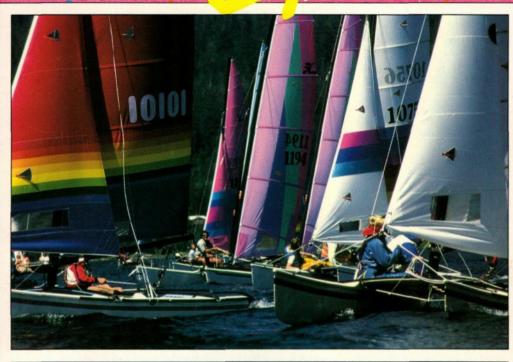
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JANUARY/FEBRUARY 1987

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January/February 1987

Volume 16 Number 1



#### **FEATURES**

#### 18/When to Sheet, When to Travel

Gary Metcalf explains how to get better performance through sail adjustments.

#### 20/Sailing Skills for Successful Sailboard Starts

There's a lot you can do to get a leg up on the competition.

#### 24/Meet the Champions

Did you know Tony Laurent is from Australia? Meet the 1986 champs and learn more.

#### 40/A Perfect Sailing Summer

The best photos our readers sent depicting their "perfect summer."

#### 61/Wade Aust: Shooting for the Top

This Alpha Team Rider has some big goals, and the ability to accomplish them.

#### 62/Alpha Sailors Tell All

A tongue-in-cheek exposé of the sailboard lifestyle.

#### 66/Fins for Your Alpha Waveski®

The ski's designer explains different fin arrangements for different types of skiing.

#### **REGATTA REVIEW**

#### 22/Championship Racing European Style

The French Hobie 18 and European championships sound like dream regattas made in heaven.

#### 28/Hobie 16 U.S. National Championships

The women's event could not have been closer, but no surprises from the men.

#### 34/Hobie 14 and Turbo U.S. National Championships

Bob Curry cruised to the 14 title, but the Turbos went to the wire.

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ON THE COVER



Perfect racing and a perfect summer to help keep your mind off winter. Racing photos by Guy Motil, summer shot by Jay Blackwood.

## HOTLINE HOBIETORIAL

#### HOTLINE DIRECTOR

PUBLISHER

Bonnie Hepburn-Jonas

#### **EXECUTIVE EDITOR**

Brian Alexander

**ALPHA EDITOR** Dan Mangus

Jill Pittsford

ART DIRECTOR Jana Whitney

HOBIE RACING DESIGN

**CIRCULATION MANAGER** 

Judy Schneider

CIRCULATION ASSISTANT Amanda Hines

CONTRIBUTORS

Jay Blackwood · John and Carol Hackney Jon Hasper · Frank Stolbert · Bob Bennion Micheal Garff · Sean Loughery · Noelle Duck · Janet Smith · Wayne Rudolph Gary Metcalf · Guy Leroux · Dick Blount Laurie Robertson · Dave Weber Dan Broadhurst

#### **HOBIE CLASS ASSOCIATION**

Hobie Racing Director George Clayton Alpha/Holder Racing Director Liz Reed Regatta Secretary

#### PRINTER

American Web Offset, Denve

#### **COLOR SEPARATOR**

Colorbar, Anaheim

TYPESETTING

Central Graphics, San Diego

#### HOTLINE PUBLICATIONS

P.O. Box 1008 Oceanside, CA 92054 619/758-9100

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eight weeks for processing. 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 selfaddressed envelope with sufficient postage for return of material. The Hotline cannot accept responsibility for unsolicited material

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#### A Look Back at 1986

In this issue, the first one of 1987, we consider a few important items from 1986.

Several issues ago, we asked all of you Hobie photographers to send us your interpretation of the "Perfect Hobie Summer." In this issue, we're pleased to present the results. As always when we ask for reader contributions, the response was terrific and we hope you'll agree that, judging from the photos included in this issue's photo essay, last summer was just about perfect for sailing Hobie Cats. When winter starts getting you down, just turn to the summertime photographs to lift your spirits. It won't be long before we'll be talking about spring again.

The fall brought some perfect racing. On the one hand, Bob Curry set the Hobie 14 world on fire with an astonishing series of firsts at the Hobie 14 U.S. National Championship in Tampa Bay. On the other hand. the best women Hobie sailors from around the country scratched and clawed all the way through the Women's Hobie Cat U.S. Championship. It was one of the closest regattas on record. A week later, at the Hobie 16 U.S. National Championship, Jeff Alter added his first 16 title to his growing list of Hobie accomplishments. All the championship regattas are covered in this

Although names like Jeff Alter and Bob Curry may be familiar to many HOTLINE readers, we thought it would be fun to meet this year's crop of Hobie champions, some of whom you may not know at all, up close. Instead of the normal racing talk, we asked some personal questions of the champions. The varied backgrounds of the skippers make for interesting reading. See Brian Alexander's "Meet the Champions"

Speaking of champions, the champion of all champions, Gary Metcalf, lets a few of his boat speed secrets out of the bag in "When to Sheet, When to Travel," a look at the methods the three-time world champion uses to get the most from his sails. We can't promise you'll match Metcalf's performance, but following his advice could lead to a few more wins and leave some of your fleet competitors shaking their heads.

Danny Broadhurst, chief designer of the Alpha Waveski®, has provided a concise chart on fin selection for your ski. Alpha Team Rider Wade Aust shares some of his secrets for success in an exclusive HOTLINE interview. Then, some board sailors share a few secrets in "Alpha Sailors Tell All," a tongue-in-cheek compilation of interesting questions and answers put to a selection of boardsailors.

But that's not all we've got for your winter reading. We've included some Alpha starting tips, a discussion of the Hobie 17 weight controversy, Letters, Hot Tip, a "Last Look" and more great photos from the major events. So, start the new year off with us as we take a look at the year just past.

The HOTLINE staff would also like to take this chance to wish you, your family and friends all happiness and the fairest of winds in 1987.





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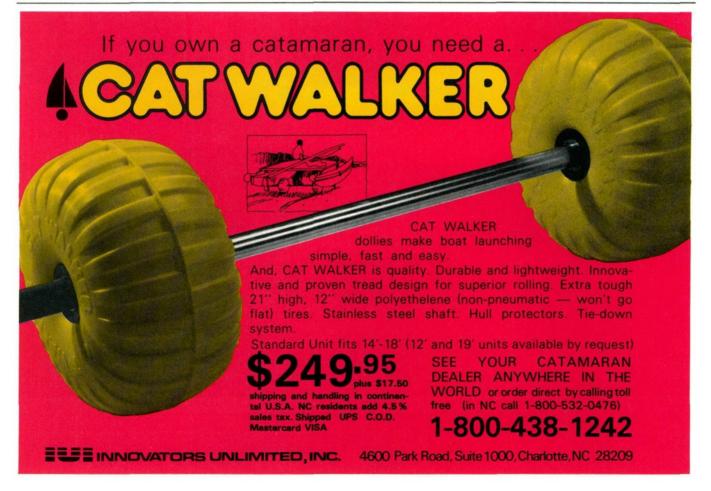
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## VANAGON NAMED OFFICIAL VHCA VEHICLE





The Volkswagen Vanagon has been named the official vehicle of the World Hobie Class Association. In addition, Volkswagen is making special edition "Hobie Cat Vanagons" available to the general public with a special offer. During the "Incredible Vanagon Sail," Volkswagen customers purchasing the Vanagon or Vanagon Syncro will be able to order special Hobie Cat graphics and buy an Alpha 230 sailboard with rig and sail plus sailboard roofracks, at a special low price.

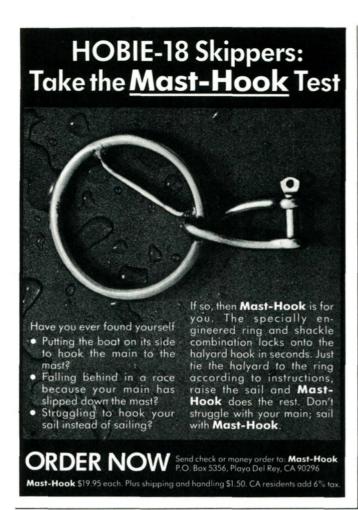
As the official vehicle of the WHCA.

Vanagons will be driven by Hobie Cat regional representatives to regattas and other events. The vans will help event organizers carry material and ease some of the transportation problems found at many local and regional regatta sites. They have already been used effectively at several events such as the Hobie national championships this summer and fall.

"They were really a big help to us at the 16 nationals," said Drew Patey, Hobie regional sales manager. "We used them to haul stuff all over the place and run errands. I think they were a big help. I know I'm looking forward to visiting other regatta sites in my part of the country with the van. I'm sure the local fleets will welcome the extra help."

Just getting to events has been a problem for some sales managers in the past. One, John Barnett, has a large section of territory in the middle of the country for which he is responsible. He claims the Vanagon will help him visit more dealers and see more local regattas. "You can only put so much stuff in the car," he said. "With the Vanagon, I can take all kinds of gear, a couple sailboards and tow a Hobie. That







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#### LETTERS

#### Good Feelings from Hobie 16 Championship

Over the past ten years, I have written many letters to the HOTLINE. None gave me more pleasure to write than this one.

This year's 16 Nationals were the best I've ever attended. The sailing conditions were and always will be, left up to Mother Nature. But everything else, the things that make or break a regatta, the ones I feel matter most, were handled by a small group of people who deserve to be acknowledged: Mel and the race committee. Marty and the Trailer People, TL and the Cape May Beach Patrol, the protest committee, Charlie, Greg and all of our great sponsors, Tevis and Drew, and finally Steve Gronka and Paula Alter. These people all worked very hard so my friends and I could sail and play for two weeks and I want them to know we had a blast!

Thank you to everyone who made this nationals special. I'd also just like to add that it's really great to have a company as dedicated as Hobie Cat is to supporting its customers. They have provided me with over a decade of fabulous regattas and numerous opportunities to meet and sail with a great group of people. Thanks!

Linda Leon Encino, California

I would like to thank Division II, Paula Alter and friends for their support and concern during my critical illness.

Special thanks should go to Bruce and Barbara Strauss for their kindness and unselfishness. They gave up their boat and the chance to sail in the 16 nationals so that my husband could race.

Pat Glanden Newark, Delaware

Editor's Note: Pat Glanden was stricken by a sudden illness while her husband was qualifying for the Hobie 16 U.S. National Championship, thus forcing him to leave the event after he had qualified. Fortunately, he was able to return. Bruce and Barbara Strauss, in a gesture of sportsmanship, gave up the place Glanden had vacated earlier so he could sail.

#### Hobie 17 Owners Survey Proposed

Since the Hobie 17 catamaran was introduced to the sailing world, I have read articles that HOTLINE has published and have talked to a few people that have purchased the 17.

I am sure there are other 16 sailors that are ready for something new like the Hobie 17.

Do you think you could publish a Hobie 17 "Owner Survey" or maybe get some HOTLINE reader response in regards to the owner's comments on the likes or dislikes of the 17? I am curious about their thoughts.

John Campbell Cincinnati, Ohio

#### Insurance Crisis Response...

The guest commentary "Insurance Crisis Threatens Hobie Life Style" will no doubt send shivers up the masts of many Hobie sailors, as I am sure the current crisis does to those of Coast Catamaran Corp. It points to one very serious liability insurance concern, but fails to address another. That is, what is the current liability exposure to fleets which sponsor Hobie-related activities?

Let's take some hypotheticals and other questions. What of the fleet sponsoring a regatta where one of the racers is injured? What of the fleet serving alcohol at an event? What of the fleet officers and regatta committee in terms of personal liability for injuries/deaths in these situations? What of the "hold-harmless" clauses fleets sometimes include in regatta registration? How much protection are they?

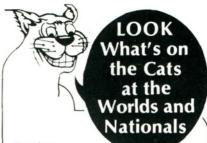
I consider these questions both timely and important. The answers, provided by an appropriate legal expert, would be very valuable to fleets around the country. Please consider addressing this issue in a future HOTLINE. Thank you for your consideration.

Jon Okerstrom Cedar, Rapids

Editor's Note: HOTLINE forwarded Okerstrom's letter to Hobie legal counsel, Walt Millar. The following is Millar's response, but keep in mind that laws vary from state to state.

The issue of liability of fleet officers has come up before. Although there is considerable variation in the law from state to state the following is generally accurate: As long as the person is acting as a volunteer (no pay) fleet officer and is involved in a nonprofit activity, then he or she is covered by the general liability provisions of their homeowner's insurance coverage. The best way to find out if a fleet officer has this kind of coverage is for him or her to read their insurance contract or ask their insurance agents. Hold-harmless agreements are not enforceable in all

Continued



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DANGER

#### **LETTERS**

states. An attorney licensed to practice in the fleet's home state is the best source for this kind of information.

Your article in the September/October 1986 issue, "Insurance Crisis Threatens Hobie Life Style," was very well written. It brings to mind what a serious problem we have facing not only Hobie Cat but any catamaran manufacturer. As co-commodore of the Catamaran Racing Association of Wisconsin (CRAW) I realized I could do more than just read the article. Our newsletter included an authorized reprint of your article with a suggested letter for each member to send to his respective senator.

Dennis Carlson Monona, Wisconsin

#### And a Thank-You

I want to sincerely thank all of the people who have written to their senator and/or congressman supporting Coast Catamaran and the Coleman Company on the need for product liability tort reform in America.

Many HOTLINE readers have sent me copies of the letters that they mailed in response to the article "Insurance Crisis Threatens Hobie Life Style" in the September/October issue. We couldn't have asked for better support.

For those who haven't yet written their elected representatives on this important subject—it's not too late!

Thank you and Fair Winds, Doug Campbell

Editor's Note: Once again, the bill to support is Amendment 1814 to Senate Bill S100: The Product Liability Reform Act.

#### Thanks, But No Thanks to Comptip™

Your letter describing the Comptip™ and Hobie Cat's motivation to carry out this innovation is impressive to say the least. The leadership of Hobie Cat during our twelve years of active involvement has made catamaran sailing a wholesome family experience. Your product has met every possible expectation. Through the HOTLINE and fleet membership we have learned to sail, race and have had an enormous amount of fun, safely.

While we have decided not to take advantage of your Comptip™ retrofit, I certainly support your efforts to prevent injuries and commend you and Hobie Cat for the constant consumer awareness and protection programs.

We retired from active racing and Fleet 56 in 1983. Our 1982 Hobie 16 is still part of the family and from time to time we find a way to go sailing.

We thank you for all those Hobie days.

William Shaughnessy Peachtree City, Georgia

I have received your letters announcing the new safety advance with the Comptip™ and your generous offer to install it free.

I do not wish to take you up on your offer, but would like you to know how much I appreciate your generosity.

I have enjoyed the Hobie 16 immensely. It is well designed, well built and handles so well. I'm very pleased both with the Hobie and with the company behind it.

I know of very few companies that keep their customer as well informed as you do. It speaks well of your organization.

Again, thank you for the offer and may you continue to do well.

Michael H. Morrell, M.D. Tacoma, Washington

Thank you for this advisory. I do not want a Comptip™ mast because I believe the benefits are minimal to negligible. I too have had the dreadful, frightening and embarrassing experience of having collided with a power line. (This was two summers ago at the new Town Ramp in Narragansett, Rhode Island.) In order to clear the ramp for an arriving boat I towed my Hobie up the driveway and through the street to the prep area. My brother, on foot as "lookout" did not see the line. (He was following just behind the trailer.) The power line sliced through the forestay and the mast dropped like a falling tree. Fortunately no one was hurt.

I see a dual hazard—electrical and the risk of being hit by the mast. In this case, the Comptip™ would not have avoided either hazard. I think you're on the right track though. Please continue the research and development.

I believe Hobie is in a unique position to begin educating juries (the American people) that life has risks; some of which cannot be insured against. Towing or sailing into a power line has nothing to do with product liability. If liability/responsibility is to be assigned, I believe it should be shared by the skipper and the municipality responsible for the line.

S.H.R. New York, New York

Editor's Note: Hobie Cat encourages all owners to take advantage of the retrofit program. The mast tip will not only be safer, it will actually add to the boat's performance in heavier winds since the tapered tip will allow the sail to dump air if it

becomes overpowered. Most mast/power line contacts occur at heights over 20 feet, exactly where the tip will be most effective. Hobie Cat is following up on the information in the above letter, concerning the low power lines in Narragansett, Rhode Island, with that city's authorities.

#### **VW Owners Take Note**

I was more than a little surprised, upon receiving my July/August HOTLINE, to find on the inside front cover an advertisement linking Hobie and Volkswagen.

My husband and I own a Hobie 16 (our second) and also a 1982 VW camper. When the VW had only 17,000 miles on it the engine blew up on our way back from Puerto Penasco. This disaster took place in Yuma and one week and \$2,000 later we finally arrived back in Southern California. Even though VW was willing to offer goodwill compensation for a fraction of the cost, we were informed that our Hobie was too heavy a load for the VW and that is what caused the breakdown.

I feel it would be to the benefit of all Hobie sailors to advise them of this situation especially since Hobie and VW have now been linked together in the HOTLINE.

Vicki Moore Costa Mesa, California

Editor's Note: HOTLINE forwarded Moore's letter to Volkswagen. Here is their reply.

Thank you very much for bringing Mrs. Moore's letter to our attention. It brings out an important point that your readers who are current VW Vanagon or Camper owners, or are considering the purchase of one, should be made aware of.

Mrs. Moore's 1982 Volkswagen Camper is powered by an air-cooled, 67 hp engine which is not recommended for towing due to its power limitations. Models produced after mid-1983 are equipped with water-cooled engines that have substantially more power. Our 1986-87 Vanagons and Campers are equipped with 2.1 liter engines with nearly 42 percent more power than in 1982, and the towing of trailers and boats of the Hobie Cat 16 Class should present no problems.

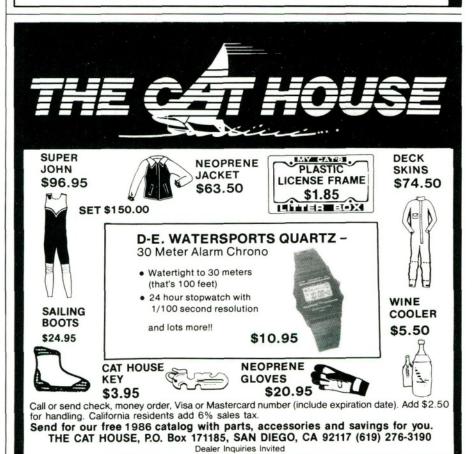
Mrs. Moore's engine failure occurred in 1985 long after the vehicle's warranty had expired, however, we were pleased to assist her by paying \$1,274 towards the cost of repair. We value Mrs. Moore's business and hope that she will enjoy her Camper for many more years.

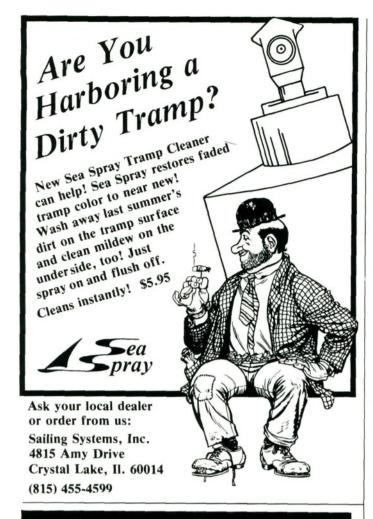
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	☐ May/Jun	Tuning the 16		E	May/Jun	Lessons Learned
	☐ Jul/Aug	Choosing the Right Course			Jul/Aug	The Hobie Traveller
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#### HOBIE BRIEFS

#### **Hobie 17 Weight Controversy**

Should there or shouldn't there be a minimum weight set for the Hobie 17 in class racing? This is the question pondered over and over by the World Hobie Class Association and by skippers racing the 17. When the Hobie 17 was first introduced, the association decided against establishing a minimum weight in favor of tabling the decision until some regattas had been held and it could be determined what an appropriate weight might be.

One letter to the class association stated: "... we feel that a minimum weight of 170-180 pounds should be set." Suggestions for minimum weights have ranged from 165 to 180.

An analysis of weight vis-a-vis finishing place from the Hobie 17 National Championship, Midwinters West, Midwinters East and the Lake Havasu regatta make a firm conclusion nearly impossible. Weights and finishing places are all over the range. For example, at the national championship, the winning weight was 175 pounds. Second and third were 150 pounds and fourth was 180 pounds. Fifth was 150 pounds. At Midwinters West, the heavier skipper, at 185 pounds, won again. Second weighed 150 pounds, third 190, fourth unknown, fifth 185, and sixth 150. At the Lake Havasu regatta, a heavier skipper won again. He weighed 175 pounds. Second place weighed 166, third 165, fourth 190 and fifth 150. Interestingly, the eighth-place skipper at Havasu weighed 240 pounds, while the ninth-place skipper weighed 155. At Midwinters East, the winning skipper was again heavier weighing 180 pounds. The second-place skipper weighed in at 150. Third and fourth-place skippers weighed 178 and 190 respectively. Fifth was unknown and sixth was 190.

The average weights of the top five skippers are as follows: Hobie 17 National Championship, 161 pounds; Midwinters West, 172 pounds (The sixth-place skipper's weight was substituted for the fourth-place skipper's which is unknown.); Lake Havasu, 169.2 pounds; Midwinters East, 177.6 pounds (The sixth-place skipper's weight was substituted for the fifth-place skipper's which is unknown.) These averages show a range of over 16 pounds.

Based on the data, it is hard to come to any firm conclusions. It would appear that the skill of the skipper far outweighs weight differences within the 150 to 200 pound range. Some difference in speed may be noticeable when two skippers of equal skill and boat speed technique face off. In such a case, the lighter skipper may have a small advantage. What do you, the Hobie 17 skippers think? Should the class remain open? Should a formal weight limit be imposed? If so, what should the weight be? Why? Please send your responses to HOTLINE, Hobie 17 Weight, P.O. Box 1008, Oceanside, CA 92054. We will collect the responses and publish the results.

#### Future Clark Kents

As we all know, Clark Kent was really Superman disguised as a mild-mannered reporter working for a great metropolitan newspaper. Soon, HOTLINE will be naming its own Clark Kents. The response to our call for regional reporters was outstanding. We originally sent out the call in an effort to keep readers better informed about the events and new concepts being tried by fleets and divisions, so HOTLINE would like to thank all those who called and wrote to express an interest in helping us. Look for our official list of regional reporters in the March/April issue.

Continued on page 69

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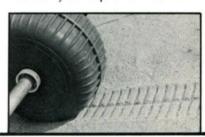
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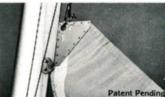
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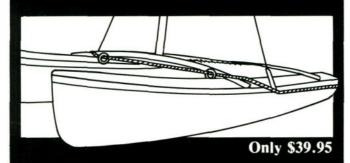


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## WHEN TO SHEET, WHEN TO TRAVEL

By Gary Metcalf

As most sailors are already aware, the main sheet tension and traveller position used, whether sailing upwind, downwind or just reaching, is the key factor in generating boat speed.

As you are about to find out in the following, it is not just a matter of sheeting in and going. There is a very fine point between moving fast and going just that little bit quicker.

#### METHODS OF SAILING UPWIND AND DOWNWIND

Whether sailing upwind or downwind, you are always looking for maximum speed, good pointing quality and good boat trim. This is only gained upwind by sheet and travel location.

#### Upwind

After rounding the leeward mark, always set the main then set the jib to the main. This will ensure that no matter what sheet tension you use for varying wind conditions, the jib slot will remain open and not backwind onto the mainsail.

#### Downwind

Downwind is completely opposite to sailing upwind. After rounding the

windward mark and letting both jib and main travellers right out, set the jib then trim the main so that the telltales are set. Then oversheet the main to open the slot between the main and the jib.

#### Reaching

Whether reaching high or low, the same rule always applies. The slot is the most important factor. If the jib is sheeted in too hard and the slot is closed, the boat won't go. You are better off undersheeting than oversheeting. In light air, travel in a little further than usual and let the top of the sail twist off. In heavy air, travel out further, sheet in harder and flatten the sails out, but remember to always keep the slot open.

#### WHEN TO SHEET? WHEN TO TRAVEL?

You have to be able to know whether you are using too much sheet tension or you need a little more or less traveller. Basically, from past experience, it takes many years to master sheet tension in varying wind and water conditions. As it is not a set tension, this is where many sailors go wrong. I have found that using a leech ribbon on the mainsail will give you

assistance in setting the sail. By keeping the leech ribbon flowing at all times you know that the main is working correctly, therefore you must be using the correct sheet tension and traveller location. If the leech ribbon is not working correctly, this can only mean: a. oversheeting of main b. undersheeting of main c. not enough traveller inboard.

In lighter breezes use telltales, both on the main and jib, so you will be able to set your main and jib much easier.

#### Why Some Sailors Cleat Their Main and Others Work The Traveller

Depending on the sailor, how he sets his boat up is going to depend on whether he uses more main sheet tension or more or less traveller. Sailing technique is one of the most important factors of sheet and travel — whether you sail in a straight line and play the main sheet, or you keep the main cleated and steer the boat to the windshifts. I have always been told the quickest way is to do 50 percent of both, to ensure maximum boat speed through the water. Not stalling out hard on the rudder or playing a mile of main sheet and just keeping the boat in good trim is the best method.

#### How To Sheet Your Main and Traveller In Various Conditions

**Light winds, flat water:** traveller jib right in, main out 6 inches from center, main sheet just enough to keep the leech straight.

Moderate winds, flat water: traveller jib right in; main out 6 inches from center, travelling out in gusts; main sheet with a little more sheet tension to flatten main but maintaining the slot between jib and main open at all times.

In lumpy water in the conditions cited above, just raise the main sheet traveller a little to allow the main to twist off at the top and generate more drive through the water. This will not allow you to point as high, but speed over the lumpy water is of greater importance.

Moderate wind, rough water: Traveller jib and main. Start travelling out on both travellers to keep the boat flat and to prevent rearing up and down in the puffs. Main sheet tension: Enough tension has to be used to flatten the main to keep the drive of the sail as low as possible to prevent heeling and to produce more drive in the rougher conditions. (Maintaining a flat boat at all times is very important).

Strong winds, flat water: Traveller main. Do not let the boat rear up and down when a gust hits. Always travel out enough to maintain good boat speed, height and good control over the boat. Jib: If the main is being travelled out, the jib has to be set so that it is not backwinding on the main, so use enough traveller to keep the slot open. Main sheet: Maximum sheet tension is required to keep the main flat.

Strong winds, rough water: Traveller jib as in strong winds with flat water. Main sheet: Very similar to strong winds with flat water but less sheet tension is required to generate power and drive through the rough water. This will also make the boat a lot easier to handle.

#### SUMMARY

Always remember that the point between undersheeting and oversheeting is very fine. When racing, never hesitate to either use a bit more sheet tension or to free the main a little to see whether or not you gain boat speed. Try letting your traveller out a few more inches and using a bit more sheet tension. Or, vice-versa, use less traveller and free the main sheet a little to give more twist to the head of the sail.

Always look at the other competitors and try to observe where they are travelling and how much sheet tension they are using. If it differs, take note how their boat speed is against your own. If it is better try doing the same as they do.

Remember, the traveller has to be set in conjunction with sheet tension. It is important that they are used together to maintain maximum boat speed, twist in the sail and an open slot.



This sailor should sheet out one to two inches and travel out about six inches to induce twist.



This sailor should sheet in and ease the traveller about six inches to reduce twist.

## Ilustration by Mike West

## SAILING SKILLS FOR SUCCESSFUL SAILBOARD STARTS

By Guy Leroux

Editor's Note: Guy Leroux is an experienced board sailor who has placed at the top of many major events and has authored many articles on racing techniques. He is currently the assistant editor of Windsurf magazine.

Boardsailing, the world's fastest growing water sport, is fun, exciting and challenging. It puts you in touch with the three most important elements in the world: wind, water and sunshine, plus it's a great chance to meet a lot of really nice, invigorated people.

And now you've finally done it. After several years of fantasizing about trying boardsailing you've made the big move, bought a board and you're registered for your first race. Here's a guide for learning the most from your first racing experience. It's also a guide for doing your best.

#### **EQUIPMENT PREPARATION**

For those who have raced Hobie Cats or other types of boats, boardsailing equipment preparation may seem odd. Many Hobie sailors are meticulous about their equipment; hulls are wet-dry sanded, they practically slept with their rudders to make sure they wouldn't get dinged and sail maintenance is almost a religious experience. In boardsailing it's often different. Some boardsailors are obsessive about their equipment, but more often than not casual maintenance (wiping the sand off, gently rinsing a salty sail, a little sanding of fin and daggerboard) is all that is necessary.

Other areas of equipment preparation

are much more important. You'll need a good watch (preferably one of those L.C.D. types) that is easy to start and see. You'll need a comfortable harness. There are many different types to choose from, but most experienced racers agree on the recently developed "seat harness" as being the fastest on the race course and the most comfortable. Telltales and compasses, two items rarely ignored by traditional boat racers, are unnecessary.

I could have placed physical preparation in a different category but on a system as simple as a sailboard, your body is part of the whole package. The bottom line is that there is no greater physical preparation for racing than sailing itself. If you've planned to attend a major regatta (many major events like this year's Alpha Worlds in Key Biscavne, Florida, last six or more days) you might as well combine your regatta time with a few vacation days. Get to the regatta site as much as a week early (if possible) then gradually ease yourself into shape by sailing as much as you can. Use your harness early during this warmup week, then, as the week progresses, try to rely less and less on it. This way you'll find yourself getting stronger and stronger as regatta time nears. Also, most top racers eat a lot of pasta, this is definitely a "carbo" sport.

There is one additional benefit of getting to the regatta site early: you'll have a chance to become acclimated to the particular sailing conditions. There is no joke about the "home court advantage," you can become used to the average windspeeds and get a feel for the wave/ swell characteristics. You'll gain confidence and that should reward you with improved finishes.

#### **GETTING BOARDSPEED**

Acquiring boardspeed requires both equipment preparation and technique. The smartest (and easiest) way to do this is to seek out one of the class hot shots when you get to the regatta site. Ask him to give you some pointers on rigging your board.

You'll be surprised how, on such a simple rig, so many little tricks can be done to eek out an ounce more drive.

After you've had rigging explained, ask your teacher to go sailing with you. Ask him to sail upwind with you on the same tack in a position ahead and to leeward (see diagram A). By having a competitive sailor directly in your line of site, it'll be easy to pick up on some of the more subtle techniques that will help you come race time.

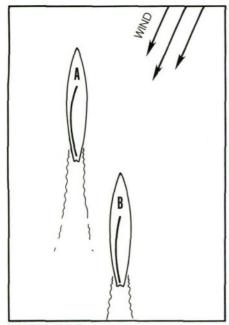
If you don't have a helping expert, there are still ways to develop boardspeed. Try sailing next to large displacement-type cruising sailboats. Large boats of this type weigh a lot and as a result, tend to carry their momentum. By sailing alongside (Be careful not to get too close; we boardsailors don't want to make the yachting fraternity mad at us.) the speed differences caused by subtle changes in technique will be easily measured against the more constant velocity of your "pace" boat.

#### BOARDHANDLING

When race time finally does come you better be sure that you feel somewhat confident about your boardhandling. When you're lining up on that starting line and there are people zinging in from this way and that, you'll be glad you practiced the two exercises below.

Practice every mark rounding maneuver that you will encounter during a race. You can make this task more accessible by making yourself a miniature triangle race course (or slalom course if that is your event). Go out and get three plastic water or detergent jugs, some cheap clothesline, and a few small bricks (something to use as an anchor). Next, set the buoys in the water just far enough apart so you can barely complete one maneuver before it's time to initiate the next. This way you will be ready for almost any boardhandling situation you'll encounter.

There's another boardhandling exercise, what I call "stationary technique."



#### DIAGRAM A

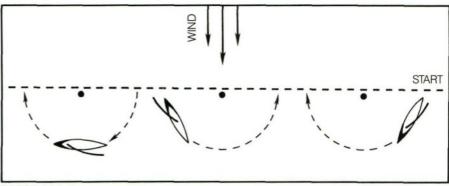
Beginner sailor (B) can learn a lot from an experienced racer (A) by trying to maintain this relationship while on the water.

Stationary technique is just that, it's a maneuvering technique used to maintain a position on the starting line (see diagram B). To practice, select a buoy, then drift downwind of it a few board lengths. Next, head up on a gradual curve until the bow is even with the mark. Now get in front of the mast and pull the sail in, as if to sail backwards. Tilt the leeward rail into the water so the daggerboard steers the stern up into the wind. When the stern reaches a point even with the buoy, go back to the normal sailing position, sheet in and complete this scalloped maneuver. Practice this maneuver until it becomes second nature; in time you'll learn how to reduce the maneuver to a compact "back up, sail forward, back up, sail forward" movement. You will have learned how to stay in the same place. Now you'll be ready to go to the starting line.

#### CHECKING THE LINE

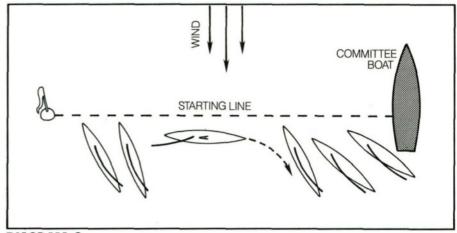
As in any type of sailboat racing, the first thing an experienced racer will do is "check the line" to see which end is "favored." In sailboard racing there is a special technique: sail to the starting line (preferably close to one end or the other for precision), then point the bow towards one end and the stern towards the other. Let your sail flap freely (while holding the uphaul) and see how it positions itself. If it does not hang perfectly perpendicular to the board, then the end of the line that the boom end points away from is the "favored end."

Also keep in mind that most astute race committees set lines with precision; it is



#### DIAGRAM B

Stationary technique: Practice this maneuver until it becomes second nature. Gradually reduce the distance from the pivot mark until you can do the maneuver and almost not move.



#### DIAGRAM C

Sailor A had drifted down line from a controlling position on a group of boards up the line. He can use "backing up," a byproduct of "stationary technique" to sail quickly back to his controlling position.

common practice to leave the pin end of the line favored by 5 to 10 degrees. That way the ever-present "barging" problem is reduced somewhat, and the fleet will tend to spread out more evenly across the full length of the line.

#### STARTING TECHNIQUES

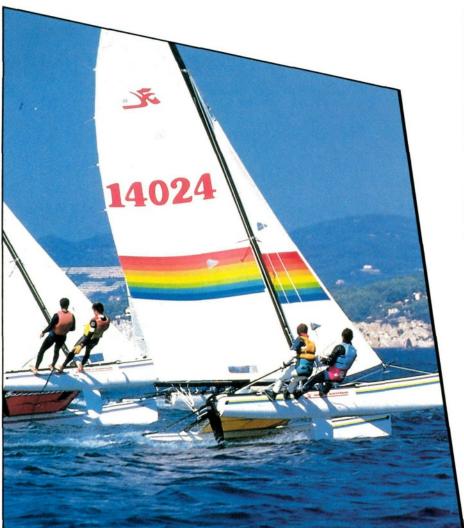
If you've raced Hobies before, sailboard race starts will seem slightly different. In Hobies, the common practice is some form of a "timed start." And though Hobies accelerate very quickly, most racers hold back from the line so they can hit it at full speed at the moment that the starting signal goes off. Sailboards, on the other hand, accelerate even quicker (especially with a few well timed pumps) and they virtually can turn on a dime. Because of these differences in maneuvering ability, most sailboard racers "set up" on the line with minutes to go. This is where the "stationary technique" can be very useful. Say, for instance, you are on the line and you drift down the line from a group of boards. On a Hobie your fate is sealed you better just hope that there's enough line left to drift down before the gun goes

off. On a sailboard you can "back up" and hold your position (see diagram C). The I.Y.R.U. took this peculiar maneuvering ability into account in the 1985-88 rule book. A sailboard has no rights when it is sailing backwards. And the onus will be on you to prove that your backward progress had ceased.

The traditional timed start is trickier than usual in a boardsailing fleet. No matter how much the line is favored at the pin end, beginners always seem to end up at the windward end. This causes inevitable collisions, which in boardsailing translates into the "domino effect" (a melee of fallen masts and tangled sailors).

My favorite starting tactic is the "port tack approach." With this tactic I approach the line on port tack, being careful to observe what is called the "pre-start flow" of the fleet. With about 30 seconds remaining, I tack under a group of boards approaching on starboard, luff them aggressively, then drive off into the self-caused gap to leeward for a full speed, clean air, beauty of a start. This tactic is, however, a little tricky for beginners.

Continued on page 59





The action in the Mediterranean was fast and furious as the best Hobie 18 sailors battled for the title

STORY AND PHOTOS

## CHAMPIONSHIP RACING EUROPEAN STYLE

#### FRENCH HOBIE 18 CHAMPIONSHIP

After it was decided to conduct the French national and European Hobie 18 championships in the Mediterranean, competitors started to come in from every European country for the sun, fun and fine sailing conditions for which the beautiful island of Les Embiez, a small paradise off the Cote d'Azur, is already famous. Paul Ricard, the name behind the famous French drink, owns Les Embiez and his organization is used to running sailing regattas, not to mention the occasional formula grand prix event. Ricard had invited Hobie Cat to conduct a championship on his leisure island, an invitation enthusiastically accepted by the European Hobie 18 sailors. There are no cars, no noise, no trouble, just a beautiful marina, some sandy beaches and crystal clear

As luck would have it, a very famous sailboard spot known as "Brutal Beach" located close to Les Embiez, was invaded for the world championship of production funboards. When this fleet was crossing the 78 Hobie 18s racing in the same bay,

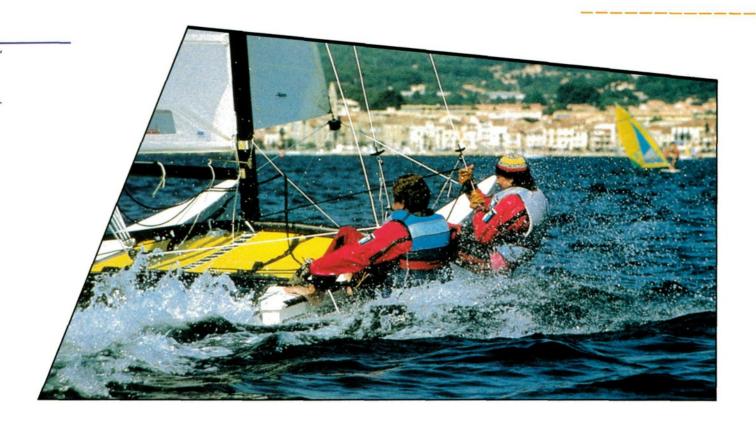
you can imagine the problems for some of the funboarders. But for us the show was really something. In Europe we are used to seeing Hobie Cats and funboards in the same spot. In Les Embiez in September, the weather is still very warm, so everybody appreciated the life of wearing shorts and Tshirts, outdoor dining and going for an early morning swim. It is quite the same way of life for the board sailors and we saw many of them, like the local star Eric Thiemy, also sailing Hobies.

When the 16 championship in Dunkerque was opened to all countries for the first time it was a big success, so the French Hobie Class Association decided to open the Hobie 18 championship also. Since everybody wanted to train before the Europeans, 59 boats from France, Italy, Germany, Holland, Switzerland, Belgium and Sweden were on the starting line. The bay is known for good sailing conditions when the Mistral blows, but this famous northwest wind never arrived, forcing sailors to compete in the usual gusty east wind.

From the start, a close tussel developed between two crews. On one side was Tony Laurent and Eric Bussy, already the French

## THE HOBIE

#### FRENCH NATIONAL AND EUROPEAN CHAMPIONSHIPS



Hobie 16 champions, who really enjoyed the blustery conditions. On the other side was Alwin van Dalen from Holland, who has won major European sailing championships. The nationals was his first big regatta sailing a Hobie 18, but he really wanted to win. Laurent and Bussy were always close to him and, sometimes, things were not so cool around the marks. The Dutch team finished with 9.5 points after six races, but Laurent and Bussy bettered them with 5 points. Third went to the Italian Team of De Toro and Scalzo with 20 points.

#### HOBIE 18 EUROPEAN CHAMPIONSHIP

At the end of the French championship, the wind completely dropped out. The sea looked like a steely mirror for the whole week which followed. During the first two races, the difference between first and last was so big that some of the last boats were finished on the course, no fun for lazy boats and unfortunate crew. Seventy-six boats racing together is a wonderful show, but when it takes two hours or more for the 76th, he really feels disappointed. That's why the B fleet system made things more

interesting. The organizers decided to split the fleet into two groups so that everybody could get into the fun. In the first group, the level of skill was quite impressive. Several of the competitors had come to the event from other classes and were discovering the 18 for the first time.

The starting line was interesting. Every-body understood immediately that Tony Laurent's main competition was going to be Andreas Hagara, the Austrian Tornado champion who had just arrived for the European 18 championship. In the first race, Laurent and Bussy got away with the Austrians finishing in eighth. In the afternoon of the same day, Hagara took his first revenge and continued by winning the next two races comfortably.

Laurent and Bussy came back to win the fourth race and the fifth was won by a certain Mr. van Dalen. Daniel Pradel, who sailed on the French boat at the Hog's Breath 1000, won the sixth race. Hagara came back to take the seventh while Hanjo Zimmerman of Germany and DeToro of Italy won the eighth and ninth races respectively.

By this stage of the proceedings, both

Laurent and Hagara had a good chance for the title. Hagara was leading with 46.25 points. Laurent carried 49.5 points with one race to go.

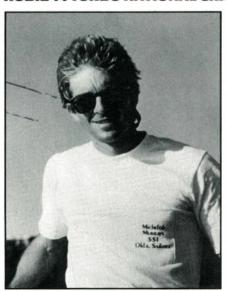
In the last race, the Austrians demonstrated their vast racing experience by placing Laurent under tight control. They went on to win by five points overall. With this win, then, the Hagara brothers now hold both the Hobie 16 and Hobie 18 European championships. (See complete results in "Hobie Racing.")

Well, with the end of the sailing, the attention of the sailors turned to the beach. partying and enjoying the great island atmosphere. Jerry Dorminy, Hog's Breath boss, was in Les Embiez for the championship and met with Bruno Delahaie who organizes the Roscoff-Dinard French long distance race. It is hoped that this race will become a qualifying event to select the European teams for the Hog's Breath 1000. It was a great opportunity for the Europeans to treat their visitors to a taste of the warm and friendly hospitality which goes hand in hand with a Hobie event-and what better place to do it than on the beautiful island of Les Embiez?

# MPION5

Editor's Note: Some of the names are familiar, others are not. These are some of the skippers who have won major national championships in 1986. HOTLINE wanted to meet these champions up close and get to know a little about each of them, apart from their sailing deeds. These brief biographies do not include many skippers we would have liked to meet such as the Hagara brothers, the Hobie 16 European champions, or sailors from the Far East or Brazil. We hope to meet those skippers in a future issue.

#### BOYD BASS: **BO NATIONAL CHAMPION**



Boyd Bass, winner of the Hobie 14 Turbo U.S. National Championship, is a 32-year-old loan officer at the First National Bank of McAlester, Oklahoma. When he enrolled at the University of Oklahoma at Norman to study finance, Bass would take his dinghy to the nearby lake only to find it crowded with Hobie Cats. "Soon, I was leaving the boat on the trailer," he says. By the end of the season, he was the proud owner of a new Hobie 14, the same Hobie 14 he sailed in this year's Hobie 14 U.S. National Championship, where he placed ninth, and the same one he equipped with a borrowed jib and trapeze to win the Turbo title.

Bass also owns a Hobie 16 which he sails more often. One problem he encounters when sailing the 16, however, is his need for a crew. Bass is single ("If you publish this maybe it'll increase my chances") and has a difficult time finding a qualified crew on a consistent basis.

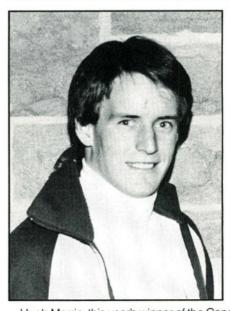
This was his first national Turbo series. Bass' fleet, 468, of which he is commodore, hosted last year's Turbo event with Fleet 131. He thought the regatta was so much fun that he would try the '86 series. He's glad he did. The win at Tampa is the highlight of his nine-year Hobie racing experience.

Before turning to sailboat racing, Bass raced motocross. "The physical aspect Hobie sailing gives me is similar to motocross." In

the winter, Bass skis in Colorado and New Mexico.

Bass' next challenge will probably be the Hobie 17. "I went to Miles Wood's race training week in Ft. Walton Beach and borrowed a 17 from the Tuckers and sailed it during the week. The week really helped me to think about what I should be doing when I race. I think I might sail in the 17 nationals next year."

## **HOBIE 18 CANADIAN NATIONAL CHAMPION**



Hugh Morrin, this year's winner of the Canadian Hobie 18 National Championship at Canada's large CORK sailing event, has a hefty background in sailing, but surprisingly little on Hobie Cats. He has been sailing competitively since 1977 in a variety of monohulls including 505s and 470s. He raced "seriously" until sidelined by a back injury in 1983. Since then, he has toned down his sailing. Now, Morrin spends most of his time studying for his degree in mechanical engineering at Queen's University in

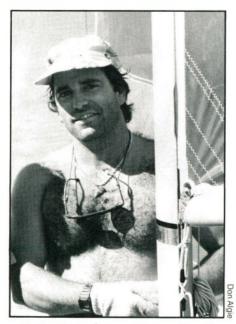
Kingston, Ontario.

Although Morrin did have some limited sailing time on a Tornado, he had very little helm time on Hobie Cats. His girlfriend, Melodie Gummer, introduced Morrin to Hobie Cat sailing when he served as crew for her winning effort at the Northeastern Championships, an open event. When CORK, an event in which Morrin had sailed six times previously, came around again this year, he decided to sail a Hobie Cat. He borrowed a Hobie 18 and ended up winning the Canadian national title.

After sailing so many different boats, Morrin feels that the sport of sailing in Canada "... is very good. We don't have the depth that you have in the states, but the best guys are really good. The newspapers give sailing good coverage." According to Morrin, the Canadian Hobie sailors keep up the standard of Canadian sailing. "They are also very good. They don't give up much at either end, especially Paul Marner in the 18s." Marner consistently does well in major Canadian and U.S. events.

Although Morrin expects to devote most of his time to studying, he does anticipate taking part in the Hobie 18 World Championship which has been scheduled for Toronto.

## CARLTON TUCKER:



Carlton Tucker is one of the most familiar names in all Hobie sailing. For several years, he was known as the sailor who finished second. All that changed when he won the Hobie 14 U.S. National Championship in 1984, then the Hobie 18 title the next year and, in 1986, successfully defended his 18 title at Cedar Point on Lake Erie.

Although 1986 started poorly for Tucker when he narrowly lost the Hobie 18 world title to Gary Metcalf in February, everything has been coming up roses for the 26-year-old from Ft. Walton Beach, Florida ever since. In sailing, Tucker won two major catamaran championships including the Stiletto national championship. "I guess if it has two hulls I feel pretty comfortable on it," says Tucker of his wins. Importantly for Tucker, he feels that the string of wins "has gained me some respect from some of the sailors out there." After competing in other classes, Tucker feels that the most competitive regattas of the year are the Hobie 16 U.S. National Championship "and whatever Hobie the world championship is held on that year."

In 1986, Tucker also earned his long-sought-after college degree, a bachelor of science in business administration. Tucker

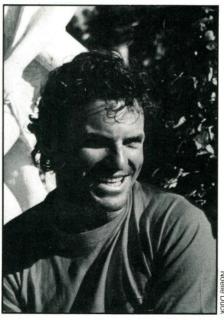
hopes to make good use of his degree when he takes over the sailboat dealership his father started. The dealership, known everywhere within the Florida Panhandle as "The Boat," sells everything from Alpha sailboards and Hobie Cats to Morgan cruising yachts.

In what will surely be a blow to the female fans of Hobie Cat sailing, Tucker, always popular with members of the opposite sex, has found "a special girl." Her name is Mary Alice and she lives in Ft. Walton Beach.

"I fell in love, got a degree, won three nationals, got third at the Hog's Breath 1000; it's just been my best year ever."

#### TONY LAURENT:

**HOBIE 18 FRENCH NATIONAL CHAMPION** 



Tony Laurent, a 33-year-old bachelor, is in the enviable position of living in the south of France, doing a lot of sailing, and getting paid for it. Laurent, a successful Hobie Cat sailor in Australia, left that country for what looked like a sailing safari to Europe. After competing in some regattas, he was offered a job at Coast Cat France, a licensee of Hobie Cat. It was an easy decision to stay. "Why France," he asks? "Nice girls, good wine and a job offer. France is exciting. I live on the Cote d'Azur, so the climate is ideal. I live on the Hyeres peninsula in Giens, just up the road from the site of the 1983 Hobie 18 World Championship and about 20 kilometers from Hobie France." Laurent's been there since 1983 and has no plans to leave anytime soon. When not working or sailing in a Hobie Cat event, Laurent relaxes by sailing his Alpha sailboard at Almanarre Beach, a top funboard sailing spot just down the road from his home.

Turning people on to Hobie sailing is part of Laurent's job. He is the European class director and is responsible for all class activities, the European regatta schedule, and works in the advertising and public relations end as well. As a sailor and as class director, Laurent is in a unique position to assess the European scene. He calls it "exciting, adventurous and great competition." The latter is borne out at every world championship as the Europeans creep higher and higher in the standings.

Laurent himself has done a great deal to improve the skill level in Europe. After all, he has won this year's French Hobie 18 crown. He has also won national titles in Spain, Switzerland and Australia, as well as two overall European championships. In fact, Laurent may be the only sailor to have held the national titles of four countries and two continents.

#### LINDA LEON:

#### U.S. WOMEN'S HOBIE CAT CHAMPION



Linda Leon, winner of this year's women's U.S. national title, spends most of her non-sailing hours working for DIC, an animation company located in Encino, California. Saturday morning cartoon buffs may know some of DIC's products, such as *The Real Ghost Busters, Heathcliff* and *Hulk Hogan's Rock 'n Wrestling*. Leon works in the licensing end of the business and takes responsibility for selling DIC's products to the international market. Before starting work at DIC, Leon was a production staffer at KABC talk radio, part of the ABC radio network.

Leon began sailing at age 12 and soon showed a strong interest in racing. At the age of 15, she attended her first Hobie Cat regatta at Dana Point. "Mac Wright, an old Hobie sailor who had one of the first 14s, drove us down to Dana Point. I was hooked." Before she knew how to drive, her father was delivering her to regattas around Southern California. As she grew, the family would make an outing of such events as Midwinters West at San Felipe, Mexico.

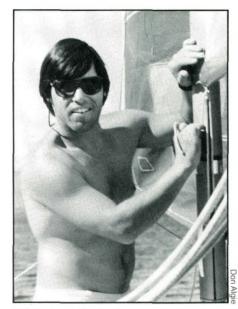
The 1986 win marks the first national title for Leon. "I finished second to Paula Alter in 1982 and I thought that's as high as I was going to get." Leon credits her newly won title to the skill of her crew, Sue Brenny. Brenny, who has crewed for several top Hobie Cat sailors, was also the winning crew in Jeff Alter's successful run for the Hobie 16 national championship.

The 26-year-old Leon, has been married for over three years to a television producer. Between husband, home and job, she is busy, but not busy enough to give up Hobie racing. "I don't think you could ever get me to stop," she states firmly. In fact, Leon is looking toward this year's Hog's Breath 1000, where, if all goes according to plan, she will be part of the first all-female team to race in the event.

#### HOBIE ALTER JR.:

#### **HOBIE 17 U.S. NATIONAL CHAMPION**

Hobie Alter Jr. is a little like the Boston Celtics. He may not win every national title he shoots for, but he's always going to be the one everybody will chase. Although still a young 29, Alter is already a racing veteran of many years. Since he won his first U.S. title at the 1978 Hobie 14 U.S. National Championship, at Virginia Beach, Virginia, he has been the dominant force in American Hobie racing. He is the only sailor to have won the



U.S. title in all Hobie classes, clinching that distinction in 1986 at the first Hobie 17 U.S. National Championship at La Jolla, California when he edged Randy Smyth.

Alter, who lives in Capistrano Beach, has two daughters, Courtnie and Brittany. He is a partner in Hobie Sunglasses, the successful eyewear company specializing in watersports sunglasses. His sailing time has been reduced greatly in recent years, but he still finds time to get on the water and is planning to make another stab, along with brother Jeff, at the Hog's Breath 1000.

Being born into the Alter family, it is no surprise that he started sailing early. He learned the ins and outs of catamarans at the feet of such well-known, first-generation sailors as Wayne Schafer and, of course, his father. But, as he stated in a HOTLINE interview, it's not enough to have such a good sailing background. Winning skippers always keep up with new ideas and trends in the sport through reading and talking with other top sailors.

One rule in sports is that there is no such thing as never. Still, it will be a long time before anyone matches Alter's collection of Hobie Cat national titles.

## JEFF ALTER: HOBIE 16 U.S. NATIONAL CHAMPION



There was Dom and Joe Dimaggio, Tony and Phil Espisito, and

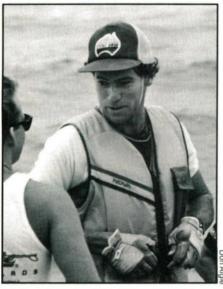
at age 24, Jeff, the youngest of the Alter siblings, fills out the second half of the Alter brothers, the sailing equivalent of great brothers in sport. Like all the members of his family, this Alter has made a strong impression on the American Hobie Cat scene. He has won two Hobie 18 national championships and, after many attempts, won the 1986 Hobie 16 title.

Alter has also won the heart of Laurie Christie, originally of Laguna Beach, California. The two were married November 15. They'll make their home in Capistrano Beach. Laurie has travelled with Alter to many regattas and is aware of what's involved in the world of high-level Hobie Cat racing.

Along with partner Tom Brockman, Alter runs a wood working business. The two carpenters make high-quality custom kitchens, cabinets and handmade furniture ranging from the everyday to the extraordinary. The two sometimes use exotic woods and designs to create pieces that may cost up to \$10,000. "If our customer wants something special, he'll have to pay for it," says Alter. "We just made a dresser for about \$8,000."

The youngest Alter doesn't seem to be chasing his brother's record of winning titles in all Hobie classes. Instead, he states that he'll "... be sailing the 18 a little more because the worlds will be coming up, and Hobie and I are going to sail in the Hog's Breath 1000 and try to beat the Aussies." That's a goal that nearly every sailor in the Hobie Cat world is shooting for.

## GARY METCALE: HOBIE 16 AND 18 WORLD CHAMPION HOG'S BREATH 1000 WINNER



There is no doubt that Gary Metcalf is currently the world's best Hobie Cat sailor. He started the year by winning his second Hobie world championship crown at the Hobie 18 title regatta in Australia. He followed that up with a win at the Hobie 16 championship in Fiji. Sandwiched between the two was his team's victory at the Hog's Breath 1000 in Florida. Metcalf is the only sailor to have won three Hobie Cat world championships. In his native Australia, he has been named Queensland Yachtsman of the Year in recognition of his accomplishments.

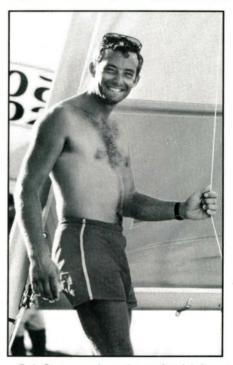
Although only 22 years old, Metcalf has done more than just win sailing championships. He lives in Surfer's Paradise, Queensland where he works for a land developer. Metcalf is responsible for the on-site management of large construction projects. In effect, he operates the site. At night, he attends school in an effort to earn his contractor's license, no easy task.

The Metcalf family believes in doing things together. Chris, Gary's youngest brother who crewed for him at his first Hobie 16

title win, is apprenticing under Gary at the same construction firm. His other brother, Michael is studying engineering at college. At regattas, the Metcalfs will descend on a boat and work it over like a pit crew until the last minute before the off-the-beach signal is given. Gary's father, Keith, sometimes takes a new boat apart and completely rebuilds it to his liking.

Gary also has a lot of support from his family when he travels to events. At Fiji, for example, his mother, Denise, was on the beach to greet him after every race and helped him tune and reset his new boat before the next one. For the Metcalfs, Hobie racing, and winning, is a family activity that has been raised to high art.

#### BOB CURRY: Hobie 14 national champion

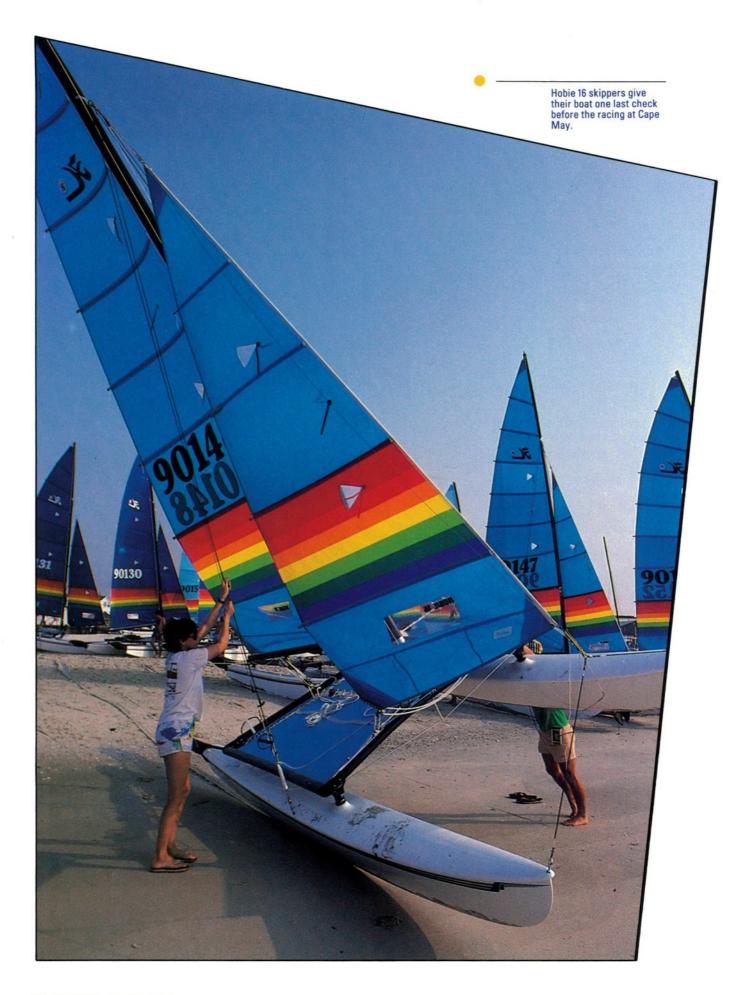


Bob Curry may have the perfect job for a competitive sailor. He is an Air Force sergeant stationed in Florida and works as a weather observer plotting the movements of frontal systems, charting wind direction and collecting weather data. "It does help me in my sailing," says Curry. "I use it. I'd be crazy if I didn't."

Curry is 29 years old and, perhaps because of his devotion to sailing, is still single. "I just have different priorities right now." One sailing goal he is working toward is the 1988 Olympics. Curry hopes to obtain a Tornado over the winter and campaign it in preparation for the Olympic trials. That's a big goal for somebody who just started sailing ten years ago at the age of 19, but Curry, who won his first national championship only four years after he took up sailing, is not fazed.

The Air Force believes he has a chance. The service, which Curry plans to make his career, has given him liberal time off to travel to regattas so he can stay sharp and gain the experience he needs if he is to win more major events like the Hobie 14 world championship he won at the Philippines in 1984.

Curry attributes his latest big win, the Hobie 14 U.S. National Championship, in which he completely dominated the field, at least partly to the race site. Curry's family moved to the Tampa area from Illinois in 1969. Curry learned to sail on the same piece of water as the championship site and has sailed there constantly for over ten years. "I knew that course like the back of my hand," he said. "I was ready for it. I knew what was going to happen all the time." Curry's skills served him well.



photography by michael garff

# WOINTO A SAIL TO A PHOTO FINISH

#### BY LAURIE ROBERTSON

\*\*It ain't over 'til it's over" could be the theme for this year's Women's Hobie 16 National Championship. September 16-19 was the gathering time of the nation's best women Hobie sailors. Cape May, New Jersey was the great destination, a resort sanctuary where you could leave the demands of hectic modern life.

The site was spectacular. Picturesque Cape May holds the distinction of being the oldest seashore resort in the United States and one of the most unique. This quaint little town with beautiful endless beaches makes you feel as if the clock has reversed itself a few generations.

When not racing, Cape May provided many conveniences. It is a place to enjoy the Atlantic Ocean and view the oldest collection of authentic Victorian structures in the nation. Shopping was a popular pastime as you could see many competitors strolling the Victorian Washington Street Mall, browsing through the shops on the boardwalk or searching for antiques in the surrounding countryside on their free time.

Housing choices were unlimited, for within one block were motor inns, hotels, condos, houses and beautiful bed and breakfast inns. The town met the needs of all types and sizes of groups. Room and board was exceptional with fine eating spots. Just ask Debbie Nelson, the skinniest sailor competing, who enjoys eating lots and often. "You can get everything from a hot dog to a gourmet dinner close by," she said. And she did.

Tuesday, the day before the races were to begin, most of the teams had arrived to find the wind howling offshore causing boats to quiver, as in anticipation of the following day's racing. The camaraderie between the competitors was even further enhanced because all there, even the heavy air specialists, shared a heightened anxiety over the intense wind. The competitors tightened the tramps and stuffed battens to prepare for the first day's race. Those tuned and ready went sailing to practice how they could handle the screaming double-trap conditions. It also became a time to practice righting a 16 foot Continued on page 33

## CLASH OF THE TITANS AT CAPE MAY

#### BY DICK BLOUNT

According to the history books over 100 battles took place on the land known as New Jersey. With the 1986 Hobie 16 National Championship held in Cape May, New Jersey one more battle was recorded. This one lasted seven days. There were eight post or present national and world champions present, plus about 199 other teams that were looking for their first title.

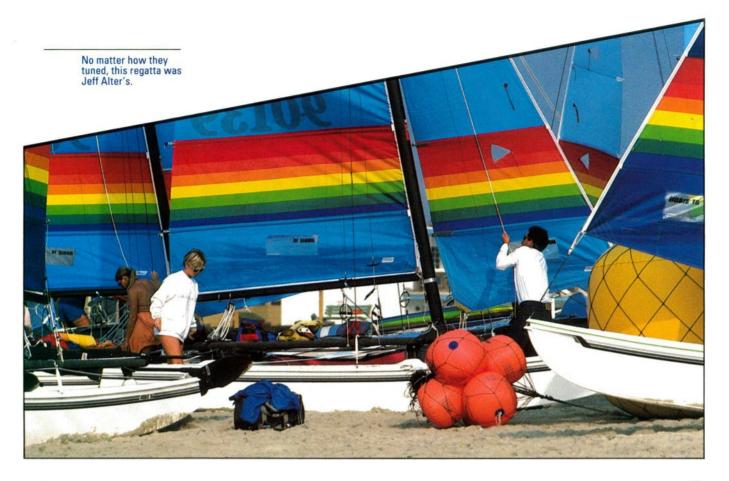
Cape May is on the southeast tip of New Jersey. Delaware Bay is right next door. Winds were a hodgepodge 0-25. The tides were either three knots in or three knots out. Watching the local tidal chart was infinitely more valuable than the wind indicators.

Cape May is a fantastic beach community. The beaches are white and spacious. The architecture is very Victorian and well done. The team California house was three stories with 12-foot high cathedral ceilings, dining room, large bedrooms, rocking chairs, the works. The dollar value was outstanding. We were only half a block from the beach.

Some of the reasons for national championships are testing sailing skills, national rating, renewing old friendships and making new friends. Team Texas, Fleet 23, hosted a "Taco Party" at the beginning of the event. It brought everyone together. We're talking 400 taco shells, three gallons of hot sauce, 20 cases of beer and four gallons of tequila. This was the ice breaker for the entire event.

With 56 boats on the start line, your loving friends of the past are now mortal enemies. If they tried to take you up or drive over you, look out. Your eyes turn black, the veins in your neck stick out, your stomach gets the dry heaves and your nostrils seem to enlarge about twice their regular size. If you think that's bad you should see the sky? We had six general recalls that first race. There were 192 bitter individuals by the time a fourth race was started. (Don't get the wrong idea, the race committee was super and set and ran great courses.) With so much talent on the water everybody gets keyed up and voices and opinions do come out.

Fortunately, hatred is short lived. The regatta sponsors,







National Associates Insurance, with Greg Caffey and Charlie Pasegro; and First National Bank of Toms River's Joe Jackson had a dinner party at Frescos (best dinner house in Cape May). The same people I would have gladly sunk were side by side and best of friends again. Here we were rubbing shoulders and swapping lies about how great our states were and all the people we rolled. It's the Hobie Way.

As race week progressed, there was heavy air, no-air days, rainy days as well as night sailing. Nobody was walking away from anybody and it was apparent that the guy that was hot on the final day would win it. A few of the sailors in position to take it were Hobie Jr., Mike Shearer, Jeff Alter, Bob Seaman, Enrique Figueroa, the perennial heroes.

The cut party was held on an old schooner docked at the lobster house—finger food and cocktails on the high seas, you just can't beat it. One of the classiest things done in a long time was having each of the finalist crews receive an award. It was a set of four fine crystal glasses.

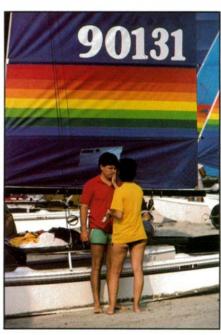
The final race day was really a treat. It was Hobie Heaven. Winds were 20 knots. swells 4-6 feet, rainy, gusty and three races back to back with two course 7s and a 3. Going to weather against the swells was like Victory at Sea. Half the boat was always out of the water, while the other half was underweight, though going very fast. The downwind legs called for playing it safe; one had to sit on the back of the tramp. To go faster, one would lean forward over the crossbar to catch a wave, pray you didn't stick straight in, then go to the back of the tramp, ride it out and continue toward the leeward mark. This technique was repeated on every wave. It didn't seem to matter where on the course you were because you went real fast on any point of sail. It was one of the best sailing experiences I've ever had.

It came as no surprise to anyone that the overall winner was Jeff Alter and Sue

Brenny winning Alter's first 16 national title. Jeff sailed consistently well in all conditions. In fact, his throwout was his last race; he didn't even need to sail. Second was Mike Shearer just three points out of first. Hobie Alter Jr. was third. The awards party was held at the Cape May Convention Center which sits over the water in downtown Cape May . We feasted on a buffet-style dinner which included chicken, lasagna, beef, fruits, salads, spirits and apple pie that was out of this world.

The infamous T.L. Awards are becoming an awards party tradition. A few highlights were Paula Alter's Izod award featuring a one-foot tall green alligator. John Hauser was awarded a "plastic safety coat hanger." Seems John tried to make a wire coat hanger into a bridle fly. Unfortunately he chose to hook it up to his forearm rather than the traditional location in the front of the boat.

In closing, I'd have to say this was one of the best events ever. We had sailors from all over the U.S. and Puerto Rico. There were 11 different states represented in the top 20. Cape May opened up their town and their hearts to all of us and really deserves a heartfelt congratulations. So, from the 157 teams present, thanks for having us. Hopefully we'll be back.



"Sail well, dear, but don't forget your sunscreen."



### THE DREAM CREW

It all started on a Friday evening. I was at my favorite watering hole downing a few drinks when this beautiful girl sat down next to me at the bar. I just happened to be in desperate need of a crew for the next day's Hobie races, so I was asking the usual questions like "How much do you weigh?" and "What are you drinking?" It took until midnight and a \$30 bar tab to get her talked into racing with me.

So, there I was Saturday morning at the race site. After a 45-minute lecture my new crew was ready for every possible situation that could happen on the water. This girl was really sharp. She told me that I shouldn't forget to put in my drain plugs. She told me this right after the white flag went up. At least the plugs were in now and, besides, what's a pint of water gonna do anyway?

I was at the leeward pin getting ready for the start and she assured me that the course was definitely a three, but could have been a four. The watch I gave her to help us start was right on at the blue flag. Unfortunately she decided to see what other functions the watch had, and the timer was bleeped off the face of the watch. She felt so bad we started 30 seconds late that she pulled the jib in extra hard so that we would catch up to the leaders quickly. It would have worked great but she sheeted in while the mast was still counter-rotated. It took a mere instant for me to explain rotation and counter-rotation to her and that I couldn't sheet in the main until the mast was rotated properly and that now would be a great time for her to release the jib so that I could sheet in and we could be on our way.

As the wind built I asked her to hook up and come out on the wire with me so that we could keep the boat from flipping. I'm sure it was one of those situations where she misunderstood. She thought she was supposed to hook up after she got out. After I got her back on board I still felt we had a shot at winning. As we approached A mark on a port lay line she knew to watch for any starboard boats. Three boats nearly sunk me and six others shouted things about my mother while taking my stern. My mom wasn't even on the boat. I must have done fifteen 360s. I had a hunch my crew's understanding of portstarboard needed some review. My crew knew I was glad to be finally rounding A mark. As we passed by it she reached out and swatted it. The second time around A I cleared it by 100 yards. On the downwind leg we did very well. The only problem was my crew thought she was supposed to backwind the jib downwind. Technicalities. Approaching B mark things were looking better. I was the first one there. It was at this point, though, that I discovered the course was four not three. As soon as we got the jib successfully unwrapped, C mark was not far off. My magnetic tape wind indicators could have been more useful on this leg but my crew saw that I had two pieces of magnetic tape hanging from the bridle on the beach. She thought it had broken in two, so she tied them together on the beach so "they wouldn't flap around in the wind."

By the time we rounded C mark we pretty much had the entire course to ourselves. Bad air wasn't a problem. After a couple good tacks we were contenders again. We were hard charging on starboard when she velled "We have to tack there's a boat dead in the water, now.' Evidently she forgot to say that it was the anchored committee boat and that we just went through the start finish line without wanting to. I thanked the committee boat people for not laughing and pointing as I unwound the vessel. A mark was looking great now. I overstood a little and we were both on the wire with good speed. As we approached the mark I told her to go in and get ready to release the jib as we rounded the mark. She never made it to the iib. She lifted her feet off the side bar and swung clean under the boom. She looked like Tarzan as she went by. I didn't mind at this time undoing the jib myself, because I had to do that to right the boat anyway. Going downwind we really picked up ground. To get that little extra speed, I asked her to tighten up the jib halyard tension to get the mast more forward. It only took 300 yards to get the jib back out of the water, up the mast and the mast forward.

Going for the finish we took a chance and went for the port end of the line. We were going for the win. Ten yards to go and we had caught up to the leader and were driving over him. Just as we crossed the finish line for a victory, my crew grabbed the finish line marker, anchor, rope and all and had it on board before I knew what happened. On the beach she said she wanted a souvenir of her first Hobie Cat win and the marker was just floating there.

The next race is in 10 minutes, I can't wait. Boy is she good looking!

Continued from page 29 Hobie at the 250-lbs minimum weight limit. Rumor had it that it constantly blew 30 to 40 miles per hour the week before. Spouses and friends watched from the beach. When the boats returned the spectators helped readjust and depower their rigs; out the boats would go, to try again. They needed the boats to be ready if the wind blew hard the next day. The boat used in practice would be the boat assigned for the first day of racing. This is unlike the 16 Open event where the teams come in and exchange boats each race. Here, the women were assigned three boats, one for each day.

Following a day of activity, the teams spent the evening getting themselves psyched up for the women's nationals. The absence of past winners such as two-time titlist, Carolyn Winter of South Africa and defending champion Kelly O'Brien of Florida, left 20 teams with a chance for victory.

Wednesday morning brought with it a silence to the beach. A slight nip was in the air with light winds which had shifted 180 degrees from the day before. Fall was evident as no one was sun bathing. During a usual summer day the beaches are packed with vacationers trying to find a place to park their towels and catch some rays.

The first sign of official directions came as T.L. stood on the deck during the 11:00 a.m. skippers meeting while the competitors gathered and sat in the sand. Many spectators looked on to hear what was to be said. T.L. announced in his usual grumpy voice, "There will be three races per day, for all three days, conditions permitting. Today's schedule will be one race, lunch, two more races." Then he lit up and continued, "I will be race chairman today on the 63-foot, million-dollar committee boat!"

The city was not just a background for the event, it became alive and the races had engendered enormous community support. This credit for great publicity can be given to Steve Gronka. No matter where in the United States you came from, the women racers received a special kind of treatment that normally is reserved for ballerinas, prima donnas or superstars.

On Wednesday, as the girls were setting up their boats, the spectators on the boardwalk watched with avid interest. As the spectators worked their way closer to the boats you could hear them say things like, "I stayed one extra night just to see the girls race today," or "I'm rooting for those two; they are my favorites." This provided a great impetus for the competition. Some spectators were making bets and put money on their chosen teams.

By late morning, the boats had been called off the beach. The 20 teams, 40 of the best women sailors, sailed for the committee boat. Each watched the other asking, "Do they have more boat speed?

How are they trimmed with this light air and big chop?" We were all storing information for the race that was about to start.

The gun went off with a square start line and an individual recall flag flying. Four boats were over early, not a good way to start your first race. The fleet split as the wind was even and light. Laurie Robertson led the race from A mark until she and Sheila Holmes hit a hole at the last rounding of C mark. The strong current pulling her, Sheila hit C mark and had to reround it. This was going to become a common happening. Many more teams would hit more marks before the series was over.

Jean Tully rounded the mark, tacked immediately, thus staying in the good air, and went on to win the first race. The teams returned to the beach for a short lunch break which turned out to be extended. The wind had lightened and it took over one hour for the boats to sail back to the starting line.

The light wind was going to cause the current to play a major role in how this race was to be sailed. New decisions were being weighed in the minds of the female skippers. "Do I go to the beach where there is less current but also light air? Or, do I go outside for more wind and also more current?" This was going to be a difficult race. There were the other boats to consider, wind shifts to be aware of, and an unrelenting current. Texan Sheila Holmes, with her many years of experience, shined. She made good calls and sailed as fast as the light air would allow, winning the second race with Carol Christopher from Maine second.

It was difficult to watch the races from the beach. The race course was set a couple of miles north of the race headquarters. The spectators were able to keep up with the race action however, because the boat positions were announced over the loudspeaker by a local disc jockey as they rounded each mark and as they finished.

A welcome party was held after racing at a local bar called the Rusty Nail. This place had already become a favorite because it had the coldest beer in town. The party was very casual with enough shrimp, salami, cheese and veggies to keep everyone nourished for the rest of the evening of dancing and socializing.

Thursday morning was sunny, windy and full of promise for perfect conditions. The wind was blowing offshore and continued to build and shift during the day until it arrived at the prevailing direction which was directly onshore. The first start of the day was a general recall; virtually every boat had been carried across the line by the current. The boats returned and moved toward the line; once again the



Historic Cape May provided charming sites for touring skippers.

entire fleet was over early and another general recall was given. After two general recalls it would seem that the sailors would have adapted to the swiftly flowing current, but no! The third start was also recalled. Mel Wills, the new race chairman, out of frustration and thoughts that he would never get a race off, flew a postponement flag and reset the line. He set the line so that the current was no longer pulling the boats across the line but rather down and away from the line. This new line decreased the possibility of being over early but also made it possible to cross only on port. The race finally began with those boats on port at the leeward end of the line out to an early lead. Two of those were Debbie Laure from Michigan and Cathy Chee from California, who went on to finish first and second.

The wind kept building and the boats started to vibrate waiting for the start of race 4. This would be the most thrilling day of racing - serious double trap, flying hulls and saltwater showers. Most were out of their comfort zone and some of the lighter teams, those carrying weights because they did not meet the 250-lbs weight requirement, travelled their powerful sails out. Racing now became an exhibition of control, coordination and grace. Lots of teams were pushing themselves beyond their normal limits. Team Texas had no problem as Sheila Holmes notched two more bullets, showing her mastery of performance and handling techniques. Following close behind was Laurie Robertson in race 4 and Linda Leon in race 5, both from California.

Sheila Holmes and her crew Karen Horton held onto their lead at the end of the second day. Five races had been sailed and Sheila had won three and taken sec-

Continued on page 59



BY JOHN AND CAROL HACKNEY

## CURRY: Top Gun

Fall had arrived at the Bay Harbor Inn in Tampa, Florida along with the Hobie 14 nationals and the perfect combination for fun in the sun was greeted by just that, perfection. Steady winds averaging about 16 knots with relatively few wind shifts greeted the sailors who showed up at this BYOB (bring your own boat) event. The old saying "it's not the boat, it's the sailor on the tiller" was never truer than at this event. Sailors were competing on everything from a 1972 vintage Hobie 14 to the latest and greatest totally tricked out 1986 versions. Much to the satisfaction of the race committee, the course could have been set on the first day and not moved significantly until after the trophy presentation. Mel Wills from Hobie Cat, Fleet 42 and Tampa Sailcraft did an excellent job in laying waste to 37 sailors in what could have been known as the "Wills One Million." Since this was a BYOB race with a few rentals available, the competitors sailed every race, 12 in all, with some lasting over two hours and thirty minutes. The words stamina and determination took on a whole new meaning for many tired and bruised sailors

The steady 12-to-18-knot winds were obviously much to the liking of Bob Curry. He started out by winning the first race and never looked back. Only during the fifth race did Alex Kirby and Bill Whitehurst stop Curry from winning every race in the series. Considering all mark roundings, only seven people beat Curry to any mark and this was only during races five and six. Whitehurst, Kirby, Cope, Junca, Lambert, Sanchez and Baker were the only ones to beat Curry to a mark and all finished in the top ten overall. It was obviously no small task to beat Curry, a past national and world champion, who practiced everyday for two weeks prior to the event. There is something to be said for desire and talent.

Observing the races from the chase boat during the entire regatta gives one a different perspective of the racing action and is something all competitors should try at least once. It is just amazing what you see. For example, the racing is just as intense between 35th and 36th place as it is for second and third. It was great to see sailors at the back of the pack very enthusiastic and just as happy to complete the race as to win it.

The question that frequently comes to mind when reading articles about the Hobie nationals is why the winner wins. Is it

photography by carol hackney

## GOOD TO THE LAST DROP

The weather all the Hobie 14 sailors had travelled to Tampa, Florida for had been almost too good to be true, leaving the Turbo sailors to wonder if there would be any left for them. Once again, the race site was the Bay Harbor Inn on Tampa Bay, hosted by Fleet 42 and Tampa Sailcraft all of whom were showing that practice makes perfect.

After a lay day between events, Thursday morning found many of the 14 sailors staying on, rigging their boats with Turbo kits and readying themselves for another four days of fun and frolic with race chairman Mel Wills. However, the feelings on the beach were a bit different. The wind had dropped and everyone was talking about the low pressure system that was moving across the country. When would it arrive and what it would bring? The general consensus seemed to be rain, but when? At the time the sun was shining. Fred Ferraro, the current Turbo national champion, was out on the bay practicing and trying to pick up local knowledge, determined to hold onto his title. Wills was ready to run an event that by Sunday would require some hard calls due to threatening thunder storms. But Wills, never to be undone, ran a great series and came out smelling like a rose.

This time my perspective about the race is as a competitor, not from a chase boat as in the 14 championship, the major difference being more knee bruises. Again, it was a real pleasure to watch the good, clean competition that was taking place from the first place boat to the last place boat, with no protests during the entire event. The wind for this event changed dramatically not just day to day or race to race but minute to minute. Some races were started in 20 knots of wind

Continued on page 39



tactics, desire, talent? While sitting at various marks I thought it would be interesting to see the kind of thing the winner does differently. These observations not only would make me a better sailor but could also help other sailors who have not yet reached that number one spot.

Calling over earlies in every race and following the boats to the weather mark, it was easy to see who got good starts and why. Tactically, the starting line needs to be analyzed as to the best location to start. But, you also need to consider where you want to be half way up the weather leg. One thing that the leaders to the weather mark did over and over again was hit the line with speed and desire even if they were in the wrong spot. Curry started at various points on the line but always was well under way when the horn blew. He did not always have what appeared to be the best location on the line but had a two to three boat-length jump seconds after the start because he carried boat speed to the line. He would be gone at the gun while others were still sheeting in. Viewing the starting line tactics was an excellent study in the "How long does it really take to sheet in and get moving" syndrome. As a successful race car driver once told me, and it really holds true for just about any sport. you hit the gas when the starter bends his knees to wave the flag. Many times Curry, Kirby, Whitehurst and others had a jump on the fleet because they were moving at

Another problem observed was overstanding A mark. Overstanding A mark is tactically necessary at times but many overstood by hundreds of yards. On more than one occasion Curry had to duck starboard-tack sterns going to the weather mark only to get there first while many were still sailing well past the lay line.

Watching mark roundings, especially at C mark, I saw the best boats make exceptional roundings allowing them to start the weather leg two to three boat widths to windward of other boats with plenty of momentum, gaining ten seconds at each C mark rounding. With an average of three roundings per race that's a net possible advantage of 30 seconds per race!

The last observation worth mentioning is tacking. After watching many excellent sailors go into irons at A mark, I figured it must be caused by a virus. Hopefully some vaccine will be developed to stop the spread of the irons disease, but in this event Curry found the cure!

Back to the races. Day one the sailors were welcomed at the skippers meeting by Mel Wills who was grinning like a Cheshire cat since the wind was blowing 16 to 20 knots and looked like it was going to hold for four days. Three races were held that day with Curry in the lead followed by Whitehurst, Kirby, Lambert and Moldt. Reality was beginning to set in among the sailors as they realized that a BYOB race

means sailing in every race for four days and this was only day one.

That night, being the true competitors that they all are, the sailors headed off for more fun and games at "Dagwood's Pub," owned by Woodie Cope, a former Hobie 14 Turbo national champion. Many sailors could be seen playing some really wicked games of darts, pool, pinball, video games and enjoying the liquid refreshment of their choice. I guess if you can't beat em on the water . . .

Day two found Wills really grinning and everyone knew why. The wind was blowing around 20 knots, the course was set. and anxious sailors kept asking the chase boat people "What's it like out there?" The first race of the day found Curry in the lead followed closely by Kirby at the finish. Was this a sign of things to come? It sure was, the next race was the big event of the series as Curry finally got to look at the sterns of Kirby and Whitehurst as they beat him to the finish line. Curry got on the wrong side of some shifts and never could completely recover after Kirby and Whitehurst made some great calls. At the end of day two, Curry was still first followed by Kirby moving into second and then Whitehurst, Junca and Sanchez.

Day three the wind was blowing 18 knots gusting higher with flatter seas. At this point we were all wondering if Wills didn't have some kind of contact with Mother Nature. Everyone was a little anxious and about a third of the fleet was over early causing a general recall. The race got off with Curry in the lead followed by a mess at A mark. This race saw many sailors moving through the pack and it was becoming obvious that the previous days of sailing were helping to sharpen some skills. Dave Wilder and Ed Parma made excellent C mark roundings to overtake a few boats. Phil Sanchez, sailing a vintage 1972 Hobie 14, made some great moves going to A mark the second time and moved into second place from 17th. I noticed a few sailors, including Curry, with their leeward rudder up as they were going downwind as opposed to the normal weather rudder being up. Curry shouted to us at C mark that the wind would go southeast; it never did, but he won the race any way. The end of day three found Curry in the lead then Kirby. Whitehurst, with Sanchez moving into fourth and Cope into fifth.

The last day started out with twinkles in Wills' eyes. The end of a very successful event was in sight; all he had to do was get through a few (we were never really sure how many) more races. But this day was not going to be like the others. Just minutes before the inevitable "off the beach," Phil Sanchez noticed the side bar of his



Tampa Bay provided a scenic backdrop for the sailing.

boat, the oldest in the competition, was giving way to old age. Hobie camaraderie was ever-present at this event as the call went up and down the beach for help. Suddenly from the far end of the beach four fellow competitors appeared carrying a boat while simultaneously others derigged the old boat and helped rig the new one. Mission accomplished in just about ten minutes in one of the finest displays of sportsmanship I have ever seen. Even the Brazilian national champion, Eugenio Junca, who didn't speak any English, seemed to know what was happening and proved once again that Hobie is a universal language.

Conditions were about 14 knots as we observed Curry's boat going to weather close hauled. The downhaul was to the black band, outhaul real tight, traveller car out to the hiking strap, bungee cord as a vang (not attached), sheeted in tight (double blocked), forestay at the top of the adjuster, mast rotation so mast aimed at shroud, battens stuffed pretty tight, and the pocket 35 to 45 percent aft depending on whether you listened to Miles Wood (35 percent), Curry (45 percent) or me (40 percent).

The sailors certainly did get their money's worth of sailing. Curry won but in the long haul so did everyone else in many different ways. The banquet was not your usual Hobie Cat fare; everyone met for dinner in the hotel restaurant. For the awards presentation we moved into the banquet room to witness Curry wearing his dessert, courtesy of Whitehurst. Eugenio Junca received an award for greatest distance travelled, Walter "Turtle" Thompson an award for most times flipped, Ted Cross for oldest sailor, Phil Sanchez for oldest boat, and Dick Moldt and Mike Brasswell designated "Team Retired." Congratulations to all! 36





Continued from page 35 only to die to drifters. Wind shifts catapulted boats into the lead on many occasions during this 11-race, bring-your-

own-boat event.

The day by day results set up a drama that will not be easily forgotten by many of the competitors. Three people had a good shot at being the Turbo national champion. As each day went by it became apparent that the new champion would not be decided until the very last race was complete. At the end of the first day Alex Kirby was leading followed by Bob Johnson, Boyd Bass, Fred Ferraro and Doug Heil but things were destined to change.

Day two had us all wondering about that front. Reported to be in the panhandle of Florida, it seemed to have stalled and the forecast for Saturday and Sunday was rain. The wind on Tampa Bay was playing its usual tricks: up, down, shift here, shift there but at the end of the day Kirby was still in the lead with Ferraro moving to second followed by Bass, Johnson and Cope, the 1984 Turbo national champion.

Day three, Saturday, we knew for sure the front had stalled. The weather looked as if it was going to be another shifty, trying day. We all did our best and at day's end Kirby was still in the lead; Bass moved into second: and Johnson was still in third. Ferraro dropped to fourth and Hackney (me) moved from 13th the first day into fifth. Some say that sailing is not a spectator sport, but let me attempt to put into perspective some of the emotion and the drama that was unfolding going into the last day.

Sunday brought daylight savings time and the front. The sailors were all gathering at the hotel, assessing the thunderstorms, trying to second guess Wills and what the rest of the day is going to bring. The races are postponed for a couple of hours and the word on the beach and in the Tampa Tribune was that if the races were cancelled Kirby would be the 1986 Turbo national champion. Little did we all know that the clouds would clear just long enough for the ever-optimistic Wills to get everyone on the water again for two more

After the first race we had a new leader. Bob Johnson with 43 points. Alex Kirby followed closely with 46. Boyd Bass was in third with 49 points and needed to beat both Johnson and Kirby by four and five points respectively to win the title, a seemingly difficult task considering the conditions.

The wind for the last race seemed a respectable, fairly steady 12 knots. Just seconds before the start I could sense the tension on the starting line with Johnson just below me. Bass was down the leeward end of the line and I believe Kirby started near him. I saw Bob Johnson sheeting in with determination on his face as the starting gun sounded. Suddenly, he had a look

on his face that I will never forget. In one instant the national championship slipped away from him as his tiller bolt snapped. Stainless steel coldly, cruelly, without heart or provocation eliminated him. With a lump in my throat for my friend, I dutifully sailed into the suddenly cold wind.

Now it was Kirby and Bass, one on one, like two prize fighters in the 15th round. At C mark it was Kirby in sixth place followed by Bass in seventh. If the race were to end now. Kirby would be the new national champion. But Bass, with adrenaline flowing, was not about to give up. Bass split tack at C mark while Kirby stayed on the seemingly favored port tack going to the starboard lay line. Mother Nature must have been watching with mischievous interest now as Bass moved into the lead at A mark followed closely by Cheryl Johnson who split tack with Bass. Cheryl is the wife of Bob Johnson who broke the bolt that cost him the event. Could this be fate for Cheryl to catch and beat Bass? Real stories never seem to end that way and Cheryl faded from the overall picture.

After rounding A mark for the last time. Bass was to encounter whimsical Mother Nature playing games with a man's heart. The wind all but died as Kirby finally got to A mark minutes behind Bass. Slowly, Ms. Nature's wind decided to help Kirby and the rest of the fleet and Bass watched boats getting closer and closer as he drifted to B mark for the last time. Was Wills ever going to shorten course and let us finish? Not likely. The wind was picking back up and at B mark it was now my turn to flirt with fate as I rounded inside of Bass. Halfway to C mark I was still in the lead. Finishing in these positions with Bass second and Kirby in fifth would leave Bass in second place overall and Kirby the national champion. Mother Nature must have been delighted with herself as she wrenched us mortal sailors. Again, the wind pushed Bass past me into the lead as we approached C mark for the last time. At C mark you may think it was over, but wait. Bass was just feet ahead of me, and needed to go only a short distance to the starboard lay line for the championship. He tacked to starboard instantly splitting from me. What a gift, I thought, the wind was steady now and I knew I could beat Bass to the finish line leaving a Florida friend to win the event. Bass, calling the slight wind shift perfectly, crossed by my bow on port just clearing me and thus clinching his first Hobie 14 Turbo national championship on his birthday. Happy birthday Boyd! Who said sailing was not exciting?

As for the rest of the results, Alex Kirby

finished second despite his lack of experience on the Turbo. Bob Johnson hung in there to finish a very respectable third despite his misfortune. Fourth place was captured by John Hackney (me) after a bad first day. Fred Ferraro ended up in fifth place, unable to defend his 1985 national championship title, but we know he'll be back. Breaking the tradition of mentioning only the top five, sixth place went to Charley Rathkopf, a college student who has been sailing Hobies since he was knee high to a grasshopper. Its great to see new blood gaining boatspeed and confidence. The Turbo champion from two years ago, Woody Cope, came in seventh place, despite trying to keep all the party goers happy at his pub during the event.

Now getting to some other things noticed on the water. The perseverance of the sailors at the back of the pack was unbelievable. These people are the purists in this sport. They don't get enough praise or glory, but they support the sport as much as anyone. Cheryl Johnson, who sailed in both the Hobie 14 and Turbo nationals, was the highest placing woman finishing 13th overall. Considering all the women sailing with the disadvantage of their light weight in heavy air, they did an excellent job and all were enthusiastic and determined. Clive Mayo proved beyond a doubt that there is no hope for a six-foot, five-inch 225 pound sailor to win on a Hobie 14 Turbo, but he gave it a good shot and could sure fly when the wind came up. Walter Thompson also taught us that a Hobie 14 Turbo can be flipped over in any wind and wave condition. He flipped in 20 knots of wind and in 10 knots. In one heavy air race Walter got to A mark at the front of the fleet but unfortunately was upside down. He also made the front page of the Tampa Tribune with a beautiful picture of him righting the boat. Despite all the harassment Walter took he still did well in the event.

The off-the-water activities included a beach party hosted by Fleet 42 and a welcome party at Dagwood's Pub a.k.a. Woody Cope's place. We had another banquet that couldn't be beat at the Bay Harbor Inn. Special awards included: Bob Medley, hard time award; Walter "Turtle" Thompson, most flips; Dean Ball, most times falling off his boat muttering something about the other "two feet"; and Sara Crampton, a J24 sailor, the perseverance award. Straying from my usual unemotional and sarcastic stand, let me say everyone deserves praise for an experience no one will forget. Isn't that really what it's all about? 36

# erfect ailing ummer

Perfect is hard to define. It's very hard to define when you mention a "perfect sailing day," For some it might be a few minutes of sailing then a picnic on the beach. For others it may be cruising slowly around their favorite lake. Some think perfect salling means howling winds and white knuckle trapezing. A perfect sailing summer is probably a collection of all these types of days. One day cruising, the next day screaming on a reach in a race. In these next ten pages, you'll see what some of our readers think the Perfect Salling Summer is all about. We hope this helps keep you in a summer state of mind through the winter.



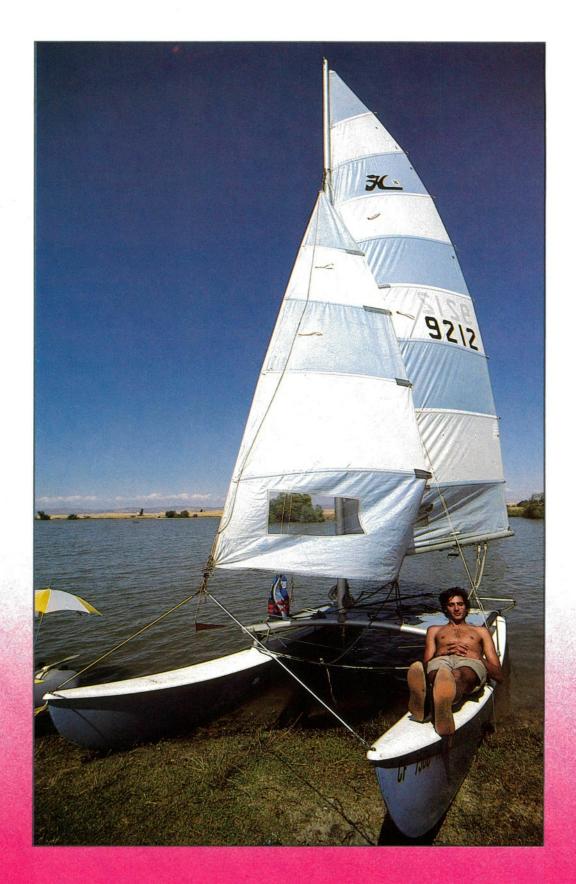
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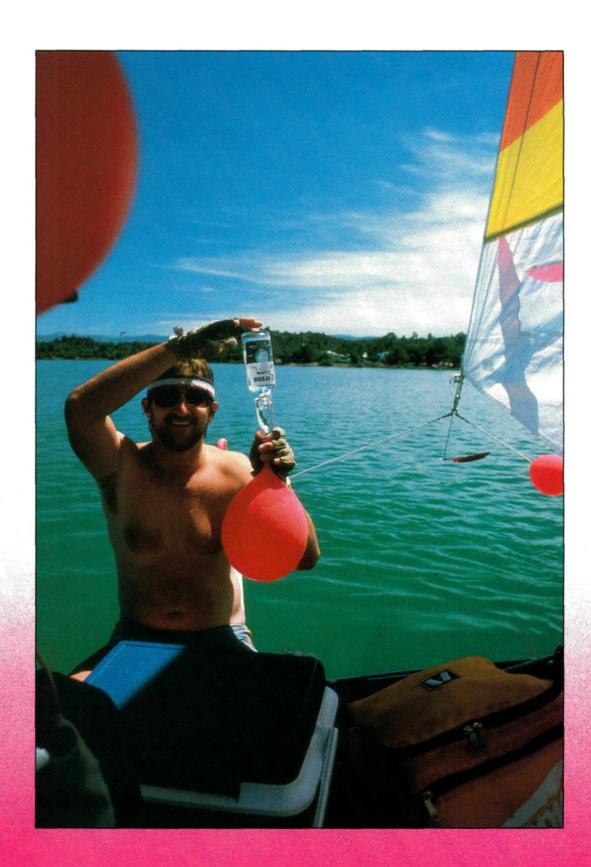


"What, me worry?" To Bob Ben'
"What, me worry?" To Bob Ben'
nion's subject, the perfect sailing
summer means not doing a darn
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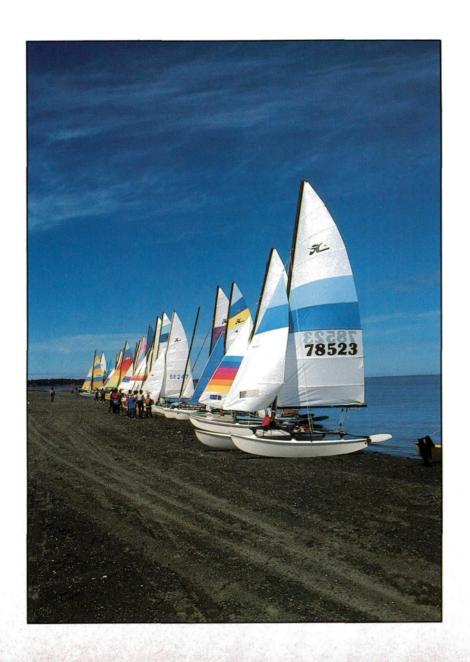


Now what's he going to do

Now what's he going to do

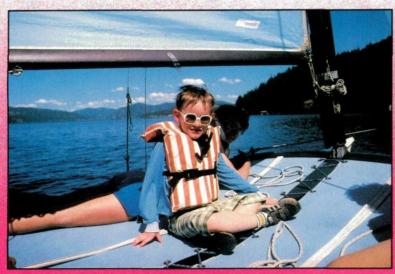
with that balloon?

Photo by Jay Blackwood.



Getting ready for the regatta can be as much fun as sailing. (Photo by Jay wayne Rudolph.) Of course, you can wayne Rudolph.) Of course, your take your cat for a sail. (Photo by Jay wayne Rudolph.) Better yet, share your take your sailing with someone special like sailing with







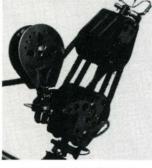
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must turn and go to the cleat! A must for serious skippers who prefer the stock system. Works with any traveler car trim system.

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# HOBIE RACING

January/February 1987

### IN THIS SECTION:

Major Regattas
Regatta Schedules
Fleet News
Regatta Results
Fleet Directory

### 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.



# **MAJOR EVENTS**

February 28-Mar 1

March 18-22

May 7-10

June 1-6

June 12-20

August 16-22

August 29-September 4

September 8-11

September 13-19

**Midwinters West** 

San Felipe, B.C. Mexico

Alpha Midwinters

South Padre Island, Texas

11th Annual Lake Havasu Regatta

Lake Havasu, Arizona

Hobie 17 U.S. National Championship

Daytona Beach, Florida

Hobie 18 World Championship

Toronto, Ontario Canada

Hobie 18 U.S. National Championship

Minneapolis/St. Paul, Minnesota

Hobie 14/Turbo National Championships

Elk Rapids, Mighigan (BYOB)

Hobie Womens U.S. Championship

San Francisco, California

Hobie 16 U.S. National Championship

San Francisco, California

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Note: This schedule is tentative at press time. Items are subject to change.

### **REGATTA SCHEDULE**

### **Division 2**

March 7-8	Ides of March/Fleet#66	Scott Dixon
	Puerto Penasco, Mexico	619/484-4814
March 21-22	Dana Point Regatta/Fleet#1	Scott Dixon
	Dana Point, CA	619/484-4814
April 4-5	Blue Water Regatta/Fleet#15	Scott Dixon
	Ventura, CA	619/484-4814
April 25-26	Lake Perris/Fleet#30	Scott Dixon
	Lake Perris, CA	619/484-4814
May 2-3	Las Vegas Grand Prix/Fleet#51	Scott Dixon
,	Lake Mead, NV	619/484-4814
May 7-10	Lake Havasu Regatta/Fleet #469 5 WHCA	Liz Reed
,	Lake Havasu City, AZ	619/758-9100
May 16-17	Castaic/Fleet#180	Scott Dixon
,	Lake Castaic, CA	619/758-9100
May 30-31	Hurricane Gulch/Fleet#3	Scott Dixon
	San Pedro (Cabrillo Beach), CA	619/758-9100

### **Division 4**

200000000000000000000000000000000000000		
January 17	Winter Series/Fleet#95	Bob Combie
	Sandpoint, Seattle, WA	206/285-1685
February 22	Winter Series/Fleet#95	Bob Combie
	Sandpoint, Seattle, WA	206/285-1685
March 21	Winter Series/Fleet#95	Bob Combie
	Sandpoint, Seattle, WA	206/285-1685
April 26	Winter Series/Fleet#95	Bob Combie
	Sandpoint, Seattle, WA	206/285-1685

### **Division 10**

Kentucky Lake Points Regatta/Fleet#219 Bilbertsville, KY April 18-19

Crab Orchard Lake Points Regatta/Fleet#199 Carbondale, IL April 25-26

May Day Points Regatta/Fleet#47 Cowan Lake, Wilmington, OH

Austin Lake Points Regatta/Fleet#519 Portage, MI May 9-10

Voodoo Winds Points Regatta/Fleet#58 Clark Lake, Jackson, MI Hoover Dam Points Regatta/Fleet#300 Columbus, OH May 30-31

### George W. Fecher 513/772-8833 Jim Laure 616/649-2066

### Charles Rogers 517/784-2079 Jerry Haas 614/882-4801

Russ Tate 618/687-2989

### International

May 16-17

January 9	1987 Winter Series#1/Fleet#253	Peter Thacker
	Dhahran, Saudi Arabia	876 7629
January 16	1987 Winter Series#1/Fleet#253	Peter Thacker
	Dhahran, Saudi Arabia	876 7629
lanuary 23	1987 Winter Series#1/Fleet#253	Peter Thacker
	Dhahran, Saudi Arabia	876 7629
February 13	1987 Winter Series II/Fleet#253	Scott Garvey
	Dhahran, Saudi Arabia	876 4397
February 20	1987 Winter Series II/Fleet#253	Scott Garvey
	Dhahran, Saudi Arabia	876 4397
February 27	1987 Winter Series II/Fleet#253	Scott Garvey
	Dhahran, Saudi Arabia	876 4397
March 13	1987 Winter Series [1]/Fleet#253	TBA
	Dhahran, Saudi Arabia	
March 20	1987 Winter Series III/Fleet#253	TBA
	Dhahran, Saudi Arabia	
March 27	1987 Winter Series III/Fleet#253	TBA
	Dhahran, Saudi Arabia	
CANADA		

June 12-20

WHCA 619/758-9100

### 2nd Annual Newport Landing Regatta

Fleet 3, Division 2 October 11-12, 1986 Newport Beach, California

The Newport Landing Regatta, held October 11 and 12, again had the hot action that has made it a very popular event in Southern California with participation more than double that of last year. The change in venue from inside crowded Newport Harbor to the open ocean off Balboa Pier gave us better parking, launching, overnight boat storage, and clear sailing area. There was great spectating from the pier and beach. We were near the famous "wedge" surfing area and the refurbished "Fun Zone" amusement center and Balboa Pavilion dance hall so lots of extra sailing entertainment was close by

The Newport Landing Restaurant treated us to an excellent buffet dinner, beer, and wine, before the trophy presentation. The lounge had a live Calypso steel band so the joint was rocking! Our thanks go to Byron Kough and Bob Harrit of the Newport Landing Restaurant for the fine food and show. Thanks also to Dan Rohner of Action Sailing Center in Newport for the gifts and trophies for both the skippers and crews. Regatta chairmen, take note: too often the crews get shortshrift at trophy time. Give them credit and a trophy! Thanks also to Ken Watts at Action Sailing Center for his help launching and landing the Hobies through the surf. The surf ranged from intimidating to awesome and gave more than a few Hobies some problems. Ken gave a short seminar at Saturday's skipper's meeting and during the launch and landings he used his surf expertise to spot the big sets and hold up flags accordingly. Pete Lockwood and Rex also dove in to help. Pete was also the weighmaster.

Dave Douglas, Rick Mac-Arthur, and Ray Howard set some excellent courses which, combined with wind shifts, swells, tricky currents and sets, gave the sailors a real challenge. The beach reach was spectacular from the shore or pier. Thanks to Jock and Lil McGraw for the Mac Cat committee boat. Dan Rohner and Frank Bjerring only had to rescue one boat all weekend. John O. Hauser was sure glad Dan was there when he dismasted near the pier! The only protest all weekend was for a weight infraction so on-the-water sailing was good and clean.

The sponsors and fleet are all charged up and ready to do it again next year so plan to join us!

### **Training Camp**

Fleet 510, Division 14 August 23-24, 1986 El Dorado, Kansas by Debbie Taylor

First came Animal House, then came Caddy Shack, now we have "Training Camp!" also known as the Kamikaze Fleet.

Each year Fleet 510 in El Dorado, Kansas hosts a nonpoints regatta with an open invitation to sailors from surrounding fleets. It is normally a five-race series over a weekend in August with entrants in all classes of boats. This year saw one significant change: nine Hobie 16 sailors registered for the Training Camp Fleet, an idea conceived and instituted (or instigated) by Ron Means and Jon Tiger of Fleet 27, Wichita, Kansas and supported by Dennis Patterson, Fleet 510 commodore. Nine A fleet sailors, representing all classes of Hobies, left their boats at home and risked life and limb to become crews for some inexperienced sailors!

At the skipper's meeting all the skippers and crews were introduced and crew assignments were posted. Each skipper would have a new crew for each race, giving them the benefit of five different A fleeters' knowledge.

White flag was up and the races were on. The weather was favorable all weekend with single trap breezes for three races on Saturday and light air for Sunday's two races.

As for the "Kamikaze Factor," amazingly enough there was a minimum of mishap. One boat found an old crack in his hull when it filled with water and the only incident worth mentioning was when an unnamed crew spent a little time on the trapeze hanging

around on the windward side of a sail. That might not sound unusual except that her boat and skipper were to the leeward of the boat she was visiting.

A great time was had by all; the skippers had an opportunity to learn how to race or to improve boat speed and tactical skills with some expert advice. The crews weren't supposed to grab sheets or tillers except in an emergency so they had to "talk their way through the race." Have you ever tried to explain to someone how you know your boat will be lifted in a few seconds?

Actually, this event did a couple of things besides improve race skills. It provided the opportunity for the new sailors who are sometimes a little awed by the A fleeters to get to know five of them "up close and personal" and to find out that they really aren't awesome at all! Also it gave the A fleeters, who sometimes get caught up in their own world and don't include the new guys, a chance to spend

time trading war stories and getting to know some of the new sailors.

I think to say that everyone had a good time at this event is probably an understatement. I know for myself and a few of the crew I talked with after the regatta, we haven't been so excited about an event for a long time. And as for the skippers, you should have seen the expressions on their faces, especially the ones who walked away with a trophy. The race scores of all the crew were also tabulated and Rick Loewen, 16A sailor from Fleet 27, Wichita, Kansas became the 1986 "Super Crew"

Race results were as follows: 1st, Wayne Schleuter; 2nd, Greg Hiser; 3rd, Robert Harvey; 4th, Dwayne Bushnell; 5th, Don Riggs; 6th, Paul Dextras; 7th, Gary Wolf; 8th, David Dewey; 9th, John Davis.

Needless to say it was agreed by one and all that "Training Camp" would become an annual event!

# **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.
- 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.
- 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

# BECOME A BOUNTY HUNTER

### **Division 2**

ASSAULT ON ROCKY POINT FLEET # 514 DIVISION 2 PUERTO PENASCO, MEXICO SEPTEMBER 27-28, 1986

НО	BIE 18B	POI	NTS
1.	Krauss	5	
2.	Ashley	7	+
3.	Garnand	16	
4.	Hanelman	17	
5.	Burke	25	
но	BIE 16C	POI	NTS
1.		6	
2.	Smolinsky	17	3/4
3.	Grandlois	19	
4.	Royal	20	
5.	Zimmerman	25	3/4
6.	Birkeland	26	
7.	Nolan	33	
8.	Hillestad	33	
9.	Novak	36	
10.	McClanahan	38	
11.	Smith	41	

1986 KAHLUA S. CALIFORNIA HOBIE 18 CHAMPIONSHIPS FLEET #166 DIVISION 2 OCEANSIDE, CALOFORNIA AUGUST 16-17, 1986

HOI	BIE 18A	POINTS
1.	Timm/Timm	3 4
2.	Biakanja/McGizau	4 4
3.	Kimball/McGraw	8
4.	Parizeau/Parizeau	11
5.	McGraw/McGraw	11
6.	Clair/Crockett	19
7.	Brown/Lindley	19
8.	Lewis/Filbert	22
9.	Lindley/Lindley	23
10.	DeLong/Jenkins	26
11.	Mark/Mark	31
12.	Ruiz/Ruiz	39
13.	Brown/Brahams	40
14.	Nunes/Bernal	55

НО	BIE 18B	PO	IN	TS
1.	Ybarrola/Ybarrola		3 }	+
2.	Wells/Korones		3 }	ł
3.	Savage/Burns	1.	2	
4.	Samson/Golden	1	2	
5.	Engel/Engel	1	3	
6.		1	3	
7.		2	0	
8.	Mardel/Thomas	2	4	
но	BIE 18C	POI	NT	s
1.	Halberstadt/Tillman	3	1	
2.	Power/Campbell	8		
3.	Anthony/Anthony	8		
4.	Claybaugh/	13		
	Claybaugh	,		
5.	Eaton/Bieneman	14		
6.	Charleston/Clary	16		
7.		17		
8.	Hartsell/Goldstein	19		
9.		26		
10.		30		
10.	Melville/Darryl Ryan/Holland 6 NEWPORT LANDIN EET #3 DIVISION 2	30	EC	GA.
NE	WPORT BEACH, CAL TOBER 11-12, 1986	.IFO	RN	AIA

POINTS

_	0.0	-	_
1.	Wright, Craig	5	ł
2.	Biakanja, Krist	7	1
3.		8	3/4
4.	Timm, Steve	14	
	DeLong, Tom	18	
	Kymlicka, M.	25	
	Steele, Nick	26	
8.	Prolette, Perry	28	
•	Lewis, Chris	29	
9. HO	BIE 18B		NTS
но	BIE 18B Bjerring, Erik/		NTS
<u>но</u>	BIE 18B Bjerring, Erik/ Haynes, Jo	POI 3	
HO 1.	BIE 18B Bjerring, Erik/ Haynes, Jo Farrell, Michael	POI 3	NTS 3/4
HO 1. 2. 3.	BIE 18B Bjerring, Erik/ Haynes, Jo Farrell, Michael Wells, Kirk	3 7 10	3/4
HO 1. 2. 3. 4.	BIE 18B  Bjerring, Erik/ Haynes, Jo Farrell, Michael Wells, Kirk Mandock, Heather	3 7 10 19	3/4
HO 1. 2. 3. 4. 5.	BIE 18B  Bjerring, Erik/ Haynes, Jo Farrell, Michael Wells, Kirk Mandock, Heather	7 10 19 19	3/4

HOBIE 18A

НО	BIE 16A	POI	NTS
1.	Seaman, Bob	3	
2.		10	
3.	Newsome, Jeff	10	
4.	Hauser, John	14	3/4
5.	Ward	17	
но	BIE 16B	POI	NTS
1.	Hammond, Marshall	5	1
2.	Correll, Darrell	12	3/4
3.	Campbell, Robert	12	3/4
4.	Hall, Herb	13	
5.	Piper, David	13	
6.	Miebach, Bill	17	
7.	Hutton, Kevin	24	
8.	Miller, Rex	36	
9.	Vandervort, G.	36	
но	BIE 16C	POI	NTS
1.	Froeb, Gordon		1
2.	Zichlinsky, Murry	9	3/4
3.	Reding, Larry	12	
4.		15	
5.	Deupree, Joel	18	
	W		210

НО	BIE 17	POINTS	
1.	Jenkins, Roger	5 }	
2.	Materna, Tom	9 3/4	
3.	Schafer, Wayne	10 3/4	
4.	Veneman, Chris	12 3/4	
5.	Legge, Jim	13	
6.	Fields, Bruce	20	
7.	Winkler, Udo	29	
8.	Kellogg, Bob	32	

ASSAULT ON ROCKY POINT FLEET #514 DIVISION 2 PUERTO PENASCO, MEXICO SEPTEMBER 27-28, 1986

HOBIE 18A	POINTS
1. Lindley	3 3/4
2. Clair	12
<ol> <li>Catalan</li> </ol>	0 15
4. Neal	19
5. Eger	22
6. Hankin	26

НО	BIE 18C	POI	NTS
1.	Knipp	6	1
2.	Bomberg	8	1
3.	Wells	15	
4.	Coburn	20	3/4
5.	Palmer	23	
6.	Meder	25	
7.	Beeck	31	
	Cummings	38	
8.		38 PO1	NTS
8.	Cummings	<u>PO1</u>	
8. HO	Cummings BIE 16A Moseley	<u>PO1</u>	
8. HO	BIE 16A  Moseley Hensler	PO1	3/4
8. HO 1. 2. 3.	BIE 16A  Moseley Hensler	PO1	3/4
1. 2. 3. 4.	BIE 16A  Moseley Hensler Lowe	901 3 13 13	3/4
1. 2. 3. 4.	Cummings  BIE 16A  Moseley Hensler Lowe Waugh Diaz	901 3 13 13 14	NTS 3/4 3/4

1986 ARIZONA STATE CHAMPIONSHIPS FLEET#66 DIVISION 2 PUERTO PENASCO, MEXICO OCTOBER 25-26, 1986

НО	BIE 18A	POINTS
1.	Clair/Crockett	3
2.	Runyon/Ferguson	9
3.	Catalano/Smith	13
4.	Neal/Stratton	17
5.	Eger/Eger	17
6.	Hankins/Hankins	17
7.	Fischer/Hake	27
но	BIE 18B	POINTS
1.	Knipp/Mulay	3
2.	Nordlander/Luben	8
3.	Bomberg/Kohn	11
4.	Collinson/Collinson	15
но	BIE 18C	POINTS
1.	Mulay/Mulay	3
2.	Palmer/Palmer	9
3.	Taylor/Landeen	12
4.	Wells/Mulay	15
5.	Coburn/Coburn	19
6.	Cummings/Titus	22
7.	Hayden/Corno	25

# Attention Fleet Officers!

In an effort to better serve all fleets, the HOTLINE asks that reporting officers follow the guidelines included here. These guidelines will help HOTLINE report on events in a more timely and accurate manner. When submitting race stories, results and photos, please keep the following deadlines in mind.

Race stories should be a maximum of 300 words. They must be typewritten, double spaced and should have the name of the regatta, the fleet number, the division number, the location and the writer's name at the top of the story. Please be sure the names used in the stories are spelled correctly.

Regatta Dat	es	Due Da	tes	Issues
9/1 to 11/3	are due	11/10	will appear in	Jan/Feb
11/4 to 1/5	are due	1/12	will appear in	March/April
1/6 to 2/27	are due	3/6	will appear in	May/June
2/28 to 5/5	are due	5/12	will appear in	July/August
5/6 to 7/7	are due	7/14	will appear in	Sept/Oct
7/8 to 8/31	are due	9/7	will appear in	Nov/Dec

Please note that this schedule is subject to change.

Submit all material directly to HOTLINE, P.O. Box 1008, Oceanside, CA 92054.

Do not submit results on scoresheets. Results should be typed (or printed by computer) by class, position, and total points. Place the name of the regatta, the fleet number, the division number, the location and the person submitting the scores at the top of each page of results.

Photos should be 5x7 or 8x10 black and white prints. Please write a short caption identifying the people in the photo, and/or the regatta on a separate sheet and tape the caption to the back of the print. Photos cannot be returned so please send a duplicate print.

We'll do our best to be sure every fleet's regatta is included in the race section, but stories will be printed on a space available basis. The HOTLINE also reserves the right to edit stories for length considerations.



HU	BIE 16A	POINTS
	Moseley/West	3
2.	Waugh/Waugh	10 3/4
3.	Kaster/Kaster	11
4.	Lowe/Lowe Hensler/Berger Ashley/Wiemer	13
5.	Hensler/Berger	16
6.	Ashley/Wiemer	20
7.	Diaz/Diaz Levetin/Levetin	25
8.	Levetin/Levetin	35
	Banks/Britt	38
	Richard/Richard	39
	Baker/Killebrew	41
12.	Krauss/Krauss	46
но	BIE 16B	POINTS
1.	Long/Huffman	3
2.	McMaster, Doug	9
3.	Haneman/Haneman	9 3/4
4.	Garnand/Nease	13
но	BIE 16C	POINTS
1.	Birkeland/Wolf	3 1
2.	Hillman/Allen	7 1
3.	Royal/Davis	11
	Nolan/Leonard	16
	Grandbois/Chase	20
	May/Crespan	23
7.	McClahahan/	27
	McClahahan	
8.	Hillstad/Hillstad Smith/Smith	30
9.	Smith/Smith	31
10.	Novack/Novack	32
11.	Ridyard/Ridyard	35
12.	Roseberry/ Roseberry	46
	Smolinsky/Smolinsk	
14.	Lucht/Lucht	56
но	BIE 14	POINTS
1.	Beucler, David	3 3/4
но	BIE 14 TURBO	POINTS
1.	Saylors, Donna	3

### **Division 3**

SHARKFEED REGATTA FLEET# 281 DIVISION 3 BODEGA BAY, CALIFORNIA OCTOBER 4-5, 1986

_		
но	BIE 18A	POINTS
1.	Rayfuse	3 1
2.	Timms	6 3/4
3.	Johnston	7
4.	Leonard	12
5.	Goodall	12 3/4
6.	Jeffries	13
7.	Hill	17
8.	Westman	18
НО	BIE 18B	POINTS
1.	Trevey	3 1
2.	Morris	5 3/4
3.	Wagner	9
4.	Seversen	10
НО	BIE 18 MAGNUM	POINTS
1.	Collier	2 1
но	BIE 16A	POINTS
1.	Porter	7 3/4
2.		8 3/4
3.	Hess	9 1
4.	Pascoe	10
5.	Neathery	10
6.	Montague	13
7.	Timms, B.	20
8.	Stitt	24
9.	Sloan	24
	Skvarla	25
	Rafi	25
	Katz	26
	Hinds	29
14.	Brown	37
но	BIE 16B	POINTS
1.	Schulthess	2 1
2.	Glaze	7 3/4
3.	Walker, B.	9
4.	Anderson	9
5.	Schyorer	13
6.	Heberer	15
7.	Weber Walker	18
но	BIE 16C	POINTS
1.	Dabolas	4 3/4
2.	Sabroski	5 3/4
3.	Jenter	6 3/4
4.	Dooman	7 3/4
НО	BIE 17	POINTS
	Johnson	2 1
1.		
2.	Sprague	6
2.	Sprague Baumgartner	6 3/4
2.	Sprague	6

6.	O'Donnell	16
7.	?	20
8.	Klein	21
9.	Williams	23
нα		POINTS
	BIE 14	
1.	Sajdak	21

### **Division 4**

C.J. STRIKE REGATTA FLEET #105 DIVISION 4 MTN, HOME, IDAHO SEPTEMBER 27-28, 1986

НО	BIE 16	POINTS
1.	Holford, M.	6 }
2.	Stanczak, S.	6 }
3.	Bowen, M.	7 3/4
4.	Elliott, J.	16
5.	Kircher, M.	20

C.J. STRIKE REGATTA FLEET# 105 DIVISION 4 MTN. HOME, IDAHO SEPTEMBER 13-14, 1986

нов	IE 16A	POINTS
1.	Bowen, M.	7
2.	Hofstetter, C.	7 1
3.	Schinnerer, R.	17
4.	Uppiano, E.	19
5.	Kircher, M.	22
нов	IE 16B	POINTS
1.	Reiss, D.	9 1
2.	Gabiola, J.	9 1
3.	Dixon, K.	9 3/4

HARRISON HOT SPRINGS FLEET #214 DIVISION 4 VANCOUVER, B.C., CANADA

НО	BIE 18A	POINTS
1.	Skidmore	4 }
2.	Alexander	15 3/4
3.	Blaha Chadwick	16
4.	Chadwick	23
	Doutre	27
6.	Stock	30
но	BIE 18B	POINTS
1.	Herberts	5 3/4
2.	Stanley	11 1
3.	MacDonald	18
4.	Bomford	20
но	BIE 16A	POINTS
	Knight	11 1
2.	Lawton	15 3/4
3.	Corrie Jung Christensen Marshal Carter, P.	22 1
4.	Jung	26 3/4
5.	Unristensen	30 3/4
7	Carter P	45
8	McGlashan	52
	Anderson	58
	Holford	60
	Hull	62
	Larson	63
13.	Scherk	69
	McLellan	75
15.	Hepple	77
16.	Carter	82
17.	Carter	83
18.	Hoge	91
19.	Domingo	99
	Butchart	107
	Olson	107
22.	Hepple, R.	132
НО	BIE 16B	POINTS
	Slakov	5 3/4
4.	Myrvold	18 3/4
a.	Atchley	19 -3/4
5	Wilcox Atchley Abneson Druet Machuca	29
6	Druet	32
7.	Machuca	33
3.	Mitchell	37
9.	White	50
	Symington	58
11.	Ferris	63
		(T)
на	RRISON HOT SP ET #214 DIVIS NCOUVER, B.C.	RINGS

HOBIE 16C

Robinson
 Robinson

POINTS

<ol><li>Fraser</li></ol>	24 3/4
<ol><li>Adams</li></ol>	31
<ol><li>Gallinatti</li></ol>	38
<ol><li>Rawlings</li></ol>	39
<ol><li>Harrison</li></ol>	39
8. Owen	43
<ol><li>Redfern</li></ol>	43
10. Filer	52
11. Egan	55
12. Meyer	60
13. Hilton	65
14. Dery	72
<ol><li>Gonsalez</li></ol>	72
16. Gaffney	85
HOBIE 14	POINTS
1. Wilder	10 4
2. Cross	10 }
<ol><li>Fleming</li></ol>	10 }

FALL CLASSIC FLEET #72 DIVISION 4 PORTLAND, OREGON SEPTEMBER 6 -7, 1986

HOBIE 18A	POINTS
1. Marshack, Ken	3
2. Cohn, Scott	8 3/4
3. Marshman, Steve	11
4. Breed, Stan	13
HOBIE 18B	POINTS
<ol> <li>Verik, John</li> </ol>	3
HOBIE 17	POINTS
1. Fuller, Keith	3
HOBIE 16A	POINTS
1. Roundy, Scott	3
2. ZOP	6 3/4
<ol><li>Lowell, J.</li></ol>	14
4. Williams, Bill	16
5. Reinheimer, E.	18
6. Byers, Lonnie	21
7. Haller, Don	
/. namer, Don	24

НО	BIE 16B	POI	NTS
1.	Petranek, P.	3	
2.	Jandreau, J.	8	
3.	Corbridge, L.	11	
но	BIE 16C		NTS
	BIE 16C		NTS
1.	BIE 16C Hanson, L.		NTS
1.	BIE 16C Hanson, L. Garibbo, J.	POI 5 7	1 1
1. 2. 3.	BIE 16C  Hanson, L. Garibbo, J. Toy, E.	5 7 10	NTS
1.	Hanson, L. Garibbo, J. Toy, E. Hunter, G.	POI 5 7	1 1

### **Division 7**

PEPSI-COLA DIV. 7 CHAMPIONSHIP FLEET # DIVISION 7 DES MOINES, IOWA AUGUST 16-17, 1986

НО	BIE 16B	POINTS
	McKee, P.	
2.	Spyksma, B.	
3.	Dixon, E.	
4.	Locher, L.	
5.	Sweard, J.	
6.	Calabrese, F.	
7.	Sprague, D.	
8.	Hartley, R.	
9.	Marsden, T.	
10.	Swotek, E.	
11.	Kickbush, C.	
12.	Hartman, G.	
13.	Daharsh, S.	
	McGranaghan, M.	
15.	Runyan, D.	
16.	Arbige, B.	
17.	Lord, L.	
но	BIE 16C	POINTS
1.	Healy, R.	
2.	Schwartz, T.	
3.		
	Clausen, M.	
5.	Fines, P.	
	Kirkpatrick, Tim	
7.	Kirkpatrick, T.	
8.	Young, G.	

# MOVING?



Attach Mailing Label Here.

New Address

State \_\_\_ \_Zip\_

> Mail to: HOTLINE, P.O. Box 1008, Oceanside CA 92054

PEPSI-COLA DIV. 7 CHAMPIONSHIP FLEET # DIVISION 7 DES MOINES, IOWA

9. Mortens, N. 10. Pearson, D.	
11. Comer, R.	
	DOLNITE
HOBIE 14 TURBO	POINTS
1. George, T. 2. Gilbert, S.	
2. Gilbert, S. 3. Worner, R.	
HOBIE 18A	POINTS
	FOINTS
1. Leekley, C. 2. Craven, G.	
3. Senesac, S.	
4. Glick, D. 5. Thackery, R. 6. Tyler, S.	
5. Thackery, R.	
7. Bommersbach, P.	
8. Myers, R.	
9. Garrett, J.	
HOBIE 18B	POINTS
1. Metcalf, S.	
2. Wenger, G.	
3. Evans, T. 4. Mauk, B.	
Wenger, G. S. Evans, T. Mauk, B. Cline, D.	
HOBIE 17	POINTS
1. George, T.	
2. Gilbert, S.	
3. Worner, R.	
HOBIE 16A	POINTS
1. Jagger, T.	
<ol> <li>Sohn, J.</li> <li>Preller, G.</li> </ol>	
4. Faltermeyer, M.	
<ol><li>Johnson, S.</li></ol>	
<ol><li>Brindisi</li></ol>	
<ol> <li>Bendixen, C.</li> <li>Coe, D.</li> </ol>	
9. Swanson, R.	
10. Brewer, D. 11. Dankle, J.	
11. Dankle, J. 12. Russell, S.	
13. Hensler, R.	
14. Andrysik, R. 15. Brittain, K. 16. Jamison, D.	
15. Brittain, K.	
17. Condon, M.	
18. Jesperson, D.	
19. David, D.	
20. Nelson, T. 21. Hildebrandt, C.	
22. Rhipps, R.	
23. Kirkpatrick, T.	

10,000 LAKES REGATTA LAKE MINNETONKA CATAMARAN ASSOC. FLEET #515 DIVISION 7 LAKE MINNETONKA, MINNESOTA SEPTEMBER 13-14, 1986

НО	BIE 18A	POINTS
1.	Hohn/Hohn	2 1
2.	Leekley/Horst	6 3/4
3.	Eaton/Sudquist	13
4.	Wheeler/	15
но	BIE 16A	POINTS
1.	Jameson/Jameson	4 3/4
2.	McKee/McKee	5 3/4
3.	Carlson/Carlson	6 3/4
4.	Johnson/Funk	8 3/4
5.	Swanson/Slupecki	13
6.	Condon/Condon	15
7.	Carlson/Kroupa	18
8.	Hotvet/McKuskey	22
9.	Rine/Dawbroski	25
но	BIE 16B	POINTS
1.	Brozo/Grady	3 1
2.	Fine/Rich	3 1
3.	Skrip/Mueller	9
4.	Schuette/Schuette	10
5.	Probst/Becker	15
но	BIE 14	POINTS

### **Division 8**

1. Watson, Chuck

DIVISION & POINTS REGATTA FLEET # 111 DIVISION & JACKSONVILLE, FLORIDA JULY 26-27, 1986

но	BIE 18 MAGNUM	POINTS
1.	Blakeman, Ted	6 4

2.	Allen, Kelly Wiley, Michale Fuger, Simon Rapp, John Nimocks, James	7 ½ 8 3/4
4.	Fuger, Simon	12
5.	Rapp, John	18
6.	Nimocks, James	27
7.	Beale, John	27 31
8. 9.	Beale, John McLaughlin, Danny Garrison, Clayton	31
	BIE 17	POINTS
1.	Duke, John Fess, Denyven	3 9 3/4
2.		10
4.		12
5.	Meric, J. Sassaman, Marlene Gross, Jim	19
6.	Sassaman, Marlene Gross, Jim	22
7. 8.	Dupree, Marvin Conway, Jack	24 34
нов		POINTS
1.	Rickinson, Ron Bertolet, Roy Koftie, Vernon Camp, Paul	10
2.	Bertolet, Roy	15
3.	Koftie, Vernon	22 3/4
4.	Camp, Paul Vasiliades, Peter	22 3/4
6.	Dees, Bob	24
7.	Dees, Bob Ball, Bubba	24
8.	Gallagher, Michael	25
9.	Boone, George	26 3/4 27
10.	Sammons Jack	29 3/4
12.	Dees, Bob Ball, Bubba Gallagher, Michael Boone, George Corson, Scot Sammons, Jack Kidder, Cyril	44
HOE	31E 16B	POINTS
1.	Lamm, Susan	8 1
2.	Boone, David Birutis, Stas	9 3/4
3.	Birutis, Stas	12 ½ 13
4.	Rathhopf, Charles Michael, Stephen Broomfield, Chris Deloach, Mike Cooper, Chris Griffin, Tom Long, Dennis	16
5. 6.	Broomfield Chris	19
7.	Deloach, Mike	25
8.	Cooper, Chris	26
9.	Griffin, Tom	29
10.	Long, Dennis	37
12.	Criffin, Tom Long, Dennis Broomberg, Craig Wretherell, Steve Delmain, Scott	52 52
13. HOI	Dominani, Debit	POINTS
_	Hunt, Cindy	
1.	Hunt, Cindy Bergman, Don	9 ½ 10
1.	Hunt, Cindy Bergman, Don West, Dave	9 ± 10 10 3/4
1. 2. 3. 4.	Hunt, Cindy Bergman, Don West, Dave Herter, Jeff	9 ½ 10 10 3/4
1. 2. 3. 4. 5.	Rominger Don	9 ½ 10 10 3/4 17 20 3/4
1. 2. 3. 4. 5.	Rominger Don	9 ½ 10 10 3/4 17 20 3/4 22 3/4
1. 2. 3. 4. 5. 6. 7.	Rominger Don	9 ½ 10 10 3/4 17 20 3/4 22 3/4 25
1. 2. 3. 4. 5. 6. 7.	Rominger, Don Niles, Jean Shirley, James Vaughan, David	9 ½ 10 10 3/4 17 20 3/4 22 3/4 25 38
1. 2. 3. 4. 5. 6. 7. 8.	Rominger, Don Niles, Jean Shirley, James Vaughan, David	9 ½ 10 10 3/4 17 20 3/4 22 3/4 25 25 38 41
1. 2. 3. 4. 5. 6. 7.	Rominger, Don Niles, Jean Shirley, James Vaughan, David DeWitt, Wayne Ingram, Belk Sears, Don	9 ½ 10 3/4 17 20 3/4 22 3/4 25 25 38 41
1. 2. 3. 4. 5. 6. 7. 8. 9. 10.	Rominger, Don Niles, Jean Shirley, James Vaughan, David DeWitt, Wayne Ingram, Belk Sears, Don Green, Jerry Jameson, Mel	9 ½ 10 10 3/4 17 20 3/4 22 3/4 25 25 38 41
1. 2. 3. 4. 5. 6. 7. 8. 9. 110. 112. 13.	Rominger, Don Niles, Jean Shirley, James Vaughan, David DeWitt, Wayne Ingram, Belk Sears, Don Green, Jerry Jameson, Mel	9 ± 10 10 3/4 17 20 3/4 22 3/4 25 25 38 41 44 48
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14.	Rominger, Don Niles, Jean Shirley, James Vaughan, David DeWitt, Wayne Ingram, Belk Sears, Don Green, Jerry Jameson, Mel	9 ± 10 10 3/4 17 20 3/4 22 3/4 25 38 41 44 48 50 51 55
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14.	Retrief, Jeff Rominger, Don Niles, Jean Shirley, James Vaughan, David DeWitt, Wayne Ingram, Belk Sears, Don Green, Jerry Jameson, Mel Beal, Joe Lach, Bruce Labbe, D.C.	9 ± 10 10 3/4 17 20 3/4 22 3/4 25 25 25 38 41 44 850 51 555
1. 2. 3. 4. 5. 6. 7. 8. 9. 11. 12. 13. 14. 15.	nerter, Jeff Rominger, Don Niles, Jean Shirley, James Vaughan, David DeWitt, Wayne Ingram, Belk Sears, Don Green, Jerry Jameson, Mel Beal, Joe Lach, Bruce Labbe, D.C.	9 ½ 10 10 3/4 17 20 3/4 22 3/4 22 3/4 25 38 41 44 48 50 51 55 57
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17.	nerter, Jeff Rominger, Don Niles, Jean Shirley, James Vaughan, David DeWitt, Wayne Ingram, Belk Sears, Don Green, Jerry Jameson, Mel Beal, Joe Lach, Bruce Labbe, D.C.	9 ± 10 1/2 1/2 1/2 1/2 1/2 1/2 1/2 1/2 1/2 1/2
1. 2. 3. 4. 5. 6. 7. 8. 9. 11. 12. 13. 14. 15. 16. 17.	Rerter, Jett Rominger, Don Niles, Jean Shirley, James Vaughan, David Dewitt, Wayne Ingram, Belk Sears, Don Green, Jerry Jameson, Mel Beal, Joe Lach, Bruce Labbe, D.C. Niles, John Griffith, Bill	9 ± 10 10 3/4 17 20 3/4 22 3/4 22 5 38 41 44 48 50 51 55 55 57 64 69
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18.	Rerter, Jett Rominger, Don Niles, Jean Shirley, James Vaughan, David Dewitt, Wayne Ingram, Belk Sears, Don Green, Jerry Jameson, Mel Beal, Joe Lach, Bruce Labbe, D.C. Niles, John Griffith, Bill	9 ± 10 1/2 1/2 1/2 1/2 1/2 1/2 1/2 1/2 1/2 1/2
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22.	nerter, Jett Rominger, Don Niles, Jean Shirley, James Vaughan, David DeWitt, Wayne Ingram, Belk Sears, Don Green, Jerry Jameson, Mel Beal, Joe Lach, Bruce Labbe, D.C. Niles, John Criffith, Bill Fairbairn, Craig Trzeienski, Ed. Morris, Sam	9 ± 10 3/4 17 20 3/4 22 3/4 22 5/5 38 41 44 48 50 51 55 55 57 64 69 77 80 82
1. 2. 3. 4. 5. 6. 7. 8. 9. 11. 12. 13. 14. 15. 16. 17. 18. 20. 21. 22. 22.	nerter, Jett Rominger, Don Niles, Jean Shirley, James Vaughan, David DeWitt, Wayne Ingram, Belk Sears, Don Green, Jerry Jameson, Mel Beal, Joe Lach, Bruce Labbe, D.C. Niles, John Criffith, Bill Fairbairn, Craig Trzeienski, Ed. Morris, Sam	9 ± 10 1/0 3/4 17 20 3/4 25 25 3/4 25 50 50 55 57 64 69 77 80 82 86
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22.	nerter, Jett Rominger, Don Niles, Jean Shirley, James Vaughan, David DeWitt, Wayne Ingram, Belk Sears, Don Green, Jerry Jameson, Mel Beal, Joe Lach, Bruce Labbe, D.C. Niles, John Criffith, Bill Fairbairn, Craig Trzeienski, Ed. Morris, Sam	9 ± 10 3/4 17 20 3/4 22 3/4 22 5/5 38 41 44 48 50 51 55 55 57 64 69 77 80 82
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 24.	Rerter, Jett Rominger, Don Niles, Jean Shirley, James Vaughan, David DeWitt, Wayne Ingram, Belk Sears, Don Green, Jerry Jameson, Mel Beal, Joe Lach, Bruce Labbe, D.C. Niles, John Criffith, Bill Fairbairn, Craig Trzelenski, Ed. Morris, Sam Depree, James Phillips, Warren Plaine, Sue Cooper, Jeffery	9 ± 10 1/0 3/4 170 3/4 25 22 3/4 25 38 41 44 48 50 51 55 55 57 64 69 77 78 82 86 88 88
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 15. 16. 17. 18. 19. 20. 21. 22. 22. 22. 24. 25.	Rerter, Jett Rominger, Don Niles, Jean Shirley, James Vaughan, David DeWitt, Wayne Ingram, Belk Sears, Don Green, Jerry Jameson, Mel Beal, Joe Labbe, D.C. Niles, John Griffith, Bill Fairbairn, Craig Trzelenski, Ed. Morris, Sam Depree, James Depree, James Plaine, Sue Cooper, Jeffery BIE 14A	9 ± 10 3/4 17 10 3/4 17 20 3/4 22 3/4 22 3/4 25 38 41 48 50 51 55 55 57 64 69 77 80 82 86 88 89 POINTS
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 15. 16. 17. 18. 19. 20. 21. 22. 22. 22. 24. 25.	Rerter, Jett Rominger, Don Niles, Jean Shirley, James Vaughan, David DeWitt, Wayne Ingram, Belk Sears, Don Green, Jerry Jameson, Mel Beal, Joe Labbe, D.C. Niles, John Griffith, Bill Fairbairn, Craig Trzelenski, Ed. Morris, Sam Depree, James Depree, James Plaine, Sue Cooper, Jeffery BIE 14A	9 ± 10 3/4 17 10 3/4 17 20 3/4 22 3/4 22 3/4 22 3/5 25 25 38 41 48 50 50 55 57 64 69 77 78 80 82 86 88 89 POINTS 3 10
1. 22. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 22. 23. 24.	Rerter, Jett Rominger, Don Niles, Jean Shirley, James Vaughan, David DeWitt, Wayne Ingram, Belk Sears, Don Green, Jerry Jameson, Mel Beal, Joe Lach, Bruce Labbe, D.C. Niles, John Criffith, Bill Fairbairn, Craig Trzelenski, Ed. Morris, Sam Depree, James Phillips, Warren Plaine, Sue Cooper, Jeffery	9 ± 10 3/4 17 10 3/4 17 20 3/4 22 3/4 22 3/4 25 38 41 48 50 51 55 55 57 64 69 77 80 82 88 88 89 POINTS
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 20. 21. 22. 23. 24. 25. HOI	Rerter, Jett Rominger, Don Niles, Jean Shirley, James Vaughan, David Dewitt, Wayne Ingram, Belk Sears, Don Green, Jerry Jameson, Mel Beal, Joe Lach, Bruce Labbe, D.C. Niles, John Criffith, Bill Fairbairn, Craig Trzeienski, Ed. Morris, Sam Depree, James Phillips, Warren Plaine, Sue Cooper, Jeffery Bill 14A Lambert, Brian Erwin, Jim Lipka, John Bremer, Baron Bill 14 TURBO	9 † 10 3/4 17 20 3/4 22 3/4 22 3/4 22 3/4 25 25 38 41 48 50 51 55 57 64 69 77 80 82 86 88 89 POINTS 3 10 10 13 POINTS
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 20. 21. 22. 23. 24. 25. HOI	Rerter, Jett Rominger, Don Niles, Jean Shirley, James Vaughan, David Dewitt, Wayne Ingram, Belk Sears, Don Green, Jerry Jameson, Mel Beal, Joe Lach, Bruce Labbe, D.C. Niles, John Criffith, Bill Fairbairn, Craig Trzeienski, Ed. Morris, Sam Depree, James Phillips, Warren Plaine, Sue Cooper, Jeffery Bill 14A Lambert, Brian Erwin, Jim Lipka, John Bremer, Baron Bill 14 TURBO	9 ± 10 3/4 17 20 3/4 22 3/4 22 3/4 22 3/4 22 3/5 25 25 25 25 26 26 26 26 26 26 26 26 26 26 26 26 26
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 20. 21. 22. 23. 24. 25. HOI	Rerter, Jett Rominger, Don Niles, Jean Shirley, James Vaughan, David Dewitt, Wayne Ingram, Belk Sears, Don Green, Jerry Jameson, Mel Beal, Joe Lach, Bruce Labbe, D.C. Niles, John Criffith, Bill Fairbairn, Craig Trzeienski, Ed. Morris, Sam Depree, James Phillips, Warren Plaine, Sue Cooper, Jeffery Bill 14A Lambert, Brian Erwin, Jim Lipka, John Bremer, Baron Bill 14 TURBO	9 ± 10 3/4 17 10 3/4 17 20 3/4 22 3/4 22 5/5 38 41 48 50 51 55 57 64 69 77 80 82 86 88 89 POINTS 3 10 10 13 POINTS 4 ½ 6 6 ± 6 ± 6 ± 6 ± 6 ± 6 ± 6 ± 6 ± 6 ±
1. 2. 3. 4. 5. 6. 7. 8. 9. 110. 111. 121. 131. 141. 151. 161. 172. 182. 193. 203. 214. 225. HOI	Rerter, Jett Rominger, Don Niles, Jean Shirley, James Vaughan, David Dewitt, Wayne Ingram, Belk Sears, Don Green, Jerry Jameson, Mel Beal, Joe Lach, Bruce Labbe, D.C. Niles, John Criffith, Bill Fairbairn, Craig Trzeienski, Ed. Morris, Sam Depree, James Phillips, Warren Plaine, Sue Cooper, Jeffery Bill 14A Lambert, Brian Erwin, Jim Lipka, John Bremer, Baron Bill 14 TURBO	9 ± 10 3/4 17 20 3/4 22 3/4 22 3/4 22 3/4 22 3/5 25 25 25 25 26 26 26 26 26 26 26 26 26 26 26 26 26
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 21. 22. 23. 4. HOILLING A. HOILLING A. HOIL	Rerter, Jett Rominger, Don Niles, Jean Shirley, James Vaughan, David DeWitt, Wayne Ingram, Belk Sears, Don Green, Jerry Jameson, Mel Beal, Joe Lach, Bruce Labbe, D.C. Niles, John Griffith, Bill Fairbairn, Craig Trzelenski, Ed. Morris, Sam Depree, James Phillips, Warren Plaine, Sue Cooper, Jeffery BIE 14A  Lambert, Brian Erwin, Jim Lipka, John Bremer, Baron	9 ± 10 3/4 17 10 3/4 17 20 3/4 22 3/4 22 3/4 22 3/4 22 3/5 25 25 38 41 44 48 50 51 55 55 57 664 69 69 777 80 286 88 89 POINTS 3 10 10 10 113 POINTS 4 ± 6 ± 10 10 10 11 10 10 10 10 10 10 10 10 10

DIVISION 8 POINTS REGATTA FLEET #111 DIVISION 8 JACKSONVILLE, FLORIDA JULY 26-27, 1986

HOBIE 18A	POINTS
1. Linton, Jeff	6 1
2. Mayo, Clive	8 1
3. Duke, David	12 3/4
4. Waters, Bill	14
5. Deans, Jimmy	19
6. Caffee, Hollis	19
7. Renfro, Julie	29
8. Sheppard, Rick	30
9. Braun, Walter	35
10. Karably, David	39
11. Johnson, Cheryl	40
12. Willey, Ron	42
13. Varano, Jerry	43
14. Corliss, Pete	45
15. Braun, Matt	47
16. Hensen, Clay	58
HOBIE 18B	POINTS
1. Senard, David	5 }

2.	Ridenour, John	9	1
3.	Hunter, Ken	11	
4.	Chestnut, Bill	11	3/4
5.	Abbassi, Barry	15	
6.	Staley, Michael	17	
7.	Porth, Ted	28	
8.	Harper, Donald	31	
9.	Murph, Robert	42	
10.	Wells, Matthew	48	
	Floyd, Tim	48	

### **Division 11**

WILDWOOD CREST CLASSIC FLEET #443 DIVISION 11 WILDWOOD CREST, NEW JERSEY SEPTEMBER 6-7, 1986

НО	BIE 18	POI	NTS
1.	Schleckser/Rivera	3	
2.	Stater/Mintel	9	3/4
3.	Hayward/Schuixed	10	
4.	Arata/Chris	13	
5.	Patterson/Refield	16	
НО	BIE_17	POI	NTS
1.	Holland, Gray	7	1
2.	Morris, Bob	9	3/4
3.	Hanna, Bill	9	3/4
4.	White, Roger	11	
5.	Roberts, Mick	12	3/4
6.	Payne, Steve	22	
но	BIE 16A	POI	NTS
1.	Carpenter/Carpenter	6	1
2.	MacConnell/Carroll	10	3/4
3.	Schmidbauer/Gooding	g	
4.	Glande/Christy	13	3/4
5.	Tremblay/Lafond	15	
6.	Defuria/Ackroyd	27	
7.	Yates/Yates	27	
8.	McLaughlin/ Carvella	29	
9.	Morey/Edger	33	
9.	Morey/Edger	33 38	
	Morey/Edger Brown/Brown		
10.	Morey/Edger Brown/Brown Krause/Barbara	38	
10.	Morey/Edger Brown/Brown Krause/Barbara Lave/C.H.	38 39	
10. 11. 12.	Morey/Edger Brown/Brown Krause/Barbara Lave/C.H. Strauss/Barbara	38 39 39	
10. 11. 12. 13.	Morey/Edger Brown/Brown Krause/Barbara Lave/C.H. Strauss/Barbara Wiegers/Nelson	38 39 39 43	
10. 11. 12. 13. 14.	Morey/Edger Brown/Brown Krause/Barbara Lave/C.H. Strauss/Barbara Wiegers/Nelson Morris/Redick	38 39 39 43 48	
10. 11. 12. 13. 14. 15.	Morey/Edger Brown/Brown Krause/Barbara Lave/C.H. Strauss/Barbara Wiegers/Nelson Morris/Redick Morey/Morey	38 39 39 43 48 52	
10. 11. 12. 13. 14. 15.	Morey/Edger Brown/Brown Krause/Barbara Lave/C.H. Strauss/Barbara Wiegers/Nelson Morris/Redick Morey/Morey Winthers/Curialo	38 39 39 43 48 52 57	

HOI	BIE 16B	POI	NTS
1.	Kvech/Crandell	6	1
2.	Crompton/Brown	7	3/4
3.	Raphael/Raphael	12	3/4
4.	Payne/Kelly	12	3/4
5.	Witt/Dandrea	18	
6.	Yorty/Post	23	
7.	Villa/Villa	27	
8.	Hippensteal/Lazer	27	
9.	Nolte/Dietemyer	28	
10.	Mr. Jo-Bug/Buttne	er 36	
11.	Richardson/Mary	39	
12.	Rogers/Levey	42	
13.	Brearley / Brearley	52	
но	BIE 16C	POI	NTS

1.	Wharry/Wharry	7	1	
2.	Ainsworth/Yates	9	3/4	
3.	Theis/Theis	16		
4.	Holberger/Furman	19	3/4	
5.	Cummin/Cummin	21		
6.	Lamerhirt/Stevens	23		
7.	Edwards/Dills	23	3/4	
8.	White/Poole	28		
9.		32		
	Kriebel/Kriebel	32		
11.	Dudley/Villa	35		
12.	Bean/Lettman	37		
13.	Smith/Finnegan	40		
	Martin/Martin	46		
	Staata/Tulinski	54		
16.	Svard/Akins	57		
17.	Smart/Canavan	62		
	McVeigh/Fletcher	67		
	Maresca/Sodelund	72		
20.	Hunter/Shaw	72		
21.	Gracey/Hunter	73		

12.	Bean/Lettman	37
13.	Smith/Finnegan	40
14.	Martin/Martin	46
15.	Staata/Tulinski	54
16.	Svard/Akins	57
17.	Smart/Canavan	62
18.	McVeigh/Fletcher	67
	Maresca/Sodelund	72
20.	Hunter/Shaw	72
	Gracey/Hunter	73
но	BIE 14	POINTS
1.	Wetty, Bill	3
	Matey, Ed	8
2.		

KANSAS STATE CHAMPIONSHIPS FLEET#241 DIVISION 14 FORT SMITH, ARKANSAS OCTOBER 4-5, 1986

НО	BIE 18A	POINTS
1.	Thackery, Robert	4 1
2.	Beddow, Paul	10
3.	Knapp, Phil	12



4.	Blanchat, Gregg	12 3/4
5.	Bright, Bob	15 3/4
6.	Patterson, Dennis	21
но	BIE 18B	POINTS
1.	Carlson, Judy	3
2.	Mower, Russ	8
3.	Banta, Vern	9 3/4
4.	Dowty, Milt	14
но	BIE 17	POINTS
1.	Frahm, Bryan	4 ±
2.	Tiger, Jon	8
	Stolz, Len	8 1
4.	Thurman, Mark	15
5.	Blackwell, Randy	15
но	BIE 14	POINTS
	Webb, Dave	3
2.	Parma, Ed	6 3/4
но	BIE 14 TURBO	POINTS
1.	Urich, Brad	3
	Smith, Allen	6 3/4

DIVISION 14 POINTS REGATTA FLEET #145 DIVISION 14 DERR LAKE, SALLISAW OKLAHOMA OCTOBER 3-5, 1986

НО	BIE 18A	POINTS
1.	Morris, David	2 1
2.	Ramsey, Chris	8
3.	Mower, Russ	9
4.	Bright, Bob	10
но	BIE 17	POINTS
1.	Pattullo, Pete	3 1
2.	Sherrod, Jane	4 3/4
но	BIE 16A	POINTS
1.	Trotter, Phil	3 1
	Bass, Boyd	5 3/4
3.	Loeffelhole, Tom	8

4.	Stanffeld, Jeff		13
5.	Spicer, Noel		17
	Spain, Flem		18
	Hamm, Laura		22
	Shonk, David		30
но	BIE 16B	POI	NTS
1.	Ettner, Fred	3	ł
2.	Delozier, Nobel	4	3/4
но	BIE 16C	POI	NTS
1.	Schlueter, Wayne	3	1
2.	Thomas, John	5	3/4
3.	Neihouse, Kenny	8	
но	BIE 14A	POI	NTS
1.	Blackwell, Gus	3	
2.	Schwartz, Bob	7	3/4
3.	Taylor, Debbie	8	
4.	Lawyer, Guy	10	

### **Division 15**

Po 01 KOWALIGA REGATTA DIXIE SAILING CLUB/DIV. 15 LAKE MARTIN, ALABAMA SEPTEMBER 20-21, 1986

НО	BIE 16A	POINTS
1.	Brock, Jim	6 1
2.	Humphries, Andy	9
3.		12 3/4
4.	Breckheimer, M.	14 3/4
5.	Nelson, Dave	17
6.	Goree, Bob	18
но	BIE 16B	POINTS
1.	Watson, Ray	3
2.	Perry, Bob	9 3/4
3.	Lauderdale, D.	12

### **Division 16**

ONTARIO OPEN 008 FLEET #295 DIVISION 16 HAMLIN BEACH, NEW YORK AUGUST 1-3, 1986

POINTS

HOBIE 18A

9 11 15 17	
9 11 15 17	
11 15 17	
15 17 OIN	
17 OIN	
OIN	TS
	TS
-	
2	1
8	
10	
11	
12	
16	
16	
17	
24	
27	

1.	Hands, Mike	3	1
2.	Block, Dave	3	1
	Korzeniewski, Stan	9	
	Duggleby, Pat	12	
но	BIE 16A	POIN	ITS
1.	Kiefer, Tom	3	1
2.	Terpstra, Jim	4	3/4
3.	Walker, Rodger	11	3/4
4.	Elve, Charle	14	
5.	Caster, Jim	14	
6.	Chamberlin, Mike	16	
7.	Cowe, Scott	21	
8.	Korzeniewski, Tom	22	
9.	Pesane, Sue	24	
10.	Kusche, Jim	26	
11.	Amico, Mark	27	

12.	Quatrone, Rick	27
13.	Jeffers, Bill	29
14.	Witzel, Gerald Haun, Eric	34
15.	Haun, Eric	37
	Davidson, Alex	40
17.	Pfender, Ron	44
18.	Lane, James	49
HOI	3IE 16B	POINTS
1.	Becraft, Steve	6 3/4
2.	Jerry, Rob Knoll, Jeff	10 3/4
3.	Knoll, Jeff	12
4.	Meyer, Charlie	13
5.	Dauvergne, H.	15 3/4
6.	Hacherl, Ed	17
7.	Ramsay, Al	17 3/4
8.	Ramsay, Al Ashley, Karl Sweet, Rick	19
9.	Sweet, Rick	20
10.	Denninger, Bob Konieczny, Brain	22
11.	Konieczny, Brain	23
12.	Knight, Diane	25
13.	Bothner, Carl	30
14.	Braun, Doug	34
15.	Kent, Bill	39
HOI	BIE 16C	POINTS
		POINTS 3 ½
1.	Ryan, Wendy Sleeman Lex	
1.	Ryan, Wendy Sleeman Lex	3 ½
1. 2. 3. 4.	Ryan, Wendy Sleeman Lex Bredenberg, Bob Vredenburg, Curt	3 ½ 10
1. 2. 3. 4.	Ryan, Wendy Sleeman Lex Bredenberg, Bob Vredenburg, Curt	3 ½ 10 14
1. 2. 3. 4.	Ryan, Wendy Sleeman Lex Bredenberg, Bob Vredenburg, Curt	3 ½ 10 14 16 16
1. 2. 3. 4.	Ryan, Wendy Sleeman Lex Bredenberg, Bob Vredenburg, Curt Post Mike	3 ½ 10 14 16 16
1. 2. 3. 4. 5. 6. 7.	Ryan, Wendy Sleeman Lex Bredenberg, Bob Vredenburg, Curt Post, Mike Hooker, Tom Ferreri, Rico	3 ½ 10 14 16 16 17
1. 2. 3. 4. 5. 6. 7.	Ryan, Wendy Sleeman Lex Bredenberg, Bob Vredenburg, Curt Post, Mike Hooker, Tom Ferreri, Rico Froelich, Craig	3 ½ 10 14 16 16 17 19 22
1. 2. 3. 4. 5. 6. 7.	Ryan, Wendy Sleeman Lex Bredenberg, Bob Vredenburg, Curt Post, Mike Hooker, Tom Ferreri, Rico Froelich, Craig	3 ½ 10 14 16 16 17 19 22 22
1. 2. 3. 4. 5. 6. 7.	Ryan, Wendy Sleeman Lex Bredenberg, Bob Vredenburg, Curt Post, Mike Hooker, Tom Ferreri, Rico Froelich, Craig	3 ½ 10 14 16 16 17 19 22 22 22
1. 2. 3. 4. 5. 6. 7. 8. 9. 10.	Ryan, Wendy Sleeman Lex Bredenberg, Bob Vredenburg, Curt Post, Mike Hooker, Tom Ferreri, Rico Froelich, Craig Scott, Jon Pilotti, Joe Aiello, Tracey	3 ½ 10 14 16 16 17 19 22 22 22 22 23
1. 2. 3. 4. 5. 6. 7. 8. 9. 10.	Ryan, Wendy Sleeman Lex Bredenberg, Bob Vredenburg, Curt Post, Mike Hooker, Tom Ferreri, Rico Froelich, Craig Scott, Jon Pilotti, Joe Aiello, Tracey	3 ½ 10 14 16 16 17 19 22 22 22 22 23 25 3/4
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11.	Ryan, Wendy Sleeman Lex Bredenberg, Bob Vredenburg, Curt Post, Mike Hooker, Tom Ferreri, Rico Froelich, Craig Scott, Jon Pilotti, Joe Aiello, Tracey Vincent, Otis Schappel, Reuel	3 ½ 10 14 16 16 17 19 22 22 22 22 23 25 3/4
1. 2. 3. 4. 5. 6. 7. 8. 9. 110. 111. 121.	Ryan, Wendy Sleeman Lex Bredenberg, Bob Vredenburg, Curt Post, Mike Hooker, Tom Ferreri, Rico Froelich, Craig Scott, Jon Pilotti, Joe Aiello, Tracey Vincent, Otis Schappel, Reuel Dunn, Star	3 ½ 10 14 16 16 17 19 22 22 22 23 25 3/4 28 38
1. 22. 3. 4. 5. 6. 77. 8. 9. 110. 111. 122. 134. 144.	Ryan, Wendy Sleeman Lex Bredenberg, Bob Vredenburg, Curt Post, Mike Hooker, Tom Ferreri, Rico Froelich, Craig Scott, Jon Pilotti, Joe Aiello, Tracey Vincent, Otis Schappel, Reuel	3 ½ 10 14 16 16 17 19 22 22 22 22 23 25 3/4
1. 2. 3. 4. 5. 6. 7. 8. 9. 11. 12. 13. 14. 15.	Ryan, Wendy Sleeman Lex Bredenberg, Bob Vredenburg, Curt Post, Mike Hooker, Tom Ferreri, Rico Froelich, Craig Scott, Jon Pilotti, Joe Aiello, Tracey Vincent, Otis Schappel, Reuel Dunn, Star Spear, Jim	3 ± 10 14 16 16 17 19 22 22 22 23 25 3/4 28 38 39 41
1. 2. 3. 4. 5. 6. 7. 8. 9. 11. 12. 13. 14. 15. 16.	Ryan, Wendy Sleeman Lex Bredenberg, Bob V redenburg, Curt Post, Mike Hooker, Tom Ferreri, Rico Froelich, Craig Scott, Jon Pilotti, Joe Aiello, Tracey Vincent, Otis Schappel, Reuel Dunn, Star Spear, Jim Williams, Don	3 ± 10 14 16 16 17 19 22 22 22 23 3/4 28 38 39 41 POINTS
1. 2. 3. 4. 5. 6. 7. 8. 9. 11. 12. 13. 14. 15. 16.	Ryan, Wendy Sleeman Lex Bredenberg, Bob Vredenburg, Curt Post, Mike Hooker, Tom Ferreri, Rico Froelich, Craig Scott, Jon Pilotti, Joacey Vincent, Otis Schappel, Reuel Dunn, Star Spear, Jim Williams, Don 31E 14	3 ± 10 14 16 16 16 17 19 22 22 23 3/4 28 38 39 41 POINTS
1. 2. 3. 4. 5. 6. 7. 8. 9. 11. 12. 13. 14. 15. 16.	Ryan, Wendy Sleeman Lex Bredenberg, Bob V redenburg, Curt Post, Mike Hooker, Tom Ferreri, Rico Froelich, Craig Scott, Jon Pilotti, Joe Aiello, Tracey Vincent, Otis Schappel, Reuel Dunn, Star Spear, Jim Williams, Don	3 ± 10 14 16 16 17 19 22 22 22 23 3/4 28 38 39 41 POINTS
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16.	Ryan, Wendy Sleeman Lex Bredenberg, Bob Vredenburg, Curt Post, Mike Hooker, Tom Ferreri, Rico Froelich, Craig Scott, Jon Pilotti, Joacey Vincent, Otis Schappel, Reuel Dunn, Star Spear, Jim Williams, Don 31E 14	3 ± 10 14 16 16 16 17 19 22 22 23 3/4 28 38 39 41 POINTS
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. HOI	Ryan, Wendy Sleeman Lex Bredenberg, Bob Vredenburg, Curt Post, Mike Hooker, Tom Ferreri, Rico Froelich, Craig Scott, Jon Pilotti, Joacey Vincent, Otis Schappel, Reu Dunn, Star Spear, Jim Williams, Don 3IE 14 Rosenberg, George Ivancie, Paul	3 ± 10 14 16 16 17 19 22 22 23 325 3/4 28 38 39 41 POINTS
1. 22. 3. 4. 5. 6. 7. 88. 99. 110. 112. 13. 14. 15. 16. HOE	Ryan, Wendy Sleeman Lex Bredenberg, Bob Vredenburg, Curt Post, Mike Hooker, Tom Ferreri, Rico Froelich, Craig Scott, Jon Pilotti, Joacey Vincent, Otis Schappel, Reuel Dunn, Star Spear, Jim Williams, Don 3IE 14 Rosenberg, George Ivancie, Paul	10 14 16 16 17 19 22 22 22 22 23 25 3/4 28 38 39 41 POINTS



### **National Championships**

1986 HOBIE 14 U.S. NATIONALS FLEET #42 DIVISION 8 TAMPA, FLORIDA OCTOBER 18-21, 1986

HOBIE 14	POINTS
1. Curry, Bob	10 1
	35 3/4
<ol><li>Kirby, Alex</li></ol>	41 3/4
4. Sanchez, Phil	53
<ol><li>Cope, Woodie</li></ol>	69
6. Juca, Enrique	77
<ol> <li>Juca, Enrique</li> <li>Lambert, Brian</li> </ol>	77 96
8. Moldt, Dick	97
9. Bass, Boyd	104
10. Baker, Scott	112
11. Johnson, Bob	142
11. Johnson, Bob 12. Acquart, Steve	146
<ol><li>White, Lyman</li></ol>	154
14. Braswell, M.	178
15. Meric, Jay	184
16. Thompson, W.	198
16. Thompson, W. 17. Keysor, C. 18. Cross, Ted	206
18. Cross, Ted	214
<ol><li>Wilder, Dave</li></ol>	220
20. Bell. D.	222
21. Parma, Ed	222
22. Craig, John 23. Kustes, Tom	
23. Kustes, Tom	240
24. Mayo, Clive	242
25. Johnson, Cheryl	
26. Colby, Peter	255
27. Brooks, Bill 28. Ryan, Fred	260
28. Ryan, Fred	268
29. Kester, R.	279
30. Welsh, Jack	287
31. Medley, Bob	299
32. Lusk, Terri 33. Shireling, Bob	299 303
33. Shireling, Bob	303
34. McIntosh, Fred	303
	314
36. Echazarri, C.	322
37. Taylor, Debbie	340

1986 HOBIE 14 TURBO NATIONALS FLEET #42 DIVISION 8 TAMPA, FLORIDA OCTOBER 23-26, 1986

Bass, Boyd 49 3/ Kirby, Alex 51 Johnson, Bob 51 Hackney, John 56 3/ Ferraro, Fred 62 2/ Rathkopf, Chuck 83 Cope, Woody 84 3/ Eberle, Bennett 86 3/ Trent, Greg 97 Meric, Jay 99 Green, Dave 133 Mayo, Clive 134 Johnson, Chryl 138 Thompson, Walter 144 Acquart, Steve 148 Keysor, Clark 157 Carlson, Dave 177 Bell, Dean 182 Kidder, John 188 Sinclair, Dave 190 Wheeler, Kay 208 Wheeler, Kay 208 Wheeler, Kay 208 Wheeler, Kay 211 Dick, Paul 220 Coss, Paul 224 Miller, Hope 239 Adelardi, Bob 256
Johnson, Bob Hackney, John Ferraro, Fred Rathkopf, Chuck Cope, Woody Eberle, Bennett Trent, Creg Green, Dave Mayo, Clive Johnson, Choryl Thompson, Walter Hackney, John Sinclair, Dave Heider, John Sinclair, Dave Wheeler, Kay Wheeler, Kay Wheeler, Kay Wheeler, Kay Miller, Hope Coss, Paul Miller, Hope John Johnson, Choryl Johnson, Chor
Hackney, John 56 3/ Erraro, Fred 62 4 Rathkopf, Chuck 83 Cope, Woody Eberle, Bennett 86 3/ Trent, Greg 97 Meric, Jay 99 Green, Dave 133 Mayo, Clive 134 Johnson, Choryl 138 Thompson, Walter 144 Acquart, Steve 148 Keysor, Clark Carlson, Dave 177 Bell, Dean 182 Kidder, John 188 Sinclair, Dave 180 Wheeler, Kay 208 Wheeler, Kay 208 Wheeler, Kay 208 Wheeler, Kay 211 Dick, Paul 220 Coss, Paul 224 Miller, Hope 239 Adelardi, Bob 256
Hackney, John 56 3/ Erraro, Fred 62 4 Rathkopf, Chuck 83 Cope, Woody Eberle, Bennett 86 3/ Trent, Greg 97 Meric, Jay 99 Green, Dave 133 Mayo, Clive 134 Johnson, Choryl 138 Thompson, Walter 144 Acquart, Steve 148 Keysor, Clark Carlson, Dave 177 Bell, Dean 182 Kidder, John 188 Sinclair, Dave 180 Wheeler, Kay 208 Wheeler, Kay 208 Wheeler, Kay 208 Wheeler, Kay 211 Dick, Paul 220 Coss, Paul 224 Miller, Hope 239 Adelardi, Bob 256
Rathkopf, Chuck 83 Cope, Woody 84 Eberle, Bennett 86 Trent, Greg 97 Meric, Jay 99 Green, Dave 133 Mayo, Clive 134 Johnson, Cheryl 134 Thompson, Walter 144 Acquart, Steve 148 Keysor, Clark 157 Carlson, Dave 177 Bell, Dean 182 Kidder, John 188 Sinclair, Dave 188 Merrell, Kaye 208 Wheeler, Kay 208 Wheeler, Kay 208 Merrell, Kaye 211 Dick, Paul 220 Coss, Paul 224 Miller, Hope 239 Adelardi, Bob 256
Rathkopf, Chuck 83 Cope, Woody 84 Eberle, Bennett 86 Trent, Greg 97 Meric, Jay 99 Green, Dave 133 Mayo, Clive 134 Johnson, Cheryl 134 Thompson, Walter 144 Acquart, Steve 148 Keysor, Clark 157 Carlson, Dave 177 Bell, Dean 182 Kidder, John 188 Sinclair, Dave 188 Merrell, Kaye 208 Wheeler, Kay 208 Wheeler, Kay 208 Merrell, Kaye 211 Dick, Paul 220 Coss, Paul 224 Miller, Hope 239 Adelardi, Bob 256
Cope, Woody Eberle, Bennett Trent, Greg Meric, Jay 97 Green, Dave 134 Johnson, Cheryl 134 Johnson, Cheryl 138 Thompson, Walter Acquart, Steve 188 Keysor, Clark Carlson, Dave 177 Bell, Dean Kidder, John 188 Sinclair, Dave 188 Sinclair, Dave 188 Sinclair, Dave 188 Wheeler, Kay Wheeler, Kay 190 Wheeler, Kay 201 Wheeler, Kay 201 Wheeler, Kay 201 Merrell, Kaye 211 Dick, Paul 220 Coss, Paul 224 Miller, Hope 239 Adelardi, Bob 256
Eberle, Bennett 86 3/ Trent, Greg 97 Meric, Jay 99 Green, Dave 133 Mayo, Clive 134 Johnson, Cheryl 134 Thompson, Walter 144 Acquart, Steve 148 Keysor, Clark 157 Carlson, Dave 177 Bell, Dean 182 Kidder, John 188 Sinclair, Dave 188 Sinclair, Dave 188 Sinclair, Dave 188 Medeler, Kay 208 Wheeler, Kay 208 Wheeler, Kay 208 Wheeler, Kay 211 Dick, Paul 220 Coss, Paul 224 Miller, Hope 239 Adelardi, Bob 256
Meric, Jay 99 Green, Dave 133 Mayo, Clive 134 Johnson, Choryl 138 Thompson, Walter 144 Acquart, Steve 148 Keysor, Clark 157 Carlson, Dave 177 Bell, Dean 182 Kidder, John 188 Sinclair, Dave 188 Sinclair, Dave 188 Sinclair, Dave 190 Wheeler, Kay 208 Wheeler, Kay 211 Dick, Paul 220 Coss, Paul 224 Miller, Hope 239 Adelardi, Bob 256
Meric, Jay 99 Green, Dave 133 Mayo, Clive 134 Johnson, Choryl 138 Thompson, Walter 144 Acquart, Steve 148 Keysor, Clark 157 Carlson, Dave 177 Bell, Dean 182 Kidder, John 188 Sinclair, Dave 188 Sinclair, Dave 188 Sinclair, Dave 190 Wheeler, Kay 208 Wheeler, Kay 211 Dick, Paul 220 Coss, Paul 224 Miller, Hope 239 Adelardi, Bob 256
Mayo, Clive 134 Johnson, Choryl 138 Thompson, Walter 144 Acquart, Steve 148 Keysor, Clark 157 Carlson, Dave 177 Bell, Dean 182 Kidder, John 188 Sinclair, Dave 188 DeKreek, Vel 190 Wheeler, Kay 208 Merrell, Kaye 211 Dick, Paul 220 Coss, Paul 224 Miller, Hope 239 Adelardi, Bob 256
Johnson, Cheryl 138 Thompson, Walter 144 Acquart, Steve 148 Acquart, Steve 148 Keysor, Clark 157 Carlson, Dave 177 Bell, Dean 182 Kidder, John 188 Sinclair, Dave 188 Sinclair, Dave 188 DeKreek, Vel 190 Wheeler, Kay 208 Wheeler, Kay 211 Dick, Paul 220 Coss, Paul 224 Miller, Hope 239 Adelardi, Bob 256
Johnson, Cheryl 138 Thompson, Walter 144 Acquart, Steve 148 Acquart, Steve 148 Keysor, Clark 157 Carlson, Dave 177 Bell, Dean 182 Kidder, John 188 Sinclair, Dave 188 Sinclair, Dave 188 DeKreek, Vel 190 Wheeler, Kay 208 Wheeler, Kay 211 Dick, Paul 220 Coss, Paul 224 Miller, Hope 239 Adelardi, Bob 256
Acquart, Steve 148 Keysor, Clark 157 Carlson, Dave 177 Bell, Dean 182 Kidder, John 188 DeKreek, Vel 190 Wheeler, Kay 208 Wheeler, Kay 211 Dick, Paul 220 Coss, Paul 224 Miller, Hope 239 Adelardi, Bob 256
Acquart, Steve 148 Keysor, Clark 157 Carlson, Dave 177 Bell, Dean 182 Kidder, John 188 DeKreek, Vel 190 Wheeler, Kay 208 Wheeler, Kay 211 Dick, Paul 220 Coss, Paul 224 Miller, Hope 239 Adelardi, Bob 256
Carlson, Dave 177 Bell, Dean 182 Kidder, John 188 Sinclair, Dave 188 DeKreek, Vel 190 Wheeler, Kay 208 Wherell, Kaye 211 Dick, Paul 220 Coss, Paul 224 Miller, Hope 239 Adelardi, Bob 256
Carlson, Dave 177 Bell, Dean 182 Kidder, John 188 Sinclair, Dave 188 DeKreek, Vel 190 Wheeler, Kay 208 Wherell, Kaye 211 Dick, Paul 220 Coss, Paul 224 Miller, Hope 239 Adelardi, Bob 256
Kidder, John 188 Sinclair, Dave 188 DeKreek, Vel 190 Wherler, Kay 208 Wherrell, Kaye 211 Dick, Paul 220 Coss, Paul 224 Miller, Hope 239 Adelardi, Bob 256
Sinclair, Dave   188     DeKreek, Vel   190     Wheeler, Kay   208     Merrell, Kaye   211     Dick, Paul   220     Coss, Paul   224     Miller, Hope   239     Adelardi, Bob   256
DeKreek, Vel   190
Merrell, Kaye         211           Dick, Paul         220           Coss, Paul         224           Miller, Hope         239           Adelardi, Bob         256
Merrell, Kaye         211           Dick, Paul         220           Coss, Paul         224           Miller, Hope         239           Adelardi, Bob         256
Merrell, Kaye         211           Dick, Paul         220           Coss, Paul         224           Miller, Hope         239           Adelardi, Bob         256
Dick, Paul 220 Coss, Paul 224 Miller, Hope 239 Adelardi, Bob 256
Miller, Hope 239 Adelardi, Bob 256
Adelardi, Bob 256
Taylor, Debbie 256
Crampton, Sara 256
Sinclair, Gordon 258
Heil, Doug 259
Colby, Peter 260
Burns, John 265
Craig, Marilyn 267
Medley, Bob 281
Knight, Ron 297
Valdez, Mike 313

HOBIE 16 WOMENS CHAMPIONSHIP FLEET #WHCA DIVISION 11 CAPE MAY, NEW JERSEY SEPTEMBER 16-19, 1986

HO	BIE 16	POIN	TS
1.	Leon/Kelly	18	1
2.	Holmes/Horton	21	1
3.	Laure/Laughlin	23	3/4
4.	Clauss/LeSueur	24	
5.	Christropher/Patey	35	
6.	Robertson/Nelson	40	
7.	Chee/Seaman	42	
8.	Tully/Russell	43	3/4
9.	Pesane/Caster	46	
10.	Renfro/Deans	48	
11.	Defuria/Ackroyd	50	
12.	Baker/Ambs	61	
13.	Villa/Villa	70	
14.	Sherrod/Whitehead	73	

_			
15.	Karnitschnig/Treble	87	
	Apple/Swanson	90	
	Cummins/Quigley/		
	Curialo	91	
18.	Lodder/Hill	92	
19.	Schiller/Brown	93	
20.	Perkins/Perkins	107	
21.	Atherton/Flake	118	

HOBIE 16 U.S. NATIONALS FLEET # WHCA DIVISION 11 CAPE MAY, NEW JERSEY SEPTEMBER 21-22, 1986

LOU	ALI	FY	ING.	RA	CES)

HO	BIE 16	POI	NTS	
1.	Gama, S.	9	3/4	
2.	Warren	11	1	
3.	Lange	16		
4.	Breuer	19		
5.	Gama, E.	25		
6.	Wilsey	30	3/4	
7.	Bergstedt	31		
8.	Crompton	32		
9.	Brittingham	44		
10.	Klasse	51		
11.	Jones	53		
12.	Corson	55		
	Boone, G.	58		
14.	Conty	59		
15.	Hiller	62		
16.	Bass	63		
17.	Fraker	65		
18.	Chamberlin	68		
19.	Carpenter	72		
	White	72		
21.	Boone, D.	76		
	Morey	76		
23.	O'Chab	78		
24.	DeKreek	80		
25.	Birutis	85		
26.	Winters	89		
	Gramont	91		
28.	Raphael	93		
29.	Wiegers	93		
30.	Yates	95		
	Ferrell	97		
32.	Colum	102		
	Brown	105		
34.	Gillis	107		
	Hamel	109		
	Villa	111		
37.	Loranger	113		
	Davidson	116		
	Johnson	121		
	Yorty	123		
0.1	Value	156		

HOBIE 16 U.S. NATIONALS FLEET #WHCA DIVISION 11 CAPE MAY, NEW JERSEY SEPTEMBER 23-27, 1986

HO	BIE 16	POINTS
1.	Alter, Jeff	18 3/4
2.	Shearer, Mike	23 3/4
3.	Alter, Hobie, Jr.	25
4.	Figueroa, E.	34 3/4
5.	Seaman, Bob	48 }
6.	Tucker, Carlton	52 }
7.	Ralph, Mark	57
8.	Eddington, Rick	70
9.	Porter, Pat	77
10.	Egusa, Alan	81
11.	Egusa, Alan Miller, Chuck	96
12.	Howie, Dave	98
13.	Becker, Dave	101
14.	Balthaser, Don	102
	Myers, Wally	102
16.	Glanden, Jim	105
17.	Smith, Wick	110
18.	Collins, Phil	115
19.	Campbell, Al	119
20.	Dockstader, Lee	122
21.	Lange, Jan Schafer, Wayne	123
22.	Schafer, Wayne	126
23.	Brock, Jim	131
24.	Kornwebel, W.	132
25.	Carpenter, Brad	134
26.	Schmidbauer, G.	138
27.	McCarty, Clifford	140
28.	Gama, Enio	143
29.	Poteat, Bob	143
	McCredie, Dennis	143
	Jagger, Ted	154
32.	Whittington	161
33.	Shearer, Dave	164
34.	Conaty, Kevin	165
	Douglas, Mike	170 3/4
	Bounds, Matt	177
37.	Oltmans, Don	182
38.	Liles, Bill	183
39.	Williams, Bruce	185
40.	Wilsey, John	189
41.	MacConnell, R.	192

		an Characte Andre	201
42. Warren, Jeffrey	192	47. Shearer, Andy	
43. Shaw, Roy	193	48. Kulkoski, Dan	204
44. Shay, Bob	199	49. Grosskopf, John	209
45. Klasse, Belinda	199	50. Woodruff, Stan	209
		51. Dees, Bob	211
FINALS		52. Huff, Alden	221
		53. Chee, Michael	222
HOBIE 16	POINTS	54. Ayscue, Garland	226
		55. DeLave, Dan	227
46. Sammons, Jack	201	56. Franco, Brian	249



# Join a Fleet

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Name	
name	
Address	
City	_ State Zip
Send to: The Hobie Class Attn: Liz Reed P.O. Box 1008 Oceanside, CAS	

### International

1986 HOBIE 18 EUROPEAN CHAMP. FLEET# DIVISION INTER'L LES EMBIEZ, MEDITERRANEAN SEPTEMBER 13-21, 1986

HO	BIE 18A	POINTS
١.	Hagara/Wiesinger	35 1
2.	Laurent/Bussy	40 1
3.	De Toro/Scalzo	43. 3/4
4.	Lavaysse/Saiglin	51
5.	PradelAmmar	56 3/4
5.	Frei/Faure	63
7.	Van Daelen/Al	66 3/4
3.	Ryan/Ryan	83
9.	Zimmermann/	115.5
	Kuhnert	
10.	Loos/Van Oeveren	116
		POINTS
١.	Eichelberger/ Renfer	119
2.	Braccini/Corsini	138
3.	Fankhauser/Tissot	144
4.	Rodelato/Bourgon	147 3/4
5.	Van Nes/Noortman	169
6.	Della Nora/	179
	Marzotto	
7.	Guadagnin/Mege	182
В.	Moeller/Moeller	185
Э.	Blanken/Van Haste	
	Bani/Taccola	191

FRENCH HOBIE 18 NATIONALS FLEET# DIVISION INTER'L

SEPTEMBER 1986

HOBIE 18		POINTS		
1.	Laurent/Bussy	5		
2.	Van Daelen/Al	9 1		
3.	De Toro/Scalzo	20		
4.	Frei/Faure	29		
5.	Lavaysse/Saiglin	42		

6.	DeMarinis/	43
	Maltagliati	
7.	Ludovichi/Fabris	45
8.	Descos/Roche	48
9.	Gelda/	50
	Poulianovski	
10.	Ryan/Ryan	56

### Alpha

OKLAHOMA SPEEDWEEK FLEET # DIVISION 14 AQUATIC CENTER OCTOBER 4-6, 1986

SLA	ALOM COURSE	POIN	ITS
1.	Egan, Jordan	1	ł
2.	Hodges, Lee	2	3/4
3.	Williams, Bruce	8	
4.	Lane, Richard	8	
5.	Ringeisen, Dan	8	
6.	Mahoney, Dick	9	
7.	Kerr, Jeff	12	
8.	Dunlap, Ken	13	
9.	Potts, Chip	15	
10.	Hamilton, Mark	16	
10.	Laurent, Al	16	
10.	Ferguson, Howard	16	
10.	Judd, Greg	16	
10.	Harnden, David	16	
11.	Ryan, Mike	19	
12.	O'Keefe, Mickey	20	
	Maupin	21	
14.	Brown, Stephen	22	
14.	Brockett Bernie	22	

OKLAHOMA SPEEDWEEK FLEET # DIVISION 14 AQUATIC CENTER OCTOBER 4-5, 1986

CO	URSE RACING	POINTS		
1.	Ringeisen, Dan	2 1		
2.	Harnden, David	8		
3.	Dunlap, Ken	10		
4.	Sasser, Mike	12		
5.	Mahoney Dick	12		



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

**DANGER** 



HOBIE WORLD CHAMPIONSHIP

JUNE 12TH-20TH, 1987

TORONTO, ONTARIO, CANADA

### TENTATIVE AVAILABILITY PLANS:

- 1) Billeting-local fleet residence
- 2) Dorms/two universities with rooms-\$12.00 per night.
- 3) Mid-range hotel-\$40.00 per night
- 4) Deluxe accommodations-\$70.00 per night

## INQUIRIES CAN BE SUBMITTED TO:

WHCA P.O. Box 1008 Oceanside, CA 92054

OR

WHCA Hobie 18 Worlds 850 Adelside Street West Toronto, Ontario Canada M6J 1B6 416-368-2287

More information will be available in the March/April 1987 Hobie HOTLINE.

# S CORNER WAY

### **FLEET DIRECTORY**

WORLD HOBIE CLASS ASSOCIATION FLEET LISTING DIRECTORY

FLEET NO.	COMMODORE	LOCATION	DIVISION	FLEET NO.	COMMODORE	LOCATION	DIVISION
1.	Don Crider Dennis Sandoval	Dana Point CA Auburn CA	2 3	129. 130.	Glenn Withenshaw Brian Machtaler	Thunder Bay, North Ontario CAN Penticton, B.C. CANADA	ADA 7
3. 4.	Dave Kofahl Mike Chee	Long Beach CA San Diego CA	2 2	131.	Jay Collins Neil Carter	Oklahoma City OK Kalimantan, Tiermure INDONESIA Isla Verde PUERTO RICO	14 Int'1
5.	Bob Meyers	Clearwater FL Kailua HI	8	132. 133.	Carlos Matos Mark Doyle	Isla Verde PUERTO RICO	13
7.	William R. Myrter Stan Nagle	Pasadena CA	2	134. 135.	Bob Buchtman	Memphis TN Hewitt NJ	15 12
9.	Walter Tucker Dennis Teddlie	Houston TX Lake Charles LA	6	136. 137.	Joel Marcus Bill Schmitt	Enfield CT Hopatcong NJ	12 11
10. 11.	Larry Stayner John Hamlet	Clear Lake IA Orlando FL	7 8	138. +139.	Eduardo Villagran	Guatemala City GUATEMALA	Int'l
12. 13.	Melinda Moore Ralph Weir	Decatur GA Spokane WA	9	140. 141.	Richard Owen Ed Reynolds	Levittown PA Columbia SC	11
14. 15.	Paul Ulibarri Tom Beck	Seattle WA Ventura CA	4 2	142.	Harry Highstone Peter Fraker	Louisville KY	10
16. 17.	Steve Prather Dave Hinds	Big Bear Lake CA	2	143. 144.	Ric Balesky	Seaford NY East Lansing MI	12 10
18.	John Medler	Citrus Heights CA Ypsilanti MI	10	145. 146.	John Braken Mike Lawrence	Ft. Smith AZ Wichita Falls TX	14 14
19.	John Lefler Michael Ettl	Ashland OR San Jose CA	3	+147. 148.	John Owen	Bangkok THAILAND	Int'1
21.	Ed Mantague Patrick NcMaster	Modesto CA St. Albert, Alberta CANADA	3 4	149. 150.	Michelle McManus Paul Yarwood	Blue Springs MO Orillia, Ontario CANADA	7 16
23. 24.	F. Holt Mead Wally Myers	Dallas TX Ocean City NJ	14 11	151. 152.	Art Clark Stephen McClung	Decatur IL St. Simons Island GA	10
25. 26.	Bill Henry Mike Wycoff	Tulsa OK Indianapolis IN	14 10	153. +154.	Kim Coffee	Gainesville FL	8
27. 28.	Greg Trent George Mead	Wichita KS Natick MA	14 12	155. 156.	Gerald Knierim Jon Fowkes	Brooklyn MI	10
29.	Julian Levin	Merced CA Riverside CA	3 2	+157.		Casper WY	
31.	Tim Olson Barry Burgess	Brookfield CT	12	158. +159.	James Kelly	Springfield IL	10
32. 33.	John Frazee Keith Fuller	Virginia Beach VA Portland OR	9	160. 161.	Gail Fricke Gene Hawkins	Grand Junction CO Bryan TX	5
34. 35.	Walt Philipson Rick White	North Palm Beach FL Pensacola FL	8 15	162. +163.	Ray Murray	Waco TX	14
36. 37.	Peter Aydelotte Gary Baker	Miami FL Bellingham WA	8	164. 165.	Tommy Whiteside Ollie Fredrick	Seneca Mahtomedi MN	9
38. 39.	Paul C. Harvey Cheryl Hohenhausen	Nova Scotia CANADA Bradenton FL	12	166. 167.	Mike Halberstadt	Oceanside CA	2
40. 41.	Joe Kuchenbuch Scott Holland	Richland MI New Orleans LA	10	168.	Bob Cargill Gerald Jenkins	Bakersfield CA Rapid City MI	10
42.	Cliff Roche	Tampa FL	15 8	+169. +170.			
43.	Michele Bailey Scot Corson	Tallahassee FL Ft. Lauderdale FL	15 8	171. 172.	Steve Amador Brian Price	Ann Arbor MI Ganonoque, Ontario CANADA	10 16
45. 46.	Michael Bodie Derek Cassels-Brown	Coco Beach FL Auckland NEW ZEALAND	Int'l	+173. 174.	Charlie Pelissary	Myrtle Beach SC	9
47. 48.	Steve Campbell Mike Bone	Cincinnati OH Albuquerque NM	10	175. 176.	Charlotte Morse Pete Brozene	Albermarle NC Mohnton PA	9
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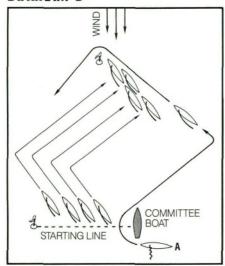
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### SAILING SKILLS

Continued from page 21

### DIAGRAM D



Sailor A, using the "fail-safe beginner start" starts late, tacks off to the right, sails past the starboard tack layline before tacking towards the windward mark. There he has clean air on his final approach.

### **FAIL-SAFE BEGINNER START TACTIC**

As a first-time racer you have got to be realistic, you're probably not going to win your first race by a mile. As a matter of fact, because of your lack of boardspeed and boardhandling experience, you'll be lucky to finish on the same leg as the leaders, even if you're a candidate for the next America's Cup. You're going to need a safe method of attaining clean air within one minute of the starting signal and a simple and safe strategy for sailing the first windward leg. Here's how.

Hang around 100 feet to the right of the race committee boat with about 30 seconds to go. Just stand there with your sail luffing and watch the windward-end mess occur. After the gun goes off, watch for the first opening to occur by the stern of the committee boat. As soon as you see an opening, sail through it, cross the line, then tack off to the right side of the course (see diagram D). Continue on port tack past the starboard tack layline to the windward mark. Once you've sailed 30 seconds past it, tack for the mark. This way you'll have clean air as you approach the mark; all the sailors who tack on the layline will get stuck in the "starboard layline parade" and you'll catch up a lot of what you gave away with the late start. With this tactic you should be able to finish near the middle of the fleet, not bad for a first timer.

Whatever you do, enjoy your first race. Maybe you're used to winning, that may (or may not) happen for you in boardsailing. Just remember what we are out there for, to learn and have fun, so go for it!

### WOMEN SAI

Continued from page 33

ond in another. The large point spread between them and the second place team of Debbie Laure and Maureen Laughlin made first place look more secure.

On the beach the light blue sails flew as adjustments were made for Friday, the last and final day. The women anticipated a repeat of Mother Nature's performance of the previous day: heavy air again. Boats were checked and rechecked. The racers covered their wetsuits with every kind of foul weather gear imaginable. All was ready for the uncertainty ahead.

Excitement rose as the women watched the small black Avon make two trips out to the committee boat with the race committee members. This small craft was struggling as it jumped and crashed into each huge wave. On the final trip back to the beach, T.L. the chauffer, was hit by a massive swell. The little Avon flipped over ejecting everything including T.L.

By the time "Off the beach" was called, the wind had died but the surf was still up. The first boat off barely made it through the surf without flipping. You could feel the adrenaline rising as the second was not so lucky. The thought that you could not make it ran through many minds as the sorrowful cat lay beating its mast into the sand. The brave crew of the third boat which attempted to attack the surf was washed off. The boat came within feet of crashing into the nearby jetty before being rescued. Only one boat had made it through the surf, so T.L. called a stop before anyone was hurt or a boat damaged. T.L. radioed the committee boat with a plan. He phoned the lifeguard patrol, whose members he had become buddies with after spending many an evening with them sipping cold ones at the Rusty Nail. Off the beach was called again, this time with lots of encouragement and assistance in the surf. All the boats finally made it.

The winds had now died even more by this time. The current was still running against the boats and it was almost two hours before all the boats reached the starting line. The current was straight forward and was not playing any tricks. There was no place to go to hide or escape from it. The concentration it took just to make it to the starting line made you mentally exhausted. Meanwhile, on the committee boat, relaxed race officials sat with their fishing poles all in a line. They were enjoying their favorite pastime as they had done on previous days. It seemed like hours before Wills finally started race 6.

The boats fought the current and inched their way to the weather mark. The first boats around moved out to a comfortable lead as they seemed to fly downhill to C mark with the current now at their back. Linda Leon let out a scream of delight as

she crossed the finish line in first place immediately followed by Cathy Chee. This race brought the scores even closer, as all of the top six boats were within a point or two of being the next national champion. The wind was not changing or getting any stronger. T.L. explained it well to a bystander on the beach: "If it was any heavier, we would call it light air." The current, that constant force that draws your boat into marks, continued to be a critical factor in our strategies. Every inch around the course was hard fought. Every boat passed or boat lost could dramatically change one's overall position because the point spread was so close.

Wally Myers and Pat Porter on the race committee watched intensely. They were heard saying, "We're glad we're not out there and we're not looking forward to next week" when the open event would begin on this exact spot.

Think about a time when you recall an experience that filled you with dread. That's the way we felt during race 7, the last race. Most of the fleet sat only yards from A mark. The current was a little stronger than the wind and most skippers must have been asking themselves, "What's the use? We won't ever make it to the weather mark." Boats sat 15 to 20 yards from the mark. The sails were full and there was a small wake coming off the sterns but they stayed the same distance from the mark. All welllaid plans took a back door to the number one concern, getting around A mark. On the beach one spectator said, "Watching this race reminds me of being on a cattle ranch. The sailboats look like cattle roaming about the pasture stopping to munch here and there." Things were definitely looking bleak but just before the abandon race flag was to go up, the first boats made it around the mark.

The race was long and frustrating. Linda Leon and Sue Brenny sailed with just the right mix of expertise and luck to overcome the current and light air to take the lead and win. Belinda Clauss and Michelle LeSeur from South Africa took second.

Most women were glad the racing was over. Brenny put it well when she said, "We did not need another day of humiliation! I know some teams want that one more race, that one more chance, but I'm glad we're through."

For Linda Leon and Sue Brenny, three days of racing was all they needed. Who would have known that after the first race with nineteenth as a finish and sitting in fourth place going into the final day, Leon and Brenny could have pulled it out? A sixth, fifth, fourth, second and two firsts with a total of 18.5 points is what it took to win the 1986 Hobie Cat Women's National Championship.

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# Wade Aust: Shooting For The Top

Alpha Team Rider Wade Aust is 20 years old and lives in Treasure Island near St. Petersburg, Florida. Aust has rapidly become a respected sailor on the national and international racing circuit after only four years of competitive board sailing. Aust is a hopeful for the 1988 U.S. Olympic boardsailing team.

by dave weber

HL: How long have you been sailing? WA: I've been sailing since I was six years old, starting out on International prams at the St. Petersburg Yacht Club and then moved into catamarans and eventually into boardsailing which I've been doing for four years now. I've been representing Alpha for three years.

HL: How did you get started in boardsailing?

WA: Alex Aguera and his brother, Greg, both sons of our local sailboard dealer, lived near me. Their shop was only about four blocks away. My brother taught me how to sail and people who really know what they're doing gave me the drive to do well.

HL: In four short years you have decided to obtain an Olympic trust. [An Olympic trust is an account into which amateurs can place their monetary prizes to be collected at the end of their amateur careers.] How did that happen so quickly?

WA: It was a result of my dinghy background before I started boardsailing and then putting lots of hours on the board.

HL: What kinds of races have you been sailing to get set up in the standings? You are in contention for making the 1988 Olympic team, is that right?

WA: Yes, that's correct. To get myself in contention, I've been racing in and winning some triangle events all over the nation. Then I placed in the Olympic trials in 1984. I was virtually noncompetitive before the trials.

HL: What are some of the accomplishments you've had over the last few years and what types of boards are you racing in those events?

WA: Well, there were the Olympic trials, then the Alpha Worlds which I obtained a second in. I raced Division two in Europe last year and received some good scores like a fifth in the Swedish Championships. I

did well in the Scandinavian Championships. On to this year, I tied for first in the Wayler worlds and then went to the Hi Ho in which I was sponsored by Alpha/Hobie and Gaastra Sails. I finished 16th in that on the 220 which really worked for me in that regatta. In Europe I scored a 12th in the Scandinavian Championships this year and came back to the Canadian Championships and took first as a heavyweight and then another first as a heavyweight in the United States Association nationals here.

HL: You certainly have strong places in big regattas. I understand your future ambitions are pretty strong too. Not only are you involved in board sailing, but you've also been trying to get yourself set up as a marine engineer and have been applying at the Naval Academy. Can you tell us how boardsailing might help?

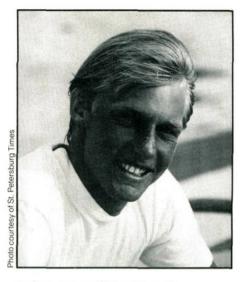
WA: The Naval Academy would like to see me attend because of my boardsailing and sailing background. The main reason is that they would like to see me get to the '88 Olympics in boardsailing, which is my basic goal. Plus naval architecture is what I plan to study. Someday I'd like to get back with Hobie and maybe work on some boats, that's my ambition.

HL: Do you want to work on racing sailboats or large vessels?

WA: Well, when I get out of the Naval Academy, I'll have to spend five years working for the Navy and so I would probably be working with warships. After that, I would like to get into some offshore racing sailboats and back to the sport of boardsailing using what I've learned. I'd like to continue with the sport.

HL: So you really have a strong drawing to the sailboard business. Of all the different boats you've sailed do you find sailboards to be the most enjoyable? What is the attraction?

WA: The attraction is that it is a very athletic form of sailing. It's also the type of sailing that is very tactical because of the extreme mobility of the boards. Plus it is just a lot of fun to get out and go sailing. It's



such an easy craft to get rigged.

HL: As an Alpha team rider and a very serious competitor, how much time a year do you spend training?

WA: This year, I'll spend the whole year training. I try to spend a lot of time on the water. I'd like to work myself up to where I'm on the water at least six hours a day. Weight lifting and running are all included in that. I like to work out like that because I think that's what you need to be a very good competitor.

HL: How important is the sponsorship of Alpha to you as a team rider?

WA: It's very important to me because it defrays a lot of the expenses that add up. In order to be an amateur sailor and do well, you've got to be 100 percent behind the company as well as having the company behind you. What I would advise any of the younger sailors or those just starting out would be if they do get an Alpha sponsorship or get sponsored by anybody else, is to stand behind the company. Otherwise you won't have the sponsorship very long.

HL: Do you think the equipment makes a difference?

WA: Especially in funboard racing, the equipment is very important if you're trying to be competitive. I find the new Alpha equipment very competitive, as good as there is in the market right now.

HL: Any board in particular that you're talking about?

WA: I'd say the 220. I think the 220 is really the board to be on for course racing or funboard racing. It is very maneuverable and very fast. There is a lot of go-fast potential with that board.

HL: The 110 has been making a lot of noise around the world for a couple of years. How do you feel about that board?

WA: The 110 is an incredible board. The more I sail it off the house where I live the more I'm impressed with it. I'd like to see the board entered in some sort of speed trials. I know it goes really fast already and I don't think its limits have been reached yet.

# ALPHA SAILORS TELL



A Hotline Exclusive



ALL



Compiled By Dan Mangus



In the 1950s, it was the Kinsey Report.

Now, in the 1980s, it's the HOTLINE Report,

an inside look at what makes board sailors

tick. Yes, the HOTLINE has asked three

probing questions to a random sample of

typical board sailors. The answers were

enlightening, entertaining, educational

and, yes, shocking. In some cases the

names have been changed to protect the

innocent (and a few guilty). HOTLINE is

considering reporting these answers to

Psychology Today for their analysis. We're

also considering reporting some of the

answers to the police. HOTLINE takes no

responsibility for the accuracy of these

answers. After all, we talked to sailors.

# HOW DID YOU GET .STARTED SAILBOARDING?

My mom won a newspaper crossword contest about six years ago. With part of the prize money, we decided to get ourselves a sailboard.

Peter

South Africa

It was just a natural progression from sailing and surfing.

Bruce

Laguna Beach, California

My mom saw it and liked it. I learned on Tamales Bay with no wetsuit, and stingrays and jellyfish.

lan

Livermore, California

I wanted a one-design sailing class that was easy to haul from race to race for triangle racing during the non-college season.

Karl

Kirkland, Washington

I saw the world championship in Cancun, Mexico in 1978 and got hooked on the spot.

Victor Mexico

Friend of a friend gave lessons to a friend and I was invited to join.

Steve

(State witheld by request)

I was an old surfer, took a trip to Hawaii and a 20 minute lesson. It was a 2 hour struggle with 2 days of pain. I was 2 broke to continue and 2 hooked not 2.

F.

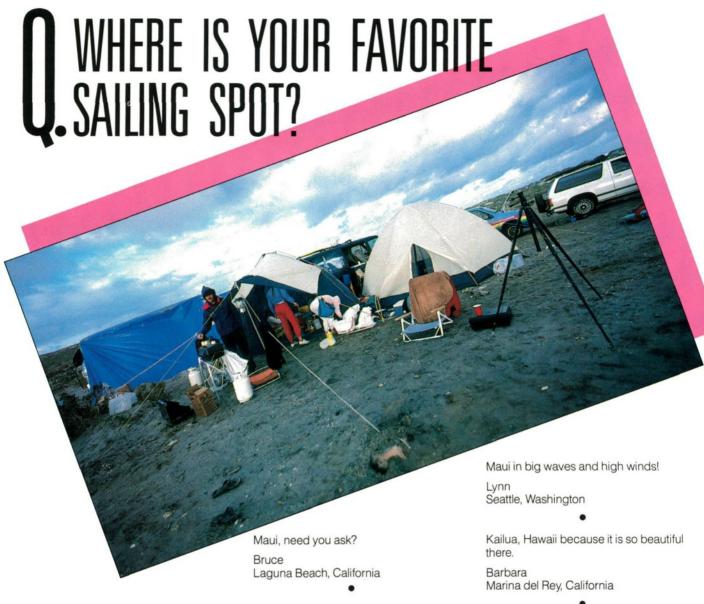
Dana Point, California

Daddy.

Tara Schweitzer (daughter of inventor Hoyle Schweitzer)

ANNEXE CONTRACTOR





I like Hookipa, Hawaii in three knots on a longboard just so I can say I sailed there.

Gary Los Angeles

Sunset Beach at Pacific Palisades [near Los Angeles]. It is close to home and sometimes has great winds and waves.

Greg Santa Monica, California

Lake del Valle, California because of the warm water and the show of bikinis. For wind I like Bethany or San Francisco Bay.

lan Livermore, California Corpus Christi, Texas because there is warm water, lots of wind. Nice weather and nice people.

Jennifer Houston, Texas

Blou-Berg, South Africa because there is a lot of beach, no shore break, and the waves are easy to ride.

Peter South Africa

On water. The boards last longer. They get fewer abrasions.

Steve (State witheld by request)

The Columbia River Gorge because it has strong wind and nice scenery.

Sam Portland, Oregon

By the Maya Caribe Hotel in Cancun, Mexico. It is where we keep our boards and there is very good wind there.

Victor Mexico

Cozumel, Mexico because there's great high winds.

Romy Mexico

### EXTRA

# WHAT IS YOUR J. WILDEST STORY?

I'd tell you but she might be reading this.

(Name witheld by request) (Continent witheld by request)

A storm was blowing through Door County, Wisconsin in late summer, 1986. I had driven all night. At 5:00 a.m., the wind was dead and I couldn't get into the apartment where I was staying. I inflated my mattress in the back of my Subaru and was trying to doze off when the trees started shaking. It took me only five minutes to realize I wouldn't fall asleep with the wind like that. I donned my wetsuit and headed out on my board. The wind was 15 to 20 knots and increasing. The waves gradually built to four-foot faces. I was getting good jumps on all tacks as the wind kept increasing. I sailed in scenic Eagle Harbor until about 1 p.m. when the wind died. Everyone else was just launching their boards. That was the best sail of my life, followed by the best sleep of my life.

Fred

I was pulled out of Lake Michigan by a helicopter on Christmas Day four years ago.

Hartrav Illinois

Once I was driving to Santa Maria, Mexico for the first time. It was 20 miles down a dirt road and I was pissed on Corona beer, I got stuck up to the doors in sand at midnight in a spot that floods during high tide. I was digging out for three hours.

Colin Australia

I was rescued by a power boat for the second time after a sailing lesson. I was clinging to a half-submerged tree while a thunderstorm was blowing. The owner of the board was on board the boat. If looks

could kill . . . Nancy

I was sailing at Hookipa and got rolled around in a 10-foot whitewater wave. Hoo boy!

lan Australia

I once did freestyle at four in the morning to loud music with spotlights and I was in the nude!

(Name witheld by request) California

I was rescued by a Coast Guardsman who I gave lessons to at the beginning of the summer.

Liz California

Sailing out to Angel Island in San Francisco Bay with tennis shoes on and a picnic lunch, having a wonderful afternoon and sailing back at night under a full moon.

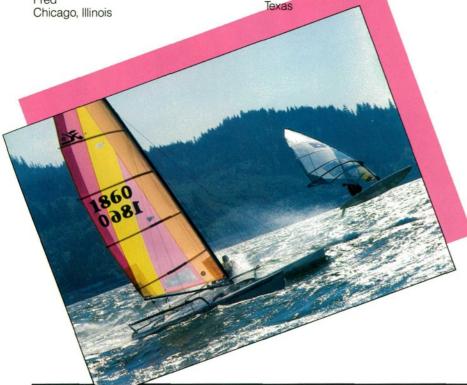
San Francisco, California

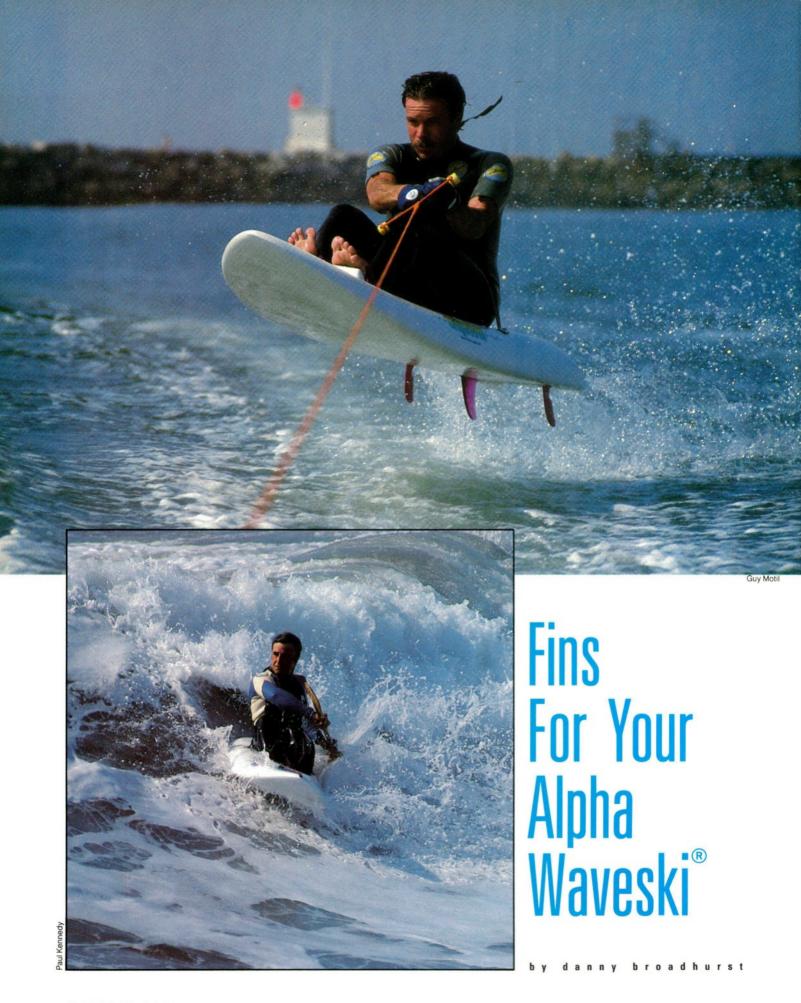
Mexico. Full moon. Naked. Long boards. . .

(Name witheld by request) California

### 

There you have it. Not a pretty picture is it? 36





# Using Standard Alpha 130 and 150 Fins

### Set up

### Comments

Standard Large Fin (1)

The basis from which all assessments are made: holding power in all maneuvers. Problems occur

when "surfer" overworks the fin in very hard turns and tries to ride too high on a steep wall. Break away

is move controlled and predictable.

Standard Small Fin (1) Center

Limited use - minimum holding power - allows skid turns. Does not restrict speed much.

Standard Large Fin (1) Center

The basic "tri-fin" setup. At first use seems stiff and directional. Generates better use of rail edge which in turn allows smoother turns. Minimum skid. Excel-

Standard Small Fins (2) Outers

lent holding and drive power.

Standard Large Fin (3) Center and Outers

Much stiffer. Excellent holding. Long. drawn out turns. Heavy expert would get same effect as average weight person using 1 large and 2 small

fins.

Standard Small Fin (3) Center and Outers

Looser than 1 large and 2 small combination. Breakaway point more rudder.

Standard Large (2) Outers only

Allows hot-dogging max maneuvers. Fine holding until sudden release just when not required. Spin-

outs more common.

Standard Small (2) Outers only

As above, but proportionately less holding. The spinouts are sudden and wicked.

(1) The fewer fins you can manage with, the better for speed. The speed loss per fin is significant. (2) There are skis out there with the center fin aft of the outer fins. The Alpha system is more balanced and predictable and is set up in relation to plan, rocker, flotation and centers of balance. (3) In each hand you have two infinitely adjustable fins (paddle blades). Think about it.

### Warning:

Fins are relatively sharp and can cause injuries if you hit someone or if the ski hits you. A good general rule in the event of an imminent collision is for both parties to capsize. This reduces the chances of skis hitting people. Rather, skis will hit skis and it's better to damage skis which can be repaired very easily.

hen I first began "sit 'n surfing" in surf kayaks in the mid sixties, the thought of using fins was out of the question. This was a "new sport" and every spare minute was spent on the water. For three or four years, as we tuned our kayak paddling skills for use in the surf, and as we gained surf knowledge, we used the same equipment until we had reached the performance limits of the equipment. The realization that equipment limits had

been reached prompted me to go into a major "re-think" not only of craft design, but whether there were major design areas where change was needed. At the same time as balance, volume and flotation were being redesigned, fins were integrated into the whole concept.

To make a long story short, a tremendous amount of development was done with fins during the period 1970-79 by which time the functional rules of thumb had made themselves clear.

Currently, and for the last four to five years, the basic position of fins relative to center of gravity and length of craft has been established as follows.

The leading edge of the center fin falls approximately 10 inches aft of where the bones of one's backside are in the seat pan. The leading edge of the outer twin/tri fins falls approximately 3 inches aft of the leading edge of the center fin. The fin boxes allow small forward and backward adjustments which the individual can try until a happy medium can be found between "holding power on the wall," "drive in maneuvers" and "looseness in maneuvers" to suit ones style.

Once this "happy medium" has been found through experimentation, stay with it whether you have a single, twin or tri-fin setup. I have always found that once one is happy with a setup, it's good for all conditions. For the last six years I have been using the tri-fin setup with only very small changes to sizes and areas of fins.

Recently I was asked to test what I thought was just another "gimmick" fin (there have been enough gimmick fins offered to the surfing public which would solve all problems and turn the average performer into a world champ) called the Zip fin. It follows on the heels of the winning Australian America's Cup entry. In essence, this fin is small in area and shallow. When viewed from the front and back it looks like a small, upside down letter "T."

I am currently using this fin in the center box but have retained the small outer fins I have used for years. After two months of use, I believe that I am able to discern a quantum performance improvement. Bottom turns can be pulled so hard and tight that I can take the drop noticeably deeper before pulling the bottom turn. After the bottom turn, I can pull higher back up the

wave and then the holding power of the fin allows more controlled holding on more vertical walls. In turns, be they long and drawn out or super radical ultratight, control is again improved. These benefits add up to much all-around improvement in performance.

I shall continue to use this setup for the next 12 months until I have a thorough understanding of all the benefits. The Zip is not a gimmick and my fellow Alpha users are now using them.

For those of you whose fins and fin position are a mystery, the table above may help. Ultimately, only years of experience can give you a deep insight into the pros and cons of different setups and shapes.



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Chris Rooke ROOKE SAILS 1744 Prescott So. (901) 744-8500 ROOKE SAILS Memphis, TN 38111

### HOBIE HOT T

### **Righting the Hobie 17**

When I was buying my 17 I was very concerned whether my mere 150 lbs. would allow me to recover from a capsize without help. But now I find I can right this boat all by myself. Of course, I need a lot of help from my water bag.

The secret seems to be having the line to the bag long enough so the bag can be conveniently filled with water but not so long that the bag hangs well below my shoulder. My purpose here is to keep the bag high enough so as to avoid dunking it as the boat begins to rotate. I attach the line to the dolphin striker post and use a line length (plus bag straps) of only 5 feet, 3 inches. I also use a simple recovery line which I loop around my harness buckle so as to reduce the load on my arms.

My procedure is, first, to free the mainsheet and traveller and release the recovery line and bag. Then, I wait at the bow until the sail turns into the wind. Next, I fill the bag, put the line over my shoulder and hook up the recovery line. I keep my knees straight and ease out a sufficient length of the recovery line until the bag is about two feet above the water. I hold this position until the boat is well into its rotation. That's all there is to it and the whole effort takes about three minutes

Now that I can do the roll tack and have the righting problem solved, I am a very contented 17 sailor.

Hugh Boyd Houston, Texas







### IOBIE BRIE

Continued from page 14

### **Sheldon Coleman Reaches Two** Milestones

Sheldon Coleman, chairman of the board of the Coleman Co., Inc., Hobie Cat's parent company, turned 85 on November 15. making him one of the elder statesmen of American business. Coleman, who is to the outdoors what Ray Kroc was to hamburgers, also celebrated the making of the 40 millionth Coleman lantern. Coleman lanterns have been in use for most of this century, lighting the way for millions of campers and other sportsmen.

### Oklahoma Speed Week

Lake Hefner floats on the northwest end of Oklahoma City and has been enjoyed by sailors of many different vessels for a long time. Within the last couple of years, a few local boardsailors have launched in 30-to-50-knot winds and screamed across the flat water, John Collins, sailing director of the Aquatic Center, was convinced this spot was ripe for a speed event. After all, it blows hard, there are no obstructions and weather fronts regularly move through the area.

The weather map looked promising for the Oklahoma Speed Week, held October 2-5. A large front was forming, but it decided to park itself right on Oklahoma as an occluded front with no movement, just lots of rain and not much air. You may have heard about it when it flooded the state with an inch of rain an hour for 24 hours. We lost the beach, a few roads and a couple of towns to

We still had a lot of fun at the event doing some figure eight slaloms and funboard course racing, but the only time the speed clock came out was to see who could chug a bottle of Sailor beer the fastest. The event was another case of "You should've been here last week, it really howled." [For complete results from Oklahoma Speed Week, see the race section.]

### **Keep Clear of Shipping Lanes**

A problem area for sailboarders that has turned into a safety concern is sailing in or near shipping channels at the entrance of harbors or on rivers. Most harbors and rivers that carry deepdraft ships are marked with red and green buoys which delineate the lane in which the ship is to sail to prevent it from going aground or from running into other traffic. In some cases, like the entrance to San Francisco Bay, or the Columbia River Gorge, the shipping lane is also an ideal sailboard spot.

Sailboarders should always steer clear of the marker buoys and should not try to use right-of-way rules. Large ships cannot maneuver well and sailboarders will lose the fight for space every time. If a sailor gets too close to the lane and thinks he can make it across before an oncoming ship, it could mean tragedy if a wave or obstruction knocks the sailor down; there's no way the ship can stop. Sailors should check with local authorities and consult area charts to find the shipping channels in their area and should always tack away from the lane. Always leave lots of room between yourself and a large vessel.

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



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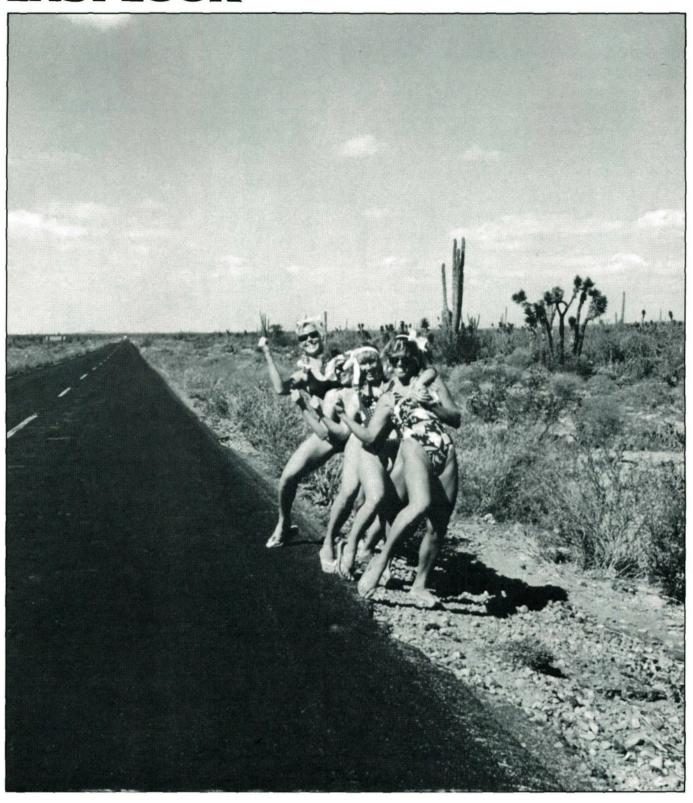
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### **LAST LOOK**



Going my way? Hobie sailors will do almost anything to get to their favorite sailing spot. Photo by Guy Motil.

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

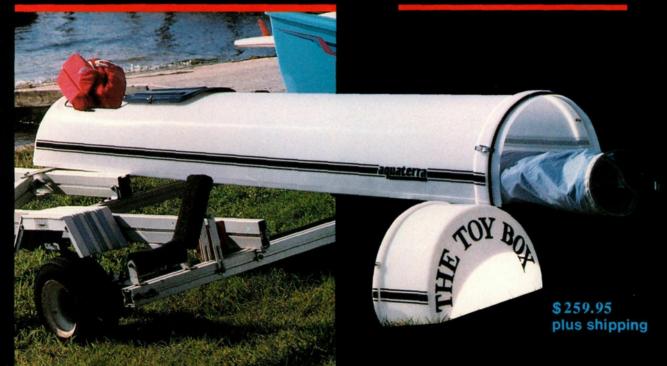
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