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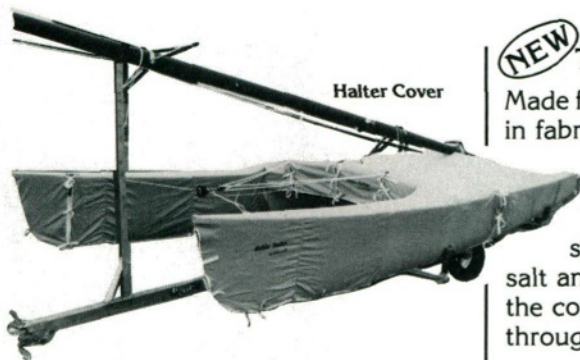
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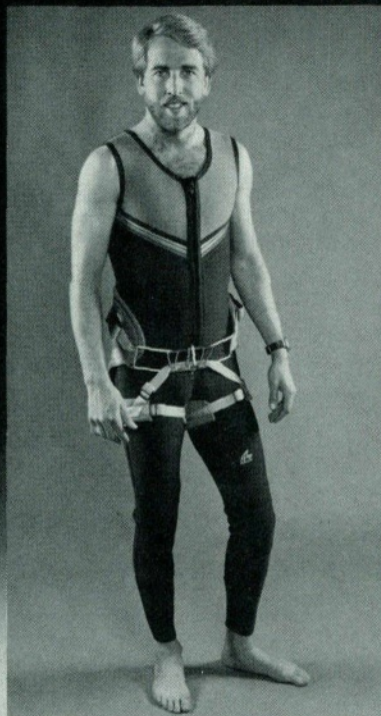


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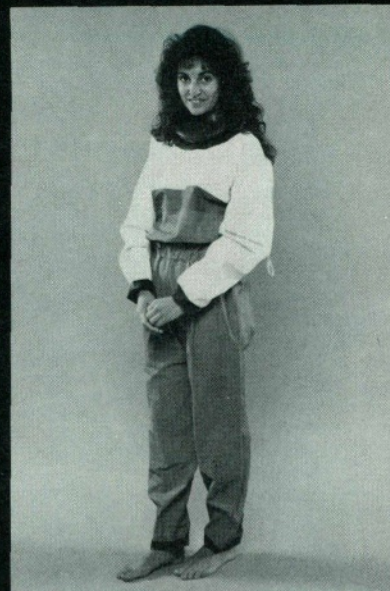
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Hobie **HOTLINE**

July/August 1986

Volume 15 Number 4



Guy Mott

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Whether racing, picnicing, or just lazing in the sun, celebrate your own Hot Hobie Summer. Photo by Robert Brown.

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

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Are We Having Fun Yet?

OK, so the season's in full swing. You've got those first couple of regattas under your belt and things are looking pretty good. This looks like it's going to be a summer filled with memories. Why not save some of those memories and share them with the rest of the HOTLINE readers? To encourage you, we've initiated a special program for budding photographers. All you have to do is take the camera along on some of your sailing adventures. We're looking for shots that depict the perfect sailing summer. That could be anything from high action hull flying to a lazy day sunning on the tramp—whatever perfect summer sailing means to you. Send those into HOTLINE; we'll pick the best of the bunch and publish them in the January/February 1987 issue to help us all get through the winter. We'll even pay \$30.00 for each picture we use. See the "Briefs" section for all the details, then get out there and shoot away!

Getting back to this issue, we've got some serious advice to pass along to every Hobie and Alpha sailor. With summer in full swing, there are two things we should all remember. First, too much of the warm summer sun can not only cause a burn, but could lead to skin cancer. Fortunately, skin cancer is easy to prevent. All you have to do is use your head and some extra caution. For all the nasty details and the good news about prevention, turn to Brian Alexander's "Sizzling Facts About Skin Cancer."

Second, summer storms are occasionally romantic and sometimes deadly. The midsection of the country is especially vulnerable to sudden, violent outbursts. What do you do if you're on the water when one strikes? John Schuch explains the procedure.

High wind wasn't a problem at Alpha Speedweek. In fact, a little high wind would have been welcomed. Still, things managed to get off the ground and a new world record was set when the event was extended one day. Jeff King surpassed all other sailors to record a speed in excess of 36 miles per hour. Dan Mangus comes through with all the scoop from Palm Springs and an interview with King.

An event that stirred a great deal of interest was the new Hog's Breath 1000.

Some of the best Hobie sailors in the world were there, and we've got the late scoop with photos hot out of the camera.

Hobie Cat owners will be interested to hear from Mel Wills. He's the product manager for all catamarans and an important part of an owner's life, especially if a problem arises. In an informative HOTLINE interview, Wills describes warranty procedures, hints at what new things may be in the catamaran future, and tells us a little about what his job is like.

Colorful sails and Hobie sailing have gone hand in hand for a long time. Although hard-core A fleeters often go for white sails, colors are still the preferred style for most Hobie sailors. Our photo essay presents a tribute to sails and the feeling of summertime sailing they engender.

We're packed with features! Look for instructions on waterskiing with the Alpha Wave, travelling to regattas outside your home area, a report on Midwinters East and more "Hot Tips," "Briefs," "Hot Products" and "Letters."

The HOTLINE is growing and getting better all the time. We've got some terrific things in store. Next issue, look for a report on the Hobie 17 National Championship and find out what the top skippers are doing to squeeze more speed out of the boat. We'll also have a special feature on wetsuits, those sometimes uncomfortable but indispensable rubber clothes that make it possible to sail long passed the summer months. Stay tuned to this station. Same Hobie time, same Hobie channel.



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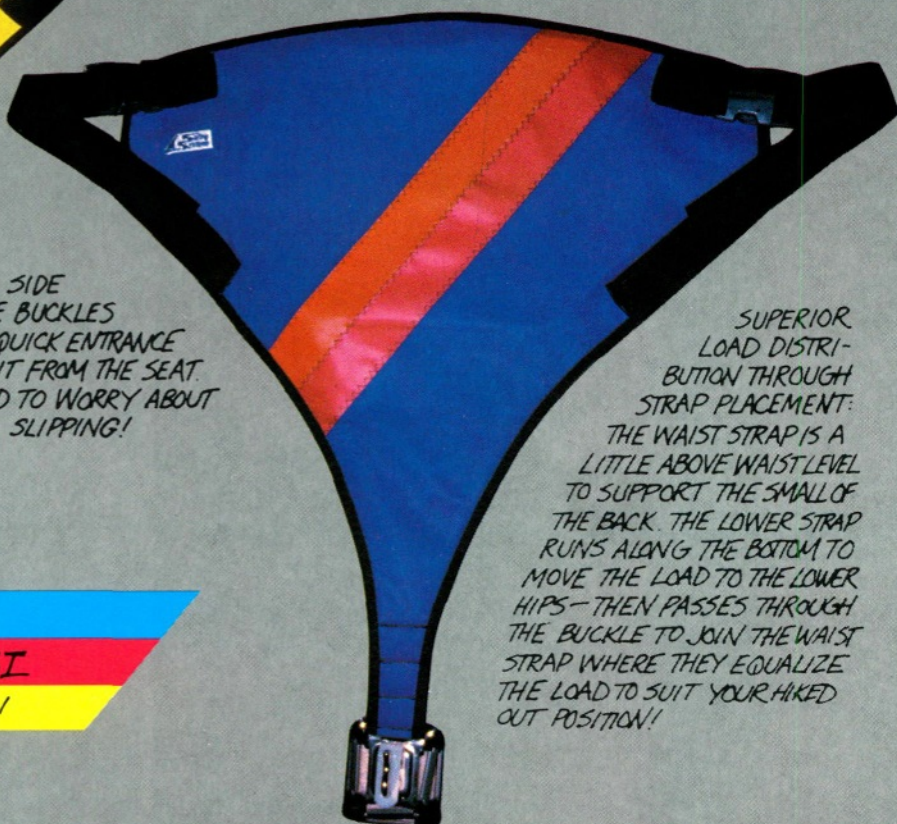
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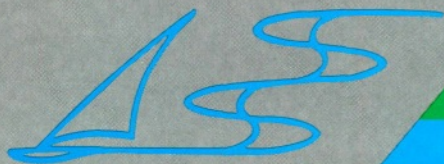
THE BACK OF THE 1/2 HARNESS CURVES UP HIGH TO
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AVOID THE "BELT ONLY" FEEL OF OTHER HARNESSES.



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LETTERS

Hong Kong Is Hopping

I must tell you that our cozy little Hong Kong Hobie Club (as Ms. Paula Alter can testify) is full of sailing activities like fortnight club races, open catamaran regattas (where we confirm each and everytime that those Darts and Sparks from other clubs only *look fast*) and the sailing event of the year, the Round Hong Kong Island Race which is open to any wind powered boat.

You might be proud to know that the 1985 Round Hong Kong Island Race saw five Hobie 16s and two Hobie 18s in the top 15 after PYS handicapping. The speed record of 3.5 hours is held by a Hobie 18!

Don't you think that is really *hot news*?

Moh-Pheng ONG
Hong Kong

Who's at Fault?

It has been a long time since I was as angry as I was when I read Dr. Hall's letter to Baltimore Gas and Electric Company. I hope you were printing it to show how careless some people can be!

The idea that Dr. Hall is trying to force BG&E to pay for his carelessness is beyond comprehension. One of the first rules when trailering a boat to and from a launching site is to look for power lines, not to assume that they are not there. It's episodes like this, precipitated by carelessness, that force our insurance rates sky high and raise the price of boats, cars, airplanes and just about everything else due to the product liability insurance the manufacturer is required to maintain. Hobie is not untouched either. I am willing to bet a month's pay that the need for the "plastic" [actually an epoxy and fiberglass composite] insert to the tops of their masts is a direct result of other people's "gross negligence."

Not trying to side with his argument, I do see the need for power companies to reroute power lines which might become a problem at boat launching ramps and other areas dedicated to launching sailboats. Good PR could be garnered by making an attempt to help boaters instead of being a hindrance to them. Let's work together with the power companies instead of suing them to remove obstructive power lines. Until, then, it's our responsibility to stay clear of powerlines. On the flight deck of an aircraft carrier, one of the most hazardous environments in the world, we use a term, "keep your head on a swivel!" It seems it might apply here too.

Lt. Benjamin M. Trapnell USN
Corpus Christi, Texas

To Move or Not to Move

This is in response to the letter from Dean Heinz, Fleet 45, Melbourne, Florida which was printed in the March/April issue of *HOTLINE*. My husband and I also had job opportunities which would take us 1100 miles away from our beloved California and all the great sailing competition we knew so well. We decided to take advantage of the opportunities and have been adjusting ever since. We didn't serve ourselves round after round to help us decide, nor did I have a copy of the *HOTLINE* in my back pocket.

I knew moving to Montana would put a crimp (to say the least) on our sailing, but we were hoping for a better lifestyle; one that would afford us clean air to breathe, clean water to swim in (when weather permits) and a chance to better our lives in the long run. It's been a long haul and after three years, things are starting to feel familiar again. The sailing however, has been quite damaged. The Hobie fleet here is dying and for us to race with any competition, we have to travel at least six hours. It's put a damper on our sailing style and even though we love the sport, other things have had to take priority. I'm hoping that some day, when all this is over, we can pick up our things and follow the circuit around the world, just racing and racing and racing. So, for what it's worth, I hope this might enlighten you about the decision you made.

Barabra Skarstedt
Fleet 470
Whitefish, Montana

Alpha Criticism

Although you will find my renewal to *HOTLINE* enclosed, I am not happy with the recent turn of events concerning the editorial of the magazine.

I am referring to the recent inclusion of Alpha sailboard articles into the *HOTLINE*. The name of the magazine is *HOBIE HOTLINE* and it is the official publication of the World Hobie Class Association. What is Alpha doing in my magazine?

I certainly don't pretend to understand the relationship between Coast Catamaran, Hobie Cat, Coleman the World Hobie Class Association and all the other corporate entities, but it's pretty obvious that this is an attempt to piggyback Alpha on the success of Hobie Cats. The March/April 1986 issue contained 10 pages of Alpha articles, eight of which were thinly disguised advertising!

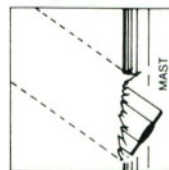
There are any number of sailboard magazines on the market, but only one devoted to Hobie Cats or any other small

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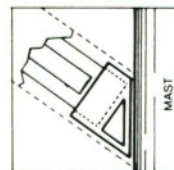


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LETTERS

Continued from page 11

catamarans as far as I know. I hope that you will publish this letter in the HOTLINE ... Give us back our magazine!

Gregory W. Enders
Fleet 171
Ypsilanti, Michigan

Editor's Note: Since we began to include Alpha features in the HOTLINE, we have received a variety of responses. Some, like Mr. Enders have been critical, but most have praised the way we have integrated coverage of sailboards with Hobie Cats. We have printed both points of view in past "Letters" columns. As we stated in the first issue that included Alpha coverage, we are committed to this course for several reasons. First, coverage of Alpha will not reduce coverage of Hobie Cats. We have printed more pages this year than ever before.

Second, we felt a need to accommodate the increasing number of Hobie sailors who also enjoy sailboards. Third, we see the addition of Alpha coverage as a way for the magazine to grow and improve. That improvement, seen as more color pages, better photos, more comprehensive articles and better design, is built upon income received from advertisers. Without advertisers, the magazine cannot grow and improve and the addition of sailboards has meant more advertising. This, in turn, has allowed us to better serve both Hobie Cat sailors and Alpha sailors. As to Mr. Enders' criticisms of our editorial, it is possible that we were overenthusiastic in some of our descriptions of Alpha prod-

ucts. As time goes on, we think readers will see the same sort of concrete, authoritative editorial about Alpha products as they have seen in our catamaran features over the years. HOTLINE will continue to offer a lot of excitement whether you're a Hobie sailor, an Alpha sailor or both.

Limit Protests

"You're under protest, so do your 360s!" Does that sound familiar? At the 1986 Berryessa Regatta, I served on a protest committee and I want to pass along some strong feelings about protests. First, learn the rules. It is very important to know the rules, but sailors sometimes forget why. You learn the rules so you do not get caught in bad situations. When you see a situation forming and apply what you know, you stay out of the situation. You don't find yourself in a protest position.

Yes, I know what you are thinking; there are many times that you can't help getting trapped. That's true, but in most instances you can avoid trouble. And the one thing to do if you get protested is to do your 360s and do them on the water right away! After all, Hobie racing is supposed to be fun, not a life or death battle over a possible trophy. The rest of the sailors want to have a smooth-running regatta, one that isn't marred with shouting and yelling at the end of each day's sailing. On Sunday, it's a real bummer to have to wait around for the scores, waiting, that is, because of last minute protest decisions.

So go out and have a great time and don't be a bully. Like the saying goes, "Have a Hobie Day."

Ron Fikes
Palo Alto, California

Wanted: Hobie 17 Info!

I have recently purchased a Hobie 17 from Trail and Sail in Richmond, Virginia. The owner, Tom Dew, answered all my questions until it came to "go fast" questions and suggested I write to you.

Since the Hobie 17 is new, there are no performance manuals to buy. I have many questions about how to get the most out of the boat and no answers available.

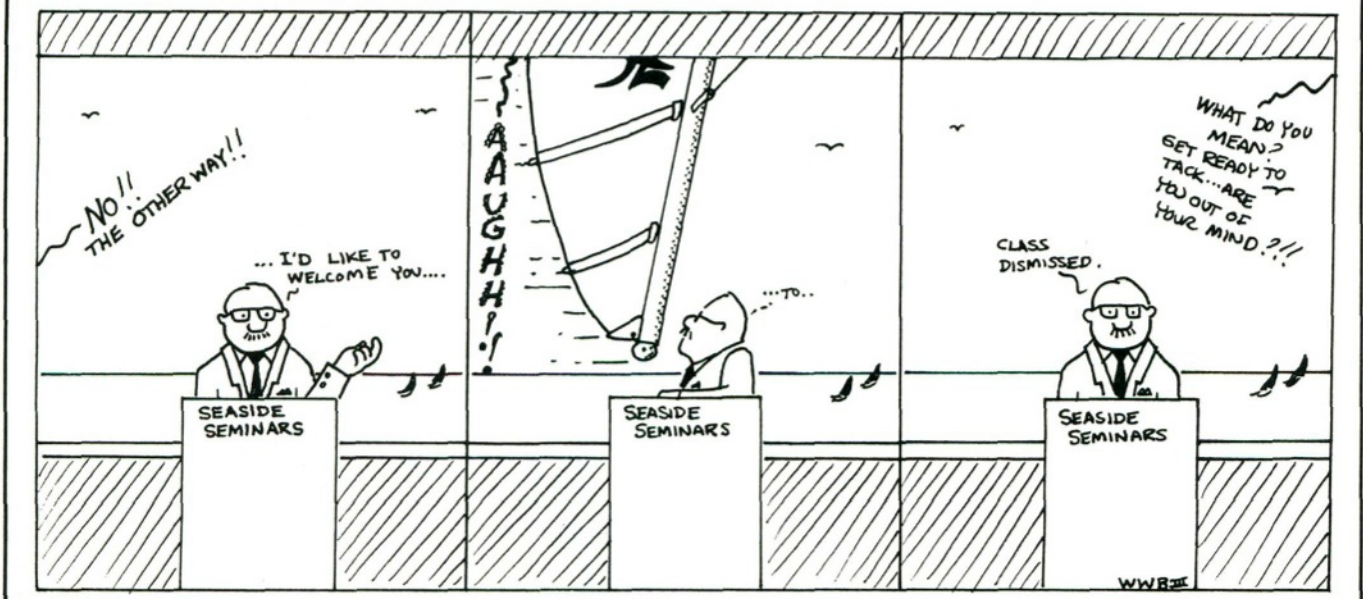
Could you send any information you have about mast rake, rotation, sail shape; how to sail to weather, reaching and off the wind?

I have a pretty good understanding of how a Hobie 16 sails. I have raced one for the past four years. Any information you can supply would be greatly appreciated and will help in eliminating trial and error.

Robert Kirk
Richmond, Virginia

Editor's Note: We forwarded Kirk's letter to Hobie Cat product manager Mel Wills who was able to help. Everybody else should refer to "A Hobie 17 Primer," which appeared in the May/June 1986 issue. Look for more Hobie 17 tips in the next HOTLINE when we'll glean what tuning and sailing information we can from the Hobie 17 National Championship.

BALDWIN'S CORNER



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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HOBIE BRIEFS

Sandy Banks Stricken By Stroke

Just before Alpha Speedweek got underway, Sandy Banks, Executive Director of the World Hobie Class Association and director of the Hobie Cat Regatta Department, suffered a stroke. Fortunately for Banks and Hobie sailors everywhere, the stroke was not of the catastrophic, paralyzing variety, but it was serious none-the-less.

Banks was able to see his hard work on Alpha Speedweek come to fruition. His doctor agreed to allow Banks to come to the event, but insisted that he take an indefinite medical leave immediately afterwards.

Everyone who knows or works with Banks is hoping for a quick and complete recovery but it appears that Banks will be away from his duties for some time while he recovers. As impossible as it may seem, Banks' shoes needed to be filled temporarily, especially since this is the height of the regatta season.

With this in mind, Doug Campbell, president of Hobie Cat, has announced a "perfect solution" to this need by placing Paula Alter in charge of the Regatta Department during Banks' absence. For those readers who are new to the HOTLINE, Alter, a two-time national Hobie champion, was editor of this journal for five years.

"She is taking on big responsibilities in an important area of the company," said Campbell. "I'm confident that, with the help and cooperation of all of us, Paula will be a huge success in her new job."

The staff of the HOTLINE, the people at Hobie Cat and everyone in the sailing community join together to wish Banks a complete and thorough recovery and wish Alter luck in pinch hitting.

Become a Published Photographer

Photography is a big part of the HOTLINE. Now, every Hobie and Alpha sailor has the chance to see his photography published and earn a little money too! All one has to do is follow a few simple rules. From now until the end of summer, the HOTLINE will be accepting photos from sailors which have been taken between Memorial Day and Labor Day. The best photos received will be printed in the January/February 1987 issue of HOTLINE for a look at the perfect sailing summer. The photos must be taken between May 24 and September 1, 1986 and postmarked no later than September 10. All photos submitted must be taken on Kodachrome or Fujichrome 35 mm slide film. Ektachrome and print film is not acceptable. Names; addresses and phone numbers must be printed or stamped on the slide holder of each submission. Slides should be placed in protective slide sheets and backed by cardboard for mailing. Those photographers who want their slides returned *must* enclose a self addressed, stamped envelope with the submission. Submissions without the SASE will not be returned. Photographers will be paid \$30.00 for each photo used, so get out there and create. Remember, the theme is The Perfect Sailing Summer.

Alpha Super Series

Well, summer is here and summer means fun, great weather (if you live in the northern hemisphere), friends, warm thermal winds and sailing regattas. Your local Alpha dealer probably already has some races and other fun activities on the calendar. Start practicing on your favorite Alpha sailboard on an assortment of different courses and get ready for the Alpha Super Series in your area. Check with your Alpha dealer to find out more.

Continued

Say "Bula" to the 6th Hobie 16 World Championship!

The Races:

The races will be hosted by Fleet 252, Trade-winds Marine of Suva and the Fijian government. Qualifying races will be held Sunday, August 3 through Tuesday, August 5. The Championship series will start on Wednesday, August 6 and the announcement of the top teams held Friday evening, August 8. The finals competition will be held on Saturday, August 9 and Sunday, August 10.

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:

Whether you want to take your time and explore Fiji and its surrounding islands or just go for the event, we have the package for you. It's even possible to make your own itinerary. Just let us know what your needs are.

For example, you could leave from Los Angeles several days early and spend three or four days on an island resort far removed from the outer world. Then you would be taken from the island and delivered to the site of the Hobie 16 World Championship just in time for the races. There are many possibilities, plus Air New Zealand will allow a free stop-over in Hawaii either going to or coming from Fiji.

Add-on airfares from your hometown can be arranged to assure a smooth and timely transfer in Los Angeles to your Air New Zealand flight.

The Packages:

All packages include the following:

- Round trip airfare from Los Angeles to Nadi, Fiji aboard Air New Zealand, the official carrier of the Hobie 16 Worlds.
- Hotel accommodations at Pacific Harbour (nights depending on selected package).
- Round trip transfers from Nadi to Pacific Harbour.

- Meeting assistance in Nadi for groups arriving and departing.

- Lei greeting and fruit punch on arrival at Pacific Harbour.

- Luggage tags and document holder.

- Event t-shirt and "sulu."

- 3 banquets (welcome, finalist, and awards).

Package 1: The Mini Getaway—\$895.00 per person double occupancy/5 nights

Package 2: Qualifying Skippers Choice—\$970.00 per person double occupancy/7 nights

Package 3: The Vacation—\$1050.00 per person double occupancy/9 nights

Package 4: The Fijian Holiday—\$1085.00 per

person double occupancy/10 nights

Package 5: The Fleet Retreat—For those of you traveling with family and friends. A limited amount of villas (2 bedrooms, 2 bath), complete with kitchen and living room are available on a first-come-first-served basis. If you would like information, please check the appropriate box on the reservation form.

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.

I wanna say "Bula!" Sign me up.

Name _____ Number in party _____
AS IT APPEARS ON YOUR PASSPORT

Address _____
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I will be sharing a room with _____

I will be sharing a villa with _____

We would like package number _____

Please make my airline reservations from _____ to L.A.

Enclosed is a \$100.00 per person deposit to guarantee a room/villa.

Please send me information about:

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- ☐ Three-day circle island bus tour
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- ☐ Suva
- ☐ Three-night Blue Lagoon Cruise
- ☐ Tavarua Island (the surfer's retreat, limited space)
- ☐ Pacific Harbour Villas

Australia

- ☐ Sydney city tour
- ☐ Great Barrier Reef
- ☐ Motor home rental
- ☐ Fly-drive-rental car and accommodations

New Zealand

- ☐ Auckland city stay
- ☐ Auckland Waitomo Caves and Rotorura (three-day tour)
- ☐ Motor home rental
- ☐ Skiing on Mt. Hutt on the South Island

Tahiti

- ☐ Papeete
- ☐ Moorea

Hawaii

- ☐ Oahu
- ☐ Maui

☐ Yes, I want this to be a dream vacation. I want a South Pacific expert to call and discuss all the things to see and do in the South Pacific.

Mail Reservation form and deposit to: Innovations in Travel Attn: Hobie Worlds, 1233 Hermosa Ave., Hermosa Beach, CA 90254. Or call 213-379-2483 (within California) or 1-800-832-8357.

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HOBIE BRIEFS

Alpha Team Rider Program

Hobie Cat is pleased to announce the "Alpha Team Rider" program. Each Alpha dealer can choose up to three hot local or regional sailboard riders who are, or could be, leaders on the local sailboard scene. The Team Riders will receive Alpha boards at a special price and an exclusive Alpha Team Rider accessories package having a combined value of over \$200, all free for being picked to represent the team. All Team Riders will be pre-qualified to all North American Alpha events where qualifying rounds are part of the event and will be recognized in the HOTLINE. There are more exciting things to come, so if you think you might qualify as an Alpha Team Rider in your area, contact your local Alpha dealer for all the details. Good Luck!

Lake Enterprises and Hobie Meet the BBC

British Broadcasting Corporation director Dan Purvis and actor Howard Stableford came to the Land of Enchantment in New Mexico to produce a segment of the BBC series "Tomorrow's World." The documentary was aimed at showing American "low technology" inventions to the European audience.

The University of New Mexico's Technology Innovation Program referred Purvis to long-time HOTLINE advertiser John Lake of Albuquerque. Lake is the inventor of Cat Righter boat righting systems. Lake's invention of the righting system was spurred by hours of sailing his Hobie Cat and a wish to right the boat safely and quickly when sailing alone or with a lightweight crew.

The filmmakers and Lake travelled to Cochiti Lake about 40 miles north of Albuquerque. Buddy McDowell, owner of the Sailing Center in Albuquerque aided the crew in setting up camera and sound equipment on a 28-foot yacht so the team could capture Stableford during his first-ever Hobie sailing excursion aboard a Hobie 18. Stableford capsized then demonstrated Lake's system. In a short time, he had recovered and was sailing again.

"Tomorrow's World" was seen January 30, 1986 in Britain.

1986 Alpha World Championship

For all of you that participated in last year's Alpha Worlds you know how much fun it was. Well, it's going to happen again, even bigger and better. This year, the Alpha World Championship will be held in Key Biscayne, Florida, very near Miami, on November 24-30, 1986. The events will be funboard course racing, slalom racing and long distance racing, within four classes: Men (lightweight and heavyweight), Women and Masters (men over 35 years of age). More details will be available in the next Hobie HOTLINE. If you can't wait to get on the list, send your name and address to Hobie Cat, '86 Alpha Worlds P.O. Box 1008, Oceanside, CA 92054, Attention: Regatta Department.

Wanted: HOTLINE Reporters

If you are a Hobie sailor who has a good grasp of what's happening in your region of the world, the HOTLINE would like to hear from you about reporting on some of the events, personalities and developments taking place in your sailing community. In an effort to stay in closer touch with sailing life on a regional level, HOTLINE will begin publishing reports from various sections of the United States, Canada, Europe and the Pacific Basin. Those selected will receive a HOTLINE reporter's packet including T-shirt, accreditation for events and cooler cup. If you are interested in becoming one of our "Corresponding Editors," please write HOTLINE, P.O. Box 1008, Oceanside, CA 92054 or call 619-758-9100.

Continued on page 78

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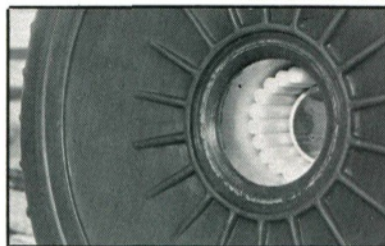
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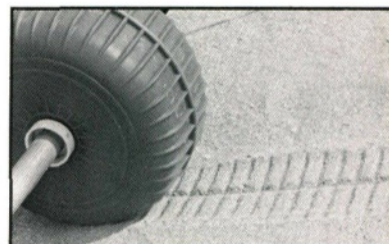
—Your wheels will turn
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Wide-track **TIGER TRAX** wheels
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- Now you can launch a catamaran
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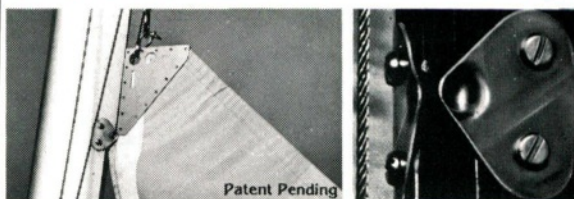
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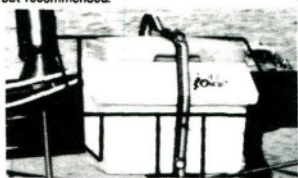
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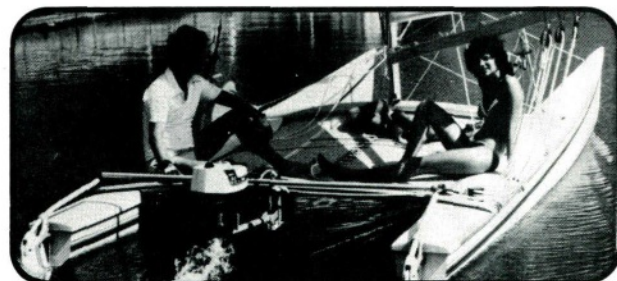
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HOBIE HOT TIPS

Making the Boat Look Like New

We'd like to plug the hand spray container of a product called Tilex®.

After scrubbing with cleanser, ammonia, bleach and detergent in an effort to remove the discoloration on the tops of the hulls and the tramp of our Hobie 18, we tried Tilex. We sprayed it on, with care to avoid application to aluminum or painted surfaces, let it sit for 30 minutes and just hosed it off!

The result was excellent. With one simple application, we turned our 1982 Hobie 18 into an '86! Now, does anyone know how to get 10W 30 motor oil out of a sail? Sigh . . .

Bill, Bump and Margaret Ross
Camden, South Carolina

Editor's Note: Tilex, a product of the Clorox Company, is a powerful chemical liquid designed to remove mildew stains and soap scum from tile and bathroom fixtures. As the Ross family discovered it has a variety of other uses, but be sure to read the instructions on the back of the spray bottle carefully to avoid damaging parts of your boat.

John Lowe's Maintenance Check

Editor's Note: John Lowe, commodore of an Arizona fleet, passed these tips for sailing season preparations along to his members in the fleet newsletter.

Well, get ready Hobie sailors, the sailing season is in full swing. Maintenance of your Hobie is one of the most basic elements of sailing. Preventative maintenance will save you time and money in the long run, help you become more familiar with your boat and last, but not least, it will keep the boat in the water and not on the beach during that weekend you've long waited for.

Let's start at the bottom with the trailer. We rely heavily on our trailers to carry our boats between 150 to 400 miles over everything but good roads. It's not asking too much to clean and re-grease the wheelbearings. You may even want to carry a spare (nobody wants to be stuck in Why, Arizona with a fried wheelbearing). Check the air pressure in your tires and spare(s). Make sure the lights are in good working order. Check all bolts, welds, nuts and the rollers.

Next are the hulls. If your hulls leaked water last year they're going to again this year. Pressure check them to find where they are leaking. One common way to do this is to get a vacuum with an exhaust function, (so it blows air). Have a friend (crew) hold the vacuum hose over the drain opening to pressurize the hull. At the same time, you can go around and apply soapy water (spray bottle or sponge works good) to areas where you suspect a leak. Most leaks usually occur where the pylon post and hulls come together, under the deck lip at rudder mounts and drain openings and at daggerboard wells. When you find a leak, seal it with some clear silicone sealant and presto, no more leaks!

Next, check to see how much of your hulls you have left on the beach by using a template. The bottom of the hulls are built up extra thick so don't panic if they are worn a little. While you're at the hulls, fill in any scratches with a polyester resin and powdered fiberglass, then entirely sand the hulls with that black, wet sandpaper. Finish them off with 600-grit. This not only is the most efficient way to clean them, but it also removes the oxidation.

Now you need to make certain the boat is stiff. Having a loose boat hurts your pointing ability, decreases your acceleration in a puff and causes you to bury that leeward bow easier. Start by checking your corner castings for excess wear, loose rivets and cracks. If you have loose rivets drill them out and replace them with new ones. If the corner castings have worn badly you should shim them or glue them to the pylon post with resin or epoxy.

Continued on page 78

Do Something!

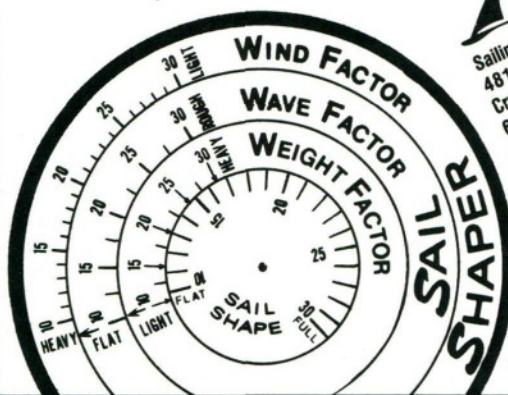
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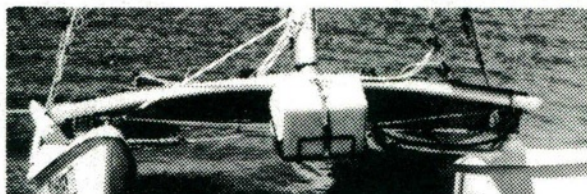
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ASK THE EXPERT

By John Hackney

Editor's Note: John Hackney, the HOTLINE's resident expert, answers questions about how to best enjoy your Hobie Cat. Address questions to "Expert," Hobie HOTLINE magazine, P.O. Box 1008, Oceanside, CA 92054

RIGHTING YOUR HOBBIE

I have a 14 Turbo, which I love, but my problem is trying to right the boat. I am 5 feet 3 inches tall and weigh 150 pounds. I have all the weight I need but not the height. So, which righting system on the market do you recommend, the Cat Righter, Easy Righting system or some other righting system?

Cesar O. Parra
San Antonio, Texas

Righting a Hobie when you are too light or short does present a problem. Solutions include growing, gaining weight or adopting a large child, preferably one who likes to sail. Other methods for lightweight self-righting include; sailing with a friend, shroud lengthening device, water bag, or using the wind or waves to right the boat. In an emergency, dropping the mainsail helps to right the boat in calm, flat water. Flagging down a power boat and having him pick up the mast will also work.

Proper righting technique has you standing on the center of the hull, holding the righting line, placing your body weight as far out off the boat as possible with your back parallel to and just above the water. It does not matter whether the righting line is over or under the hull as far as leverage is concerned, although less physical strength is required of you if the line is over the hull. Try hooking the righting line to your trapeze hook to eliminate fatigue, since you must keep your butt out of the water as the boat starts to right itself. Remember to uncleat the main and jib sheets so the

water does not lay in the sail hindering your righting attempt. Also, uncleated sails will not cause your boat to sail away as quickly when righted. Some people like to furl the jib on the Hobie 18 and Turbo 14, so try this also. Grab the dolphin striker as the boat comes up or you could find your boat trying to impress you by flipping in the opposite direction.

Many different companies produce righting line systems and most are adequate. The line itself should be large so it is easy to hold and long enough to wrap around a harness hook allowing you to get low to the water. The simplest righting system is a line tied to the front pylons but one end must be untied to use, which is time consuming. A self-retracting system is easier to put into use and may also double as a chicken line. The retractable lines may use shock cord inside the line or use a pulley system attached to shock cord which retracts the line after use. Personal preference should dictate which you use.

Once you have the type of righting line you like the next problem is how to get your lightweight or short body to right the boat. Two ways that require no extra equipment involve using waves or using the wind under the sail to start the righting process. Practice, wind and waves are required to master either of these techniques. Increasing the weight on the righting line with a device to hold water like a collapsible bucket or plastic bag, will help to right the boat. Additional arm strength is required to lift your own weight and the water bag as the boat starts to right itself. There is a system advertised in the HOTLINE which appears to have a pulley system to help pull the water bag out of the water. This system might also be something to check out. Make sure you try these methods in shallow water or where assistance is available.

A system to lengthen the shroud commonly called an "Easy Righter" is an excellent alternative for lightweights (pardon the term). A problem with this system is that the mast may come out of the mast step. Everything must be installed and maintained properly to prevent this from occurring. There is another draw back to the shroud lengthening system.

Tacking a righted boat to reattach the shroud can be a problem in heavy air. Still, shroud lengthening seems to be the most accepted method for lightweights, unless of course you sail with a friend.

In summary, you must first obtain a good righting line. The water bag righting system works well for the athletic type and the shroud lengthening system is a time-proven way to success. So go out on a warm day and experiment with a water bag. If that does not work, install a shroud lengthening system.

KEEP IT STIFF

I have a 1983 Hobie 16 that has a hull rigidity problem. You can lift a hull (especially the starboard one) from the bow about four feet off the ground without lifting the other hull. Last summer I riveted the corner (with the correct rivets) and also tried those copper spacers sold by Hobie on the pylon-corner casting joint. The play was never alleviated and the rivets loosened up again. The pylon bolts are snug. The corner castings simply pivot when you lift a hull, especially the rear starboard.

I've read about pylon gluing for rigidity but I am scared stiff (unlike my boat) because of the comments like "Let the lord help you if you ever have to replace a hull" or "Do it right or you'll wind up with a boat permanently out of whack."

What would be reasonable solution for my problem? Please Help.

Jeff Rose
Parma, Italy

Owning a Hobie 16 with a loose corner casting can be annoying and cause a loss of boat speed, but fortunately is repairable. When I first started racing, I thought tactics were for wimps and boat speed was everything. Since a rigid boat was said to be a fast boat my first few Hobies were epoxied together right out of the box. I stopped doing so many years ago when I realized it was not that important and epoxy would not dry between races at the nationals. Epoxy does work well to make that loose boat rigid but if you ever want to disassemble the boat later it may be a

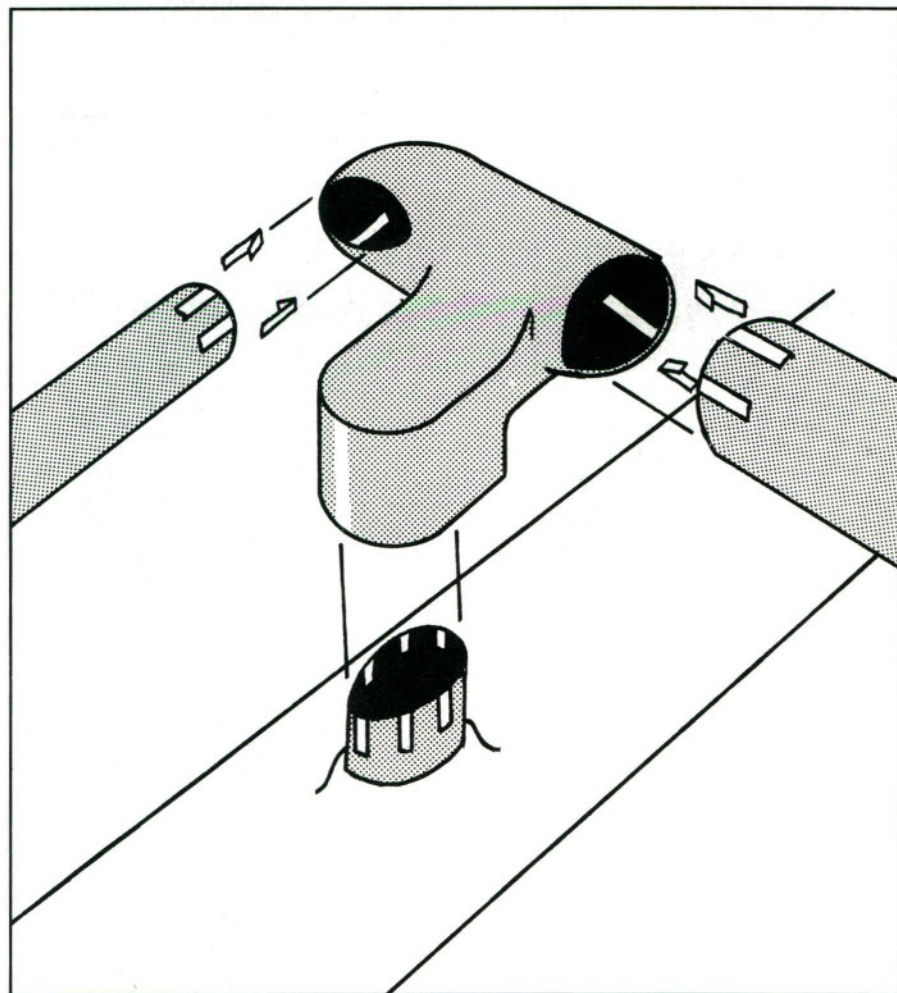
problem. Heating the casting usually softens the epoxy allowing the parts to be separated after epoxying. Notice I said *usually*. One also must make sure the boat is level and square as the epoxy is drying or your boat will forever be out of alignment.

The next best way to tighten up your boat, and the one which is most recommended, is using shims. Shims may be inserted at many locations depending on how loose your boat has become. Places to shim include: front beam to corner casting, rear beam to corner casting, side bar to corner casting, and corner castings to pylons. The shims will vary in thickness from beer cans (yes there is a use for all those old beer cans) to sixteenth-inch (maybe eighth-inch) aluminum sheet. Make sure the shims are long enough to hook over the end of the aluminum extrusion and extend to the edge of the casting. Not to disagree with the factory's accessory shims, but I do not like to use brass shims as electrolysis may take place between the shim and aluminum parts. Once the shims are installed, replace all loose pop rivets with stock three-sixteenth-inch rivets. Should the pop rivet holes be worn, it may be necessary to install oversize quarter-inch rivets. Additional rivets may be used to connect the corner casting to the pylon. This is not done at the factory and once installed these rivets must be drilled out in order to disassemble the boat. Keep in mind this operation must be done approximately every other year, maybe more, if you sail choppy conditions or all year round. Do not be afraid to use lots of shims, WD-40 and a rubber mallet to put the parts together. Restraint must be displayed when pounding the casting onto the pylon as you could loosen the pylon in the hull.

For you one liners out there, shims and new rivets are the first line of defense for a loose boat, followed by oversize rivets, with epoxy as a last stand, and keep that tramp tight!

DAVITS FOR YOUR HOBIE

I own a Hobie 16 and need a light lift. Lake Michigan's water level is getting



Placing shims as illustrated can help keep your boat stiff.

higher every year and the adjoining lakes have no beach. The weight is the problem.

John Heskett
Danville, Illinois

Does your Hobie need a lift? If so read on. Launching or storing your Hobie at the water's edge is done ideally from a nice, white, sandy beach, preferably a beach in Hawaii. In some cases it may be necessary to permanently store and launch a Hobie without the sandy beach. Undesirable solutions to this problem include selling your Hobie (dread the thought) or moving. Luckily there are other solutions. Ruling out dredging, other possibilities include davits, hoist, PVC pipe platform, floating dry dock, and a carpet covered ramp as common solutions. My personal favorite is the ramp covered with carpet. This system allows you to rig and derig the boat while standing on solid ground. Sailing right up onto the ramp can be exciting in the truest Hobie tradition.

Davits or hoists present problems in that

it is hard to rig a boat that's already floating. Rigging the boat before launching and trying to launch with the sail up can be a hazard or lots of fun depending on your perspective. Unfortunately I do not have nor could find anybody who has access to a lot of information on davits commercially available. So if you want more information on davits go to a boat show to locate davit manufacturers. Your local Hobie dealer may also have more information. In my travels I have seen Hobies on davit arrangements, so it can be done. Again, local information from manufacturers is quite valuable in solving davit problems.

PVC pipe could be used to build a platform above the water's surface on which the boat may be stored. Also, a floating dock with a roller system similar to a Hobie trailer can be used by pulling the Hobie out of the water up onto the dock. This floating dock section may then be tied in a conventional dock or moored. Docking or mooring the Hobie and painting the bottom is also possible but I do not recommend it. Good luck!

XL

SURVIVING A SUMMER STORM

By John Schuch

Editor's Note: It happened very quickly. A gathering of sportfishermen and a group of racing sailors were enjoying a May day on a lake near Houston, Texas. As can often happen in the midsection of America, a sudden and violent storm came up. Fortunately, most people were rescued. Some lost boats. Some lost lives. Being prepared for storm conditions is especially important during the spring and summer months. John Schuch explains what to look for and how to survive a squall.

It's another perfect early summer day, 74 degrees at 8:00 a.m. and the sun has burned off all but a trace of last night's dew. The weekend is just getting under way and you hear the weather report over a last cup of coffee before jumping into the already-packed Volkswagen van for a great day of sailing.

"Warm and sunny all weekend, high of 82 degrees, slightly cooler at the beaches. Wind will be south/southwest at 12 to 14 knots with only a slight chance of thunder showers developing late in the afternoon. This is KCAT weather reporting on the hour. Have a nice weekend."

It's down to the launch site, rigging up the I6 and with lunch and libations securely aboard, you are off with two other boats for a five-mile sail to the island and a great day with no phones and all the cares of the office left at home.

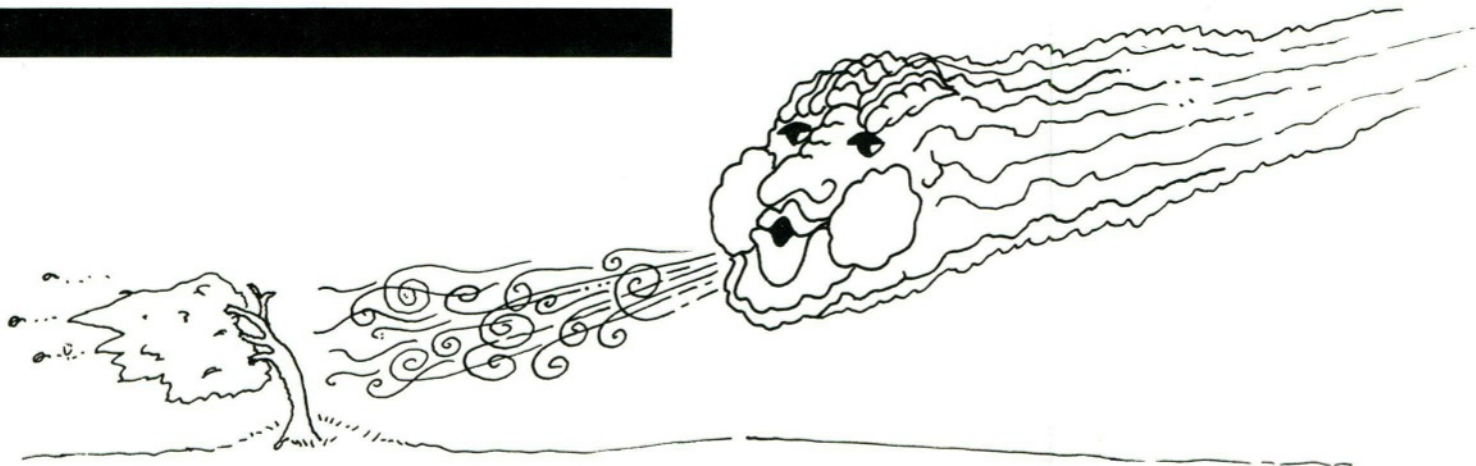
How many times this scenario unfolds each year from Big Bear to Falmouth must be uncountable. Each of us has played out this role over the years more times than we could count and doubtless more of these perfect sailing days are yet to come for us and for sailors yet unborn over the North American continent as the quintessential day of summer fun on a catamaran unfolds again and again. This day, however, is going to be different and not without inci-

dent. This will be the day that fireside stories are made of. They'll be told on cold December and January nights because this is the day you were out sailing and it really blew hard!

At 3:30 things begin to change in our so-far perfect sailing day. The wind moves slowly around to the southeast and drops down to about 10 knots. What was a slight haze becomes a genuine overcast and now, suddenly remembering the last few words of the weather broadcast on KCAT, you become aware that a slight chance of thunder showers is now probably cause for concern. It is a five-mile beat back now and you make a hasty retreat to the boat and head for home. About half way back it becomes pretty obvious that you are going to get a weather change of major proportions—a squall line forms in the west and begins moving rapidly across the open water directly at you. The wind has more east in it than before, and past experience tells you that you are going to get hit with a squall in a very few minutes, but you are ready for it and you begin to anticipate the strong westerly shift that is moments away.

Later that evening, over a hot buttered rum you and your friends will relive those last two and one half miles of sailing in conditions not fit for man nor beast. On the 8:00 p.m. news broadcast you learn that the wind and the squall you sailed through hit 42 knots or an honest 50 miles per hour. Granted, the big blow only lasted a short time but all of you can feel happy, smug and a little bit lucky that your boats, your experience and your ability allowed you to come through unscratched and without any damage. All because you knew what to do when it blows too hard.

By keeping aware of a few basic rules most sailors with at least some heavy air experience can get through a high wind situation without problems. Rule number one is to avoid squalls like the one described above if at all possible. This suggestion may sound a bit trite but it is a fact that the majority of these situations can



be avoided. Our weather forecasts in the U.S. and southern Canada will ordinarily give us enough warning to avoid squalls if only we listen to them.

Rule number two is to always be prepared for high wind sailing whenever you expose yourself to the chance for it. Sailing off shore to an island for a picnic on a summer day when possible thunder storms are forecast means you are exposing yourself. Being prepared is to be satisfied that the boat is checked out and in good condition to withstand the loads of heavy weather and it means that you and your crew are checked out and in good condition to withstand it also. It means having the appropriate clothing and at least a crew in a trapeze harness. Even the smallest hint of impending high wind conditions means that life jackets and extra clothing are put on. You may not have a chance to get ready if you wait.

A few things to remember about heavy weather sailing are that the wind up to 35 knots will always feel and seem like it is blowing harder than it is. After about 40 knots, the wind will not seem or feel like it is blowing as hard as it is. It all feels about the same. The effect of high wind on you will not be linear. The difference in the way a Hobie 16 reacts to a velocity of 20 knots of wind and 30 knots of wind is substantial. The difference in the way the boat reacts in winds of 40 knots and in gusts of 50 knots, however is negligible. This difference in sailing characteristics is easy to explain.

When you are sailing in 20 knots of wind, an experienced skipper and crew can push their boat and do just about anything they want with it. At 30 knots even the most experienced sailors are making substantial adjustments to maintain control. These adjustments include travelling out on both main and jib and weight balance to keep the boat as flat as possible in the water. After 30 knots of wind, everyone begins to fall into line for "survival sailing." By "survival sailing" we mean sailing to keep the boat upright instead of sailing to a specific place directly and efficiently. Even the most experienced


Hobie racing crews get into the survival sailing mode well before the wind velocity hits 40 knots, and on a cat you can no longer sail efficiently upwind or downwind at this point. The rule now becomes "feathering"—travelling out and waiting for the breeze to subside while making progress as close as possible to your intended course while keeping the boat under control.

Feathering a cat is pretty simple to do with a little practice. Feathering puts your point of sail at about 45 degrees off the wind. You will want your crew in a trapeze seat because a I6, for example, will try to go over while feathering (even if the sails are substantially luffing in over 35 knots of wind) unless the crew is in the trapeze.

Although most of the onus of doing a good job of feathering is on the skipper, crew coordination is very important. When you feather a boat, the skipper and crew both have their hands on the sheets at all times. The mainsheet is never cleated and the jibsheet is normally not cleated but may be better off in a cleat if the crew cannot hold the sheet clearly and control it at all times. Trimming is done only enough to use the last 10 to 30 percent of the jib and a very little bit of the main at the leach and near the bottom of the sail. The jib and main have enough twist off so that the upper portions of the sails are not being used to overpower the boat. The skipper must concentrate on keeping the boat at about 45 degrees off the wind and keeping just enough tension on the mainsheet to control forward momentum while the crew makes absolutely sure the leach of the jib is pulling slightly while balancing the boat. Balancing is critical because it is very easy for a cat to get blown over backward if the tramp traps enough wind under it to lift the hulls.

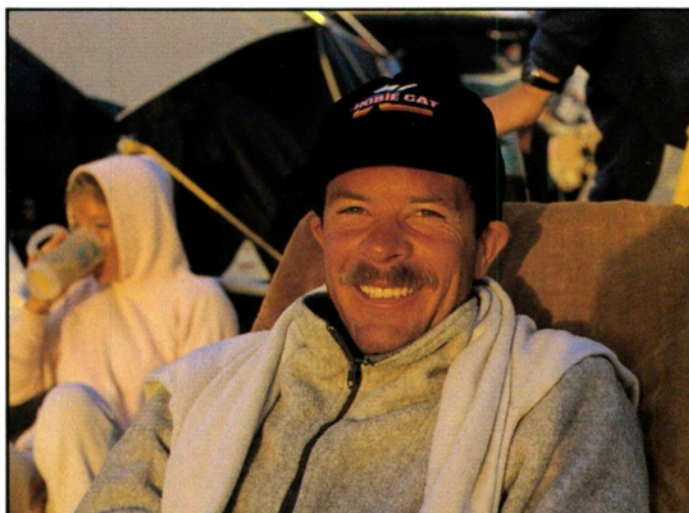
If you must tack, weight goes well forward with both skipper and crew moving ahead while the jib pushes the boat around and the main luffs until you are about 40 degrees off the wind on the new tack. You will not be able to tack without

going into irons and it is extremely easy to capsize in a high wind tack unless skipper and crew work closely together. You should practice this with your crew in more moderate conditions if at all possible. Even if you do capsize, do not worry. One of the safest, easiest places to ride out a squall is on the hull of a capsized cat. If you go over in a high-wind situation, keep your cool and wait it out. Trying to right a catamaran during high wind gusts just invites multiple capsizes. The heavy gusts that are common in a summer squall are not going to last very long and there is no point in trying to right your boat in the middle of a squall that will be over in five to ten minutes. The capsized boat will drift very quickly during a storm, so stay with the boat and ride it out. Do not swim away from the boat or you may find it drifting at a rate considerably faster than you can swim. Always keep in mind that these storms are very short in duration and the waning side of a squall will have much much less wind in it than the leading edge of it.

Sailing in high winds is never going to be comfortable or, in extreme conditions, a lot of fun, but you can minimize any damage or problems by remaining calm and learning how to feather through the gusts. If you are in a storm with lightning, do everything possible to get off the water before the storm approaches. Above all, don't be intimidated in high winds. A Hobie can and will sail through the extremes quite well if properly handled and you can always count on a squall to subside just as quickly as it came up. If you capsize, remain with the boat and don't try to right it in the high winds of a storm unless it is absolutely necessary. The wind will only last a short time and you will conserve your energy and take fewer chances of getting bumped or bruised by just waiting out the puffs. You can't always avoid squalls and storms but paying attention to weather forecasts will eliminate most exposure to them. For long days on the water, be prepared. Mother Nature doesn't always telegraph her punches. 

BACKSTAGE WITH HOBIE CAT MANAGER MEL WILLS

*Hobie Cat
Product Manager
Mel Wills*



Editor's Note: As Hobie Cat's product manager in charge of Hobie catamarans, Mel Wills makes many decisions which directly affect Hobie sailors. **HOTLINE** wanted to know more about him, his job, and his views on a variety of items of interest to Hobie owners.

The recently married Wills has been an inveterate sailor since the age of 10. He is now 29 years old.

HL: How long have you been sailing?
MW: I started sailing when I was ten. We had a small power boat and a dinghy. The dinghy was my boat, so I learned how to sail that.

HL: So you were self-taught?
MW: Well, yes, but soon after that I got involved in a junior sailing program at Coronado Yacht Club and I immediately signed up for the racing class. When they asked if everybody knew how to start, nobody raised their hand to say no, so neither did I.

HL: What was your first racing experience?
MW: Sabots. I raced those for almost eight years and in between I raced Lazars and Snipes and I raced with Robbie Haines [The 1984 Olympic Soling Gold medal winner] on a Soling for two or three years with Eddie Trevellyn [Haines' crew with Rod Davis in the 1984 Olympics]. In the meantime, my dad got involved in sailing and we went through about seven or eight sailboats, the last one being an

Ericson 46 which we campaigned quite a bit.

HL: What kind of racing did you do?
MW: We did a lot of buoy racing, a lot of small boat racing and a lot of big boat long-distance racing.

HL: What did you do before you started working for Hobie Cat?

MW: When I was 15 I started teaching sailing lessons at Glorietta Bay Marina across from the Coronado Yacht Club. Then I worked for a boat dealer in San Diego, Jack Dorsee Yachts, teaching lessons there. Then I ran a sailing school in Lake Tahoe for awhile. All this in between surfing, working construction, working in restaurants, skiing.

HL: How did you end up at Hobie Cat?

MW: I came with Robbie Haines. When the Hobie 33 project started, Robbie needed an assistant and we had been sailing together for years, so he called me and I came on a part-time basis. That lasted two days and it has been full time ever since. They needed help in shipping the boats, making sure all of the parts were there, keeping an eye on just about everything related to the 33. I basically worked as Robbie's eye.

HL: Then you ended up in the warranty department.

MW: Yes. I started in the warranty department and handled some of the monohull stuff, teaching the other guys in the department about the 33. Then I took over all the monohull warranty. After that I was moved up to product manager of the monohulls for about a year. Now the personnel have been shifted within the company and I'm doing the catamarans.

HL: How do you feel being called over to the catamarans after working with monohulls for so long?

MW: There's a few new things, but it's basically the same.

HL: So you don't have to have had a lot



of cat sailing experience?

MW: Well I do have a lot of hours sailing Hobies. I had a friend in San Diego named Steve Lindsey who had one of the first Hobie 14s in San Diego. He was really involved in the whole Hobie thing and I had free use of his boat when I was a kid. So, I've sailed 14s and 16s for fun as a kid, but it was always for the high speed fun. My racing was always in the monohulls. Still, I grew up around Hobie Cats.

HL: What exactly are your responsibilities in your new job as catamaran product manager?

MW: As product manager for the cats I'm responsible for market analysis, keeping an eye on the competition, forecasting, giving the design department some direction to go in as far as I see the openings in the market. I also serve on the warranty, marketing and product development committees.

HL: Was the 17 a product of this research?

MW: Well, when I came in the design parameters for the 17 were set, so I didn't have much input there. But we've got some surprises for the future.

HL: That sounds interesting. Can you tell us about any possible developments?

MW: No. I'm sorry, but we have to keep a tight lid on our R and D.

HL: What can you say about future developments?

MW: The Hobie design department is always looking at new designs. We're always experimenting with new products, we're always looking. We feel very strongly that new products are a key to the company's continuing growth and success.

HL: Well, how about any new developments in technology that might influence new boat designs?

MW: The Hobie 17 is one of the first mass produced catamarans that feature a standard Mylar sail. Mylar isn't that new, but as far as making Mylar standard on a mass produced cat, we're one of the first. I see the use of Mylar growing with our future products.

HL: What about the actual building materials of the boat? Any changes?

MW: We're always looking at new technology, but we are state of the art now. We

plan to continue to lead the industry. An example of that is the Comptip™ mast which uses epoxy and composite fiberglass. That's a little mysterious to a lot of people.

HL: Can you give us a general idea of what you see Hobie doing with catamarans over the next five to ten years?

MW: Leading the industry. Trying to fill the needs of the sailor and keeping the sailor stoked.

HL: Is more emphasis going to be put on the recreational sailor or the racing sailor?

MW: I think we're looking at both. Since I'm involved with racing and recreational sailing, I try to keep the same emphasis on both areas.

HL: Hobie Cat now has the 14, 14 turbo, 16, 17, 18, and 18 Magnum. That's two single handers and two crewed boats. Are there any other slots to be filled? Is there room for another catamaran?

MW: There is room for it. All I can tell you is that if you were to guess a new boat to be smaller than a 14 or larger than an 18, you'd probably be right. [laughs]

HL: So the company does feel there's room in the market for another cat?

MW: I can tell you that we're counting on that but that things do change over time.

HL: Well, how about the older designs? HOTLINE occasionally gets letters from 14 owners and some 16 owners who are worried that their boats will be forgotten. Both those designs are fairly old now. Are they still tenable in the market place?

MW: The Hobie 14 is approaching its 20th birthday. I think the 16 probably is at the top. The Hobie 17 is just starting its upward curve. The 18 is a little further along. The Hobie 16 is by far the most popular and the largest seller and it'll stay that way quite awhile. It'll take the 17 awhile to catch up with it.

HL: Do you think it ever will catch the 16?

MW: We sure hope so. If response is any indicator the answer is yes.

HL: Do you think the 14 class will ever die?

MW: No I don't think it will ever die. I think that the growth will slow. I mean, look at the number of used boats out there and how long they last. We build a good product with a lot of years of life.

HL: Is Hobie Cat going to support the 14?

MW: Oh, sure. Although the turnout at some of the regattas is not as overwhelming as we'd like to see, with the help of the existing, avid 14 sailors, we're making every possible effort to keep the class growing. The 14 is the price leader and a good way to get into sailing.

HL: What are some of the most often heard warranty problems you face?

MW: There's a lot of small things, but although I worry about them, they're easily fixed. The things I really watch out for are possible failures in vendor materials which, for example, could result in mast breakages. This means I keep an eye on reports

of mast failures. And, of course, we changed the construction of the boats a few years ago by using a new glue seam process which makes the boats stronger and also a little lighter although I haven't had any problems, keeping an eye on changes as well as possible problems prevents warranty from getting out of control.

HL: That glue seam caused a lot of controversy among people who had older boats.

MW: Yes it did.

HL: What do you say to those people?

MW: The way I respond is that weight is a concern when racing but what is even more important is ability, tactics, preparation, psychological advantage and luck. One windshift on the right side of the course will far outweigh ten pounds of boat weight difference. A lot of people tend to psych themselves out by worrying about things as minimal as boat weight when they should be concentrating on the race course, the wind conditions, on the start, and sailing fast. But to get back to warranty, when we first came up with the new glue seam, we had a problem with keel wear because the new seam did not allow resin to pool in the keel of the boat. So, we added an additional layup of glass on the boats which added a couple of ounces and brought the weight back up a little. Still, the new boats are lighter, but the difference in weight can be made up ten fold from other areas.

HL: How do you handle the complaints you get?

MW: First, all my calls come through the dealer. He's the sailor's best friend and he's there to service the customer. A lot of times the dealer can handle the problem on the spot. Other times he'll have to have our approval and he'll have to work with us. I know that's time consuming for the sailor. He just wants to go sailing, not to have a boat just sitting idle. A lot of times the dealer is more experienced than anybody, including myself. Dealers are the hands-on guys. They deal with these things on a daily basis. We try to be honest and fair to everybody.

HL: When a dealer calls and says, for example, "I have a problem with a mast and I want it fixed under warranty," it's your decision to approve that or not?

MW: I ask him to explain the facts to me. Using your example of a mast, typically, if a mast is going to fail it's going to happen the first or second time the boat is out sailing. If there's a wall thickness that's not up to spec, or there's soft metal, it will happen very early. If I get a call from a dealer who says this mast broke and it's the first time the boat's been out, I say "Give the guy a

mast." If he's been sailing for a year with no problems and he comes into a shop with a broken mast, then I'll question it. There are a lot of reasons a mast can break which have nothing to do with the mast's construction. Improper tie-down, over sheeting with 8:1 blocks, sailing with it counterrotated, burying the mast in the mud during a capsize and so on. They all have some effect. A lot of these are things that people experience and sometimes they would like to believe that it was a defect in materials and workmanship when actually it was a problem that was induced by them.

So, those type of things are what I question. Say a dealer calls and claims that a pylon is loose. Well if he jumps on the tramp and can see looseness, then we'll replace it no problem. If the customer tells the dealer that the boat "creaks," or the customer has a hunch but nothing can really be seen, then I have to question it because those are a little hard to swallow.

HL: What happens when you deny a warranty claim?

MW: In most cases, if you explain things to the customer and tell him why you denied it, then the customer will understand. Occasionally we see a letter from them indicating their dissatisfaction with us. I don't want to have dissatisfied sailors out there. I want to have sailors out there who are satisfied and having fun. We try very hard to be as fair as we possibly can and keep sailors happy.

HL: Are Hobie Cats fairly trouble free overall?

MW: Oh yes. The amount of catamarans out there? All around the world? Compared to the phone calls I get? It's just phenomenal. We've got so many happy sailors out there sailing that it proves just how well built the boats are and how successful we've been. Our warranty is less than one percent of our overall sales. For any company to be able to make that claim proves how great their product is.

HL: When you go into a meeting about new products and new catamaran designs what do you talk about?

MW: We talk about what hasn't worked for other manufacturers, what we see out in the marketplace, what companies are going under and why. We try to look at price for what the consumer is getting. It is not always true that a cheaper boat will sell better, but a boat that the consumer believes is priced fairly, that he's getting everything he's paying for, is important. Performance is important. Looks. The Hobie image. We sell and produce fun for people in water related sports. Whether it's the cats, Holders or Alphas, it all involves people enjoying the water.

HL: It's interesting that you should men-

tion the other products. Some Hobie sailors are worried that with the introduction of new products and the Alpha line of sailboards, the Hobie Cat sailor is going to be forgotten. What would you say to such a sailor?

MW: Well, I can promise that we will never forget the Hobie sailor. We could not forget who brought us to the dance. But for any company to survive in this industry, which is extremely competitive, one of the keys to survival is new products. There is such a strong crossover between the cats, small monohulls and sailboards that it was a perfect combination for our new products to be the Holders, Alphas and the Waveski. But, Hobie Cats are still our main product line.

HL: Do you sail catamarans any more?

MW: I sail the Hobie 17. I sailed in the first Hobie 17 regatta at Newport Beach although I got third out of four starters.

HL: How do you like the 17?

MW: I think it's great. It's a lot of fun. I've had a chance to sail the boat a lot in different conditions: light air, heavy air and even in some surf.

HL: How about the other cats?

MW: I sailed the 18 Magnum quite a bit when it first came out. We got four firsts at San Felipe [Midwinters West] that year. I think that's probably the last time I've raced cats seriously.

HL: If you had to pick a favorite catamaran what would it be?

MW: The 17 is keeping me real occupied and I'm involved with it, but I would prefer to race 16s because it's a lot more competitive. The sailors and the amount of boats make it the most competitive fleet.

HL: What do you do when you're not at work?

MW: I go sailing!

HL: Really?

MW: Yeah, I currently own a Hobie 33 although I haven't had a chance to race it much lately. I race the cats, surf, sailboard and, although I haven't had a chance to do much lately, I snow ski when I can.

HL: So you spend your time on the water.

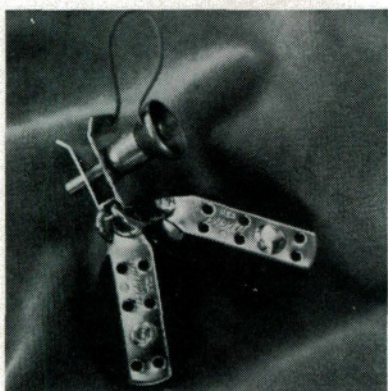
MW: Yes. Water related sports, whether frozen or wet.

HL: You've been the product manager for Hobie Cats for about a year now. How do you like it?

MW: It's great! The involvement with the marketing has taught me a lot and being involved with the design department has been exciting. I've also had the opportunity to be involved with the regatta department and that's been a lot of fun. The bottom line is that this is a great company to work for, especially since I believe in the product. 



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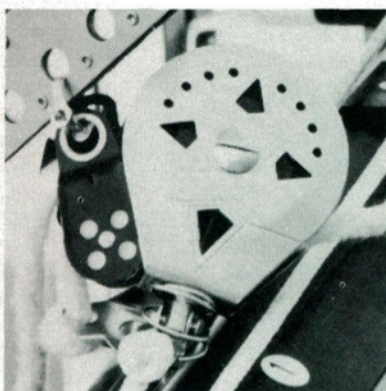


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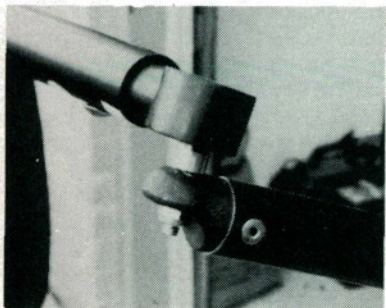
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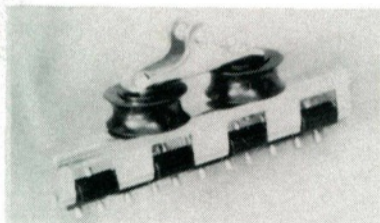
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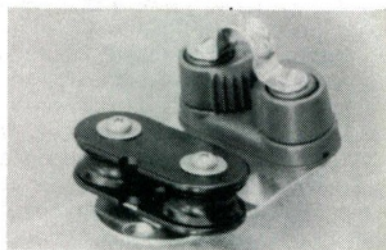
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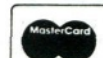


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HIT THE ROAD!

By Mike Shearer

Editor's Note: Mike Shearer and his family have become a fixture at Hobie Cat events all over the west. Their journeys from Salt Lake City, Utah have made them known as the most intrepid family of travellers in Hobie racing. HOTLINE asked Shearer to relate some of his family's adventures and to pass along a few tips for those of you who may be considering travel to out-of-state regattas this summer.

When the HOTLINE asked me to write an article on trailering and travelling to regattas, I thought, Why not? Our family has certainly logged enough miles over the past 14 years to qualify as experts. But when I started jotting down notes about our travels, I realized that I would not recommend our methods to anyone. The travelling and racing is great. It's just that our process of getting to the races is somewhat flawed. I decided that rather than write a "how to" article, I really was more qualified to write a "how not to" article, and perhaps the best way to do that is to relate to you some of my family's fondest memories of the road.

The first race I remember travelling to was at Bear Lake, Utah. We had only had our boat for a couple of months and had barely mastered the art of rigging it, let alone sailing or racing it. A couple of the local fleet members invited us to a Labor Day weekend race. So we packed up our green army surplus tent, Coleman stove and heater and our sailing gear (which at

that time consisted of Levi's, long underwear, a T-shirt and life jacket) in our station wagon and headed out on the open road. The drive took us all of two and a half hours. We set up camp, started up our heater, and went right to bed so we would be ready for the races the next day. (We soon learned we were taking this way too seriously.) The next morning we woke up to six inches of new snow on the ground, some of which was inside our tent, and a thick fog over the lake. We searched for the race committee to find out what time the races were scheduled to start and found out much to our dismay that they had been canceled. We had driven two and a half hours and braved the elements and had nothing to show for it but a mild case of frostbite.

That was many years and several hundred thousand miles ago. Since that time we have driven to races in California, New Mexico, Colorado, Wyoming, Arizona, Nebraska, and Mexico. We have discovered that Utah is a long way from everywhere. A California trip takes 12 to 14 hours. A Colorado trip takes seven to 10 hours. A New Mexico trip takes 13 to 14 hours, and the coup de gras, San Felipe, Mexico takes between 17 to 23 hours. Yet almost every weekend of the summer we are on the road travelling to regattas in one of these states. After all those miles it seems that a short trip is anything under eight hours. In fact, just a few weeks ago, we raced at Lake Mead in Las Vegas. Since the drive was only eight hours long, we took two cars.

We have travelled to races in station wagons, sedans, jeeps, trucks and vans. We have tried both gas and diesel engines. The gas engine van has won out as the vehicle of choice. We have had several vans over the past few years, all with one common element: a giant bed in the back for sleeping on those long overnight hauls. With each new van, the length of the bed has been increased. We are still searching for that perfect vehicle that combines good mileage, enough power to pull three boats and up to six people, comfort

for up to six people, and enough extra room for all the gear and toys that are essential for a successful trip.

A typical weekend works as follows. We rush home from work Friday night to pack our clothes and sailing bags. We then hurry and load the boats, two on the trailer and one on the top of the van, then any other toys we think we might need for the weekend including sailboards, bikes, volleyball and boche ball equipment. Last, but not least, the cooler and food sacks, (by far the most important items) are loaded. All of this is accomplished in about an hour. Finally, four to eight bodies pile into the van and we begin another wonderful, and almost always eventful journey.

We drive straight through the night with everyone taking a shift. Those that are not driving attempt to sleep on the bed in the back of the van, dreading the moment that the van will pull over and their name will be called for their shift. It's usually difficult to sleep. The temperature is constantly changing as we climb through snow capped peaks and descend into dry warm valleys. Some trips take us through areas where the temperature cools down to just over 100 degrees in the middle of the night. The road noise also plays its role in keeping us awake, especially the thump, thump, thump of the roadside grooves that signal a warning that the driver may not be able to stay awake much longer. As dawn breaks we pull into the regatta site, unload the boats, and then search for a place to get breakfast. We then head back to the regatta site and rig the boats for the day's races.

Saturday night, after a full day of racing, we do our best to enjoy the festivities. However, most everyone is out for the count by 10:30. Sunday morning we pack up the van again in anticipation of leaving as soon as possible after the last race. Following the last race, we load the boats and hit the road again as most people are enjoying the raffle and trophy presentation. We may never know what wonderful prizes we could have won had we been there to collect. Again, we drive straight through

the night arriving the next morning with just enough time to shower before heading to work.

Tuesday about ten o'clock in the evening we "hit the wall." The rest of the week is spent trying to recuperate so that Friday night we will be ready again. By mid-August, we learn just what "burn-out" really is. But every March, after a long winter, we are ready and eager to start again.

Needless to say, with all this late-night driving we have had our share of hairy experiences. While driving home from Lake McConahey, Nebraska I nodded off on the sunrise shift. I awoke just in time to guide the van and trailer between two road markers and down an embankment into the median strip. Fortunately, no damage was done. I was wide awake after that but for some reason nobody would let me drive anymore. About two weeks later, my parents took off for Bear Lake, Utah. About 1 a.m. they called to tell us they had been run off the road by a jeep. Both trailer wheels had flown off as they tried to bring the van and trailer back onto the road. The trailer was nearly totalled but, fortunately, the van stayed upright (so nobody was injured) and the boats were undamaged.

Our first trailer was blown over by high winds more than once in our earlier travels. There is nothing like the sound of Hobie Cats flying a hull on the asphalt to wake you out of a deep sleep. The problem was corrected when the trailer was modified to an eight-foot wheel base. While returning home from a regatta in Todos Santos, Mexico a van in front of us suddenly went out of control just as we were speeding up to pass it. Because of all the weight from the boats, trailer and people, there was no way we could stop. The van kept swerving back and forth on the highway, each time cutting off our lane. Finally, at the last second the van pulled off to the side of the road leaving just enough room for our van to slip by. It turned out the cause of the problem was an argument between a couple in the front seat which culminated in a fight over the steering wheel.

We have also had our share of mechan-



This is how we usually travel; one boat on top of the van and two on the trailer.

ical problems. About one hundred miles into a trip to Dana Point, California our van decided to spew out black smoke and slow to a maximum speed of 25 miles per hour. It took us another four hours to get back home. While returning from the Hobie Cat 16 National Championship in Santa Cruz, California, we broke a trailer axle just outside of Reno, Nevada. We tied the axle together with spare rope and limped into Reno. It was a Sunday afternoon and there were no welders on duty. With a little resourcefulness, we managed to locate a welder that agreed to fix the axle at his home. Within a couple of hours we were back on the road.

We have even had trouble on off-weekends when our boats just sat in the back yard. One Saturday morning we awoke to a thunderous crash only to find out that a dump truck had lost its brakes and plowed through the fence and into our back yard. Fortunately for the driver, our Hobie Cats were directly in his path. They slowed the truck down considerably. The rest of that week was spent picking up pieces of fiberglass and metal out of the lawn and trees.

The common element to most of these disasters has been that the trailer has been rebuilt. Every time the trailer is damaged or partially destroyed, we rebuild it and add

reinforcement steel. I think by now our trailer is made up of 95 percent reinforcement steel and 5 percent trailer.

We have learned a lot about how to stay awake at night while driving. I have tried all the tricks: listening to loud music, overdosing on coffee and soft drinks, rolling down the window and putting a head, arm or foot outside in the cold wind, singing along with loud music, even stopping the car and taking a couple laps around it. In fact, depending on the shift I'm driving, I may try all of these within an hour's time. One of my favorite methods of staying awake is to snack on cookies or chips. The only problem with this is that I find myself hoping for strong wind at each regatta to compensate for the extra pounds.

There is one method of staying awake that is far more effective than all of the above combined. It is best performed on a long, straight highway during a very late driving shift. You simply bump your head on the steering wheel after nodding off. I am usually good for another hour after a good bump on the wheel. However, I would recommend you avoid this method if at all possible. It makes much more



This trailer was rebuilt! This happened when a dump truck lost its brakes and drove through our backyard.

sense to divide the driving into short shifts so that nobody is pushed to their limit.

After all these trips, there are some tips I can pass on to novice travellers or those who are thinking about venturing out this season for their first regatta. The first thing you need to do is decide what you want to take with you. We have seen a lot of different types of modified trailers at the various regattas we have attended. Some pull two or three different models of Hobie Cat. Some pull power boats and Hobie Cats. Even the trailers set up for two of the same model of Hobie Cat come in various shapes and sizes. All you really need is an idea of what you want to carry, a little imagination, and a good welder. [For more on trailering and modifying trailers, see "Getting There" in the July/August '85 issue.]

If you have only one Hobie but would like to share the driving with someone else, find someone in your fleet that is interested in travelling, preferably someone with a background in auto-mechanics. Go ahead and have your trailer converted to carry a couple of boats. Invest in a quality conversion job. Don't try to carry the second boat on two-by-fours strapped across the bottom boat. This puts undue stress on the pylons and corner castings of the bottom boat. Just the money you save by sharing

gas will pay for the conversion in no time.

There are several other items that are worth investing in as well. The first thing you need is a good set of tie-downs for the boats. Find a set-up that is quick and easy. The second thing you should consider is a cat box. These are boxes that sit under the boat and carry sails and gear. There are several on the market and some people simply build their own. The cat box is not only great for travelling, but it is a great place to store and lock up your sails and gear overnight at a regatta. The third thing to consider is a set of cat wheels. Again, you can choose from several on the market or you can build your own. A set of these wheels will save the bottoms of your hulls, not to mention your back. Finally, the last thing you should absolutely invest in is a couple of spare tires for the trailer. An extra wheel is also not a bad idea. Several times we have had to leave our boats on the side of the road while we searched a nearby town for a replacement wheel.

Before each trip there are several things you should do. First, check the trailer lights. We have learned a lot about trailer lights in our travels. Mainly, we've learned that they never work. It seems like every year we go through the same old ritual of rewiring the trailer lights at the start of the season, only to have to fix them every other trip. The funny thing is, we never really end up fixing them. We simply disconnect them, play around with different combinations of wires for awhile, and then reconnect them the same as they were when they stopped working. Yet for some reason they once again work fine for the next couple of trips. You should also check

the tire pressure on the trailer tires. At the same time, check the hubs for grease. Tie a red flag off the end of the mast or, even better, wire an extra light off the back of the trailer and attach it to the mast with a C-clamp.

Whenever you travel to a regatta site, make it a habit to check the area for power lines. This applies not only to new areas, but areas that you travel to regularly. Never get so comfortable with an area that you take this for granted. A simple thing like a change in water level can make a familiar area become very dangerous. A good friend of ours was killed by power lines while raising his mast on a trailered boat at a lake that he sailed almost every weekend. The culprit was an unusually high water level. We have also seen boats melt, trailers damaged and people nearly killed while trailering their boats from the ramp to parking lots with the mast up. The danger is even greater when sailing in an area for the first time.

Finally, drive carefully. It is better to arrive late than not at all. I joke about our mishaps now but at the time they were very scary. If you do find yourself in a dangerous situation, don't panic. It's better to try to drive a car into a median strip with control than to try to correct at the last minute.

I have enjoyed all the travelling we have done and recommend that everyone try travelling to at least one regatta out of their home area. It's a great experience. You will meet new people who share Hobie racing as a common interest. In no time at all you may find you have friends all over the country. We see some of our closest friends only two or three times a summer, yet we will always remain very good friends. It's also a great way to bring the family together. Everyone in our family is off doing their own thing all week long, but every weekend we get together again to travel to another race. We have all become great friends through sailing. You can also learn a lot by sailing in new areas with new people. Hobie racers love to share ideas. Finally, it's a great way to spend a weekend. There is no better way to relax and unwind from a hectic work week than sailing with a group of friends for a weekend.





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M I D W I N T E R S E A S T

Fun In The Southern Sun



What is the South noted for? Its good old fashioned "Southern Fried Fun," of course. The 15th edition of the Midwinters East returned to Tampa, Florida this past April 12 and 13 to give Hobie sailors a sample of some of that recipe. Also returning were the fine folks from Subaru who have helped local Hobie Fleet 42 have outstanding regattas these past five years. In addition, Coca-Cola, Foster's Lager and Tampa Sailcraft all helped to make this a truly outstanding event for the participants who journeyed from California, Alaska, New York and all points in between for some great sailing on the waters of Tampa Bay.

Friday was a day of organization and a media/sponsors race that found the local NBC evening anchorman winning the event and then touting himself, Hobies and the event on the local news that evening. Friday also brought stiff breezes that allowed the early arrivals to stretch muscles that had not been used over the winter months.

Carlton Tucker, the current Hobie 18 National Champion arrived to test out his new Hobie 17. After some spectacular sailing around Tampa Bay and stretching the Hobie 17 to its limit, Tucker blasted onto the beach, rounded up into the wind, stepped off his Hobie to the waves of some onlookers and promptly watched his 17 sail off the beach all by its lonesome. Tucker and others corralled the anxious 17 after it

B Y B O B J O H N S O N



**Midwinters East
always draws a big
crowd thanks par-
tially to help from
Subaru. Of course,
some have more fun
off the water than on
it (opposite).**



sailed down the beach.

A complete sampling of all Hobie Cat products made up this unique regatta. Last year was the first time that the Holders were invited to join the Hobie Cats and this year, Fleet 42 also invited the Alpha sailboards; 13 Alpha sailors from across the State of Florida joined in the festivities. Hobie Cat's power boats were also represented as two Hobie Skiffs served as chase boats on the courses.

Saturday morning dawned bright and sunny but windless. However, the local running club sponsored a five and 10 kilometer run from the launching area so the Hobieites had something to watch as they set up their boats on the Davis Island Yacht Club beach. The bright red and white striped registration tent served as the base for all the activities of the weekend plus it provided a place to display some of the exciting Subaru products.

Running the competitor's meeting from the back of a Subaru pickup truck showed the versatility of this vehicle. Last year's regatta chairman, Bob Johnson, started off the meeting with a moment of silence for Florida Hobie sailors who had passed away. The group bowed their heads for locals Ben Miller, Spencer Manrodt, Ron Anthony, Bill Snyder and one of the first Hobie Dealers and founder of local Hobie Fleet 5, Charlie Hayward. After this, some returning winners were introduced. The only four time winner of the Midwinters East, Jim McCann was on hand to try for a fifth win. Also introduced were three time



Life at Midwinters East gave one a chance to see how sailors from various disciplines prepare for a race. Sailboard sails were tuned, (opposite, bottom), Hobie hardware was checked (right), and crowded start lines made strategy essential (opposite, top).



winner Miles Wood and two time winners, Carlton Tucker and Phil Sanchez. After a short explanation of the events for the weekend, Johnson sent the competitors out to the water on a building southwesterly.

With no breakdown of the committee boat this year due to the return of last year's substitute committee boat, a Luger 26 owned by Mike Braswell and Tio Ferrera, the event got off to a rousing on-time start. Single trapeze weather greeted the racers but they quickly found themselves confronted with oscillating winds as they tried to master the bay. The center of the course seemed to be the way to go in the first race.

The wind shifted to the west for the second race and race committee chairman Walter Thompson quickly shifted the marks. Smiles came to the faces as the winds built to double trapeze. The race started, but the wind oscillated through a 30 degree arc much to the dismay of the race committee. With the racers zipping around the race course, the wind at A mark suddenly died. The boats would be screaming along, double trapezed and suddenly a dead air zone caused skippers and crews to get a dunking in Tampa Bay as boats went from double trapezed to no air. A mark resembled a gigantic freeway at rush hour with the entire group of racers stuck in the traffic jam. Breezes teased the racers for the next half-hour, a gust then nothing, a cat's paw then nothing, a puff then nothing. Finally, the wind filled in from

the southwest with vigor. The boats blasted around the course again and since the wind had shifted and intensified, the race committee had looks of despair as the entire horde of boats descended upon the finish line in one fell swoop.

Finishing numbers filled the air and pencils flew over score sheets in a memorable effort to correctly score all of the finishers. As Doug Campbell, president of Hobie Cat, approached the committee boat on Chuck Hollweg's chase boat just prior to the finish of the second race, he saw the mass of boats approaching and exclaimed to Chuck, "Let's get out of here!" Race three produced more cooperative winds allowing for a test of sailing skills. As the sailors hit the beach after the last race, Foster's Lager, Minute Maid soda and cold Coke cooled the throats of the parched sailors.

Later, as boats were broken down for the evening, the sailors' thoughts turned to food and the many fine restaurants that awaited the hungry sailors in downtown Tampa, "America's next great city." Later in the evening, the stuffed sailors returned to the host hotel, The Ashley Plaza, for some Hobie partying, dancing and limbo. Many were quite willing to watch as some of the younger sailors attempted to slide under the limbo bar. Disc jockey Pat George made the participants stretch (or should I say squeeze) before finally arriving at the last one standing. The sailors drank and danced their way through Saturday night.

Sunday dawned bright and clear with the promised breeze not materializing. Thompson postponed the racing for an hour hoping that the wind would begin to fill in. Competitors were able to spend some time looking over the newest kid on

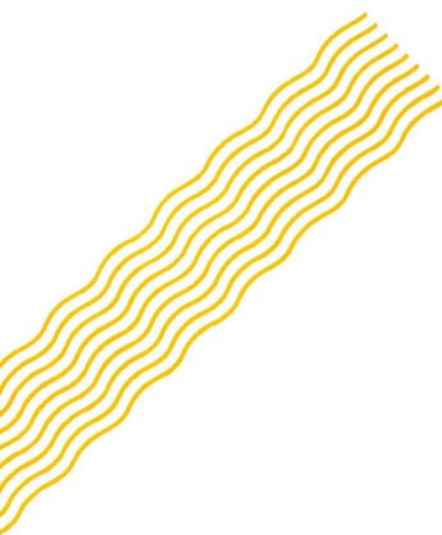
the beach, the Hobie 17. With 14 of the newest kids in Hobiedom on the beach, the consensus seemed to be that the boat was a success. Tucker, Wood and McCann answered many questions about this new flyer.

Shortly after 11 a.m., the racing began in light, fluky air. The breeze slowly built in intensity, but again it would not settle on one specific direction much to the consternation of the race committee.

Competition was intense on the race course. The battle lines were drawn in the hot, new 17 class between four-time Midwinters East Champ, McCann, three time winner, Wood, and two time winner, Tucker. At the conclusion of Saturday's racing, Wood, with two firsts and a second seemed to be on his way to a fourth title. But, as Don Meredith of "Monday Night Football" fame has been known to say, "It ain't over 'til the fat lady sings." Tucker roared back on Sunday with two firsts to capture the first-ever Hobie 17 Midwinters East Championship.

In the 18A class, 1984 Turbo National Champion, Woodie Cope borrowed Race Director Thompson's boat and his wife for crew and proceeded to win the class. Jeff Linton of Tampa had a clear shot at the win but an over early in a race where he finished first forced him to settle for fourth place overall.

Two Californians, Ross Tyler and Steve Leo dominated the 16A class. Both journeyed to Florida to sample some "Southern Fried Fun." Tyler borrowed local sailor Dennis Piermarini's boat and even asked Dennis to crew for him. After the trophy presentation on Sunday, Dennis moaned something about, "I guess I can't blame it on the boat anymore." U.S. National




Women's Champion, Kelly J. O'Brien finished third in the strong 39 boat 16A fleet.

Local favorite Alex Kirby dominated the 14 class with four bullets to claim his first Midwinters East title. In addition, transplanted Hobie sailors were also tearing up the Alpha board class. Former 18 racer, John Duke, won the 230 heavyweight division while former 14 racer Burrell Frazier dominated the 200 heavyweight division.

Dave Lengel and his lovely bride Margaret commanded B course. Chuck DiPrimio had so much fun while providing his beautiful new 33 foot Benitou for the RC boat, that he really got into the Hobie scene by blowing the air horn as each finisher crossed the line. Sailors were wondering just who won those races. Dave had one close call when the start flag "jumped" from its "secured" location and fell into the bay. Now, what are the choices here? Use someone's red underwear as a starting flag? Hold up the races while going to the Yacht Club for a new flag? Use another flag and pretend that it is red? Have a committee member jump into the water to retrieve the wayward flag? You guessed it. Leaping into the water without hesitation, still clutching pencil and clipboard, grabbing hat and sunglasses while proudly clutching the wayward flag, the brave soul averted a near calamity.

Thanks must also go to Chuck Hollweg for handling the C course. This was the course for Alpha boards, Hobie 33s, Holders and, for the first day, the Hobie 14 Bs. It seems that when you set up a course for these types of boats, each cannot sail the same course. The Hobie 14s would zip around the course and sit and wait for the Alphas to finish. Chuck was able to resolve the problem on Sunday by moving the Hobies back to B course and sending the Hobie 33s off on a long distance race. Oh well, so much for planning. You never know about these things until you try them. Chuck handled the situation beautifully and all of the board sailors enjoyed themselves, but I think Chuck is still waiting for the Hobie 33s to return. It seems he sailed them to the Yucatan Peninsula. Thanks for all your help, Chuck.

Thanks also to Walter Thompson and to all of the members of Fleet 42 for their outstanding efforts in pulling off this fine regatta. The City of Tampa, Davis Island Yacht Club, Subaru, Coca-Cola, and Foster's Lager all combined to make the 15th annual Midwinters East a true sampling of good old fashioned "Southern Fried Fun." "Y'all come back. Ya hear!" 

Editor's Note: Complete results for Midwinters East can be found in the Race section.

SUMMER SAILS



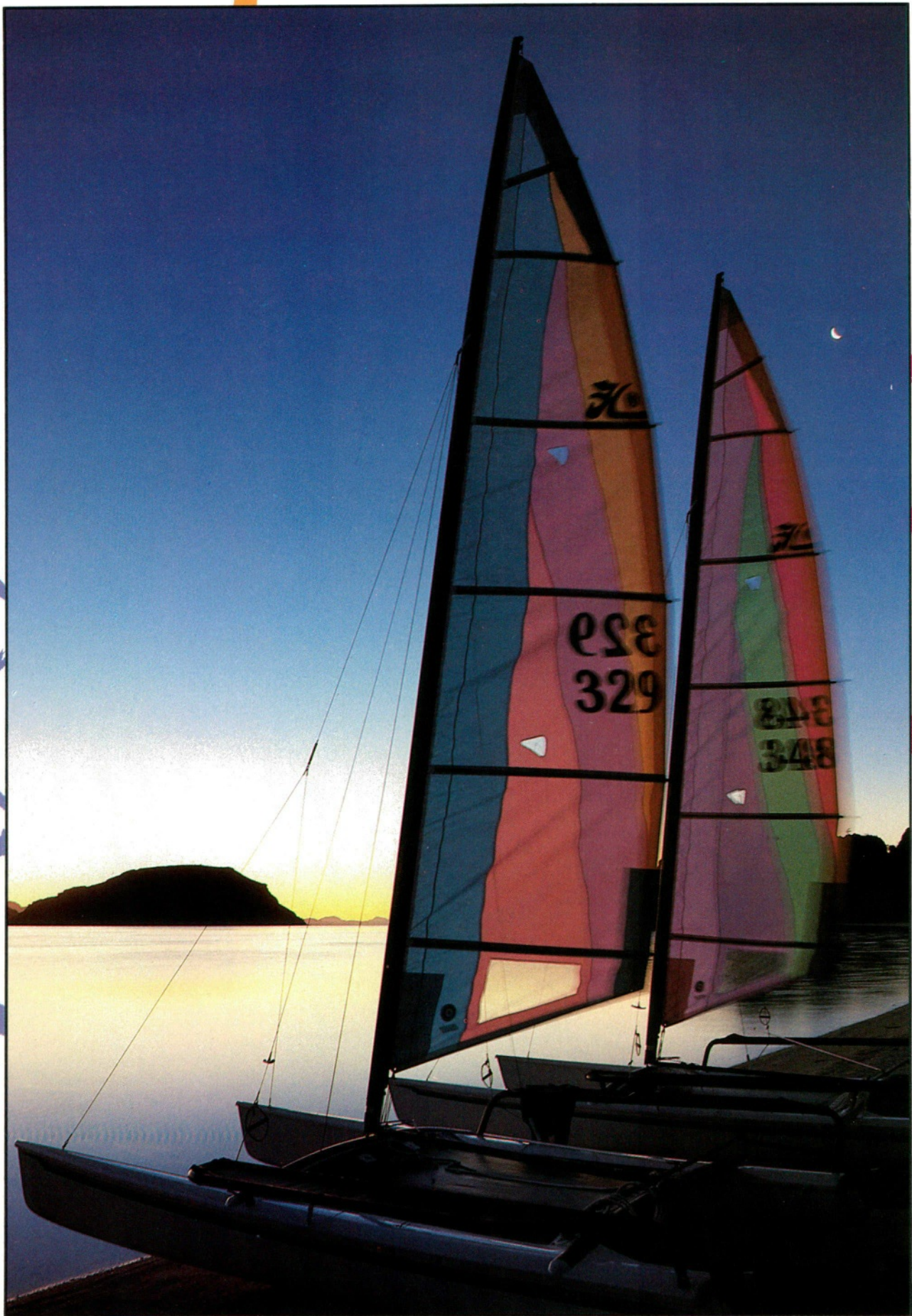
Guy Motil

A slash of Blue—
A sweep of Gray—
Some scarlet patches on the way,
Compose an Evening Sky—
A little purple—slipped between—
Some Ruby Trousers hurried on—
A Wave of Gold—
A Bank of Day—
This just makes out the Morning Sky.
—Emily Dickinson, No. 204

Guy Mott



Guy Mott



Guy Mott

Guy Motil





Aussies Win Stormy Hog's Breath 1000

The rising sun was casting long, pale shadows on the beach at St. George Island, Florida as the Hobie 16 known as Australia White came onto the beach where Keith Glover stood knee deep in water waiting to grab the bridle. Brett Dryland and Gary Metcalf tumbled off the boat and helped Glover haul it across a line scratched in the sand between two red flags. A bag of food and charts was thrown on and in 13 seconds the three crewmen had pushed it back into the surf where Dryland and Glover scrambled aboard and headed out for the next 75-mile leg. Metcalf waded back to his waiting ground crew, tired but with a huge smile on his face.

With 575 miles down and 125 to go in the first annual Hog's Breath 1000 International Challenge, Metcalf was feeling very confident of victory.

"We just fanged (Hobie Alter) Junior during the night," grinned the tall, slender Aussie, who is the current Hobie 16 and Hobie 18 world champion. He walked up to Australian Team manager Peter Johnson and said, "It was fantastic. We had all the boat speed we needed. We just went right on by them last night and left them somewhere. We never saw them again."

"Sorry to disillusion you, mate," said Johnson with a blank expression. "But you'd have seen him here if you'd arrived a bit earlier. Junior left here 24 minutes ago. If you look away out there to the west, you can see him just going over the horizon."

For a few seconds, Metcalf stared in disbelief. He shook his head as he walked toward the motor home where he would try to catch a few hours sleep while the ground crew rumbled on to wait at the next checkpoint at Panama City, Florida, only 50 miles from the end of this 700-mile race.

In all, twelve teams from six nations showed up at Key Biscayne, Florida, just south of Miami, for the May 17 start of the event that carried them halfway down the



BY ERIC SHARP

Florida Keys then up the west coast of this big state to a finish line 1,150 kilometers away at the Panhandle resort town of Fort Walton Beach.

The 36 sailors in the fleet boasted an almost embarrassingly high level of talent. They held eight world Hobie titles and 48 national championships. Seventeen of them had competed in the Worrell 1000, some as many as four times, and eight of them had been on teams that won, some of them twice.

Before they finished, those talents would be tested to the limit. The navigational requirements for the race would prove to

be more demanding than anything they had faced before; they would sail through a 60-knot storm that would break nine masts and send some of the boats on a brief visit to a nuclear power plant; they would weather the first serious controversy over how to score a leg that most of the fleet had failed to finish and they would set a pace that future Hog's Breath teams will find hard to match.

Even before they finished, they would all make plans to return for the second installment of what is arguably the toughest, zaniest, and most competitive small boat race in the world.

Fort Walton Beach was the finish because that's where race sponsor, Jerry Dorminy, operates the Hog's Breath Saloon, a hugely popular, raucous night spot that for years has also sponsored the annual Hog's Breath regatta, a Hobie class event that draws upwards of 350 boats.

The Hog's Breath 1000 came into being after Dorminy watched part of the Worrell 1000 a year ago. Promoter Mike Worrell had changed his race from a Hobie 16 one-design event to an open race for any catamaran under 20 feet in length and less than eight feet in beam. Worrell had also abandoned the old round-the-clock format for a series of long day races that saw his fleet stop at different beachfront hotels every night on the thousand mile route between Fort Lauderdale, Florida and Virginia Beach, Virginia.

Dorminy went to Don Algie, an Australian from Jindabyne, New South Wales, who had managed the Aussie teams that had entered four Worrells and won two of them. Algie moved to Fort Walton Beach for six months and began the enormously complex task of organizing the logistics. Jim Tucker, a Fort Walton Beach boat dealer, provided 18 Hobie 16s, 12 race boats and six spares for repair parts (Each ground crew was given half a boat to carry with them.).

PHOTOGRAPHY BY DON ALGIE



Algie put together a team to handle race administration and checkpoints. They were mostly Aussies, a circumstance which immediately earned them the nickname "Jindabyne Mafia." Two teams of checkpoint officials worked the race with one team leapfrogging the other in order to stay one checkpoint ahead of the boats at all times.

Hobie Cat made 12 identical jibs, each emblazoned with the name of the major sponsor, Coor's Beer. Each team had a mainsail plastered with the logos of individual sponsors.

The checkpoints and leg lengths were: Switlick Beach at Marathon in the Florida Keys, 99 miles; the Ramada Inn at Marco Island, about 20 miles south of Naples, 92 miles; the public beach at Boca Grande, 68 miles; the Sandbar Restaurant at Anna Maria Island, (which forms the southern point on Tampa Bay) 63 miles; the Cedar Cove Motel at Cedar Key, 103 miles; the public beach at Shell Point (50 miles south of Tallahassee), 94 miles; St. George Island, 50 miles; the Breakers Restaurant at Panama City, 75 miles; and the Islander Hotel at Fort Walton Beach, 50 miles.

The five U.S. teams were: Sandestin Resort-Florida with Carlton Tucker, Enrique Figueroa and Tony Lewis; Virginia with Jack Eure, Tom Reed and Bob Taylor;

Texas with Hobie Alter Jr., Rick Eddington and Chuck Miller; Belk-California with Jeff Alter, Pat Porter and Alan Egusa; and Night Town-Hawaii with Dean Froome, Rick Benet and Dave Duke.

The Aussies sent a very strong contingent of teams, two of them sponsored by Foster's Lager. Australia-Foster's carried Rod Waterhouse, Ian Bashford and Graham "Curly" Curlette. Aboard Foster's Lager-Australia were Dryland, Metcalf and Glover. Sofrana Unilines-Australia was crewed by brothers Phil and Anthony Duchatel and Tony Kenny.

Belgium was represented by Team E.F. Hutton and carried Michel Peters, Paul Fischer and Fred Debraey.

Daniel Pradel, Eric Bussey and Tony Laurent manned Team Oyster Shanty-France.

Jan Lange, Sidney van Zon and Peter Spijker represented Victor's Sherrod's-Holland.

Germany's team Jamaica Joes was crewed by Andreas Martens, Thursten Wychisk and Bernd Ascutat. This was the only team without a world or nationally-ranked sailor.

The youngest sailors in the race were Metcalf and Figueroa, both 21. The oldest were Eure, 43, and Glover, 40.

Eure, a veteran of three Worrell 1000

racers, is a tall, slender Virginia Beach lawyer who speaks with a courtly Tidewater drawl. He said he simply liked the challenge of an event that is so adventurous and wildly different from his quiet life at home. He chose the Hog's Breath over the Worrell this year because the non-stop format is so physically demanding.

His wife, Mary Anne, said that Eure had intended to do the Worrell 1000 "until he finished fifth or better. But every year the competition gets tougher. I reminded him of that again this year, but it just went in one ear and out the other."

The race began on the beach behind the Sheraton Royal Biscayne Hotel on Key Biscayne in 14-16 knot easterlies that sent the fleet zipping away over the Atlantic at a nice pace to the first checkpoint 99 miles to the southwest. Waterhouse and Bashford brought Australia-Foster's onto the beach at Marathon seven hours, 24 minutes and 43 seconds later, running the distance at an average speed of 13.2 miles per hour.

The Aussies spent more than a minute on the beach at this first checkpoint, and when Team Belk-California landed in second place seven minutes later it made up some of that time by doing its turnaround in 11 seconds. France was a surprising third at this point, with Sandestin-Florida fourth and Foster's Lager-Australia fifth.



Team Texas was sixth 13 minutes behind the first Aussie boat, and it was these top six boats that would provide the only real competition for the top spots the rest of the way. The Sandestin crew also drew a 10-minute penalty when a ground crew member stepped across the checkpoint line while helping get the boat back to sea (only sailing crew can touch the boat on the seaward side of the line.)

It was another fast, deep reach to Marco Island, the first night leg and one on which experience in previous long-haul cat races came in very handy. Crews which had experience in the Worrell simply stayed as close as possible to the rhumb line, confident in their ability to cross 90 miles of open water (as far as 25 miles offshore) in the dark and hit a tiny section of beach marked by a couple of floodlights and some small strobes.

The less experienced crews tended to hug the landward side of the rhumb and sail in and out of bays, making eyeball checks on every light they saw for fear they might sail past the checkpoint. That fear cost Foster's Lager dearly on the next leg to Boca Grande when Metcalf and Glover got a case of what race organizer Algie calls "The Worrells" and began to worry they had sailed past the checkpoint, even though they had been underway only three hours.

After pitchpoling the boat while barreling along at about 16 knots in the dark, they decided to land at about 3 a.m. and try to find out where they were. Glover hopped off on the beach, ran up the sand and found himself stumbling across the greens and fairways of a golf course toward a condominium.

"I was stumbling around in the dark when all of a sudden I stepped off a green and went arse over teacup into a sand trap," Glover said. "I crawled out and kept going to a building where I could see some lights."

Getting no reply at one apartment, Glover went to another where he could see a man sitting in front of a television, watching the all-night movies. Glover began pounding on the door with his fist, and, when that brought no response from the man, began to kick it.

Many of the sailors had gone off the beach at Key Biscayne that morning with their faces plastered with fluorescent pink, green and orange sun screen. The man in that condo opened his door to find himself confronted by a figure with a large, bright pink nose wearing a sailor's dry suit.

Glover said when he explained that he was on an Australian team in a sailing race, the man came down to the beach, looked at the Hobie 16 and said, "You mean you sailed all the way from Australia on that thing?" After that misconception was cleared up, the condo owner told them

they had about a mile to go to reach Boca Grande. He was off by about 20 miles, and for the next hour and a half the two Aussies sailed and fretted and argued until they came around a pier marked on their charts and spotted the checkpoint flags.

The next 63-mile leg to Anna Maria was a welcome one for the crews, because here they would stop for at least six hours for a mandatory safety inspection. As it turned out, with the first boats arriving about 3 p.m., Algie decided to hold the fleet overnight, both for rest and in hopes of better media coverage than could be expected from a night start.

Anna Maria was the rough halfway point, 322 miles, and at this point it was a battle of the Alter brothers. The first boat to land was Jeff Alter's Team Belk-California, at 29 hours, 28 seconds. Hobie Alter's Team Texas boat landed five minutes, 14 seconds later and Sandestin-Florida was hanging onto third at 29:08:37.

The third Aussie boat, Sofrana Unilines, had been doing well until the Marco Boca Grande leg, when the crew became helplessly lost in the dark and wasted two hours sailing into Pine Island Sound, a big bay 25 miles south of the checkpoint.

The times for the rest of the field showed that the teams were still fairly close. About nine minutes separated Florida from fourth place Australia-Foster's and only five minutes separated them from Foster's Lager in fifth with sixth place Oyster Shanty-France trailing by only about nine minutes. Night Town-Hawaii was in seventh, Victor's Sherrod's-Holland in eighth, E.F. Hutton-Belgium in ninth, the last Aussie boat rounding out the top ten, and Virginia in 11th. Germany had been eliminated for falling behind the leaders by more than six hours. These times proved to be important, because of what was to happen to the fleet during the next leg.

The Tempest

The fleet departed Anna Maria at 8 a.m. on May 19 under a clear bright blue sky with 10-knot southwesterlies powering their sails. The ground crews made the 160-mile drive to Cedar Key and settled down to wait. At about 6 p.m., two sails were spotted to the south at the extreme range of a pair of 8x50 binoculars. One sail was blue, the other white. Hobie Alter Sr., who had arrived at the race that day, watched the sails disappear behind a squall line. "Now I'm not sure what they were," he said. "It could have been a monohull."

"That doesn't look real good," he said looking up at the slate-blue storm front bulking over the northwestern horizon. "I just hope they don't get nailed too hard. There aren't that many places along the coastline they can go."

While most of the Florida coast is fringed

with beaches where a boat can put ashore, the stretch south of Cedar Key is mostly lined with mangrove trees, tangled, vine-like shrubs that grow in salt water and present an impenetrable front like the watery jungle Humphrey Bogart battled in *The African Queen*.

The storm slammed ashore at Cedar Key and soon sent the wind gauge at the Cedar Grove Motel bouncing between 50 and 60 knots.

About five minutes to the south, the two Australian boats, white and blue, suddenly found themselves going from an easy run to a hard beat in a solid 35 knots. Then the real wind hit.

"Both of us were well out in front, with Hobie Jr. in third," said Dryland. "Then we got belted and I saw Warty (Waterhouse) go right over. After a few minutes, we decided to go in shore and I saw France and a couple of other boats go over and come up with their masts broken. But the rain was so hard that most of the time we couldn't see anyone."

All 12 boats (the Germans were still sailing as an unofficial entrant) were within a five-mile radius about 12 miles off the mainland and it now became a battle for survival.

Froome was trying to nurse Hawaii to weather when a gust dumped it. Bennet went off the boat and when he surfaced he found that a wave had pushed it a few feet away. He said that he wasn't worried at first, but as he swam toward the boat, he realized the wind was pushing it faster than he could swim.

Froome was at the bows kicking as hard as he could to slow the boat's drift and allow Bennet to catch up.

"I really started to get scared," Bennet said. "I was swimming as hard as I could, but I was starting to get tired. I said some prayers I haven't said in a long time. Dean finally slowed it down enough for me to catch up with it."

The only injury during the race came at this point. The mast on Sofrana Unilines broke at the composite section and the tip flailed about on the end of the mainsail, after the boat was righted. The tip caught Kenny in the back of the neck, leaving him with a muscle injury that would bother him the rest of the race.

Hobie Jr. played it conservatively and sailed his boat to one of the many oyster bars in the area. He and Eddington grounded the boat, stripped off the jib and waited out the worst of the storm before starting again with the main only.

Aboard Foster's Lager, Glover survived a frightening moment as he was trapped under the trampoline of the capsized boat. When it was finally righted, with a broken mast, the crew headed for the nuclear power plant at Crystal River and beached in a small cove at 10 p.m.

Waterhouse and Corlette also suffered a broken mast but jury-rigged a partial mainsail. "It worked pretty well," said Waterhouse. "We had a mainsail again and that made it a lot easier for us to get to shore."

Debraey, aboard Team Belgium, approached a sand bar to wait out the winds. As he sailed up to the bar, he noticed a sign warning boaters to beware of manatees, a harmless sea cow which is sometimes injured by propellers on power boats. "I didn't know what a manatee was," said Debraey, "but I wouldn't have cared if one came up and tried to eat me. I wasn't going to go back out there again."

The first inkling the people on shore had of the trouble on the water was at 9:23 when team Texas came out of the night with Eddington hollering for a new jib and battens and Alter shouting that the race should be stopped.

"It's really bad out there. You don't know what it's like," said an obviously shaken Alter. "I don't know what shape the rest of them are in. I think you might have somebody dead out there."

With both Hobie Jr. and Sr. pressing for caution, Algie delayed the race with a yellow flag. Flares were now being spotted on the horizon and radio reports from the U.S. Coast Guard said two boats were tied alongside a shrimp. Two were at the power plant and two had gone ashore near Homasassa.

Kenny said that after his boat tied up with the shrimp, the skipper made them coffee and hamburgers and Kenny began to think that perhaps they had been too cautious and should have kept going.

"Then I saw the flares going off all over the horizon like Guy Fawkes Day [a British commemoration of a 17th century attempt to blow up the English houses of Parliament] and I knew a lot of them were in trouble."

When teams Belgium and Hawaii came swopping into tearful reunions with loved ones, three boats were left unaccounted for. Three ended up at the power plant. Tucker and Lewis landed at a cove and scurried down a path until they came to a fence. They climbed it and pounded on the door of an engineering building. A plant employee opened the door and found himself staring at two men in sailing gear, one of whom asked, in his Australian accent, "Hi. Are we still in time for dinner?" A few minutes later, Dryland and Glover showed up and the plant workers chipped in portions of their bag lunches and cake from an office party to feed the sailors.

By midnight, only one boat was still missing, Belk-California, with Egusa and Porter aboard. Finally, some workers at the power plant heard shouting in a tiny, mangrove-lined cove down the shore and sent a boat to investigate. At 1:15 a.m. the boat



reported in and everyone began to relax.

It had been a rugged night. Nine boats needed new masts and six needed new jibs and/or mainsails. Algie was now faced with a serious problem.

If he would require boats which did not finish the leg to make repairs and restart from the point where they beached he would be down to a three boat race. That would put Texas, Belgium and Hawaii so far ahead that one of them was virtually guaranteed to win.

The big problem was that racing of this sort is so new that few rules are set down for such an eventuality. What penalties apply?

Algie opted to treat the leg like a race in a major regatta which was struck by a similar storm. The leg would be abandoned, but he would give the three boats that finished a 30-minute bonus under a percentage rule in the sailing instructions figuring that they were still sailing for at least that much time longer than the other boats before the yellow flag went up.

Because he finished so far ahead, Hobie Jr.'s bonus would be given as a 30-minute head start off the beach. Because Belgium and Hawaii were back in the pack, their bonuses would be 30 minutes in their pockets they could subtract from their times when the race ended.

It was a compromise that pleased no one but satisfied most. Alter did not want to leave 30 minutes ahead, fearing that any adverse wind conditions would allow the rest of the fleet to sail up to him or even pass him, in the event of a major shift, and cancel his advantage in minutes. The Belgians and Night Town figured that they got to Cedar Key intact through providence, which was what the situation called for, and so should get more time. But all teams recognized that it was in everyone's interest to keep the event relatively competitive, and so it went on without protest and relatively little grumbling.

The Aussie Charge

Most of May 22 was spent getting the Hobies to Cedar Key on the roofs of the ground crew motor homes. Once the new masts arrived from Tallahassee and Ocala, all of the boats were re-rigged in approximately 30 minutes. A couple of teams took advantage of the delay waiting for the masts to putty up some gouges left on the boat bottoms by oyster bars.

Texas left with their head start at 6 p.m. May 22. In addition to the 30 minutes, they still had whatever time they had saved on the other boats at the Anna Maria stop,

where only Team Belk-California had been ahead of them. The rest of the fleet charged off in pursuit 30 minutes later.

Texas still had a three minute lead over Foster's Lager when the first boat arrived at Shell Point, 94 miles to the north, at 2:53 a.m. The first seven boats—including Holland, France, Sandestin-Florida, Belk-California, and Australia-Foster's, all reached that checkpoint within about 15 minutes of each other. But the Foster's Lager boat had carved 27 minutes off Texas' 30-minute head start, leaving the Aussie boat only 20 minutes behind on accumulated time.

When Unilines came in, Kenny was so cold and in so much pain from his neck injury that he had to be carried off the boat.

"It was really strange," he said. "I didn't feel all that bad, then just before the beach we had to tack. I started to go across the boat, and my legs wouldn't move." Once in the warmth of the motor home he recovered quickly, but his experience pointed out the need for warm dry suits, even in the warm Florida waters.

Then came St. George Island, where Texas appeared to have put a move on the others that gave the leading American team a comfortable edge on the home stretch.

A puzzled Metcalf wondered aloud,



"How the heck did they get that far ahead of us?" and was told that while the bulk of the fleet hugged the shoreline on that leg, Alter had elected to head far offshore where he picked up fresher breezes and a better reaching angle when the wind clocked.

But this was where the Aussie's planning came in. Before the race began, they had scheduled their rotating shifts so that either Dryland or Metcalf, unquestionably two of the finest small boat helmsmen in the world, would be aboard for the last two legs.

Coming into the penultimate checkpoint at Panama City, only 50 miles from the end, Dryland and Glover had shaved 28 minutes off the Team Texas lead and reached the beach first. And now Metcalf, rested, confident, and hungry, replaced Dryland at the helm and headed for the finish line with the smell of victory before him.

Alter got off the Texas boat, leaving Eddington and Miller to complete the race.

The final leg was to be a beat in 16-18 knot breezes, and Eddington is about as fast as Alter in such conditions. But the Texas helmsman had got only two hours sleep when he got off the boat between the Shell Beach and St. George Island legs, because the boats covered that 50-mile stretch in a little over three hours. The

103-mile leg from Cedar Key had been long and cold, and it seemed he had hardly closed his eyes before he was being awakened at Panama City to get back on.

Eddington was so tired that he had to leave the helming to Miller, and while Miller is a fine sailor, he cannot be compared with Metcalf. Miller was like a good club pro in golf. The club pro is an expert, but he can't compare with a top touring pro like Jack Nicklaus.

Glover, himself the Aussie national champion in the Nacra 5.2 class, said he had often sailed against Metcalf and Dryland on Hobie 16s and "wondered how they could be so much faster than me." He smiled and said, "After this race with them, I know."

When Alter got off the boat, it was obvious the Texas team expected to lose. If Alter had been able to hold the Aussies off, at least stay ahead of them onto the beach at Panama City, there might have been a chance. But as Alter stripped off his dry suit at the motor home, he was saying, "I don't know, but it doesn't look too good. Rick is real, real tired."

The gloom was prophetic. A mob of kids celebrating high school graduation was thronging the beach behind the Islander Motel in Fort Walton Beach when someone

spotted the first boat against the dark horizon. Long before it arrived it was obvious it was Foster's Lager and when the three Australian sailors dragged their boat through the finish line, there was no other boat in sight.

The Aussie team stood quietly on the beach drinking bottles of Foster's and glancing at their watches every few minutes. When 17 minutes and 20 seconds had gone by, Dryland smiled quietly, offered a hand to Metcalf and Glover and said, "That's it then mates, congratulations."

Just about the same time a second sail was spotted and Team Texas landed to the cheers of the partisan teeny-bopper crowd. They were 25 minutes, 33 seconds behind the Australians, missing the victory by eight minutes, 14 seconds. Alter, Eddington and Miller were disappointed but pushed their way through the mob to congratulate the team from down under.

A little later, Alter was even able to joke about it. "It's always the same when I come to Florida," he said. "They don't like people from California here. Whenever I race here, they tell me, 'Bend over and grab your ankles, California guy. Here it comes again.'"

But will he be back for more?
"Probably," Alter says. "There's just something about this kind of racing."



Sizzling Facts About **SKIN CANCER**

"Fry now, pay later," warns the American Cancer Society's billboards and print ads. In those ads, an attractive, bikini clad young woman bakes in the sun—a tempting portrait of what many Americans have come to believe is the quintessential summer activity. Unfortunately, using the sun's rays to cook skin to a bronze sheen carries inherent risks of future skin cancers, the most common form of all human cancers. For sailors, the latest research into skin cancer carries both good and bad news. The bad news is that they are prime among the groups that are most susceptible to damage from the sun's rays. The good news is that there is a lot that can be done to prevent the effects of solar radiation.

Skin cancer awareness recently got a large and powerful push from the likes of President Ronald Reagan when it was learned he had a self-described "pimple" on his nose that turned out to be the most common form of skin cancer, a basal cell carcinoma, which accounts for 80 percent of all skin cancer cases in the U.S. The "pimple" was removed without incident and, if Reagan's case is typical, the long term outlook for a life free of skin cancer is very good. But, having the cancer means a change in the activities Reagan loves best. "It just breaks my heart," said Rea-



Alastair Black

BY BRIAN ALEXANDER

gan. He will almost certainly have to stay out of the sun as much as possible and, when he does go riding in Santa Barbara, he will have to wear a wide brimmed hat. According to doctors, Reagan's carcinoma was almost certainly the result of many years in the sun, first as a lifeguard, then as a film cowboy and horseback riding enthusiast.

Although the most common form of skin cancers are also the most treatable cancers and have a very high survival rate, skin cancer is a serious health problem. Sun worshipping and the corresponding shrinking of swimwear accounts for much of the meteoric rise in skin cancer rates. One in seven Americans will have a skin cancer during their lifetime. In the last 20 years, the most deadly form of skin cancer, the malignant melanoma, has increased by a factor of ten. Whereas most malignant melanomas were once found in older people who contracted the disease simply through years of moderate exposure to the sun, most malignant melanoma deaths now occur in the 20 to 40 year old age group. In all, approximately half a million people in the United States were found to have skin cancer in 1985. Twenty-two thousand of those were malignant melanomas and of these approximately 5,500 died.

WHAT CAUSES SKIN CANCER?

The same sun that causes the winds to blow and generates life on Earth also results in skin cancer, thus proving that too much of a good thing is harmful. The sun's rays are composed of several different types of radiation ranging from radio waves to the infrared rays that are felt as heat. Ultraviolet rays are also part of the ray package, and they are the source of most skin cancer problems. Fortunately, the earth's ozone layer filters out most of the ultraviolet light with which the sun bombards the earth. If this weren't the case, there may not be any life and the planet might look something like Venus. Still, enough ultraviolet light manages to get through the atmosphere to precipitate a variety of reactions in plants and animals. Some are good, some aren't.

Ultraviolet light can be divided into two separate categories: long wave or UV-A rays and short wave or UV-B rays. UV-B rays are more damaging than UV-A rays because they are able to penetrate further past the surface of the skin than can the UV-A rays. Still, scientists warn that UV-A rays cannot be touted as harmless because they can act to promote the action of UV-B rays and because UV-A can interfere with proteins that help keep the skin resilient.

When UV rays hit exposed skin, the basal cells near the surface of the skin begin to swell and the local blood vessels dilate. That's what a sunburn is. To help protect the skin from further damage, the body releases the pigment called melanin from deeper within the tissues. Melanin acts to thicken and toughen the skin and helps deflect the sun's rays. This protective action results in the coveted suntan, but it can also result in mutations of cell DNA and can suppress the body's immune response to cancerous cells. The steps of this cycle follow roughly the same pattern in almost all cases. First, there is the sunburn; second a wrinkling of the skin due to damage, and the appearance of liver spots. Third, a condition called actinic keratosis can appear. These are usually pre-cancerous spots. Finally, the cancer appears.

The effect of UV rays is cumulative. Unlike damage done to the lungs by tobacco, damage done to the skin by UV light is there to stay. That's why doctors caution patients who had severe sunburns when young that they are prime candidates for the appearance of cancer in later years. Indeed, researchers maintain that much of the injury that eventually leads to skin cancer is inflicted in the first two decades of life even though cancer may not appear until much later. This cumulative progression leads to early wrinkling of the skin, a loss of skin elasticity and gives skin a leathery feel. But keep in mind that while effects are cumulative even one day's overexposure to UV rays can cause damage.

Some people are more susceptible to the effects of UV radiation than others. Those of Celtic backgrounds, people who have their genetic origins in northern Europe, are most at risk as is evidenced by the ease with which blond and red-haired people burn. As a rule of thumb, the closer to the equator your ancestors developed, the more resistant you are to the sun's rays. A classification system has evolved around this idea with very light skinned Celts classed as Type I and blacks who don't burn at all classed as Type VI. Being of Irish descent, President Reagan would fall near the first category.

Aside from genetic evolution, there are several other risk factors. Obviously, those who spend a great deal of time in the sun, whether for work or play are high on the list of people who should use extra caution. There is some evidence that birth control pills lower a woman's ability to cope with the sun's rays and that pregnancy can also lessen her tolerance. Those who have a history of past sunburns should be extra careful not to exacerbate an existing potential for future cancer by piling burn

on top of burn. Skin cancer rates are highest among those living in the South and Southwest because of increased exposure to the sun and because people of Celtic heritage have moved into those areas and their bodies are not equipped with enough protection.

In the case of sailors, long days of sailing which include morning riggings, afternoon sailings, resting on the beach and evening tear downs, mean that sailors are exposed to the full wrath of the sun for most of the day and, while on the water, they also receive reflected sunlight, further magnifying their exposure. This puts sailors firmly at the top of the list of those who must use extensive measures to protect themselves from the cancer risk.

Unlike damage done to the lungs by tobacco, damage done to the skin by UV light is there to stay.

PREVENTION WORKS

The good news is that by using some common sense precautions, a lot can be done to mitigate the effects of UV rays, and if used regularly, such safeguards can greatly reduce the risk of skin cancer and can help a sailor keep enjoying the sport he loves without cutting short his day on the water.

First, remember that the effects of melanin can help prevent further damage by the sun. The trick is to get the melanin going and still keep injury to a minimum. Start with just a few minutes of sun exposure each day, being sure not to burn. Some take only a few minutes to begin burning so be careful. This early exposure to the sun, although damaging to a degree, is preferable to arriving at the first regatta of the season with a coat of winter white and then overdosing to the point of crispiness.

Next, keep in mind that UV-B rays are at their most damaging between the hours of 11 a.m. to 3 p.m. As luck would have it, that's usually when the wind is best for sailing, still, the less time in the sun during those hours, the better.

An important trap to avoid is being lulled into a false sense of security. For example, shirts are not sure protection against UV rays. Some shirts cut only 30 percent of the UV rays and few can do better than eliminating 60 percent. People who get a little burned then put on a shirt and continue to sail are magnifying their problems, so put the shirt on first.

Shade isn't foolproof either. Although it may not feel as hot in

the shade, that's just because some of the infrared rays have been reduced. At least 25 percent of the UV rays will still be able to reach a person in the shade. In short, although shade and shirts help a great deal, they don't stop the UV rays from reaching the skin altogether.

Many people manage to earn serious sunburns by falsely assuming that since the day is partially cloudy, they are immune to the penetrating effects of UV rays. The fact is that 80 percent of UV rays manage to pierce the clouds, even when cloud cover is heavy. It's easy to neglect skin that feels cool on such days, but the same rules should apply to outdoor activities on cloudy days as on sunny ones.

Wearing a sunscreen is probably the single most important method of protection for sailors.

Since the majority of basal cell carcinomas occur on the face and neck, it is important to wear visors or hats. Some cancerous growths are discovered on the scalp so visors alone may not be sufficient for all people. Since the water and sand reflect a good portion of the UV rays onto faces protected by visors, it's still a good idea to use sun blocking creams or lotions, especially on particularly sensitive areas around the nose where nearly 90 percent of facial cancers occur.

Wearing a sunscreen is probably the single most important method of protection for sailors because it is convenient and practical for sailors to use. As concerns about skin cancer have grown, the market for sun products has skyrocketed and a great deal of confusion has erupted over such products in the past several years. Americans spend over 230 million dollars per year on sun products. Much of this money is spent for items thought to aid in skin protection that really may have little effect.

The officially accepted ratings for sun products are called SPF or sun protection factors and these ratings range from 2 to 15. An SPF of 2 means that a person could spend about twice the amount of time in the sun without burning as he could without any protection at all. For example, if a person who normally could spend 30 minutes in the sun without burning applied a product with an SPF of 2, he could, theoretically, now spend an hour in the sun without harmful effects. The SPF ratings continue up the scale to the almost total blockage of a product with an SPF of 15. Of course these ratings presuppose that one knows one's limitations in the first place, so it's important to understand how your skin reacts to sunlight and how long it takes for you to begin

to burn.

Products that claim SPF factors should have one or all of three commonly used ingredients. The most common is Para-Aminobenzoic Acid or PABA. The two others are padimate-A and padimate-O. Read the label of any sun protection product you buy to see if these names are included in the list of ingredients.

Unfortunately for catamaran and board sailors, PABA washes off and although the Food and Drug Administration has lengthened the amount of time a person should be able to be in the water without losing protection, cat and board sailors need to reapply sunscreens frequently because they are wet more often and because they perspire the sunscreen away. Waterproof sunscreens are available and sailors would be well advised to search them out and use them whenever possible.

Tanning oils without any SPF do nothing to protect the skin from damage except possibly keep it moisturized. Dermatologists claim that such products are no more effective at promoting tans than sweat. In some cases, water or perspiration make better tanning agents. Oils can even serve to make the skin more susceptible to sun injury because they can make the first one or two layers of skin almost transparent, thus permitting deeper ultraviolet penetration.

Après sun products also do nothing to help damaged skin. Once the harm is done it cannot be undone. Such lotions cannot stop the peeling away of skin killed by UV radiation and products touting the effects of collagen, elastin and topical applications of Vitamin E have practically no effect on the skin.

A very important aspect of a preventative program is self-examination. More skin cancers are discovered through self-examination than by dermatologists and general practitioners. To perform a good self-examination, have a full-length mirror, a hand held mirror and, if possible, a small magnifying mirror. It also helps to have a friend, preferably one who would not mind seeing you nude (This could be fun.).

Start the examination by charting existing birthmarks, large freckles, liver spots and other marks on the skin. Then examine each one closely and refer to the table of symptoms included here. If any look particularly suspicious, have a qualified physician examine it. The earlier a skin cancer is detected, the lesser the chances of any major problems. Once every few months, go back to the map you made of existing body marks and look at each one again. Note any changes in size, shape or coloring. Look for new spots. Marks you've had for most of your life can become cancerous and such changes often indicate the beginnings of cancerous growth. These periodic examinations can save your life.

In short, start your exposure to the sun in small increments and build up gradually. Wear a hat or visor. Use sunscreens according to your skin type and tolerance. If you anticipate a long day in the sun, go for full blockage. Pay special attention to the nose and the rest of the face and neck as well as shoulders and legs. At the first sign of sunburn, call it a day. Don't count on a T-shirt to protect you. Do your children a big favor and keep them well protected against harm from the sun by the same methods you use. The sun damage inflicted upon them now can have a very deleterious effect later in life. Use self-examinations to help detect any signs of cancerous growth and perform these examinations regularly. With these precautions in force, the vast majority of sailors need never worry about contracting skin cancer.

If all this sounds a little dire, keep in mind that almost all skin cancers are treatable with no long-term effects. In fact, skin cancer is the most treatable of all human cancers. With a few simple common sense precautions, even people in a high-risk group such as sailors can continue to enjoy their sport without being overly concerned that a day of sailing will lead to skin cancer. Just like climbing in a car and putting on a seat belt, if a sailor plays it smart and uses the proper methods of prevention, he can go right on sheeting in and maxing out.



WHAT TO LOOK FOR

Editor's Note: The following is intended as a guide only. If you have any doubts about bodily marks, consult a physician.

Here is a list of the most often seen skin cancers and a description of what they look like. Remember to note any changes in marks from one examination to the other. All of these conditions normally start small, so look carefully.

1. ■ Actinic keratosis: This is usually "pre-cancerous." Look for multiple faint, red patches in one area. The patches can be brownish or tan colored and are usually somewhat scaly.

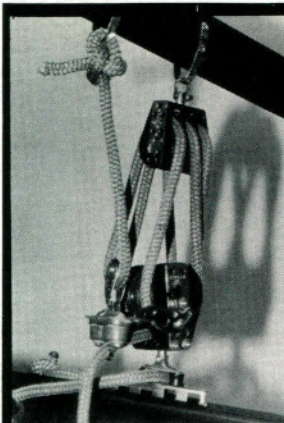
2. ■ Basal Cell Carcinoma: The most common form of skin cancer. Look for a red, raised patch with dark spots. Usually appears as a small waxy nodule and enlarges slowly until a central depression appears and the outer edges rise. Can appear as a slowly enlarging red, scaly area.

3. ■ Squamous Cell Carcinoma: A rapidly growing nodule with surrounding redness, a raised border and a central, ulcerous depression.

4. ■ Melanomas: The rarest, but most severe form of skin cancer. The most common is called superficial spreading melanoma. Look for a circular, irregular lesion with elevated borders. Nodular melanomas usually appear as a bluish nodule but can also appear as flat and be colored pink, red, black or brown. In general, melanomas appear as patches of red or brownish pigmentation with darker spots or lumps in the center. Irregular borders around the patch of pigmentation could be a sign of cancer. Be sure to note any changes in color or shape. If the spot has a tendency to bleed, have a doctor examine the spot immediately.

If you should spot a suspicious growth, the doctor will probably remove it in a relatively painless procedure by scraping the area with a sharp tool called a curette. The resulting scar will normally take about two to three weeks to completely heal. That seems a small price to pay.

Editor's Note: HOTLINE acknowledges the help of Dr. Mike Stotzky of San Diego and the San Diego Branch of the American Cancer Society in the preparation of this article.



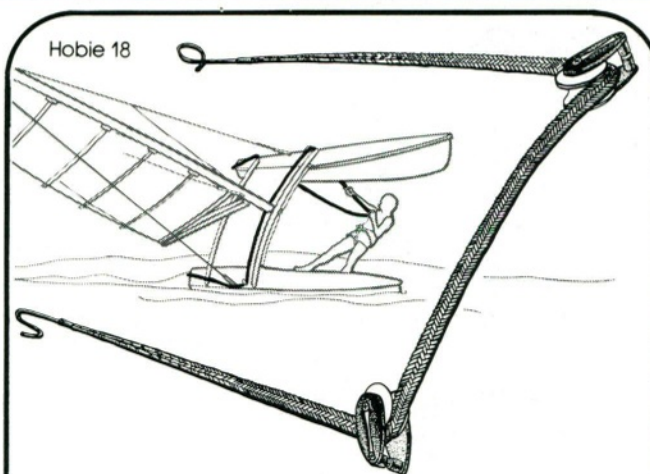
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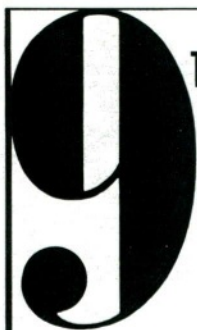
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AUGUST 24-30, 1986

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This year, Hobbie 18 sailors from across the country will race in the National Championship at Cedar Point, Ohio. On the shores of Lake Erie, Cedar Point is considered the Midwest's most exciting vacation area. Along with the competitive racing series, The Amusement Park at Cedar Point provides a playground of fun for the entire family. You will want to bring everyone to *this* national championship!

Cedar Point is conveniently located in Sandusky, Ohio (midway between Cleveland and Toledo). The host hotel is The Hotel Breakers which is right on the beach of Lake Erie. For those who prefer motor home living, a short walk will lead you to Camper Village.

Within easy reach of the sailing area is The Amusement Park. For after hours pleasure, spectators and racers will find rides, live shows and plenty of fun-filled attractions. You can even go for a rollicking river adventure at Thunder Canyon: Stay as dry as Hobbie Cat sailing when your 12-passenger raft rushes down a twisting, turning river along the Frontier Trail!

THE RACES The round-robin qualifying series will be held Sunday and Monday, August 24-25. Championship races start on Tuesday and run through Thursday. The top 36 teams will be announced Thursday night. Finals will be Friday and Saturday, with the top 36 teams racing against each other in every race. Sailors of 40 years or better are eligible to compete for a special masters trophy.

Skippers must bring life jackets, throwable, and weights (if necessary). You may want to bring a protest flag, bridle fly, hot-stick and your wet suit.

REGISTRATION All sailors are asked to preregister by mailing the registration form with an entry fee of \$125.00. A boat damage deposit of \$250.00, in either cash or travellers check, will be required upon check-in. Please do not mail it. This deposit is returnable if no damage is done to the boat.

ACCOMMODATIONS Accommodations are available at The Hotel Breakers. Make your hotel reservations immediately! Either mail the hotel reservations form or call one of these two numbers—800/431-2113 or 419/627-2106.

Camper Village reservations for your motor home can be made by phoning 419/627-2162. Sorry, they do not permit tent camping individually or in conjunction with your RV.

HOBBIE 18 U.S. NATIONAL RACE REGISTRATION FORM

(This form must be postmarked by July 30, 1986)

Name _____

Crew Name _____

Address _____

City _____ State _____ Zip _____

I am prequalified from Division _____

I wish to attempt to qualify from Division _____

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

Telephone (_____) _____ Combined crew weight _____

Entry fee is \$125.00. All skippers, prequalified or not, must preregister.

Mail this form, with entry fee, to: Hobbie Class Association, Hobbie 18 National Championship, P.O. Box 1008, Oceanside, CA 92054.

HOBBIE 18 NATIONAL CHAMPIONSHIP ROOM REGISTRATION FORM

For the Hotel Breakers (Reservations must be made **immediately**).

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Individual's Name _____

Address _____

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- ☐ Suite with 2 double beds and sofa bed for as many as 6 persons—\$85.00
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- ☐ Suite with 4 double beds for as many as 8 persons—\$100.00
- ☐ Deluxe 2 bedroom tower suite with sitting room for as many as 6 persons—\$135.00

Please check your preference and indicate your arrival and departure dates. Mail this information with advance deposit equal to one night's rental to: Hotel Breakers, Cedar Point, C.N. 5006, Sandusky, Ohio 44870, ATTN: Reservation Manager. Reservations should be received by us immediately. Room prices do not include sales tax. For further information call toll free: 1-800-431-2113.

Signature _____ Date _____

HOBIE RACING

July/August 1986

HOBIE RACING

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, Ocean-side, California 92054.



MAJOR REGATTAS

August 3-10	Hobie 16 World Championship Fiji	H.C.A. 619-758-9100
August 16-22	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. Women's 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 18-26 (tentative)	Hobie 14 and Turbo U.S. National Championships Tampa, Florida	H.C.A. 619-758-9100
October TBA	Alpha Wave Invitational San Onofre, California	A.C.A. 619-758-9100
November 23-29	Alpha World Championships Key Biscayne, Florida	A.C.A. 619-758-9100

REGATTA SCHEDULE

Division 2

July 12-13	Grand Prix/Fleet 7 Long Beach Harbor, CA	Jim Savage 714/629-2622
July 25-27	Todos Santos Regatta/Fleet 4 Bahia de Todos Santos, Baja California	Pam Caldwell 619/462-2117
August 16-17	18 Divisionals/Fleet 166 Oceanside Harbor, CA	Scott Rafuse 619/729-2648
August 23-24	16 Divisionals/Fleet 3 Long Beach, CA	Frank Bjerring 213/519-7063
September 6-7	Wofford Heights Points Regatta/ Fleet 167, Lake Isabella, CA	Bob Cargill 805/393-5431
September 13-14	14 Divisionals/Fleet 57 Long Beach, CA	Bruce Fields 213/540-9629
September 20	"F" Fleet Worlds/Fleet 4 Mission Bay, CA	Jerry Coziahr 619/276-9846
September 27-28	17 Divisionals/Fleet 1 Dana Point, CA	Don Crider 714/240-3555
October 4-5	Dual Regatta For Charity/Fleet 4 Mission Bay, CA	Gordon Carpenter 619/549-0133
October 11-12	Newport Landing Regatta/Fleet 3 Newport Beach, CA	Dave Kofahl 714/898-7056
October 18-19	Ladies Regatta/Fleet 180 Castaic Lake, CA	Windy Sails 818/365-4531
October 25	Octoberfest Regatta/Fleet 1 Dana Point Harbor, CA	Don Crider 714/240-3555

Division 3

July 12-13	Divisionals/Division 111 Alameda, CA	Mike Montague 707/545-1195
July 19-20	Women's 16 Regatta Union Valley Reservoir	Debbie Nelson 916/454-9196
August 2-3	Roaring 20's Regatta/Fleet 20 Coyote Point, CA	Chuck Schroyer 408/779-6822
August 16-17	Huntington Lake Regatta/Fleet 62 Huntington Lake, CA	Brian Haskins 209/255-1651
September ?	The O'Neill's Regatta/Fleet 240 Santa Cruz, CA	Rick Grewohl 408/423-9467

Division 4

July 5-6	NW Womens Championships/Fleet 72 Yale Lake, WA	Debbie Marshack 503/661-6114
July 12-13	Bohemia Mining Days/Fleet 193 Dorena Lake, OR	Pete Sikora 503/584-2336
July 19-20	Sudden Valley/Fleet 37 Lake Whatcom, WA	Gary Baker 206/734-9471
July 26-27	Divisional Championships/Fleet 72 Yale Lake, WA	Mike Ward 503/283-3273
August 9-10	Northwest Championships/Fleet 14 Lake Quinalt, WA	Paul Ulibarrri 206/364-9938
August 23-24	Ocean Shores Regatta/Fleet 14 Ocean Shores, WA	Jim Severs 503/289-9011
August 30-31	Harrison Hot Springs/Fleet 214 Harrison Hot Springs, B.C.	Larry Hepple 604/531-6546
September 6-7	Vancouver Marine Park/Fleet 72 Vancouver Marine Park, B.C.	Mike Ward 503/283-3273

Division 5

July 19-20	Glendo/Fleet 156 Glendo Lake, WY	Martha Gray 307/265-8212
July 26-27	Rocky Mountain Lake Dillon, CO	Rocky Mt. Marine 303/399-2824
August 16-17	Divisionals/Fleet 64 Bear Lake, ID	Gordon Jones 801/943-7129

Division 6

July 12-13	Texas Blow-Out/Fleet 526 Lake Spence, TX	Walter Campbell 915/367-5075
July 26-27	Sand Dunes/Fleet 99 Port Aransas, TX	Rolf Woods 512/991-2386

Division 7

July 12-13	Domino's Pizza Hot One Regatta Branched Oak Lake, NE	Rich Andrysik 402/483-6968
July 19	Nebraska State Games/Fleet 192 Branched Oak Lake, NE	Rich Andrysik 402/483-6968
August 2-3	Bent Mast Points Regatta/Fleet 192 Branched Oak Lake, NE	Ed Swotek 402/895-3498
August 23-24	Nebraska State Championships/Fleet 192 Branched Oak Lake, NE	Steve Daharsh 402/556-7393
August 30-Sept. 1	Black Hills Labor Day Regatta/Fleet 198 Angostura Reservoir, SD	Dave Winegarden 605/342-0280

Division 8

July 12-13	Open Points Regatta/Fleet 5 To Be Announced	Bob Meyers 813/867-5916
July 26-27	Jacksonville Beach Regatta/Fleet 111 Jacksonville Beach, FL	Wayne Dewitt 904/241-7953
August 9-10	Summer Sizzler/Fleet 80 Daytona Beach, FL	Roy Bertolet 904/672-7322

Division 9

July 19-20	Carolina Beach Regatta/Fleet 191 Carolina Beach, NC	David Richbourg 919/668-0210
August 2-3	Divisional Championships/Fleet 53 Isle of Palms, SC	Bill Carl 803/881-0471
August 16	Cannonball Run/Fleet 100 Atlantic Beach, NC	Jeff Deaton 919/726-1586

Division 10

July 5-6	Muddy Waters/Fleet 123 Carlyle Lake, IL	Robert Balboa 314/521-5202
July 26-27	Hobiefest/Fleet 115 Lake Michigan, IL	Bob Findlay 312/446-0825
August 2,4,5-6	Island in Your Life Aka: Ilya Bay, OH	Tom Tannert 216/867-3012

Division 11

July 12-13	Thunder on the Bay/Fleet 54 Elk Neck State Park, MD	Margie Carvella 301/321-6581
July 25-27	Pleasantville Regatta Yacht Club of Pleasantville, NJ	Bill Hiller 609/653-6644
August 3	Womens Divisional/Fleets 24 & 452 Beach Marina, Waretown, NJ	Lynn 609/390-8182
August 16-17	1st 1987 Points Regatta/Fleet 250 Atlantic Highlands, NJ	Wolf Kornweibel 201/291-3534
September 5-7	Wildwood Crest Classic/Fleet 443 Wildwood Crest, NJ	Bob Edwards 609/886-4609

Division 12

July 11-13	Mid-Summer Classic/Fleet 124 East Islip, Long Island NJ	Bellpat Marine 516/286-8368
July 26-27	Buzzard's Bay Regatta/Fleet 28 Mattapoisett, MA	Steve Ruel 617/742-4629
August 9-10	Alburg Invitation/Fleet 187 Lake Champlain, Alburg, VT	Gaby Renaud 514/874-3020
August 16-17	Maine State Championships/Fleet 231 Old Orchard Beach, ME	Bob Whiting 207/892-3788
September 13-14	Powder Point Regatta/Fleet 28 Duxbury Beach, MA	Joe Driscoll 617/293-5784
September 20-21	Hammonasset Beach Regatta/Fleet 136 Hammonasset Beach State Park, CT	Ray/Lynne Lewicki 203/658-0040

Division 14

July 12-13	Prairie Nat'l Points Regatta/Fleet 27 Lake Cheney, KS	Greg Trent 316/269-1500
July 19-20	East Texas Championships Lake Palestine, TX	Larry Chambers 214/825-6213

REGATTA SCHEDULE

August 9-10	Kansas State Championships/Fleet 27 Lake Cheney, KS	Greg Trent 316/269-1500
September 6-7	Oklahoma State Championships/Fleet 63 Lake Thunderbird, OK	Guy Lawyer 405/275-6462

Division 15

July 5-6	Island Hop/Fleet 70 Ocean Springs, MS	Mark Ederer 601/875-6135
August 2-3	Wm Gramie Memorial/Fleet 120 Panama City FL	Sandi Kalata 904/265-2600
August 9-10	Divisional Championships/Fleet 35 Pensacola, FL	Joe Guarino 904/968-2939
September 13-14	Harvest Moon/Fleet 277 Lake Guntersville, AL	Nick Neville 205/681-5150
September 20-21	Po' Ol' Kowaliga/Fleet 484 Lake Martin, AL	Lair Jones 205/279-6753
September 27-28	Music City Regatta/Fleet 249 Percy Priest Lake, TN	Pet O'Briant 615/367-0086

Division 16

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 Doud 607/737-1140
July 25-27	Sundance XII/Fleet 256 Phatania Lake, NY	Sharon Chamberlain 716/773-1360
August 1-3	Ontario Open 008/Fleet 295 Hamlin Beach State Park, NY	Martha Cameron Rochester NY

International

July 3-5	50.00 Long Distance Roscoff-Dinard	Patrice Vivient 94/ 87 69 70
July 4-6	Dutch Hobie 14 Nationals H.VN.H./SCH.GEN	Martin Schuitema 01751 12834
July 5-6	Ski Yachting Chiemsee	Hanjo Zimmermann 05221-82071
July 5-6	Coppa Argentario Cala Galera	Carlo Lepsky 06/ 379 1210
July 13-14	Euro. Hobie Youth C/Ship Egmond	Hans Van Nes 0252 110 775
July 19-26	Hobie 14 European Championship Kijkduin	Tony Laurent 94/ 65 68 59
July 20	Raid Langrune-Caen	Tony Laurent 94/ 65 68 59
July 25	Fleet Regatta Bermerhaven	Ernst Bartling 0221-438 604
July 25-27	D. Klassenmeisterschaft Dummer See	Hanjo Zimmermann 05221-82071
July 25-27	Spanish Turbo Nationals Tarragona	Juan Nuviola Camps 03/ 237 639
July 26-27	Trofeo Benicasim Benicasim	Maria Jose 93/ 890 27 88
July 26-27	Trofeo Mare Nostrum Castelldefels	Juan Nuviola Camps 03/ 237 639
July 27	Regatta U.C.P.A. Bombannes	Patrice Vivient 94/ 87 69 70
July 28-August 3	Hobie Hot Week Marstrand	Osten Nilsson 40/ 453 801
July 30-August 3	Stage Regatta Carnac	Tony Laurent 94/ 65 68 59
August 3-10	Hobie 16 Worlds Fiji	Tony Laurent 94/ 65 68 59
August 2-3	Trofeo Playetes Castellon	Juan Nuviola Camps 03/ 237 639
August 2-3	Trofeo Calahonda Ibiza	Maria Jose 93/ 890 27 88
August 3-30	Trofeo 2 Mares La Manga	Maria Jose 93/ 890 27 88
August 2-8	British Nationals Eastbourne	Tony Laurent 94/ 65 68 59
August 2-3	Seefest Regatta Nistalsee	Hanjo Zimmermann 05204-4573

August 3	Regate - Raid Y.C. Toulon	Patrice Vivient 94/ 87 69 70
August 9-10	Trofeo VENT Surf Girona	Juan Nuviola Camps 03/ 237 639
August 10-12	Dutch Nationals Noordwijk	Martin Schuitema 01751 12834
August 14-17	Int. Best-Ermittl Weiden-N. See	Herbert Gradl 0222/ 661 661
August 15-16	Imperial Tarraco Tarragona	Maria Jose 93/ 890 27 88
August 16-17	Zealand Championship Esrum Lake	Irene Schwarz 01/ 64 1118
August 17	IDA/ V. Salmedina San Lucar	Juan Nuviola Camps 03/ 237 639
August 17	Oud Naarden Round O. Naarden	Hans Van Nes 0252 110 775
August 19	V1. Tracvesia S. Magi T. Gona/Comarruga	Maria Jose 93 890 27 88
August 19-20	Regate CVBN Bombannes	Patrice Vivient 94/ 87 69 70
August 23-24	South Swedish Rally Skanoer	Osten Nilsson 40/ 453 801
August 23-24	Coupe de Geneve YLSNG Geneve	Jenny Hengerude 022/ 35 18 38
August 23-24	Gelting Regatta Ostsee	Ernst Bartling 0211/ 438 604
August 29-31	Coppa Nord Italia Domaso	Beni Bozano 0185/ 62 602
August 30-31	Travesia Oropesa Castellon	Maria Jose 93 890 27 88
September 5-7	Fleet Championship Venice	Carlo Lepsky 06/ 379 1210
September 6-7	Jazz and Sail Bergen	Martin Schuitema 01751 12834
September 6-7	Trofeo Itapikua Hondarribia	Juan Nuviola Camps 03/ 237 639
September 6-7	Um's Walchenfass Walchensee	Ernst Bartling 0221/ 438 604
September 7	Fleet Regatta Cannes	Patrice Vivient 94/ 87 69 70
September 12-15	French 18 Nationals Les Embiez	Tony Laurent 94/ 65 68 59
September 13-14	Trofeo Maritim Tarragona	Maria Jose 93/ 890 27 88
September 13-14	Fleet Regatta Les Sablettes	Patrice Vivient 94/ 87 69 70
September 13-14	Weyregg Attersee	Otto Nadler 0222/ 23 65 180
September 13-14	2 Lander Cup Oud Naarden	Hanjo Zimmermann 05204-4573
September 14	Fleet Regatta Theoule Miranar	Patrice Vivient 94/ 87 69 70
September 16-21	Hobie 18 European Championship Les Embiez	Tony Laurent 94/ 65 68 59
September 13-14	Ostsee Pokal Scharbeutz	Ernst Bartling 0221/ 438 604
September 13-14	Starnb. See Regatta Starnb. See	Hanjo Zimmerman 05221-82071
September 20-21	Champ. of Champions Netley	Tony Laurent 94/ 65 68 59
September 20-21	Coupe de Guyenne Lacanau	Patrice Vivient 94/ 87 69 70
September 20-21	Trofeo Ugartesa Denia	Maria Jose 93/ 890 27 88
September 20-21	Hobelregatta Ammersee	Ernst Bartling 0221/ 438 604
September 20-21	Harkortsee H. Fahrten Harkortsee	Hanjo Zimmerman 05221-82071
September 21	Ins and Outs Langrune-Caen	Patrice Vivient 94/ 87 69 70
September 24	Travesia Pals Girona	Juan Nuviola Camps 03/ 237 639
September 24	Trofeo de Plata Castelldefels	Juan Nuviola Camps 03/ 237 639
September 26-28	I.D.S. Dummersee	Ernst Bartling 0221/ 438 604
September 26-28	D. Klassenmeisterschaft Dummersee	Hanjo Zimmermann 05204-4573
September 27-28	Lake Bienne C. Ship Bienne	Chris Sieber 038/ 244 241
September 27-28	Highcliffe C. Ship Highcliffe	Tony Laurent 94/ 65 68 59
September 27-28	Fleet Regatta Vitrolles	Patrice Vivient 94/ 87 69 70

16TH HOBIE 16 U.S. NATIONAL CHAMPIONSHIPS



W o m e n ' s — S e p t e m b e r 1 6 - 1 9 , 1 9 8 6

O p e n — S e p t e m b e r 2 1 - 2 7 , 1 9 8 6

Historic Cape May, New Jersey, will host the 1986 Women's and Open Hobie 16 U.S. National Championships. Whether you choose to stay at a quaint bed-and-breakfast inn or a peaceful hotel on the beach, the Victorian town of Cape May will be a great venue for the Hobie 16 U.S. Nationals.

Fleet members from Division 11 are working with the City of Cape May and State of New Jersey officials to plan an exciting week for our competitors. Side trips to Atlantic City have been arranged for those looking for a little after-hours entertainment.

WOMEN'S CHAMPIONSHIP

The Women's Nationals will be held September 16-19, after competitors have been checked in on Monday, September 15. Qualifying races will take place on Tuesday. The championship series is scheduled for Wednesday through Friday.

OPEN CHAMPIONSHIP

The 1986 Hobie 16 U.S. National Championship will check in its competitors on Saturday, September 20. Qualifying races will be on Sunday and Monday, and the championship series will begin on Tuesday. Finals will be held Friday and Saturday.

REGISTRATION

All skippers, whether prequalified or not, must have their preregistration postmarked by August 27, 1986. The entry fee for the Women's Nationals is \$100.00. The Open Championship registration fee is \$125.00. Please mail your entry fee with the registration coupon. A

boat damage deposit of \$250.00, in cash or travellers checks, will be required upon check in. Please do not mail it. This deposit is returnable if no damage is done to the boat.

ACCOMMODATIONS

The hotels have requested that reservations be made right away (July 1, at the

latest), as September is still tourist season in that area. There are several quaint bed-and-breakfast hotels which might make the week even more fun. For making reservations, the City of Cape May has provided a "welcome" phone number to call, 609/884-3323. Alternative housing for groups may be available, also. Call them for this information.

HOBIE 16 U.S. NATIONAL CHAMPIONSHIP

RACE REGISTRATION FORM

(This form must be postmarked by August 27, 1986)

Name _____

Crew Name _____

Address _____

City _____ State _____ Zip _____

I am prequalified from Division _____ I wish to qualify from Division _____

I qualify to compete for the master's trophy (Skippers 40 years or better) ☐ Age _____

Telephone (_____) _____ Combined Crew Weight _____

☐ Open Nationals (Entry fee is \$125.00)

☐ Women's Nationals (Entry fee is \$100.00)

ALL SKIPPERS, prequalified or not, must preregister.

Mail this form with entry fee to: Hobie Class Association
Hobie 16 National Championships
P.O. Box 1008
Oceanside, CA 92054

"New Jersey and You Perfect Together"

DIVISION 1

The 13th Annual Pacific Beer Regatta

Fleet 6, Division 1

Those who survived bringing in the New Year were once again gathered for a Hawaiian Tradition in Hobie Cat sailing. Behind the PBR are two simple rules, one of which there are no rules. Secondly you must have a female crew or reasonable facsimile on board. The PBR usually has lightwinds but this year we were blessed with 25-knot tradewinds. The course is a simple le mans start from Kailua Beach, around a buoy, down about three-quarters of a mile to Dean Froome's house. Then land your boat and send the crew up to chug a beer. Then push off through a two to three foot shore break, sailing down another mile or so to another check-point where the same is repeated. Then back to Kailua Beach after doing this three times. Each class is awarded trophies in addition to fastest boat overall. Now comes the best part, the coveted Miss PBR trophy and careful elimination of all reasonable facimiles. It was narrowed down to two contestants: T.L. (Hobie Beach Captain) and John Clark (who was wearing a wild outfit). Several minutes later, the judges awarded John Clark Miss PBR.

The racing was not without an excellent turnout, including a couple of the new 17s that absolutely just blazed. Special thanks to the Charlestons from Los Angeles who joined us for the race. We're glad they made it. For those of you planning a vacation or stop off in Hawaii, Fleet 6 Division 1 will make sure a boat will be available to join in our racing schedule this year.

Hobie 18s: 1. Pam/Troy Goodman, 2. D.Long/P.Paul. 17s: 1. Dean Froome/T.L., 2. S. Fields/M. Spadaro. 16s: 1. M. Jacobs/Crew, 2. C. Limquist/J. Clark. Fastest overall: Dean Froome/T.L.

DIVISION 3

Breakaway 1986

Fleet 17, Division 3
Folsom Lake, California
by John Renning

The Breakaway jinx is broken. After two years of regattas at which the wind could best be described as non-existent, the wind came up at the 1986 edition of Hobie Fleet 17s Breakaway Regatta at Folsom Lake. Saturday morning dawned with strong southwesterly winds from a fast moving front. That proved to be a teaser as light flukey winds followed the front's passage. Two races got off but that required the concerted efforts of the Thistle Fleet acting as race committee and Randy Gross in the chase boat to move marks to set a fair course. The first race under near drifting conditions was highlighted by John Poncin in a new 17 doing a horizon job on everyone including the 18As and 16As (behind which he started five and 10 minutes behind) by finishing over 20 minutes ahead of the next finisher. For the second race the winds built up, but from which direction? After the start the wind clocked 90 degrees making the C mark to finish leg a broad reach. Stuck mark anchors ended the day.

Sunday began with clear skies and a glassy lake. Had the winds left us and cursed Breakaway again? No. A north wind slowly gained strength and held steady for the rest of the day. Two races were held under the steady 12-knot winds (three races for A fleets).

Thanks to our sponsors: Bell Distributing, Coca-Cola, and Straw Hat Pizza and to all that helped out especially Will Eber with the committee boat, Kirk Jeffries with the crash boat, Mike Gillum and the Thistle Fleet as race committee and Marty and Tosca Stitt with the motor home for race headquarters.

DIVISION 6

Crosswinds Regatta

Fleet 8, Division 6
April 5-6, 1986
Lake Somerville, Texas
by D.G. Koons

The first wave of racers hit the beach at Lake Somerville Friday afternoon. By sundown most of the race committee was onsite and the party and ant feeding was in full swing.

The fog slowly lifted Saturday morning and the smell of folks cooking breakfast drifted

across the beach. Registration got underway and when it was completed there were 71 boats registered. At the skipper's meeting the starting sequence and time was announced and a C fleet seminar was conducted afterwards.

The race committee got the white flag up at 11:00 a.m. sharp and the races were off in 6-10 knots of wind. There was a break for lunch after the first race and everybody came in and wolfed down some of Willie's Fleet Dogs. The sun finally came out in time for the next two races. This was the first time since last October that we sailed without a wet-suit. The second and third races were run back to back and when Billy says back to back, he means it. We were off the water by 5:30 and back in the chow line by 6:00. As the sun went down, lies were being swapped and the protest committee was settling the protests that were filed. The cold beer flowed well after dark and the ants continued to feed.

Sunday morning dawned with heavy cloud cover and the prospect of getting back in the wetsuits. The race committee served up a couple of course 7s for the A fleeters so they would be assured of getting their money's worth. After the final race the protest committee went back to work; hopefully, Bob will brush up on his rules and he won't have to face the committee on both days. The scores were then finalized and the fleet-crafted trophies were presented to the top finishers and crews.

A word of thanks to Billy Richnow and the race committee for their work preparing for the regatta and their fine effort in running the event. Also, thanks to Mr. Shaw for furnishing and operating the committee boat, Wright Distributing for furnishing the cold Miller beer and of course the city of Somerville for their cooperation.

DIVISION 9

9th Annual Pamlico Points Regatta

Fleet 257, Division 9
Washington, North Carolina
by Don Bass

For the entire week preceding the 9th Annual

Pamlico Points Regatta, flags stood on end as the finicky spring weather systems blasted through the coastal plain of North Carolina. However, the curse of the wind gods fell upon the participants of our event as the temperatures on Saturday rose into the high 80s while the winds fell out.

This year's Pamlico event was held at Whichard's Beach which occupies a point on the river, with excellent camping facilities and ample beaching area for the overnight stowing of boats. In fact, virtually every aspect of our event seemed to be falling into place as the weekend approached. Expectations of a good turnout were realized as 53 total registrants took part in the event, none of which were more frustrated by the lack of a breeze than the locals from our fleet.

After postponing the first race for about two hours, the undaunted flotilla of Hobies made its way into the river's main channel on a day custom-made for water skiing. To make matters worse, the five to seven knot breeze died completely as an attempt was made to start the 18As. A general recall ensued. One race, was salvaged however, as a 10-knot "puff" graced us with its presence long enough for us to stage a short but sweet race through a number one course. The second race of the day was not to be, as the wind died completely and we paddled in for the refuge of the awaiting refreshments and the promise of a better day.

Saturday night featured barbecued burgers and hot dogs provided by a perennially gracious sponsor, Hardee's. Coca-Cola provided soft drinks and Budweiser came through with a more than welcome monetary gift. Later that night, the tent parties continued as the beer wagon was towed into the campground and into the grasp of the "hard core" element.

Sunday morning broke with a weak but steady 10-12 knot breeze and blue skies. As the morning wore, it became clear once again that the wind was a fleeting thing, so we made efforts to take advantage of what we had. With no skipper's meeting, we managed to get in two races, each of which took an eternity.

FLEET NEWS

After all the boats were beached on Sunday, most of which were well on the way to being trailered, insult was added to injury as a steady "fresh" wind came in off the sound exceeding 20 knots, complete with white caps. Trophies were donated by Cox Trailers and door prizes were donated by the local Hobie dealer, Marsh's Surf 'N' Sea. And so, for the second straight year, the trophies were presented in the midst of a steady blast. One last laugh for the wind gods as if they were saying "Yes Virginia, it does indeed blow on the Pamlico."

DIVISION 11

Lake Hopatcong Points Regatta

Fleet 137, Division 11
April 26-27
Lake Hopatcong, New Jersey
by: Peter Laue

The forecast was for 70 to 75 degree weather Saturday and Sunday, clear and sunny. Saturday morning was overcast and raining by 8 a.m. The first start of four races was delayed from 10 to 11 a.m. and by then the front had past and we had some good wind. The courses set for 18, 17, 16A were 3s, 4s and 7s with two legs less for B and C fleets. We had crisp starts and close results at the end of the day Saturday. The 17s proved to be good performers for the first time in competition.

Our local fleet managed to put up about twenty people that came to the regatta from all corners of our division, and everyone came to the Saturday night buffet at a restaurant right on the lake to recount the agonies and ecstasies of each leg of the race.

Sunday morning we had a short skippers meeting to clarify some of the rules and to get everybody thinking in one direction for the day. Two races, have a good time, and the boats were on the water. The white flag was at 10:30 sharp. Race 1, a course 3, was over in one hour and 15 minutes. Race 2, a course 7, came up 12 seconds after the last boat finished in the first race. At about the same time, a low grade squall came in, making good wind conditions better. George and Wolfgang

had a cheek to cheek race for four legs and then George split tacks and started putting the distance on. By the end of the race, Randy McConnell, in third, was hoping for another windward leg so he could show his 1985 form again, but the races were over, and at 1 p.m. everybody headed for Hockenjos Sailing Center to pack up.

On the lawn of the sailing center was a surprise hot dog barbecue in full swing with beer and soda. When this committee got back to the sailing center, we were greeted with helping hands to get the committee boat packed up, the results tallied, and trophies presented. All in all, a terrific regatta to open the season.

Puerto Rico Hobie Cat Association

Fleet 133, Division 13
Fleet News
by Roberto Adelardi

On February 15 and 16, Fleet 133 held a regatta at Levittown Beach, Puerto Rico. Saturday turned out to be a great day for racing with 15 to 20 knot winds and plenty of sunshine.

We started out with an Olympic course and ended up with four races that day. The bouys were placed far away from each other. That meant that even a short course ended up as a long race. In the 14 and 16 fleets there was relatively little action going on. By this we mean no change in positions. But the 18 fleet proved otherwise, producing results that changed the position of skippers after almost every race.

Saturday's racing was about to end perfectly. Well, almost. The rumor of a course 7 caused our final race to end up in chaos. Most of the racers kept that course 7 in mind and paid no attention to the race committee's decision to change to a course 9. The change was indicated before the white flag was flown. That change in course made half the fleet run a course 7 instead of a course 9. Well, after some yelling, we all decided to give a crash course on how to distinguish a 7 from a 9.

Sunday, it seemed like the wind had died down, but after

the first race it picked up again. We ran three races, but once again the 14 and 16 fleet was pretty much established. Like the day before, the best competition turned up in the 18 fleet, making it necessary for the skippers to run all three races to decide the winner. Since the 14s and 16s were all but decided after the second race that day, the 14s did not race. An interesting race came up with the 14 turbo. All the boats decided to include crews on the last race. Because of this, the turbos were all DSQ on the last race but we still had fun and this did not effect the positions of the sailors.

This race would not have been possible without the sponsorship of Parador Campomar, a local hotel that paid for everything. We all enjoyed the weekend and hope this regatta will become an annual event. We would also like to thank the local sailors for their cooperation and help, but most importantly for telling us where the reefs were.

DIVISION 14

Dallas Regatta

Fleet 23, Division 14
April 5-6, 1986
Lake Lewisville, Texas
by Jerry Giles and Linda Saxby

The first Division 14 regatta this spring came off without a hitch after all the sailors were told to cuss the race captain at the start of the skippers' meeting on Saturday. This got all the complaints out of the way right from the beginning, so the race committee didn't have to hear them all weekend.

There turned out to be no need for complaints. On Saturday the weather provided good double-trapping wind. The wind dropped off a little on Sunday, but five races were still completed. It was wetsuit weather since the lake water was still on the cool side, but the sun was out and kept the air temperature in the mid to high 70s. So sailors from all over Oklahoma, Kansas, Texas and even Missouri came to Lewisville to participate in the regatta. Some looked puzzled as they sailed by the "Domino's Pizza Delivers" committee boat. (Where was

the nearest telephone when you needed it after the first two races?) There wasn't any pizza, but there was plenty of beer available and an appetizing dinner later that evening.

Six 17s showed up to race. It was evident these skippers had worked hard since just acquiring their boats a few months ago. They were very competitive. The 17s were started after the 16A start. This placement worked very well.

The 16A fleet also maintained its reputation as being extremely competitive. Because of this, trophies were awarded to the top eight finishers in this fleet. Mark Ralph of Fleet 23 held off Dennis McCredie, also of Fleet 23, for the top honors. Sheila Holmes and Karen Horton did very well in finishing in sixth place—with their pink trampoline and sails! They're on the road to the women's nationals.

There was a well-known sailing figure racing among the 16As. Phil Berman, author of performance manuals about Hobie sailing, entered the regatta with a crew he chose on the beach and they triumphed. He led a question/answer session after the first day of races, distributed giveaways, and introduced his latest book. We are very grateful he was able to spend the weekend with Fleet 23 and race in the regatta.

Division 8 continued

13th Annual Walt Disney World Hobie Regatta

Bay Lake, Walt Disney World
March 15-16, 1986

Even though severe weather alerts and tornado watches were in effect for most of Florida on Saturday, March 15, over 100 Hobie Cats arrived at the regatta site ready to race. The skipper's meeting at 11 a.m. was probably one of the shortest on record as radar showed a large storm was about to hit the area. Sure enough, as the last few words were spoken, rain and lightning sent participants scrambling for shelter. They were told a decision would be made at 1 p.m. concerning further activities for the day. Maybe if you are superstitious it would seem

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*Rate is for single or double occupancy. To qualify for this special group rate, reservations with first night deposit must be made by July 8, 1986. Check-in: 3:00 P.M. Check-out: 11:00 A.M.

RACE INFORMATION

Early Registration: Friday, August 8th
from 7-10 PM

Fees: Hobie 14, 14 Turbos & Hobie 17 - \$15.00
Hobie 16, 18, 18 Magnums &
Hobie 33 - \$18.00

Awards: For Skipper and Crews
5 Deep in all Classes
Master Trophies in all Classes
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904/253-8592 or Roy Bertolet 904/672-7322.

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Please enclose first night deposit and return by July 8, 1986. Fill in all information and request preference. All attempts will be made to accommodate your choice.

Name _____

Address _____

Phone _____ Room Pref. _____

Arriv. Date _____ Dep. Date _____

Enclosed payment:

Cash, Check, Money Order \$ _____

Credit Card (Type) _____

Credit Card # _____

Exp. Date _____ Signature _____

HOBIE CAT POINTS REGATTA

FLEET NEWS

like the 13th annual regatta would have to put up with this sort of weather. In any event, radar showed many more storms headed our way and forecasts were for at least six more hours of severe weather in central Florida. Skippers were reconvened at 1 p.m. (in the rain) and the decision was made to cancel for the day. This allowed the families to enjoy the many fun things to do at EPCOT and the Magic Kingdom where they could be inside out of the weather. Other major events canceled that day included the Bay Hills Golf Classic, Winter Park Arts Festival and many ball games. It just wasn't our day!

Sunday still had storms but they all missed us so with frequent radio checks with radar

and ears listening for the approach of thunderstorms, two races were held in moderate air. The winds shifted frequently as storms passed north or south of the area. This regatta has a reputation for helping the end of the fleet catch the leaders by using the wind shifts and this year was a good example in both races. Hal Downing did a fine job as Race Committee Chairman under the difficult conditions and shifty winds. The starting sequence took 55 minutes since there were 10 different classes but all of the starts went smoothly. It was unfortunate that more races could not be held but the long sequence and decreasing winds resulted in a two-race regatta. Even so, very little grumbling

was heard and most Hobie Catters said they really enjoyed Sunday's racing.

Even with the shifty winds, a few teams showed they could handle the conditions and won both races. Bill Watters with crew Richard Barton had two bullets in the 18B Magnum as did Joe Lung with crew Sterling Hall in the 18B. Jim McCann did the same in the fast growing 17 class while Jim Erwin took both races in 14A. In the 14B, it was Bob Shireling with two firsts. The 16C fleet trophies were tightly contested with only three points separating the top five places. Fred Schmidt and John Nelson came out on top and moved to B fleet. With only two races there were a number of ties as might be expected. However,

it was interesting that there were no ties for first place in any of the ten fleets.

Assistance in giving out the beautiful Disney supplied trophies was provided by Pluto and Goofy who water skied over for the festivities. There was plenty of beer and soft drinks both days provided by the Sailing Store. The Walt Disney World coordinator this year was Paul Bosch and he did a fine job along with many of his fellow workers who spent the weekend helping everyone enjoy themselves. Many people from the local Fleet 11, the Sailing Store, the Red Cross Sailing Club along with other volunteers made Jim McCann's job as Regatta Chairman go smoothly except for the weather.

REGATTA RESULTS

DIVISION 1

KAILUA BLOW HARD REGATTA
DIVISION 1
HAWAII
MARCH 22, 1986

HOBIE 18A	(Own Points)
1. McFaul/Kaan	2.3
2. Goodman/Goodman	6.0

HOBIE 18B	
1. Durnin/Kelley	5.5
2. DeRego/Lindo	5.8
3. Pevec/Pevec	8.0
4. Andresen/Dawn Beyer	8.0

HOBIE 16A	
1. Jacobs/Boomla	6.8
2. Irvine/Walter	7.5
3. Schatz/Riddle	10.0
4. Wythes/Orrick	11.0
5. Myrter/Everest	13.0
6. Fields/Fung	14.0

HOBIE 16B	
1. Lemquist/Lemquist	6.8
2. Metzger/Jones	9.0
3. Orrick/Walker	10.0
4. Myhre/Leubbe	12.0

DIVISION 2

DANA POINT REGATTA
FLEET #1 DIVISION 2
DANA POINT, CALIFORNIA
MARCH 22 - 23, 1986

HOBIE 18A	POINTS
1. Parizeau, Paul	
2. Timm, Steve	
3. McGraw, Jock	
4. Wright, Craig	
5. Blakanja, Krist	

HOBIE 18B	POINTS
1. Lewis, Chris	
2. Jenkins, Roger	
3. Erway, Brian	
4. Ybarrola, Tom	
5. Miller, Rex	

HOBIE 18C	POINTS
1. Savage, Jim	
2. Wells, Kirk	
3. Bjerring, Erik	
4. Key, Jason	
5. Zimmerman, Gene	

HOBIE 17 POINTS

1. Wake, John	
2. Leysse, Jim	
3. Robertson, Stu	
4. Runyon, Tom	
5. Fields, Bruce	

HOBIE 16A POINTS

1. Seaman, Bob	
2. Oltmans, Don	
3. Hauser, John	
4. Alter, Jeff	
5. Materna, Tom	

HOBIE 16B POINTS

1. Petron, Jeff	
2. Ward, David	
3. Saupstad, Chris	
4. Kendall, Rock	
5. Crider, Mike	

HOBIE 16C POINTS

1. Tamalunas, Paul	
2. Bescoby, Eric	
3. Schiessu, Karen	
4. Enghart, Mike	
5. De Curtis, Donald	

DIVISION 3

BREAKAWAY REGATTA
FLEET #17 DIVISION 3
FOLSOM LAKE, CALIFORNIA
APRIL 12 - 13, 1986

HOBIE 18A POINTS

1. Baker, Bob	6 3/4
2. Rayfuse, Mike	7 3/4
3. Kitowski, Ron	8 1/4
4. Sullivan, Eric	15 3/4
5. Chaney, Vic	22
6. Yahalom, Rafi	24
7. Johnson, Ron	25
8. Westman, Gary	25
9. Goodell, Bart	25
10. Jeffries, Kirk	38

HOBIE 18B POINTS

1. Sahs, Steve	4 1/2
2. Diller, Don	8
3. Spain, Georgw	8
4. Ballou, Jeff	10 3/4
5. Weinwright, B.	13
6. Johnson, Jerry	15
7. Berry, Ed	16 3/4
8. Borris, Chris	17

HOBIE 17 POINTS

1. Poncin, John	3
2. Johnson, Doug	9
3. Mooneyham, W.	15
4. Ettl, Mike	17
5. Hollaway, Doug	18

6. Baumgartner, D.	18
7. O'Donnell, Don	26
8. Williams, Dave	27

HOBIE 16A POINTS

1. Porter, Pat	9 1/2
2. MacDonald, S.	14
3. Skvarla, Mark	18
4. Montague, Ed	18 3/4
5. Gustin, Jim	20
6. Timms, Bill	20 3/4
7. Montague, M.	26
8. Stitt, Marty	30
9. Boschma, Brian	30 3/4
10. Peter, Hans	38
11. Hess, Paul	41
12. Vessy, Bruce	42
13. Katz, Ron	42
14. Carney, Bill	44
15. Arnerich, M.	48
16. Sloan, Doug	53
17. Reese, Ed	59
18. Hinds, Dave	59
19. Parseghian, V.	72
20. Grewohl, Rick	74

HOBIE 16B POINTS

1. Rall, Gary	6 3/4
2. Franklin, Roger	7 3/4
3. Houser, Alan	13
4. Aranda, Debbie	14
5. Lantz, Kelly	14 3/4
6. Murphy, Bob	15 3/4
7. Scovel, Mike	19
8. Brown, Russ	19
9. Bailly, Bill	22
10. Cottrell, Mike	23
11. Heberer, Phil	24
12. Eustace, Bob	29
13. Stark, Lew	30
14. Mabie, George	38
15. Matthews, G.	39
16. Leonard, Al	43
17. Mitchell, Mitch	43
18. Clarke, Mike	44
19. Haskins, Brian	47
20. Lundergan, B.	51
21. Walker, Mike	52
22. Glaze, Tim	54
23. Burnette, Bill	66

HOBIE 16C POINTS

1. Kenmonth, Dave	4 3/4
2. Douglas, Jim	8 3/4
3. Bjork, Tom	10
4. Spears, Leslie	13
5. Heath, Margaret	17
6. Schroyer, C.	17 1/2
7. Gray, Leon	21
8. Gerritson, Hans	25
9. Howarth, Robert	25
10. Wyant, Jeff	25
11. Duane, Mike	26
12. Lord, Tim	26
13. Overfield, D.	28
14. DeSoto, Brad	31
15. Newman, Mike	33
16. Urbanski, Ed.	34
17. Coutches, Mike	50
18. Perry, Dale	57

HOBIE 14 POINTS

1. Gross, Kevin	4 1/2
2. Johnson, Scott	4 3/4
3. McDonnell, Robin	4 3/4
4. O'Keefe, Mike	12
5. Alexander, Jeff	13

HOBIE 14 TURBO POINTS

1. Nicholas, Jeff	4 3/4
2. Gross, Brian	5 1/2
3. Collier, Dave	5 3/4
4. Saylor, Steve	12
5. Sohle, Scott	13
6. Alexander, N.	13
7. Locke, Toby	17

DIVISION 5

PUEBLO CLASSIC POINTS
REGATTA
FLEET #201 DIVISION 5
PUEBLO, COLORADO
MAY 10 - 11, 1986

HOBIE 18A POINTS

1. Jones/McCuskar	2 1/2
2. Roll/Wigton	9
3. Flores/Smith	15
4. Collins/Labelle	16
5. Braun/Fey	18
6. Hodges/Hannes	19
7. Larson/Larsen	21
8. Cross/Cross	23
9. Curtis/Furst	26
10. Barday/Lucosille	27
11. Coppola/Glenn	29
12. Wittrup/Wittrup	30
13. Howser, M.	39
14. Clark/Shari	40
15. Rindahl, B.	51
16. Pearson, B.	51
17. Foust, Glenn	51

HOBIE 18B POINTS

1. Donahue/Hester	2 1/2
2. Brown, Stephen	7
3. Edwards/Kerr	11
4. Bustamanti/Wahi	13
5. Foote/Foote	14
6. Wheeler/Daniels	15

HOBIE 17 POINTS

1. Cox, John	2 1/2
2. White, Lyman	10
3. Frahm, Bryan	10
4. Rickey, Richard	12
5. Decker, Dave	14
6. Cotter, Dick	14

REGATTA RESULTS

HOBIE 16A POINTS

1. Hill/Johnson	9 3/4
2. Roybal/Ogawa	12
3. Shearer/Marilyn	14
4. Gerbluck/Lorry	16 3/4
5. Shay/Schreck	19
6. Adams/Worth	22
7. Shearer/Christian	22
8. Tully/Boulle	22
9. Hillis/Hillis	23
10. Fulton/Shay	25
11. Wynder/Kalin	25 3/4
12. Cowan/Jill	30
13. McLaughlin/Chappel	36

HOBIE 16A POINTS

14. Harper/Galusha	40
15. Hinneberg/Tarasar	42
16. Lindholm, Dale	48

HOBIE 16B POINTS

1. Lewis/Lewis	11
2. Hart/Hart	15 3/4
3. Watt/Watt	15 3/4
4. Riccio/Fisher	16 3/4
5. Meyer/Kaphammer	22

HOBIE 16B POINTS

6. McCombs/Oressio	22
7. Mueller/DeStasio	24
8. Shaw/Shaw	26
9. Langford/Langford	26
10. Ruppert/Bilker	30
11. Lindholm/Lindholm	32
12. Whyman/Whyman	33
13. Lang/Massee	33
14. Way/Cowan	37
15. Bowen/Scott	40
16. Raish, Dean	43
17. Lenz/Ryan	47
18. Liby/Watkings	48
19. Gatto/Rackley	52

HOBIE 16C POINTS

1. Humble/Humble	2 1/2
2. Schnackenberg/Cody	8
3. Drummond/Drummond	12
4. Seaton/Seaton	15
5. Flores/Koenis	15
6. Key/Dennis Sr.	19
7. Long, Michael	19
8. Michael/Darst	19
9. Seitz/Shea	25
10. Snow, Bob	36
11. Hecker, Karla	36
12. Moore/Morris	36

DIVISION 6

CROSSWINDS REGATTA
FLEET #8 DIVISION 6
LAKE SOMERVILLE, TEXAS
APRIL 5 - 6, 1986

HOBIE 18A POINTS

1. Pellone, K.	3
2. Johnson, M.	9
3. Yurinak, R.	10 3/4
4. Costa, V.	14
5. Richard, P.	17
6. Smith, C.	22
7. Rossi, R.	23

HOBIE 18B POINTS

1. Royals, K.	6 1/2
2. Campbell, W.	7 1/2
3. Oyer, J.	9
4. Holley, B.	11 3/4
5. Goforth, D.	18
6. Young, R.	23
7. Schroeter, W.	28

HOBIE 18 MAGNUM POINTS

1. Beach, S.	3
2. Doyle, D.	8
3. Smith, J.	11

HOBIE 16A POINTS

1. Miller, C.	5 1/2
2. Pugh, B.	12 3/4
3. Liles, B.	17
4. Rourke, K.	17
5. Eckenroth, P.	18
6. Kuc, J.	22
7. Teske, E.	25 3/4
8. Goodman, R.	29
9. Wilson, B.	30
10. Fitch, J.	32
11. Buck, S.	32
12. Shaw, R.	32
13. Koons, D.	36
14. Hightower, L.	46
15. Mayo, M.	46
16. Bach, A.	51
17. Rice, S.	60
18. Bading, R.	71

HOBIE 16B POINTS

1. Valenta, M.	7 1/2
2. Kruciak, J.	8 3/4
3. Jacobson, H.	8 3/4
4. Quarles, N.	14
5. Hullman, C.	14 3/4
6. Miloy, T.	23
7. Pojman, J.	23
8. Tucker, W.	27
9. Lewis	31
10. Johnson, C.	40

HOBIE 16C POINTS

1. Brown, J.	5 1/2
2. Whitener, D.	10 3/4
3. Willis, B.	11
4. Valenta, D.	12
5. Weissinger, D.	12 3/4
6. Boehler, K.	22
7. Thomas, D.	24
8. Gary, S.	25
9. Long, E.	37
10. Wilson, R.	37

HOBIE 16 MASTERS POINTS

1. Frye, B.	4 1/2
2. Eggleston, J.	5 1/2
3. Mikulec, M.	12
4. Woodard, T.	16
5. Love, B.	18

HOBIE 17 POINTS

1. Lambert, S.	7 3/4
2. Hamilton, C.	9
3. Granger, T.	9 1/2
4. Hausmann, C.	10 3/4
5. Dunn, B.	14 3/4
6. Bishop, J.	22

HOBIE 14 TURBO POINTS

1. Acquart, S.	5 1/2
2. Morrison, R.	6 1/2
3. Eberle, B.	8
4. Hawkins, G.	18
5. Crawford, G.	18
6. Strom, M.	20

DIVISION 8

MIDWINTERS EAST REGATTA
FLEET #42 DIVISION 8
DAVIS ISLAND YACHT CLUB
TAMPA, FLORIDA
APRIL 12 - 13, 1986

HOBIE 18A POINTS

1. Cope, Woodie	10 1/2
2. Deans, Jim	17
3. Mayo, Clive	17 3/4
4. Linton, Jeff	19 1/2
5. Johnson, Bob	21 3/4
6. Caffee, Hollis	29
7. McIntosh, Fred	35
8. Linton, John	36
9. Renfro, Julie	44
10. Schlecker, M.	45
11. Cozart, Key	49
12. Cady, Layne	51
13. Carlson, Dave	52
14. Floyd, Paul	54
15. Varano, Jerry	58
16. Braun, Walter	66
17. Stevens, Rick	66
18. Cook, Alan	70
19. Corliss, Pete	75
20. Sheppard, R.	77
21. Rain, Thomas	84
22. Algee, Don	86
23. Dunn, Greg	94

HOBIE 18B POINTS

1. Coffee, Kim	4 1/2
2. Brown, Mike	9 3/4
3. Cawley, John	15
4. Fuhler, Neal	15 3/4
5. Nimgoks, James	19
6. Zoumberos, S.	21
7. Karably, David	24
8. Stahr, Mike	29
9. Seward, David	31
10. Hunter, Ken	35
11. Staley, Michael	38
12. Ridenour, John	44
13. Thompson, C.	46
14. Robinson, Ralph	46
15. Schnur, Keven	60
16. Whidden, Mark	62
17. Henne, John	67

HOBIE 18 MAGNUM POINTS

1. Watters, Bill	3 3/4
2. Fuger, Simon	14
3. Mullany, Tom	15
4. Brodie, Mike	15
5. Simmons, Kevin	17
6. Bell, Dean	18
7. Rapp, John	21
8. Anderson, B.	23

HOBIE 17 POINTS

1. Tucker, Carlton	4 1/2
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2. Wood, Miles	5 1/2
3. McCann, Jim	16
4. Barnett, John	17
5. Hackney, John	19
6. Post, Dick	22
7. Joslin, Bill	25
8. Gamblin, David	26
9. McKee, Dick	29
10. Ramon, Jaime	37
11. Burnett, Neal	38
12. Kohl, William	44
13. McCustion, Mike	49
14. Thornton, C.	49

HOBIE 16A POINTS

1. Tyler, Ross	16 3/4
2. Leo, Steve	17 1/2
3. O'Brien, Kelly	19 3/4
4. Dickinson, Ron	24
5. Miller, Kevin	25
6. Sanchez, Phil	28 3/4
7. Dees, Bob	36
8. Smith, Kevin	36
9. Williams, B.	43
10. Keyser, Chris	44
11. Camp, Paul	45
12. Gallagher, M.	47
13. Hebert, Rick	51
14. Walter, David	51
15. Kouzeniewski, T.	53
16. Bertollet, Roy	53
17. Ashton, Larry	56
18. Woodruff, Stan	60
19. Dawson, Mike	61
20. Vassiliades, P.	65
21. Sammons, Jack	68
22. Haley, Pete	70
23. Scott, Melissa	72
24. Walton, John	72
25. Whitelather, C.	73
26. Boulay, Joe	80
27. Kufic, V.	82
28. Jones, Dennis	87
29. Boone, George	87
30. Gallahper, Pat	91
31. Andrews, Dave	99
32. Dwyer, Dennis	101
33. Brice, Robbie	107
34. Myhre, John	110
35. Okragies, M.	115
36. Boetcher	121
37. Kidder, Cyril	126
38. Schulman, R.	132
39. Hartman, Bill	147

HOBIE 16B POINTS

1. Meyers, Bob	9 1/2
2. Danner, Skee	19 3/4
3. Merritt, R.	23 3/4
4. Bennett, Kem	27
5. Detrick Mark	32
6. Phillipson, W.	33
7. Berry, Bob	40
8. Karto, Jock	41
9. Hunt, Bob	45
10. Wise, Jim	45
11. Jeter, Holly	48
12. Coffee, David	49
13. Gelatti, G.	52
14. Bucina, Steve	52
15. Eichmer, Steve	54
16. Taucher, R.	55
17. Lowe, Randy	58
18. Sandlin, Dave	61
19. Dickinson, G.	63
20. Pryor, Lisa	63
21. Avant, Thad	65
22. Rutter, Karl	69
23. Wolfe, Greg	70
24. Allen, James	79
25. Broomfield, C.	86
26. McDonald, D.	88
27. Birutis, Stas	89
28. Pesane, Sue	90
29. Michael S.	96
30. Moss, Mark	99
31. Long, Dennis	108
32. Winn, Kevin	112
33. Gronback, A.	115
34. Espinoza, D.	123
35. Richardson, C.	125
36. MacPhail, R.	144

HOBIE 16B POINTS

1. Duke, John	1 1/2
2. Winstead, Dewey	4
3. Wren, Dick	6

HOBIE 16C POINTS

1. Candish, Woody	14 3/4
2. Scharff, Ed	15
3. Green, Dennis	17
4. Oliver, Luis	17 1/2
5. Bergman, Don	21 3/4
6. Delman, Scott	22
7. Paradis, M.	22
8. Starkey, Trey	28 3/4
9. Bottcher, Del	34
10. Horney, R.	35
11. West, Dave	35
12. Dudley, Ted	35
13. Bodoh, Jim	44
14. Gamache, Bob	45
15. Grieshop, Bob	50
16. Bauer, Jeff	60
17. Wright, Glenn	62
18. Greenhalgh, J.	63
19. Francis, Jeff	65
20. Beal, Joe, Jr.	65
21. O'Hern, Dennis	70
22. Zeto, John	74
23. McMillan, Dom	75
24. Heinze, Dean	85

HOBIE 16 NOVICE POINTS

1. Taylor, Dale	4 1/2
2. Anderson, Scott	6 1/2
3. Ricker, Steve	12
4. Giorgen, Phil	20
5. Cunningham, D.	22
6. Lengyel, Tom	22
7. Casaccia, Joe	24

HOBIE 14A POINTS

1. Kirby, Alex	3
2. Moldt, Dick	10
3. Nelson, John	10
4. Lambert, Brian	13 3/4
5. Craig, John	22
6. Erwin, Jim	23
7. Bowerfind, K.	23
8. Shireling, Bob	26
9. Karnitschrig, A.	29
10. Medley, Bob	34
11. Kirby, Art	40
12. Brooks, Bill	42
13. Glover, L.	52

HOBIE 14B POINTS

1. Melendez, John	4 1/2
2. Lusk, Terri	6 3/4
3. Soule, Judy	16
4. Kelly, Mark	16
5. Marecki, R.	18 3/4

HOLDER 12 POINTS

1. Bremer, Baron	3
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HOLDER 14 POINTS

1. Herbst, Alic	3
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HOBIE 14 TURBO POINTS

1. Dekreek, Vel	4 1/2
2. Wetty, Bill	7 1/2
3. Johnson, John	13
4. Keyser, Clark	17
5. Burns, John	19
6. Johnson, Cheryl	19
7. Coss, Paul	22
8. McCallister, B.	24
9. Heil, Doug	36

ALPHA SAILBOARDS (230)

HEAVY WEIGHT

1. Duke, John	1 1/2
2. Winstead, Dewey	4
3. Wren, Dick	6

ALPHA SAILBOARDS (230)

LIGHT WEIGHT

1. Ohlmann, G.	1 1/2
2. Forsyth, Dodie	4

ALPHA SAILBOARDS (200)

1. Payne, Sean	5
2. Casta, Russ	8

HOBIE 33 POINTS

1. Murdoch, John	3
2. Brewer, Ron	8

ALPHA SAILBOARDS (200)

HEAVY WEIGHT

1. Frazier, B.	10 1/2
2. Boyd, Kevin	12
3. Hull, Eric	13 3/4
4. Faas, Denis	21
5. Wallace, Dale	21 1/2
6. Heirholzer, S.	30

BATTEN BUSTER REGATTA

FLEET # DIVISION 8
PANAMA CITY, FLORIDA
MAY 3 - 4, 1986

HOBIE 18 POINTS

1. Gaston, Ronnie	3
2. Duke, Tom	6 3/4
3. Cockcroft, B.	13
4. Neville, Nick	15
5. Rigdon, John	20
6. Ruthven, Larry	20

HOBIE 17 POINTS

1. Drury, John	3
2. Thornton, C.	6 3/4
3. Remsburg, Jim	12
4. Barker, Joe	15

HOBIE 16A POINTS

1. Douglas, Mike	5 1/2
2. Brock, Jim	10 3/4
3. Kalata, Larry	12
4. Smith, Kevin	12 3/4
5. Gaston, Shane	16
6. Lattman, John	16 3/4
7. Grady, Bill	28
8. Stone, Lynn	30
9. Dalba, Russ	32
10. Keenion, Brad	37
11. Self, Robert	39

REGATTA RESULTS

HOBIE 16B	POINTS
1. Sisson, Joe	7 ½
2. Watson, Ray	9 ½
3. Smith, Thomas	10
4. Howerton, B.	10 3/4
5. Hoff, Fred, Jr.	17
6. Lueck, Chip	20

HOBIE 16C	POINTS
1. Owens, Billy	4 ½
2. Yuhas, Brad	5 ½
3. Johnson, Randy	10

HOBIE 14	POINTS
1. Myers, Babe	3

HOBIE 14 TURBO	POINTS
1. Dick, Paul	5 ½
2. Knight, Ron	7 3/4

DIVISION 9

LAKE NORMAN POINTS REGATTA
FLEET # 92 DIVISION 9
LAKE NORMAN, NORTH CAROLINA
APRIL 19 - 20, 1986

HOBIE 18A	POINTS
1. Dunn/Dunn	4 ½
2. Olson/	13
Pondergrass	
3. Graham/Graham	16 3/4
4. Harper/Harper	19 3/4
5. Jones/Alexander	20
6. Whiteside/	22
Whiteside	
7. Sifford/	25
Obenshaw	
8. Akers/Akers	28
9. Toney/Toney	32
10. Klemme/Taylor	38
11. Ellis/Kendrick	41
12. Estapa/Estapa	44
13. O'Shields/	45
O'Shields	
14. Wooten/Wooten	47
15. Weeks/Davis	48
16. Robertson/	53
Robertson	
17. Englisbe/	62
Englisbe	
18. Peavy/Peavy	65
19. Bost/Frnklin	76

HOBIE 18B	POINTS
1. Graham/Byrum	5 ½
2. Mintz/Waples	9 3/4
3. Harmon/Blakey	11 3/4
4. Miller/Bridchel	15 3/4
5. Macesko/Clayton	17
6. Bodenheimer/	18
Bodenheimer	
7. Brown/Jones	19
8. Frets/Frets	30
9. Haddad/Descamps	41
10. Duell/Duell	42
11. Sennettraro/	44
Thorpe	

HOBIE 18M	POINTS
1. Paradies/	3
Paradies	

HOBIE 17	POINTS
1. Weatherford, S	6 ½
2. Roberts, J.	7 3/4
3. Markel, Doug	8 3/4
4. Hough, David	9 3/4
5. Nisbet/Nisbet	19

HOBIE 16A	POINTS
1. Smith/Smith	4 ½
2. Humphrey/	9 3/4
Lowrance	
3. Ayscue/Ayscue	13 3/4
4. Poteat/Poteat	14
5. O'Lain/Reynolds	15
6. Barrett/Barrett	25
7. Richbourg/	25
Richbourg	
8. Robinson/	29
Cauthen	
9. Hill/Hill	32
10. Setilli/Keahey	32
11. Faille/Shirley	35
12. Brittingham/	44
Fisher	
13. Smith/Branyon	48
14. Efland/Efland	56

HOBIE 16B	POINTS
1. Poplin/Morgan	13
2. Carpenter/	13 3/4
Schumpert	
3. Potter/Potter	14 3/4
4. Weeber/Allen	17 3/4
5. Servati/Servati	21

6. Malone/Malone	22 3/4
7. Joyce/Petree	31
8. Fahlberg/	34 3/4
Robinson	
9. Provorp/Provorp	35
10. Stafford/Murray	36
11. Collins/Nelson	39
12. Reeves/	40
Funderburk	
13. Evans/Evans	40
14. Johnson/	41
Wollenhaupt	
15. Graves/Martin	49
16. Allison/Green	54
17. Kilbourne/	56
Alexander	
18. Hanchey/Schwab	62
19. Becker/Heard	63
20. Miller/Koch	78

HOBIE 16C	POINTS
1. Walser/Reyes	18 3/4
2. Bossel/Green	11 ½
3. Dawson/McBrayer	11 3/4
4. Gregory/	22
Meacham	
5. Kinney/Prim	22
6. DePree/Fitch	26
7. Wiles/Powers	34
8. Long/Long	36
9. Battschinger/	39
Walter	
10. Gebel/Martin	41
11. Williams/Drawn	41
12. Lennard/Lennard	42
13. Darling/Fabian	44
14. Conde/	47
Wilterson	
15. Eudy/Eudy	48
16. Hensley/Wermert	48 3/4
17. Corum/Austin	55
18. Hicks/Kline	60
19. Hann/Hann	64
20. Payne/Burns	64
21. Yurkovich/	70
Haskins	
22. Polkinhorn/Ruff	79
23. Wilson/Allen	81
24. Landrum	81
25. Segmour	85
26. Watson/	85
Lowermick	
27. Obersthal/Carter	86
28. Norris/Peticca	94
29. Campbell/	98
Livezey	
30. Hughes/Hughes	106
31. Cavanah/	110
Cavanah	
32. Flowers/McGee	128
33. Runyan/Runyan	128

HOBIE 14A	POINTS
1. Myers, Daniel	3
2. Hunter, Alan	10
3. Miller, Jim	10
4. Grant, Jim	11 3/4

HOBIE 14 TURBO	POINTS
1. Carpenter, C.	4 ½
2. Merrell, Kaye	8 3/4
3. Treble, Lori	11
4. O'Connell, M.	13
5. Rapp, Tom	17 3/4
6. Shaw, Dan	21
7. Price, Sam	28

N.C. STATE CHAMPIONSHIPS
FLEET #97 DIVISION 9
NORTH CAROLINA
MAY 3 - 4, 1986

HOBIE 18A	POINTS
1. Dunn/Karen	3
2. Akers/Akers	11 3/4
3. Graham/Graham	14
4. Wooten	15
5. Olson/Bancome	17
6. Swann/Seann	19
7. Whiteside/	22
Whiteside	
8. Englisbe/	25
Englisbe	
9. Hall/Hall	31
10. Campbell/	38
Campbell	

HOBIE 18B	POINTS
1. Bodenheimer/	4 ½
Bodenheimer	
2. Williams, R.	7 3/4
3. Trimm/Steenson	8 3/4
4. Macejko/Barron	14
5. Dunaway/	18
Watson	
6. Batten	22
7. Lambert/Owens	24
8. Groome, Chip	32

HOBIE 17	POINTS
1. Kirk, Rober	5 ½
2. Weatherford, S.	8 3/4
3. Markel, Doug	8 3/4

4. Hough, David	12 3/4
5. Butler, Mac	21
6. Nelson, Mike	24

HOBIE 16A	POINTS
1. Poteat/Morgan	7 ½
2. Settle/Keachey	19
3. Drake/Drake	20
4. Lasater/	24
Peterson	
5. Humphrey/Lowrent	25 3/4
6. Efland/Efland	26
7. Eure/Eure	27 3/4
8. Ayscue/Ayscue	28 3/4
9. Sinclair/	31
Sinclair	
10. Custis/Debbie	37
11. Weisberg/	38
Weisberg	
12. Smith/Smith	39
13. Grimes, John	40
14. Poplin/Morgan	43
15. Moseley/Moseley	43
16. Hill/Hill	45
17. Faille/Shirley	47
18. Richbourg/	48
Richbourg	
19. Brittingham/	55
Wilson	

HOBIE 16B	POINTS
1. Potter/Potter	8 3/4
2. Chappell/Blair	11 3/4
3. Greene/Deaten	23
4. Provorp/	23 3/4
Provorp	
5. Vernon/Jackson	25
6. Walker/Walker	27
7. Malone/	27
Kaminski	
8. Bush/Bush	27 3/4
9. Moody/Moody	31
10. Johnston/	32
Blalock	
11. Kendrick/Coutu	32 3/4
12. Fahlberg/Lavis	33
13. Frazee/Slemaker	37
14. Hanchey/Schwab	38
15. McKinney/	46
McKinney	
16. Schuster/	56
Schuster	
17. Neal/Bowden	56
18. Patterson/Trigg	57
19. Kilbourne/	58
Sadler	

HOBIE 16C	POINTS
1. Wiles, Richard	11 3/4
2. Holcomb/Holcomb	12 3/4
3. Haynes/Groome	13 3/4
4. Dupree/Dupree	15 3/4
5. Battschinger/	19
Walters	
6. Winslow/Winslow	22
7. Hines/Day	31
8. Keyes/Stepusin	31
9. Dekker/White	35
10. Ruba/Curtis	38 3/4
11. Schott/Casey	39
12. Cavanagh, Mike	45
13. Furr/Rothgry	47
14. Miller/	53
Moriarty	
15. Polkinhorn/	63
Becky	
16. Spears/Wood	64

HOBIE 14 TURBO	POINTS
1. Dekreek, Vel	6 ½
2. Carpenter, C.	8 3/4
3. Merrell, Kaye	10 ½
4. Treble, Lori	13
5. Craig, M.	14
6. O'Connell, M.	18

PAMLICO POINTS REGATTA
FLEET #257 DIVISION 9
WHICHARD'S REACH IN
WASHINGTON, NORTH CAROLINA
APRIL 26 - 27, 1986

HOBIE 18A	POINTS
1. Stater, Tim	4 ½
2. Dunn, Lance	11
3. Swan, Chip	12
4. Hinson, Swayne	13
5. Hall, Denny	15
6. Arata, Harold	15
7. Wooten, George	18
8. Kirkley, B.	20
9. Weeks, Mike	27

HOBIE 18B	POINTS
1. Davis, Mack	2 ½
2. Williams, Rusty	7
3. Bass, Don	8

HOBIE 17	POINTS
1. Scudder, Sam	6 ½
2. Hough, David	7
3. Williams, M.	7 3/4
4. Markel, Douglas	10
5. Hupman, Joe	13

HOBIE 16A	POINTS
1. Smith, Wick	6 3/4
2. Ayscue, G.	9 ½
3. Poteat, Bob	13
4. Brittingham, G.	15
5. Blount, John	16
6. Taylor, Bob	18
7. Grimes, John	19
8. Lasater, Ron	21
9. Drake, Britt	24
10. Sinclair, C.	25
11. Smith, Leo	30

HOBIE 16B	POINTS
1. Webber, Bill	10
2. Moody, Cindy	12 ½
3. Koch, Dick	15
4. Bush, Quad	15
5. Koch, Dan	16
6. Hanchey, Terry	18
7. Malone, Mike	19 3/4
8. Provorp, Ray	21
9. Barbree, Ray	21
10. Fahlberg, C.	27
11. Frazee, John	28
12. Lawrence, Ed	35
13. Joyce, David	35

HOBIE 16C	POINTS
1. Battschinger, G.	5 3/4
2. Winslow, Dana	8 3/4
3. Johnson, R.	10
4. Perry, Percy	11 3/4
5. Payne, Rick	13
6. Neal, Tom	16
7. Polkinhorn, B.	21
8. Garris, Greg	22

HOBIE 14 TURBO	POINTS
1. Carpenter, C.	2 ½
2. Dekreek, Vel	6
3. Stump, Gunnar	9
4. Shaw, Dan	12

DIVISION 10

KENTUCKY LAKE REGATTA
FLEET # 219 DIVISION 10
KENTUCKY LAKE
GILBERTSVILLE, KENTUCKY
APRIL 19 - 20, 1986

HOBIE 18A	POINTS
1. Isco, Gordon	10 ½
2. Longville, John	12 3/4
3. Brisbois, James	15
4. Duffield, Ken	19
5. Jacobs, Andy	21
6. Frederick, J.	21
7. Oehler, Ron	25
8. Murphy, Mike	27
9. Furlong, Kevin	33
10. Hawes, Jerry	36
11. Campbell, T.	43
12. Tate, Russel	48

HOBIE 16A	POINTS
1. Grosskopf, J.	5 ½
2. Woodruff, Stan	5 ½
3. Wallace, Dick	17
4. Crider, B.J.	19
5. Andriakos, A.	19
6. Holdman, B.	26
7. Sutt, Waren	28
8. Atherton, R.	29
9. Wilkinson, J.	31

HOBIE 16B	POINTS
1. Hampton, Larry	6 ½
2. Wynn, Dickey	11
3. Flake, Alan	12 3/4
4. Wester, Dave	20
5. Maynard, Dave	20
6. Derring, John	20
7. Cleaver, Dave	21

HOBIE 16C	POINTS
1. Reed, Darren	10 ½
2. Nelson, David	16 3/4
3. Tucker, Ray	18
4. Corey, Joe	23
5. Middleton, Dan	23
6. Carroll, John	26 3/4
7. Murphy, Dennis	28
8. Reams, Alan	30
9. Carrel, Sam	32

SUNBAKE POINTS REGATTA
FLEET #199 DIVISION 10
CRAB ORCHARD LAKE
CARBONDALE, ILLINOIS
APRIL 26 - 27, 1986

HOBIE 18A	POINTS
1. Isco, Gordon	11 ½

REGATTA RESULTS

2. Longueville, J.	12
3. Frakes, Roger	12 3/4
4. Rose, Don	16 3/4
5. Workman, Ed	17 3/4
6. Murphy, Mike	29
7. Oehler, Ron	37
8. Mette, Rick	39
9. Burrows, Tom	48
10. Fong, Richard	48
11. Briggs, Bruce	52
12. Tate, Russell	54
13. Finkes, Robert	74
14. Wallace, Dick	78
15. Doe, Kevin	79
16. Harry, Bud	93
17. Twillman, Ron	97
18. Lindquist, D.	101
19. Adorjan, M.	114

HOBIE 16A	POINTS
1. Grosskopf, J.	9
2. Bidwell, Mark	16 3/4
3. Crider, B.J.	23
4. Wildes, Kevin	22 3/4
5. Shafter, Lee	33
6. Verch, Edward	35
7. Kartz, James	37
8. Hicks, Grant	38

HOBIE 16B	POINTS
1. Lahatte, Bob	10
2. Hampton, Larry	21 3/4
3. Wester, Mark	22
4. Wilder, Jerry	23
5. Bruce, Jeff	33 3/4
6. Johnson, Jim	35
7. Lindall, Brad	41
8. Larimer, Perry	42
9. Jones, Skip	45

HOBIE 14A	POINTS
1. Tyler, Tom	6 1/2
2. Bonney, Ed	12
3. Storer, John	17

MAY DAY REGATTA
FLEET #47 DIVISION 10
COWAN LAKE STATE PARK
WILMINGTON, OHIO
MAY 3 - 4, 1986

HOBIE 18A	POINTS
1. Tannert, Tom	18 3/4
2. Isco, Gordon	23 1/2
3. Jacobs, Andy	30 3/4
4. Rose, Dan	42
5. Murphy, Mike	43 1/2
6. Frederick, J.	43
7. Furlong, Kevin	43
8. Oehler, Ron	54
9. Fahle, Mike	48
10. Sullivan, David	50
11. Frey, John	65
12. Hass, Jerry	70
13. Sadallah, G.	71
14. Knauer, David	76
15. Campbell, Tom	86
16. Albrecht, Mike	92
17. Holt, William	96
18. Forshey, Jay	98
19. Renner, Alan	104
20. Brisbois, James	109

HOBIE 16A	POINTS
1. Bounds, Matt	20 1/2
2. Woodruff, Stan	17
3. Conaty, Kevin	18 1/2
4. Buchert, John	22 3/4
5. Rooks, Steve	26
6. Bidwell, Mark	36 3/4
7. Demetry, Mark	39
8. Glenn, Gary	44
9. Wadsworth, P.K.	56
10. Kamphake, Tom	56
11. Pasley, Lou	66

HOBIE 16B	POINTS
1. Fecher, George	21 1/2
2. Grant, John	26 3/4
3. Molleran, W.	27 3/4
4. Flucke, Robert	25 3/4
5. Maynard, Dave	29
6. Suttmillier, H.	40 3/4
7. Lawlor, T.J.	38
8. Camden, Mark	62
9. Morris, Larry	64
10. Root, Raymond	60
11. Fort, David	65
12. Brunotts, Ron	60
13. Rhine, Bruce	62
14. Pottebaum, Jim	76
15. Sampson, Dean	81
16. Campbell, John	90
17. Macer, William	98

DIVISION 14

16TH ANNUAL POINTS REGATTA
FLEET # 23 DIVISION 14
LEWISVILLE LAKE PARK
LEWISVILLE, TEXAS
APRIL 5 - 6, 1986

HOBIE 18A	POINTS
1. Morris/Hanley	7 1/2
2. Palmer/Palmer	8 1/2
3. Rumsey/Townson	13 3/4
4. Curtis/Pam	16
5. Edwards/Scrutcherd	18
6. Anderson/Brindman	20
7. Ferraro/Mattlingly	22
8. Cummings/Creel	22
9. Bates/Bates	28
10. Burrows/Fulton	31
11. Angus/Laporte	39

HOBIE 18B	POINTS
1. Jacobi/Nixon	5 1/2
2. Knapp/Knapp	8 3/4
3. Davenport/Atnip	11
4. Walburg/Travis	11
5. Meek/Adams	16 3/4
6. Kelly/Lemonds	18
7. Herring/Herring	28

HOBIE 17	POINTS
1. Decocq	4 1/2
2. Sherrad	6 1/2
3. Moore	9
4. Stolz	16
5. Scott	18
6. Griffin	21

HOBIE 16A	POINTS
1. Ralph/Smith	5 1/2
2. McCredie/Fuller	6 1/2
3. Balthas/Kathy	10 3/4
4. Collins/Collins	18
5. Kelley/Cabrera	25
6. Holmes/Horton	27
7. Prellar/Palazzdo	33
8. Berman/Mead	37
9. Sparks	37
10. Keefe	38
11. Bockrodg/Summers	38
12. Trotter	39
13. Freed/Freed	45
14. Bradley	45
15. Loeffelholz	50
16. Puckett/Puckett	51
17. Young/Young	56
18. Bass/Saneman	58
19. Welch/Campbell	62
20. Bridoman	63
21. Wade/Netzer	70

HOBIE 16B	POINTS
1. Ainsley	3
2. Gray	11
3. Etnier	11 3/4
4. Urband	12
5. Kourke	12

HOBIE 16C	POINTS
1. Jackson/Dickson	3
2. Sullivan/Sullivan	7 3/4
3. Sanford	15
4. Saggi	18
5. Saxby/Saxby	19
6. Young	19
7. Bordelon/Bordelon	23
8. Rueston	24
9. Franklin	28

HOBIE 14A	POINTS
1. Parma	4 1/2
2. Blackwell	6 3/4
3. Welsh	9 3/4
4. Taylor	16
5. Smith	20

HOBIE 14B	POINTS
1. Ryan	4 1/2
2. Dodson	7 1/2
3. Clark	9
4. Richardson	14
5. Mercker	19
6. Crain	24

HOBIE 14 TURBO	POINTS
1. Lawyer	4 1/2
2. Wallo	6 1/2
3. Laughton	10

86' THUNDERING HULLS REGATTA
FLEET # 63 DIVISION 14
NORMAN, OKLAHOMA
MAY 10 - 11, 1986

HOBIE 18A	POINTS
1. Curtis, John	7 1/2
2. Rumsey, Chris	8 3/4
3. Anderson, Pete	9
4. Edward, Joe	13
5. Morris, David	14
6. Cummings, R.	17
7. Bates, Bobby	18
8. Twyman, Bill	26

9. Kamerson, D.	27
10. Davenport, B.	28
11. Knapp, Phil	29

HOBIE 18B	POINTS
1. Mitchell, Steve	3 1/2
2. Bright, Bob	9 3/4
3. Meek, Jim	10
4. Vansickle, N.	12
5. Johnson, R.	13

HOBIE 17	POINTS
1. Collins, John	2 1/2
2. Pattullo, Peter	11
3. Sherrod, Jane	12
4. Dickinson, D.	12
5. Moore, A.	14
6. Dicocq, Ed	15
7. Danylak, Nick	19
8. Griffin, Gary	25
9. Countryman, M.	30
10. Thurman, Mark	31

HOBIE 16A	POINTS
1. McCredie, D.	3 1/2
2. Collins, Phil	4 3/4
3. Trotter, Phil	12
4. Bass, Boyd	19
5. Veckrodt, Rob	23
6. Kelley, Neil	23
7. Ralph, Mark	27
8. Ansley, Bill	29
9. Homes, Sheila	29
10. Keefe, Doug	30
11. Hess, Fred	30
12. Downham, Steve	34
13. Sparks, Scott	35
14. McIntosh, Ken	40
15. Loeffelholz, T.	44
16. Brower, Daniel	46
17. Kocsis, Bill	17
18. Brogman, R.	47
19. Young, Dennis	54
20. Wade, Maurice	60
21. Reyes, Manny	61
22. Fry, Jim	66

HOBIE 16B	POINTS
1. Green, Jerry	4 3/4
2. Sullivan, Mike	9
3. Regester, Mark	12
4. Saxby, Art	13 3/4
5. Walters, Larry	16 3/4
6. Lindsey, Russ	23
7. Collins, Jay	26
8. Mower, Russ	26
9. Long, Steve	27
10. Bradford, R.	29
11. Carter, Bill	29
12. Moulder, Greg	30
13. McClung, Rick	35
14. Gish, John	41
15. Saggi, Zeer	42
16. Flynn, Diane	45

HOBIE 16C	POINTS
1. Bordelon, R.	5 3/4
2. Mashaw, Pat	7 3/4

THE HOGS BREATH 1000
LONG DISTANCE RACE
KEY BISCAYNE, FLORIDA
TO FORT WALTON BEACH
MAY 17 - 25, 1986

PLACE	TEAM AND MEMBERS	TIME IN HOURS/MIN./SEC.
1.	FOSTER'S LAGER-AUSTRALIA Brett Dryland, Keith Glover, Gary Metcalf	56:41:30.
2.	TEAM TEXAS-CALIFORNIA Hobie Alter, Jr., Rick Eddington, Chuck Miller	56:49:43.
3.	TEAM SANDESTEIN-FLORIDA Enrique Figueroa, Tony Lewis, Carlton Tucker	57:14:39.
4.	TEAM BELK-CALIFORNIA Jeff Alter, Alan Egusa, Pat Porter	57:32:16.
5.	AUSTRALIA'S FOSTER'S Ian Bashford, Graham Corlette, Rod Waterhouse	57:34:23.
6.	TEAM OYSTER SHANTY-FRANCE Eric Bussy, Tony Laurent, Daniel Pradel	57:54:17.
7.	TEAM VICTOR'S SHERROD'S-HOLLAND Jan Lange, Peter Spijker, Sidney Van Zon	58:43:36.
8.	TEAM NIGHT TOWN-HAWAII Rick Bennett, Dean Froome, Mr. Duke	61:56:33.
9.	TEAM E.F. HUTTON-BELGIUM Frederic De Braey, Paul Fischer, Michel Peters	64:01:27.
10.	TEAM SOFRANA UNILINES-AUSTRALIA Anthony Duchatel, Philip Duchatel, Tony Kenny	64:14:08.

Time Equals Speed Equals Challenge

An Interview with Jeff King

by dan mangus

Alpha Speedweek '86 was extended one day for a chance to set a new world speed record. The one who came out on top was Jeff King, 28, from Encinitas, California. He was born in Hawaii, while his father was in the service, but was raised on the beach in north San Diego County. He is a well travelled surfing veteran with extensive big wave knowledge. Three years ago, his brother and friends got him started boardsailing. Four days later he was out in the waves in Oceanside and he was hooked on his new-found sport for good. After a lot of practice, and a new board design, he emerged to be the fastest on the water and set a new boardsailing world speed record on the 100-meter course at Palm Springs.

At a new distance, and a new speed, he became a new champion. His time would be the one to beat. The stage was set to find out more. Who is Jeff King? What makes him faster? My curiosity was bubbling, so I set up a short interview with Jeff to answer some questions.



Leroy Gramis

HL: Hi Jeff, thanks for joining us. I guess a good place to start would be to find out a little of your background. What is your occupation?

JK: Well, I guess you could say I'm a professional boardsailor. Currently, I'm the Vice President of Richard Whyte Professional Windsurfing Products in Los Angeles. We send hundreds of products throughout the world to dealers and mail order customers. We also design new products within the sport, our latest being a new concept in waist harnesses utilizing a full batten back support system.

HL: What other interests to you have besides boardsailing?

JK: Well, after looking out of the barrel in giant Hawaiian surf, it's hard to have to many outside interests, but I am a basketball fanatic. I play jazz guitar and I snow ski once or twice each season. I spend a lot of time writing for major windsurfing publications and screenplays for future motion pictures. I also study theology; I want to know what happened; creation or evolution, it bugs the hell out of me.

HL: When did you start surfing?

JK: I started in '64 at seven years old, on a seven foot balsa wood board my dad made while we were living on Guam. I actually started surfing full time in 1970.

HL: It seems like surfing has been a big part of your life. Have you made any major contributions to that sport?

JK: I am what you might call the protege of surfing legend Mike Doyle, who invented the Morey/Doyle soft surfboard, in which I played a major role in testing and design back in 1976. These boards can be found in just about every beach rental stand in the world, because of their forgiving, durable structure.

HL: How and when did you get involved in windsurfing?

JK: My friends Richard Whyte and Mike Doyle had been pressuring me for years to give it a try, and when I saw surf sailing on Kauai and Maui, I felt stupid for not taking their advice. So back on the mainland, in March of '83, my brother David and Dave Dominy got me started. We went up to the Carlsbad Lagoon and they pushed me out on a custom 10 foot 6 inch Doyle board with thruster fins. It took me four days to learn how to tack on the bunny pond, then I followed the boys out into the surf on day five. I must have repaired my broken mast fifty times. Since then I have devoted nearly all my time to windsurfing and trying to make a living at it.

HL: Making a living at windsurfing can be difficult, do you have any sponsors?

JK: Aside from Professional Windsurfing Products, I am sponsored by: Rainbow Sailboards, Tornado Wetsuits, Moonlight Glassing, Andre Lefevre Sails, Oakley Sunglasses, Streamline Booms and Bases, Gotcha Sportswear, and I'm looking for a car sponsor at this time.

HL: How did you get involved in speed



Frank A. Baldridge

sailing?

JK: At "The Ponds." The first boardsailor to discover The Ponds, Vance Wright, is a good friend of mine, so I went out there with Dave Dominy and Leroy Grannis to check it out. The first few times I went I was totally blown away with the consistent high wind conditions and potential for high speed equipment designs, so combined with the fact that there is very little wind in San Diego and tons of it at The Ponds, I became a speed sailor.

HL: What did you think of Alpha Speedweek?

JK: I thought it was an excellent idea of Alpha and Hobie Cat to have a contest at The Ponds. Especially having sophisticated timing equipment, it gave everyone a good idea of how fast they were really going. Before that we were all just guessing. It was also nice to compete against the top names in the sport.

HL: What kind of equipment did you use in the unlimited speed trials?

JK: I used a stock Rainbow sail, designed by Lefevre and a special Moonlight speed board. The board was designed by Mike Doyle and myself. It is 12 feet long and 17 inches wide with a shallow double concave bottom. It was shaped by surfboard/sailboard shaper Dan Van Zanten of Del Mar. My fins were designed by Curtis Hesselgrave, who has been making my fins for a decade.

HL: Most speed boards are short speed needles, but yours is different, why?

JK: I'm experimenting with water line concepts, along with rail and deck designs. You know Crossbow is a big, long catamaran that holds the fastest attained speed record on the water ever by a sailing craft. I think water line has a lot to do with it. The length can take you through the soft spots of less wind. Most speed boardsailors think the less wetted surface

on the water will be faster. But my idea is longer water line, with special rail and bottom design, which proves to be worthy of further investigation.

HL: Do you really think speed sailing is all equipment design or is it who gets the best puff?

JK: Well, I agree you need to be in the right spot at the right time and get the big puff, but you definitely need to be strong enough to hold as much sail as possible and have a fast board. Maybe I was not any faster than any of the other few top riders, but I was consistently more efficient. That's why I think I won. On Monday, I was officially fastest. On Tuesday, Fred Haywood was fastest, unofficially. On Wednesday, it was far better than Monday and Tuesday, so who knows what the new record will be. On any given day someone else might be faster. I just did it at the right time, at the right place, and as usual luck played a major role.

HL: What do you think the speed limits are for boardsailing?

JK: I think a sailboard will be the fastest craft on the water and The Ponds has the potential to be the right spot for the record. Now that I know what 37 miles per hour is, I have something to compare with my future runs. I know that I have sailed faster and we are all anxious to have another shot at a new record. Haywood says he knows he will go faster, somewhere around 45 miles per hour. There is a new, demanding need to have more speed trial events, to have the clocks and judging system more readily available, maybe to have it all on call, so when the conditions are right, we can go. I'll be contacting some major sponsors in an effort to secure the funds necessary to hold a 100-meter speed trial for a two week event, which I feel will be sufficient time to break the current world record. Frankly, the only record in my mind is Crossbow's 36.60 knots (approx. 42 mph).

HL: What did you think of the 100-meter course compared to 500 meters?

JK: I think everyone enjoyed the shorter course, it is more in proportion to a sailboard. The 500-meter course was designed for big boats, their hull speed and momentum would carry them through the lulls. The 100-meter course is more exciting, with quicker results for the competitor as well as the spectator. Besides, I'm interested in speed runs, not marathons. I think this event will set a precedent throughout the world—that speed sailing at this distance is here to stay.

HL: How do you feel about being the current world record holder?

JK: It's great to brag about the record to friends and relatives who know little about windsurfing, but knowing that I and a few others have gone faster gives me the incentive to break the ultimate speed sailing record, to be the fastest sailing craft in the world.





Guy Motil



Guy Motil

Waterski The Alpha Waveski® Way

by bill baldwin

Editor's Note: Bill Baldwin (also the artist responsible for "Baldwin's Corner," has been surfing waves off the California coast for many years and has worked as a surfboard shaper. He took up Waveskis® years ago at a time when few people in the United States had heard of them and surfers looked on them with suspicion.

Any time I see a new water toy, I look for different ways to play with it. I was recently very surprised to find out that Waveskis® make excellent waterskis when they are towed behind a powerboat. I first began to ride waveskis about 12 years ago as a surfer. My only experience with them was in the surf, and I had never even considered trying one behind a boat. It was not until I met Danny Broadhurst, designer of the Alpha Wave 130 and 150 Waveskis®, that I found out that you could use it in other ways. Danny insisted that one of the things his designs did well was waterski. We decided to humor him but based all of our testing research on the boards' surfing and paddling characteristics. We were in for a pleasant surprise.

My first experience behind a boat was during the shooting of the Alpha Waveski®

video for the Hobie Cat advertising department. Since we'd completed the surfing and paddling sequences, Mel Wills and I agreed to shoot some footage with the boards being pulled behind one of Hobie Cat's test boats. Since I was used to surfing, I felt really uneasy about giving up my paddle, but I found that the board was easy to sit on and did not tend to tip over, particularly if I let one leg hang over the side. The guys in the boat tossed me the ski line and I braced myself for an arm-wrenching waterski takeoff. Again, I was pleasantly surprised. Since the board floated me completely there was no feeling of "taking off" as there often is when waterskiing—the board just started moving with very little pull. At about 5-8 miles per hour the ride was very stable, and at around 10 mph, I was on a clean plane. As we increased speed to around 15-18 mph, it was possible to get good cuts across the wake, and at over 20 mph we were consistently getting air when we crossed the wakes.

The board we were using was set up with a seat belt and three standard fins: two small fins on the outside, and a 4-inch central fin. All of the fins were moved all the way forward in a position that seemed to make the board easy to turn. In other runs, we used even smaller, cutaway fins and found that they increased the board's performance and made it even easier to turn. We haven't tried other fin set-ups yet, but I think that there are some real interesting possibilities using a twin fin arrangement, or a slightly larger single center fin.

We got the best performance at a little under 25 mph. At that speed we had a ball crossing the wake and seeing who could get the most air. We could consistently clear the water by six inches to one foot (which seems really high when you are sitting down!). If we ever get some perfect, glassy conditions that would let us ski faster I'm sure we'll get much higher. At over 25 or 30 mph, the ride got pretty bumpy. Since the boards have many times the planing surface of a waterski, you feel the chop more and this is compounded by not being able to use your legs as shock absorbers to ride over it. The solution was simple; we went a little slower and got back in control.

Here are some tips I'd like to pass along to all you would-be waterwaveskiers:

1. Use the seat belt. Make sure it is snug so that you can use your hips to turn. If you don't use a belt you might twist your ankle coming out of the footstraps. If you have never used a seat belt, it takes a bit of getting used to. Most people just don't like the idea of being attached to the board. The best way is to practice "bailing" on land. Sit on the board and familiarize yourself with where the flip latch is. Once you're


comfortable with that, go out in the water with the belt on and tip yourself over and practice bailing out there. Once you see how easy it is, you'll stop worrying about it. (Sorry, but you'll have to get your head wet).

2. Wear the right stuff. If it's cold, wear a wet or drysuit. Wear a life jacket, and make sure that you attach all of the straps, so that the jacket fits securely. I recommend wearing ski gloves. You will find that having non-skid gloves makes it easier to hold onto the ski line and will let you ski longer before you fatigue.

3. Put a little padding in the seatwell. You'll find that unless you have some "natural" padding back there, you will get a little sore after a ski session. (I speak from personal experience).

4. Get the best performance. Try holding the ski line low when you turn. Since an Alpha Waveski® is very wide compared to a waterski, when you are outside the wake making a cut, it will want to ride flat. If you hold the ski line high, it has more of a tendency to pull you flat which keeps you from getting as far to the outside as you could. You will also find that holding the handle vertically against your stomach when you cross the wake to get some air, will allow you to complete the jump with a greater degree of control. If you tend to nose in when you jump, remember to keep your head up and look at the horizon. When you look down, you tend to lean forward and, well let's not discuss head injuries. Just remember to keep that head up.

5. Doubles. Unless you and your partner are both experienced skiers, I recommend avoiding this because you have to have unequal lengths of tow rope to be able to cross, and you run the risk of running over the front skier, or "clotheslining" him if you don't lift the rope to let him go under. Ski one at a time and get radical for excitement.

Of course there are just about infinite variations in being towed behind a powerboat. How about skiing behind a catamaran? How about leaving the fins off and doing 360s? One of the joys of new products is that the only limit is one's imagination. If you find a particularly interesting way to use the Alpha Waveski®, send a short description or some 35 mm slides of your method to HOTLINE. 



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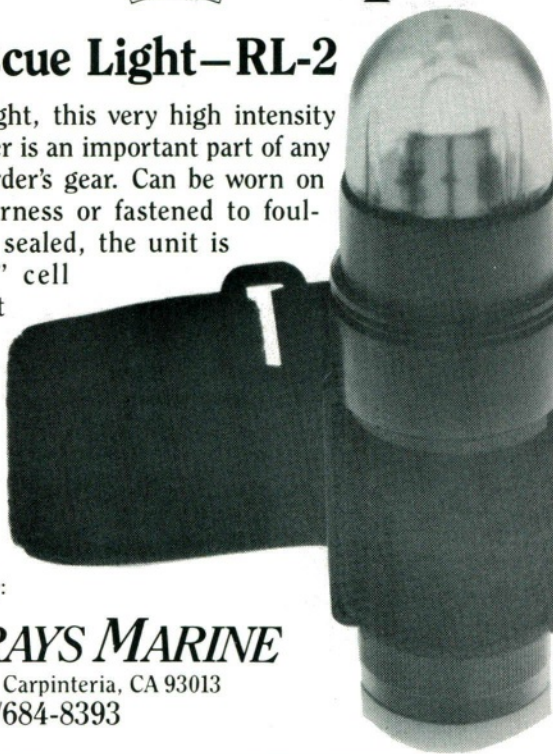


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Wind Teases Sailors At Speed Week

The first Alpha Speedweek had everything anyone ever bargained for and more. The winds almost blew us all away. Then they died leaving only a little fun in the sun, only to return to produce enough power for a new world record.

A Dream Takes Shape

The story starts almost one year ago, when Karlton Spindle an Alpha dealer from Riverside, California, had a dream to hold a speed sailing contest at "The Ponds." This was the new "mecca" of boardsailing, and it just happened to be in Southern California. Since he was one of the largest Alpha dealers and Alpha had one of the fastest production boards in the world, the natural step was to go to the people at Hobie Cat, the U.S. distributor of Alpha, and ask them if they wanted to get involved. "Sure! That's a great idea," they said, where do we start?

Well, if you didn't already know, Hobie Cat is the largest sailboat class in the world and if you've never been to one of their big events, they really know how to throw a regatta. It seemed like there was no end to what had to be done: months and months of planning, meetings, permits, and pure

creation. This was going to be no slam dunk.

The list of agencies were contacted, the wheels started to roll, and the dream went into full swing. Staging an event of this size took a tremendous amount of cooperation from several government agencies; the Bureau of Land Management, the Coachella Valley Water District, the County of Riverside, the City of Palm Springs and the Cal Trans Highway Department. Sandy Banks, the executive director of the event, had the task of organizing every phase of the week down to the last detail. He chose his event team and proceeded to put everything into perspective.

After countless trips to the desert, the permits were finally obtained, the media was informed and the word was out all over the windsurfing world. Alpha Speedweek '86, was to be the first boardsailing speed trials event in America. It was like starting a revolution. The phone never stopped ringing off the hook. Competitors and spectators alike wanted to make sure that all their questions were answered so they wouldn't be left out on all the fun and excitement of "history in the making."

As the event got closer more ideas came up. More people became involved. Things were getting done. The energy was magnetic. Foster's Lager came aboard as the title sponsor, Volkswagen of America was named the official car and the Hobie HOTLINE was asked to do the program as an insert in the regular publication. (see HOTLINE May/June 1986) The list of competitors was growing rapidly. Some of the big names in the sport of speed sailing called to say they would be there.

Three weeks before the event, a press conference was held at New Balloons, the popular local establishment in Palm Springs, for a large group of reporters and filmmakers who would cover the event.

The timing equipment was explained to the media as were the type of courses to be run and the list of activities planned.

Shaping The Desert

"The Ponds" is a very unique sailing location adjacent to Windy Point near Palm Springs, which is about a 90 minute drive southeast of Los Angeles. The cool air of the coastal L.A. basin funnels through a pass between large mountains and empties into the hot desert of the Coachella Valley. This creates a natural venturi effect that produces strong winds directed right at The Ponds. So much wind, in fact, that hundreds of huge wind-powered electric generators were installed in the area to harness its power. The Ponds were created to hold water from the Colorado River while it filters back down into the groundwater to help replenish the supply for a valley that has been transformed from arid desert into a vacation resort and agricultural community. The Ponds are long, narrow, flat water drag strips, which lay perpendicular to the prevailing wind direction. This makes them perfect for speed sailing.

Boardsailors Vance Wright and Butch Mayo discovered this sailing paradise about three years ago and their secret slowly spread. This was the place where experienced sailors could finally come get their arms stretched out and satisfy their need to go fast.

A road grader and water truck were hired and brought in to make a new entrance road across the desert and to construct a large parking area that was needed. Thirty large construction containers were trucked in and placed by the ponds. These were to be used to store the 50 boards and 150 rigs that were being

b y d a n m a n g u s



Frank A. Baldridge

Karl Stumvoll of Germany was one of the 206 competitors that enjoyed the bursts of speed that teased the sailors with its infrequency. Having fun in the sun, means cruising around checking it out, painting your cheeks while you're catching a tan.



Patrick McDowell

supplied by Hobie Cat. A double-decker English-style bus was placed between the two competition ponds to serve as race control. A large trailer was set up by R and R Concessions for the food, fresh water was delivered; everything had to be brought in to create the venue.

The weekend before the event, while everything was being put into place, mother nature decided to show us that she was still boss. On Saturday the wind really started to kick up to between 60-80 mph. Some of the 20-foot-long construction containers (weighing 5,000 pounds each) started to move. As the big puffs came through, a few of the containers were rolled over like a pair of dice, and the area was cleared for safety. That night, the wind increased even more, to a recorded 113 mph. The next morning 13 of the containers were found blown off the dikes into the ponds. Modifications had to be made, the containers were plucked out of the water and all turned head to wind to try to prevent them from moving again, thus reminding everybody of the rule "If you want to see it again, tie it down."

By Monday the sailing equipment arrived and was assembled. Sailors began to show up and sail in some good winds from 20-40 knots. On Tuesday night the wind got back up to 87 mph. The conditions looked promising.

Time For The Event

Wednesday was registration, with all 206 competitors, from all over the U.S., Canada and Europe, lining up at the bus to receive their registration packet. Then most of them went over to the warm-up areas and checked out boards so they could practice. Some went to the sail check-in area to get the event logo sticker on their unlimited sails. That evening the welcome party at New Balloons kept competitors, staff and the press entertained. Food, drink and music flowed as everyone discussed how anxious they were for the event to begin, while they watched Miss Alpha and her court crowned.

The Thursday morning skipper's meeting laid out the game plan for the next four days. The Men would start on the slalom pond and use the Alpha 100 SL slalom boards. The Women and Masters (men over 35 years of age) would start on the speed pond using the Alpha 110 G speed gun boards. It was explained that once those events were completed, each of the classes would switch places until they were finished. After those were completed they would move onto the one-on-one drag racing on the Alpha 110 G. Finally, the unlimited speed trials, to be sailed on the board and sail of their choice, would take place. The one design racing was going to be a true test of sailing ability while the



Patrick McDowell



Most of the competitors were anxious to cool off in the hot sun by participating in the paddling contests. Playing smashball was one of the many games people played while praying for air and trying to stay patient with mother nature. The giant structures erected to the wind gods told the story of glassy breathless days.



Lori Rafferty

Patrick McDowell

unlimited event was designed to be man and his equipment against the clock. The rules were discussed, the drawing of starting order was done and the elimination ladders were posted.

Everything seemed ready to go, but one thing was missing. The wind just couldn't make up its mind. First it would come up to 10-20 knots, then it would die. A men's slalom heat on a figure-eight course was started. Then the wind would die again only to force a cancellation. We tried time and time again, but never with enough wind to complete a heat. Meanwhile, over on the speed pond, the women were trying their best to time the puffs just right to sail through the 100-meter course that had been set.

Currently the RYU (Royal Yachting Union) had delegated all the speed trial events to be governed by the WSSA (World Speed Sailing Association). It was established for big sailboats to race each other on a 500-meter course. When sailboards came along and wanted to race they said they would have to do it on the same course and by the same rules. There has been basically three major speed sailing events held around the world: in England, France and Australia. All have been controlled by the WSSA on their long course. Most speed sailors felt the need for a shorter course but nothing could be done to break the strong British tradition. Not until Alpha Speedweek, was a 100-meter course set and sailed at any speed trials event.

A certified surveyor was brought in to shoot, mark and stake the 100-meter course. Two buoys were set in the water to mark the start and two were placed at the finish. A sophisticated timing system was purchased and set in place to record the start and finish of each competitor. It would then display the time and speed on a digital scoreboard. Two United States Yacht Racing Union (USYRU) judges were at the course to help operate the timing equipment and observe each run for its fairness and authenticity. All the times were typed on a tally tape by the timing machine and also hand written down by a scribe on a score sheet.

The women continued to patiently make runs with each puff, until each of them had completed six runs. Capturing first place in the women's class on Alpha equipment was Ulrike Stehle of Bavaria, Germany, clocked at 8.17 seconds. Stehle, age 24, held the prestigious title of Boardsailing World Cup Winner in 1980. Ann Nelson of San Diego, California came in second with a time of 8.34 seconds. Nelson, age 27, won the silver medal in sailboarding in the 1984 Olympic Games Boardsailing Exhibition event. Rounding out the top five were Heidi Stubbs of Los Gatos, California; Kelby Anno of Maui, Hawaii; and Jackie Dobson of Cayucos, California.

For the next three days, the high pres-



sure and the mild Santa Ana winds frustrated the staff and competitors. The temperatures ran up into the 100s. There was a lot of sitting around telling lies about how fast they would be if only the wind would come. Still everyone's spirits stayed high. It was nobody's fault. No one had control except mother nature. Each morning people would show up hoping the weather pattern would change to produce wind. Most people wouldn't complain; it was, after all, another beautiful day in the sun, so we decided to make the best of it and put out a call to form teams for some paddling and swimming races. You've got to go with what you've got. Thousands of spectators lined the dikes on Saturday and Sunday to cheer each of the competitors in the fun races. The winners received some great prizes such as special Alpha Speedweek coolers by Coleman, and lots of cold Foster's Beer. Jackie Brown of Canada and Darren Hamm of Las Vegas entertained everyone with some spectacular freestyle in the very light breeze.

The competitors were also treated to talks by Alpha sailboard designer Walter Feldtanzer of Vienna, Austria and a helpful speed clinic featuring top world record speed sailor Fred Haywood; Jeff Magnan, designer for Gaastra Sails and Barry Spanier of Maui/Pryde Sails. Sunday ended with a good sign that the wind was shifting back to its prevailing direction. Once again, the next day looked promising.

The awards banquet, hosted at The Spa Hotel, was held that evening. Hobie Cat president, Doug Campbell, thanked the competitors for participating in the event, and said he was going to continue the event one day for the unlimited speed trials

only. He went on to say that each competitor would receive a \$100 gift certificate to be used toward any Alpha product as a show of appreciation for their enthusiasm during a no-wind event. He made a special tribute and thanks to Sandy Banks for all the work he had done to make the event a success. The trophies were then presented with thanks to the agencies, groups, businesses and individuals that really went the extra mile in making the event happen. After a great meal, everyone went to the New Balloons for a celebration.

Monday And The Days Beyond

We all awoke on Monday hoping something would be different. It was. The wind was already blowing from the right direction and it looked like we were in another good cycle. The clean-up started; the inventory and packing began. We only left a couple of things out so they would be ready to go when the good wind hit: the timing equipment and the boards and sails.

Well, the wind finally picked up about noon and kept building all afternoon. With the winds gusting in excess of 30 knots, to the delight of the serious boardsailors, more than 275 runs were attempted with 150 completed. Jeff King of Encinitas, California, age 28, had the fastest time of the day and set the new official world record on the 100-meter course with a time of 6.05 seconds at a speed of 32.135 knots or 36.98 mph. King used his special 12-foot speed needle. The women's record for

100-meter speed sailing was set by Patti Whitcomb of Maui, Hawaii, age 35, with a time of 6.57 seconds at a speed of 30.295 knots or 34.05 mph on her own unlimited equipment. Karlton Spindle of Riverside, California, set the record for the fastest Alpha, a totally stock Alpha 110 G and 7.0 Alpha sail with a time of 7.08 seconds at a speed of 27.3 knots or 31.5 mph. Others also made some great runs and everyone finally got a chance to show their stuff. (See results in Racing Section.)

Tuesday proved to be even more exciting. All of the judges and staff had to leave because of prior commitments, but the timing equipment was left with Karlton Spindle. He gathered a few friends to help operate the clock and the speed runs continued. Even though the runs on Tuesday were slated as unofficial, the wind increased and the times got faster and faster. After the end of the day the results were tallied to find that Fred Haywood of Maui, Hawaii, age 35, set another record with a time of 5.75 seconds at a speed of 38.91 mph. Everyone that stayed for Wednesday said the wind was even better.

So, who knows what tomorrow will bring? The short course was a proven success, exciting for both the competitor and the spectator, especially when you're at a perfect speed sailing spot like The Ponds.

A very special "thank you" to all those folks at Hobie Cat, Alpha and all the helpers and volunteers that did such a great job to make the first Alpha Speedweek a success. Just in case you're wondering, plans are already being made for next year, so be on the lookout for Alpha Speedweek '87.

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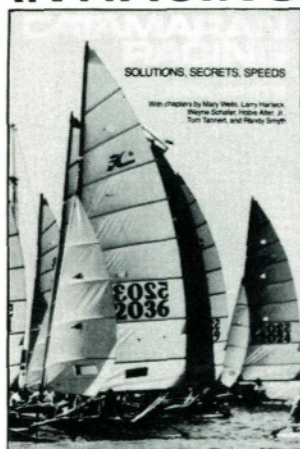
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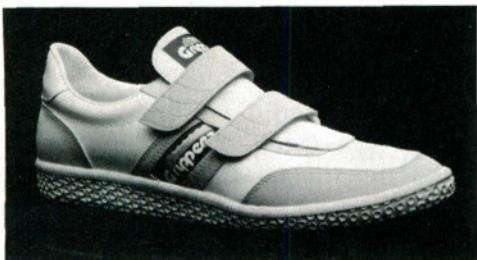
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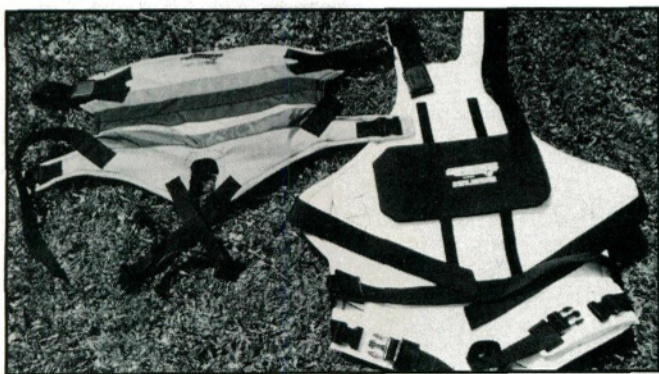
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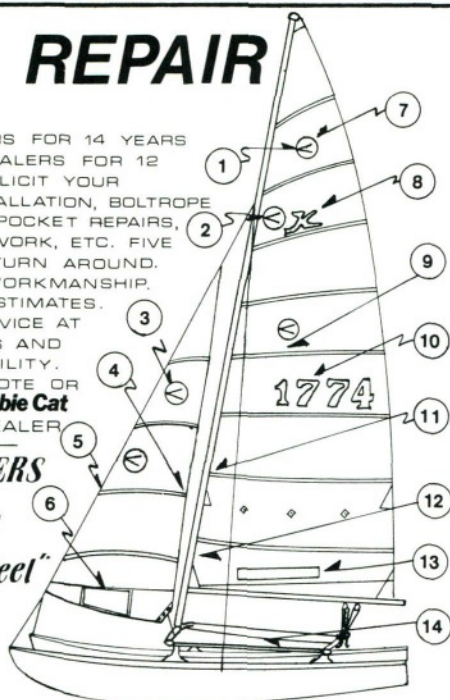
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Chris Rooke
(901) 744-8500

ROOKE SAILS

1744 Prescott So.
Memphis, TN 38111

HOBIE BRIEFS

Continued from page 16

HOTLINE Wants to Hear from Alpha Sailors

This is the fourth issue of the HOTLINE which has included articles, information, interviews, tips and news about Alpha Sailboards and Waveskis®. It is time we heard from you. We know you're out there, and we figure you must be having at least as much fun as we're having, or more. So, share your good times with us and the other HOTLINE readers. Tell us about your favorite hot spots, your travel stories and your humorous days of walking on water. Send us some slides of the great times on your Alpha. By the way, is there anything you'd like to see us do? Any good ideas? Keep those, slides, cards, letters, and photos coming in. Send your Alpha communication to Hobie HOTLINE, P.O. Box 1008, Oceanside, CA 92054, Attention: Alpha Editor.

HOBIE HOT TIPS

Continued from page 19

Throw away all plastic nuts and replace them with new stainless steel ones, but don't overtighten them. Next, check all your tramp grommets and lacing, then get a friend to help you tighten your trampoline lacing as tight as possible. With this complete your boat will be stiff and you will have more control over it.

Check the mast and rigging carefully as this is where mast force is exerted. Look for loose rivets and small cracks. If your mast leaks, apply silicone sealant to all pop rivets where mast-head and mast meet and around the mast tang. Go over shrouds, forestay, jib halyard, main halyard and bridle wires checking for frays and rust. Pay attention to the ends where the loops are.

The rudders and rudder assembly require a little more time and effort. File the trailing edge of your rudders enough to remove the bulb. Next, fill in scratches with resin and sand them down smooth with 400 then 600-grit sandpaper. The rudders should lock down firmly then kick up with about 20 lbs. of pressure, one foot up from the tip. If this is not the case, lubricate the lockdown cam and its parts with an aqua lube or something similar. Adjust the kick up tension by adjusting the screw on the bottom side of the cam. Thin the rudders where they meet the casting to prevent slop.

Now for the sails. Remove the battens and check them for splits and cracks. Look at the batten end caps for small cracks. Check those batten ties for wear and see if the small grommets at the ends of the batten sleeve are pulling out. Make certain your sail is not wearing through at areas where the battens make contact with the shrouds. If there is wear, use some colored duct tape or rip stop over the areas. As for cleaning your sails, I have heard everything from just water, to soap and water, to lemon juice and water. I have found that the bath tub works great for this, and while you're at it throw in your sheets, (not off the bed), wetsuits and life jackets.

Not many things can be more harmful to your boat than the ultra-violet rays of the sun. I've found that a tarp, canvass or plastic, with bungie cords is a good route to take.

Having a good preventative maintenance program won't guarantee trouble-free sailing, but it will put the odds on your side.

BOUNTY HUNTERS WANTED

To provide information leading to the elimination of low power lines in all sailing and launching areas.

REWARD

Bounty hunters will receive a special Hobie goodie in return for taking these three steps:

1. Scout your sailing areas for low power lines.
2. If you see low power lines, write to the power company who owns the lines, explain the hazards to sailors presented by those lines and ask the company what they plan to do to eliminate the hazard.
3. Send a copy of the letter to Hobie Cat, and when you get a response, send a copy of that to Hobie as well.

In return, Hobie Cat will send a Hobie goodie to you and will take up the issue with the power company to support you in your hunt for outlaw lines.

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

Send copies of letters to:

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

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Large enough for sails of all sizes, daggerboards, booms and accessories. (10'9" x 22'x14", at bucket end).

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

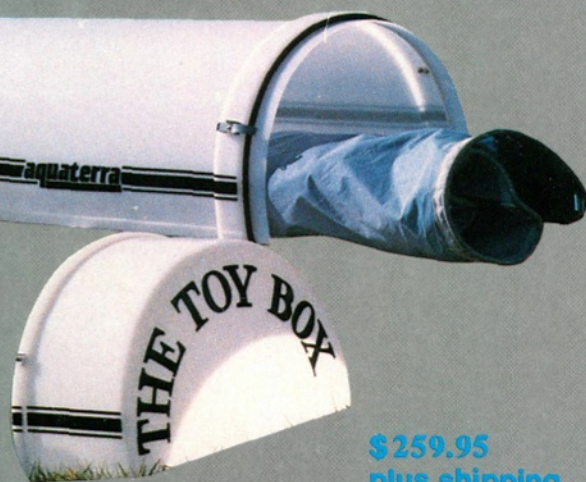
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