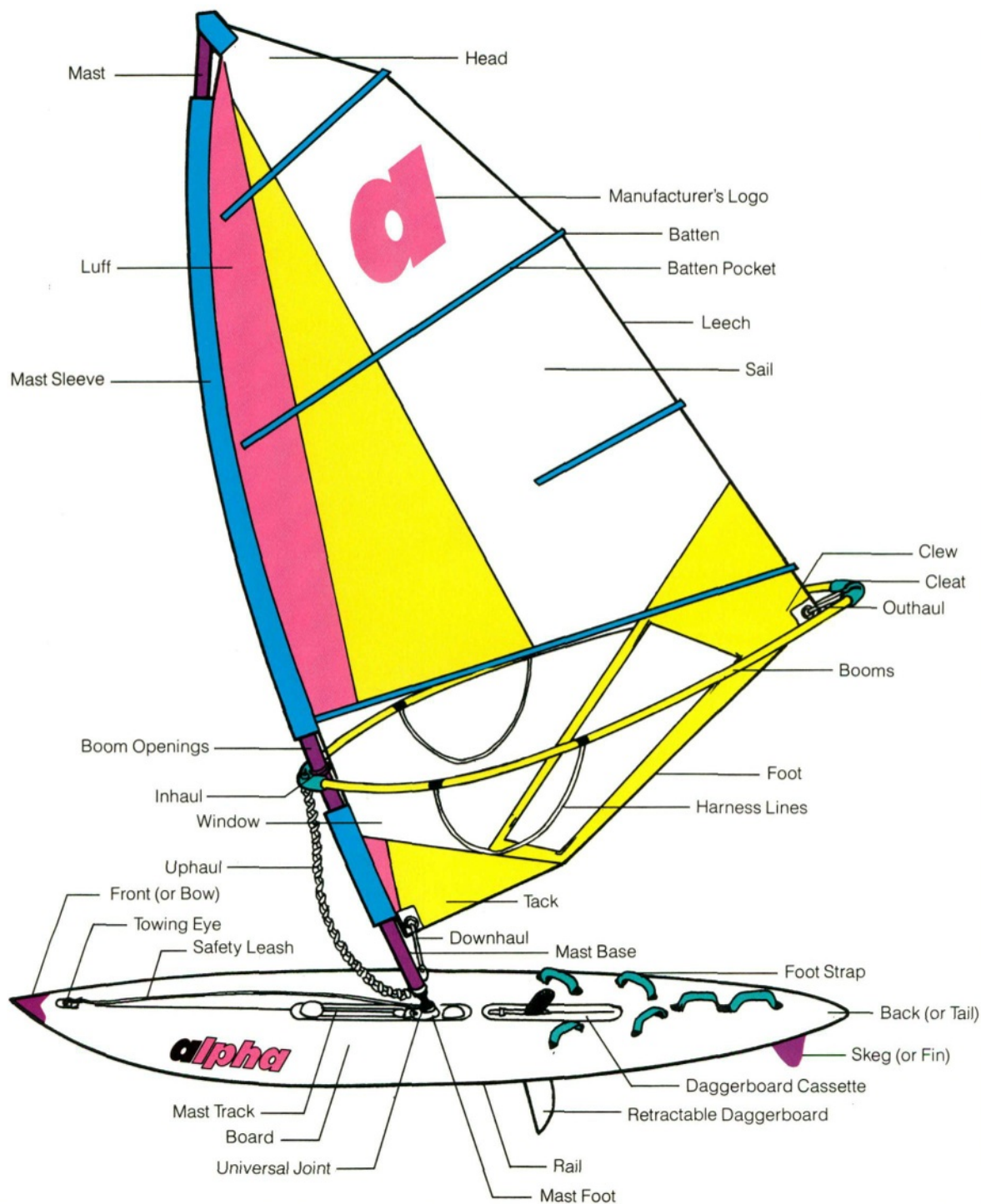
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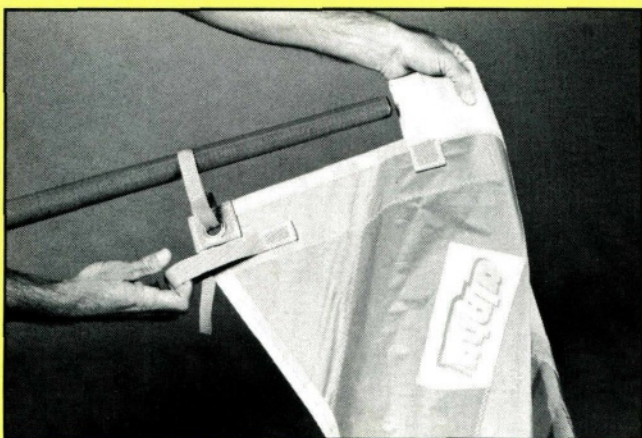
# ANATOMY OF A SAILBOARD

A guide for learning the parts, the terms and how to rig your Alpha sailboard.

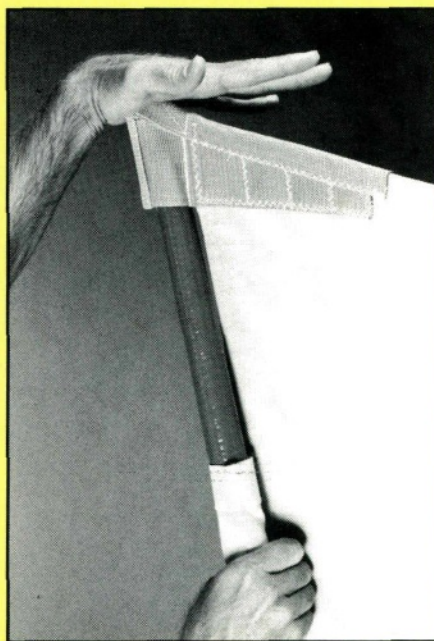


# RIGGING

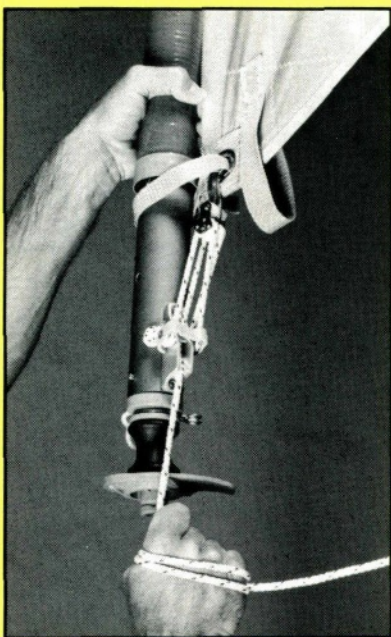
**1.** Place all the parts to your board and sail on a flat surface, like the beach or lawn, with enough room to assemble the complete unit safely. Check to make sure you have all the necessary parts. These include: board, skeg, mast, sail, battens, booms, mast base, uphaul, inhaul, downhaul and outhaul. Optional items include: a daggerboard (if necessary), harness, harness lines, mast pad, mast bag, sail bag, wetsuit, sailing gloves and a screwdriver to adjust skeg placement.



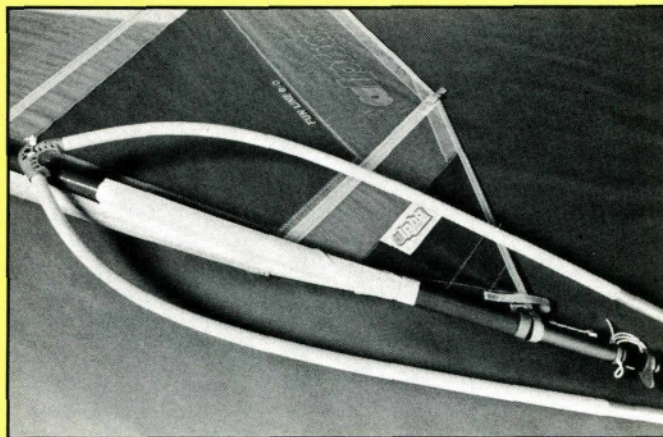
**2.** Spread the sail out and pull each batten out of its batten pocket a couple of inches. Take the small end of the mast and slide it into the mast sleeve. Guide the mast through the boom opening and continue to slide it to the top of the sleeve.



**3.** Make sure the top of the mast is well seated at the top of the mast sleeve.



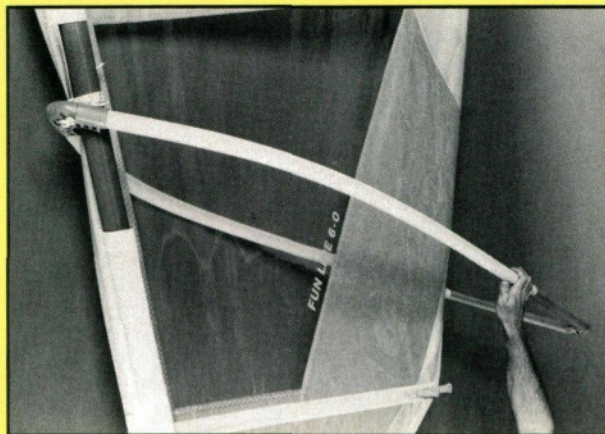
**4.** Insert the mast base into the open bottom end of the mast. Thread the downhaul line through the pulleys on the downhaul cleat on the mast base and the pulleys on the downhaul hook which is placed in the grommet at the tack of the sail. Now pull on the line as hard as you can to remove all the wrinkles from the mast sleeve and cleat the line off.



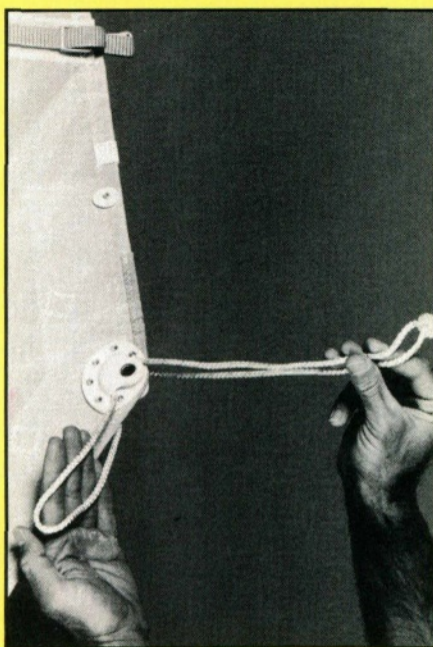
**5.** Stand the mast up and measure the height at which you want the booms to connect to the mast (approximately shoulder level). Lay the mast back down and place the front of the booms on top of the mast at the boom opening. The clew end of the booms should be directly below the mast base.



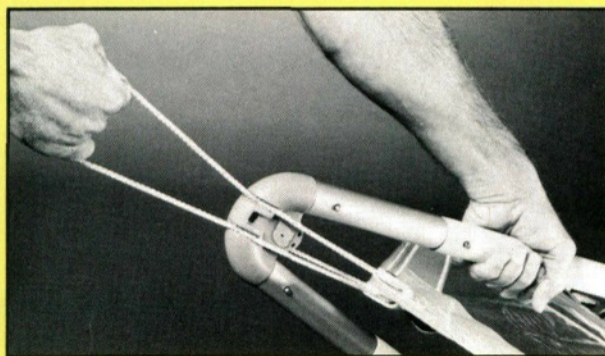
**6.** Take the inhaul line and wrap it around the mast three times at the height you have chosen the booms to connect. Then thread the loose end of the line through the vacant cleat hole in the front of the boom. While pressing the front of the boom against the mast, take up all the slack in the inhaul line and cleat it off.



**8.** Thread the outhaul line through both pulleys at the clew end of the booms and tie a figure eight knot in the end of it.



**7.** While holding the foot of the sail with one hand, push the clew end of the booms with your other hand up towards the clew of the sail to a perpendicular position to the mast. Make sure the sail is not getting pinched against the mast by the front end of the booms. The inhaul line should be getting very tight as you pivot the booms into position. Note: if the inhaul is not tight, pivot the booms down and take the slack out of the inhaul line again, cleat it off, and swing the booms back into position to check tension. The tighter the inhaul connection, the better control you have of the sail. If the inhaul connection is too tight, the booms will not swing into position or you could crack your mast. Be patient with this procedure, repeat until the desired tension is achieved.



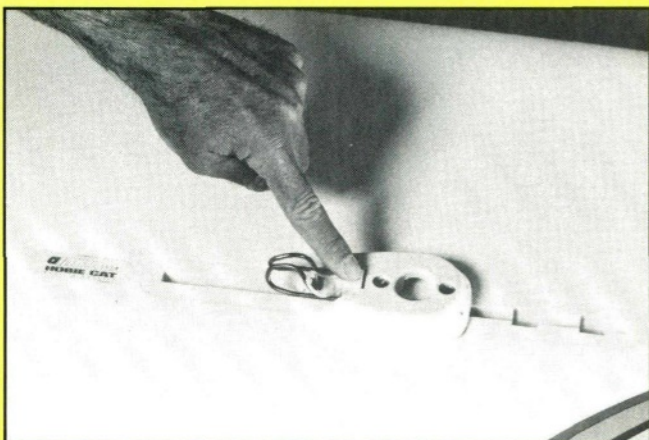
**9.** Now take the outhaul line and loop it around the round knob on the end of the booms. Then pull the other end of the loop back through both cleats at the end of the booms to the desired tension.



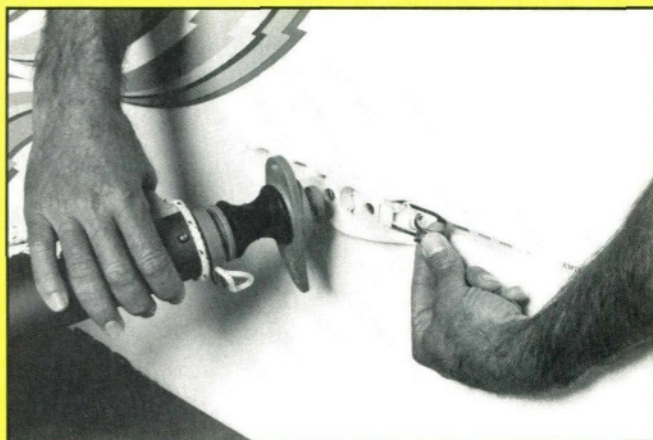
**10.** Insert the uphaul through the largest hole in the front of the booms and tie a figure eight knot in the end of it. The other end should have the shock cord and hook secured and hooked to the small looped line above the universal joint.



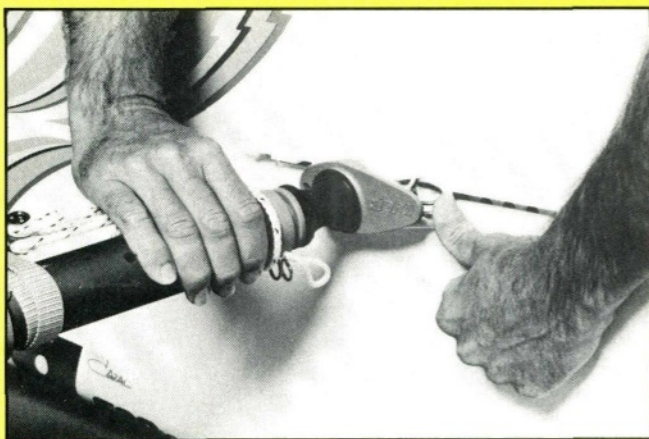
**11.** Slide the battens back into position and make sure they are seated properly in the mast sleeve. Tighten the battens with the adjusting strap to remove all the wrinkles from the batten pockets.



**12.** Insert the mast base car in the track and check to make sure the button is inserted and seated at the desired location.



**13.** Turn the board up on its rail and place the mast perpendicular to the board. Slide the clip pin back, insert the mast foot into the mast track car.



**14.** Push the clip pin all the way into the lock position.



**15.** Pull apart the velcro covering on the footstraps and adjust to your foot or bootie size.

**16.** You're ready for the final adjustments of the sail. Put your foot against the mast base and pull the downhaul as tight as possible to remove all wrinkles from the mast sleeve. Cleat the downhaul off and secure the excess line above the universal joint. Check the outhaul to control desired sail shape. Your Alpha Sailboard is now rigged and ready for you to enjoy all the fun.



# GLOSSARY

## **Battens**

Used to put and keep shape in the sail.

## **Beam Reach**

Sailing with the wind at 90 degrees to the board.

## **Bear Off**

To turn more downwind.

## **Beat**

Sailing on a tack upwind.

## **Board**

A manufactured design that the sailor stands on while sailing.

## **Booms**

A wishbone assembly that attaches to the mast and the clew which the sailor holds to support and control the sail.

## **Boom Opening**

The opening in the mast sleeve where the booms are attached.

## **Broad Reach**

To sail between a beam reach and directly downwind.

## **Camber Inducer**

A special design component in the mast sleeve that controls sail shape by holding the tip of the batten as it rotates around the mast.

## **Clew**

The part of the sail that is connected to the back end of the booms by the outhaul line. Where the leech and the foot join.

## **Close Reach**

To sail between a beam reach and a beat.

## **Daggerboard**

A special design component that sticks through and below certain types of boards to induce lateral resistance in order to hold a proper course.

## **Downhaul**

The line that attaches the tack of the sail to the mast base.

## **Duck Jibe**

When the sailor ducks under the sail while jibing.

## **Foot**

The bottom edge of the sail from the tack to the clew.

## **Foot Straps**

Straps attached to the board which secure the sailor's feet for maneuverability and stability.

## **Full Batten**

A sail that has battens from the leech to the luff.

## **Grommet**

A reinforced eyelet. On sailboards at the clew and tack of the sail.

## **Good Air**

Strong winds or favorable wind conditions for sailing.

## **Harness**

A special design vest, belt or bucket that the sailor wears so he can hook into ropes attached to the booms for better control and comfort.

## **Head**

The top part to the sail where the luff and the leech join.

## **Inhaul**

The line that attaches the boom to the mast.

## **Jibe**

Turning the board and sailing a downwind change of direction.

## **Launch**

When a big puff of wind forces a sailor out of control as he flies through the air.

## **Leech**

The back edge of the sail from the head to the clew.

## **Leeward**

The downwind side.

## **Line**

What a rope is called when used while sailing.

## **Luff**

The front or leading edge of the sail from the head to the tack.

## **Luffing**

Holding the sail so it is not completely full of wind.

## **Mast**

The long, hollow, tapered spar that goes into the luff sleeve of the sail and provides vertical support.

## **Mast Bag**

A storage bag for the mast when being transported or not in use.

## **Mast Base**

Fits into the base of the mast and connects to the tack of the sail with the downhaul.

## **Mast Foot**

The bottom part of the mast base which connects to the board.

## **Mast Pad**

A covered foam pad which goes around the mast base to protect the board and sailor when the mast falls down.

## **Mast Sleeve (luff sleeve)**

The leading edge of the sail that holds the mast.

## **Mast Track**

An adjustable or sliding component which allows the mast position to move.

## **Outhaul**

The line that connects the clew to the booms and controls sail shape.

## **Port**

The left side of the board.

## **Port Tack**

When the wind is from the left hand side.

## **Pumping**

When the sailor pushes and pulls the rig rapidly several times in succession to create more power.

## **Rail**

The edge of the board.

## **Rig**

The combination of the mast, sail, booms and mast base.

## **Sail Bag**

Storage for the sail when not in use.

## **Skeg**

The fin on the bottom of the board at the back used for directional stability.

## **Starboard**

The right side of the board.

## **Starboard Tack**

When the wind is from the right hand side.

## **Tack**

Where the downhaul connects the mast base to the sail. Where the luff and the foot join.

## **Universal Joint**

A special design component that joins the mast base and the mast foot and allows the rig to move and rotate freely.

## **Uphaul**

The line used to pull the rig out of the water.

## **Vario**

One component that is adjustable to different lengths. For example: booms or the mast base.

## **Water Start**

To start sailing by letting the power of the wind lift the sail and sailor out of the water.

## **Wind Direction**

Is determined by the compass direction from which the wind blows.

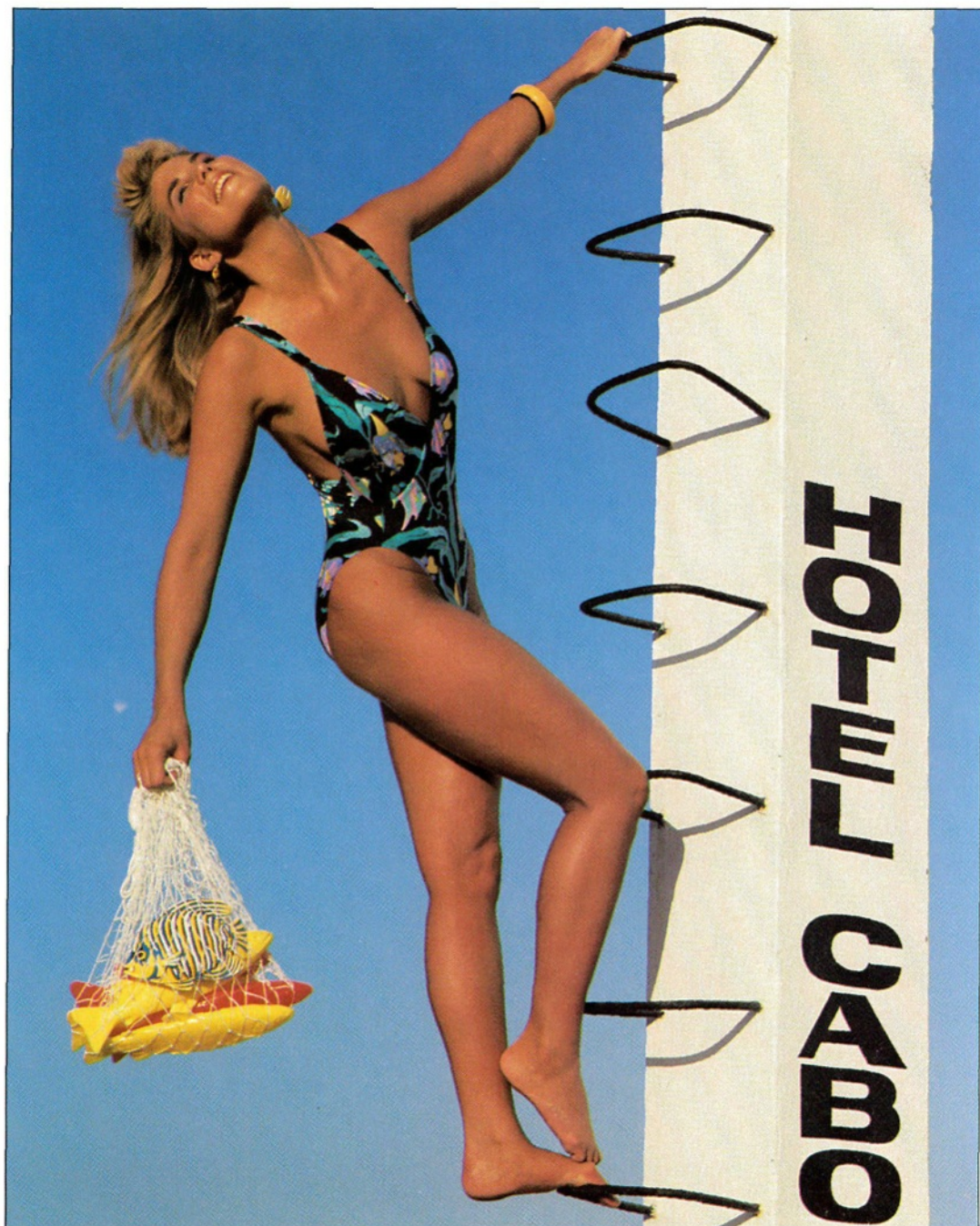
## **Wind Speed**

Is the velocity of the wind measured in knots (nautical miles per hour). Example: 25 knots = 29 mph = 46 kph (kilometers per hour).

## **Windward**

The side from which the wind is coming.





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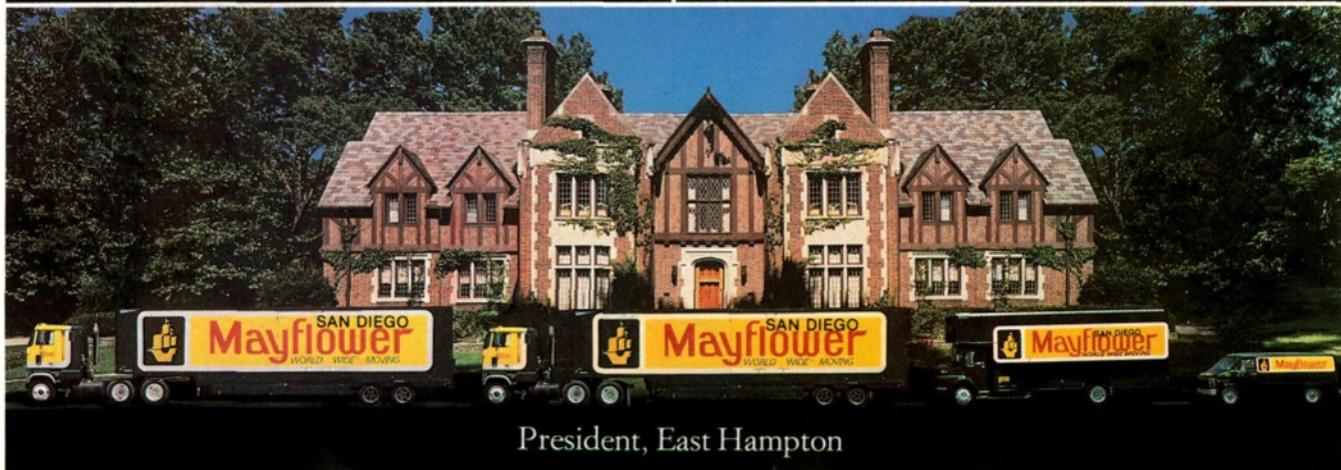
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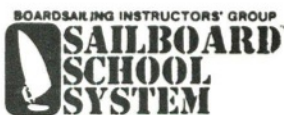
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## alpha NEWS

### Fastest Production Board in the World

In 1985 the Alpha 110 G epoxy was the fastest production sailboard at the Australian Speed Trials in Perth. Clocked speed was 31.47 miles per hour! Converted equivalent times are 50.67 kilometers per hour or 27.24 knots per hour. The Alpha 110 G was a completely stock board with a 5.5 square meter Funline sail. The board was sailed by Walter Feldtanzner. Note: The Alpha 110 G and 5.5 Funline sail are the exact same board and rig that will be used at the Foster's Lager Alpha Speedweek. We're all hoping for a new record.

### Latest News from the Euro Funboard Regatta Scene

The complete Norwegian HiFly Team has changed over to Alpha, and has been training with the new Alpha boards for weeks in the Canary Islands. Knut Bentzen, team leader, sent the following telex to Alpha from Lanzarote: "The first few training weeks have shown us that we are heading for a very successful season. The new Alpha boards are the best boards that we have ever used in competitive sailing . . ."

### Europe's Youngest Funboard Freak

Gaul Frydman is just nine years old and he's already the boardsailor to watch in Israel. When Gaul rides the waves at his local surfing beach at Haifa, not only the tourists, but even the surf freaks are amazed. His uncle, Maty Frydman is his trainer and sponsor. Frydman is also the Alpha importer in Israel and one of the nation's best boardsailors.

### Downhill Racers Train on Alpha

The team coaches of the German and Austrian National Ski Teams have put boardsailing on their summer training programs. Edi Reichert, coach of the very successful German girl ski team said, "Windsurfing is an ideal addition to our summer training plan. It trains the sense of balance and reaction reflexes and is excellent condition training." Some of the best downhill racers in the world train on Alpha.

### Sailboard Shades

Cari Zalloni, one of the most successful optical designers in the world has developed special sunglasses for boardsailors: the "Cazal 951." A special unsinkable frame stops the glasses from getting lost in spectacular wipe-outs. "Cazzie" glasses have become world famous, but what only the insiders know, is that Cari Zalloni has been under contract to Alpha International for the past two years, and is responsible for the successful graphics on Alpha boards and sails. [For more on Cazal see "The Man Behind the Look."]

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