**JULY/AUGUST 1987** 

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Superior load distribution achieved through strap placement. Our harness straps are designed to move load to lower hips, support the small of the back and shift while in the buckle to equalize the weight according to your hiked out position.



New full, thick padding that's seam to seam. We use 5/16" closed cell foam padding.

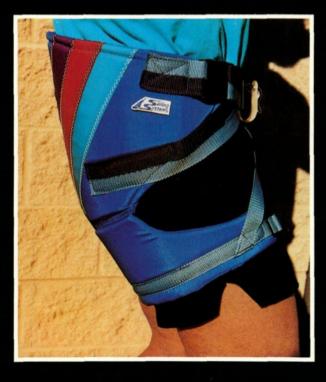
Wide webbing distributes load even further.



Fastex side release buckles allow quick entrance and exit from the harness. No worry about velcro slipping!

Available in blue or yellow background with stripes that match most sail plans.





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By popular demand, SSI has designed a new crotchless harness: with padded leg straps and no crotch straps. SSI designs harnesses to meet your needs of comfort and quality while out on the wire. No matter what waters or weather conditions our harnesses are the best!

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See for yourself:

Your dealer has SSI Harnesses in living color!

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#### The OK™ HARKEN® OPTION



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Guaranteed lowest possible stack-up for the "conventional" H-16 jib set-up. racing blocks handle the Harken® high loads at the traveler car, where the line must turn and go to the cleat! A must for serious skippers who prefer the stock system. Works with any traveler car trim system. (\$49.95 pr.)

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#### THE TLC™

The ONLY tiller connector that will: hold your tillers in constant alignment, not bind in any position, and give you positive, no-slop tiller response! A must for all Hobie Cats.® Satisfaction guaranteed! (\$39.95 pr)



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#### THE TRAVELER TAMER™ I KIT



Consists of two replacement rollers for the fairlead on top of the main traveler car on the H-14, H-16 and H-17. These larger, ball bearing fairlead rollers greatly reduce trim line friction. Handle up to 7/16" line. Simple, two minute installation! (Rollers only)

(\$8.20 pr.

#### THE LTD OK-18™

Cleatless, state of the art jib control for the H-18 and H-18M. Guaranteed to work great from any position on the boat! The very low profile computer designed, cone shaped stand-up spring, and optional bungee actuated block alignment system virtually eliminate "blockflop" found in all the other systems.



(\$250.00 pr.)

#### THE OXEN™ w/Becket

The conventional Oxen M block jib set-up for the H-18 - using Oxen™ blocks with beckets for attaching lines above the blocks.

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#### THE RPM™ KIT (Not shown)

Lock your rudders down the first time everytime! Developed to "save" your down lock cams, your rudder blades, and your patience! Includes 8 thick and 8 thin spacer - 16 total washers that are 2" in diameter. - Plus 4 black aluminum locknuts. Excellent instructions and tune-up tips. A must for serious skippers.

(\$6.95 kit)

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Guaranteed lowest possible stack-up. state of the art cleatless iib sheet control for the H-16. Easiest thing on the market to use. Works great from any position on the boat - all you do is pull! Works with any traveler car trim (\$225.95 pr.)

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Fastest, lowest, easiest jib hook-up for Hobie® 14Ts and 16s. A custom clew clevis with two Harken® ball bearing blocks and a deluxe fast pin. Nothing to fumble, drop or lose. You can even change your H-16 jib clew setting on (\$29.95 ea.) the water!

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(not shown)

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A 2" dia. stainless terminal post with a Nyltite® lined

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#### THE UP-TIGHT



A beautifully simple 3 piece tool set that permits one person to precisely tighten cat trampoline lacing. No clamps! Nothing to pull-on! Nothing to maintain! And it fits easily in your tool box! Should last a life time when used as is intended. Introductory price \$14.95 direct from KISME.

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A H-16 jib traveler car that is also a mount for a swivel camcleat - BOTH combined into one unit! Permits up-touncleat action, straight-thru sheeting, and super low stack-up. Inexpensive up-grade for old and new boats. Uses any traveler car trim system. Rated to 300 pounds of load. The "IT" cars alone are \$26.95/pr.

The "ITs" equipped with standard swivel plates, oversized stainless lined bullseye fairleads, and Harken® #150 cleats are \$85/pr.

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(CVR = Cleatless Variable Ratio)



3 inch Harken® system

The easiest to use, and most versatile Harken® / Oxen block system you can buy! Guaranteed to stack-up as low (or lower) than what you now use! Guaranteed to work equally well from any position on your boat! The ratio may be changed from 7/1 down to whatever you need, as fast as you can reposition a figure eight knot! Upgrade what you have, or buy a complete new system. Tailored to your needs and your boat. Call or write.

#### THE TRAVELER TAMER™



A heavy duty, swivel cam cleat mounting plate with a ball bearing roller fairlead for main sheet traveler control on all Hobie Cats. Handles up to 7/16" line. (Only \$29.95 w/o cleats; \$39.95 w/ Harken® #200 Cleats; \$51.95 with Harken® #150 cleats.)

SEE YOUR FAVORITE DEALER OR ORDER DIRECT.





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# So, WHAT'S NEW for 1987?

#### **Radial Reaching Spinnaker**

Supercharge your downwind sailing performance with an assymetrical reaching spinnaker. The sail is cut to lift the bows, enabling the boat to handle the tremendous increase in usable power. 3/4 oz. ripstop nylon headsail in choice of colors, for H-16 with roller furling jib, or H-18\*. Spinnaker sizes 280, 320, 360, priced from \$439. Hardware Package \$219.

\*Roller furling kit & sails for H-16 also available.

#### 12" Trap Buckle

Eliminates the squeezing action of narrow trapeze buckle systems. Recommended for medium and large Freedom Harnesses.





#### Standard Buckle

Low profile hook is less likely to snag and make reboarding easier.



New! Fitted seat pocket — sculpted design and padding. "Radial" strap attachment distributes weight. Improved leg loop strap design. Contrasting colors on "radial" patch and inside lining. Available in S, M, L.

Freedom Harnesses

Freedom Full Harness provides exceptional full back and shoulder support. Freedom Seat is our most comfortable seat harness. It gives you superior lower back support without bunching or binding.

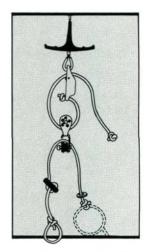


#### Sail Safe System

No hook and no hang-ups. Includes one ball recepter buckle and two ball end trapeze handles.

#### 2-in-1 Trap Kit

Simple, adjustable, constant tension. Hook-up and hikeout with no adjustments to make until needed. Features: 2:1, easy pull, and easy release height adjustment. Upward tension on trapeze ring helps to avoid accidental unhooking. Trapeze rings or handles not included. Available with stainless blocks or Harken Ball Bearing Blocks. One pair — with instructions.



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# HOTLINE

July/August 1987

Volume 16 Number 4



**FEATURES** 

#### 22/As the Hobies Turn

Another in our series from John Schuch, a USYRU judge.

#### 24/Hobie 14 Tips for Champions

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#### 26/Small Flippers in Back

Everything you need to know about the care and feeding of your rudders.

#### 28/Crewing Without Stewing

A humorous look at keeping one's sanity while crewing.

#### 30/Sun - Related Eye Problems and Their Prevention

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#### 32/A Clear View of Sunglasses

Preventing eye problems can be as easy as a trip to the store.

#### 38/Hobie Hot Shots

A look at Hobie action the way you like to see it.

#### 44/Regatta Management Part II: Sponsors and Parties

Sponsors make the whole thing possible and parties keep em coming back.

#### 64/Texas City Hosts Volkswagen Speed Games

The wind gods almost came through for this first annual event.

#### 68/The End of the Ponds?

Board sailors may be frozen out of one of the best speed spots in the world.

#### **DEPARTMENTS**

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Go ahead, pull that boat out of storage. These are the months you've been waiting for, so explode onto the water and have a good time!

HOTLINE Publications, all rights reserved. The HOTLINE magazine is published bi-monthly by World Hobie Class Association, 4925 E. Oceanside Blvd., Oceanside, CA 92056. Subscriptions in USA \$11 per year (six issues); in Canada and foreign countries, \$16 per year.

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The Hobie Hotline is the official publication of the World Hobie Class Association. Distributed worldwide, the magazine is published six times per year: January/February, March/April, May/ June, July/August, September/October, November/December. Subscriptions may be obtained by sending check or money order (foreign subscribers send International Money Order only) for \$11 U.S., \$16 foreign to: Hotline Subscriptions, P.O. Box 1008, Oceanside, CA 92054. Subscribers with change of address should include their old mailing label and allow eight weeks for processing.

The publisher welcomes stories and pho tographs 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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#### Talk to Us!

We want to hear more from individuals and fleets, and we'll even pay you for it. How can you beat that? Summer is usually the time of year when most Hobie and Alpha sailors head out for the open road in search of new, better places to sail. Where, we wondered, would we like to sail this summer? We thought about the Plains, New England, Canada and the Southwest. Unfortunately, we did not have a great deal of information about individual sailing locations in those areas. Oh, we knew the basics of each region and the more famous lakes and beaches, but what about the smaller, out-of-the-way spot? How do we get there? Are there accommodations? Facilities for sailors? Can we take the kids along? Is it an attractive location? What are the winds like? Any dangerous features we should know about?

Well, we thought, the best way to find out this type of information is to tap into the Hobie sailors around the world. We want to hear from you. If you know of a great sailing location, anywhere in the world, let us know. Send us a typewritten sheet answering the questions listed above and detailing any other information you think might be helpful to a Hobie or Alpha sailor. If at all possible, include some 35 millimeter color slides or black and white glossy prints depicting the area. Whenever we receive this information from a sailor, we'll include it in a special HOTLINE section called "Hot Spots," and the sailor will receive \$25 for his or her time and trouble.

Fleets can earn a little extra money and help their fellow fleets by submitting the details about a fleet event for non-racers as well as racers that was so good that you can't resist spreading the word. The event can be a charity benefit, a community service, an all-out party, or whatever else you would like to share with fleets other than the basic regatta. The information could earn your fleet treasury a check for \$100. For more information, turn to "Briefs." Meanwhile, back at the ranch . . . We're

loaded with good information in this issue. Bob Johnson finishes up his two-part article on regatta management with very valuable advice on attracting (and keeping) sponsorship for your regattas and on throwing a good party. A former disgruntled crew, Kim Williams tells us how she beat the crew frustration syndrome and started "Crewing Without Stewing." No need to stew over rudder adjustments after reading "Small Flippers in Back" by Miles Wood and Kym Kymlicka, two experts on the subject. It appears that tuning rudders for performance is easier than it sounds. Boardsailors will be especially interested in Brian Alexander's report about the status of the Ponds, those high-wind, man-made sailing lakes in Palm Springs. It seems like the Ponds may be closed to boardsailing for some time.

Our main feature this issue is a report on how the sun can affect your eyes, an especially important topic for all sailors. Once you've read what the sun can do, turn to our guide to sunglasses and find out how you can prevent the sun from doing it to you.

In response to popular demand, we present "Hobie Hot Shots," a portfolio of exciting action photography to get you jazzed for the coming big races and fun weekends spent sailing. Of course, we've got the usual departments, Hobie racing reports from around the world and more, so take your time. We wouldn't want you to give up any sailing time just to read HOTLINE. But when the wind dies and the sun goes down, open us up. Good winds and fair skies.

# Take Your Top Off!



### **New Convertible Harness**

A full harness that zips into a bucket in just seconds. Available in all sail color schemes





#### Comptip™ Covers

Protect your Comptip™ from becoming weak or fading. Keep those damaging ultraviolet rays off your Comptip™ with GRIFGRABERS Comptip™. Available in all colors for your Hobie™ 14, 16, 17 & 18.

#### **Mast Pad**

Protection for your Sail Track!
Use GRIFGRABERS new mast pad to cushion and protect your Comptip™ when securing your mast, while trailering or storing. A must for healthy sail tracks and Comptips™. Available in all colors for your Hobie 14, 16, 17,010 17 & 18.

### **Cat Pro-Lactic Tips**

Easy to zip on quick to remove!

These cat pro-lactic tips are perfect for covering and protecting the front of your hulls from dirt, rocks and road debris. A must when trailering or storing your boat. Made from durable naugahyde and plastic zippers. Available for your Hobie™ 14, 16, 17 & 18 in black or blue.





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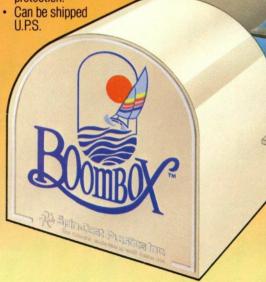


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- Inside dimension at rear opening is 10-1/2" high x 10-1/2" wide with overall length of 9'7"
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- 4. Pink/Blue Logo 50/50 cotton/poly

#### Bandanas \$3.50

- 5. White/Blue Logo
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- 7. Black/Blue Logo
- 8. Black/Purple Logo
- 9. Pink/Blue Logo

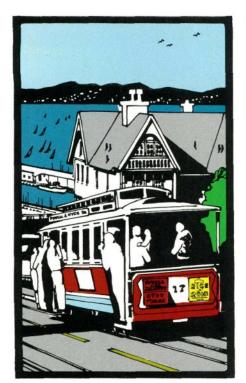
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DATELINE:





# 1987 HOBIE 16 WOMENS NATIONAL CHAMPIONSHIPS—SEPTEMBER 8-11, 1987

# 1987 HOBIE 16 U.S. OPEN NATIONAL CHAMPIONSHIPS—SEPTEMBER 13-19, 1987

The site is on the Bay just south of San Francisco Airport off of the famed "COYOTE POINT." The venue is renowned for four outstanding traits, which make it ideal for the premier sailing event: great winds, relatively flat water, the clearest weather in the San Francisco area and its fantastic views & food.

#### Womens Championship

The Womens 16 Nationals will be held September 8-11. The first day (September 8th) registration and qualifying; (if qualifying not necessary) then...practice races/fun day!!!!! Remaining three days; triangles and distance.

#### U.S. Open Championship

The 1987 Hobie 16 U.S. National Championship will be run in a typical Hobie fashion. September 13 & 14 (qualifying), 15, 16, & 17 (championship) and 18 & 19 (finals). The winds should be great so be ready to sheet in and max out. See you on the water.

#### Registration

Both events are on factory supplied race ready Hobie 16's. Both events will be sailed in round robin fashion. All skippers, whether prequalified or not, must have their race registration postmarked by August 17th.

#### **Entry Fees**

Womens: \$100.00 before August

17th, or \$125.00 thereafter Open: \$125.00 before August 17th, or \$150.00 thereafter

#### Accommodations

For those of you who requested a great hotel, we found it! The Embassy Suites Hotel. This remarkable hotel has great facilities, food, and its only five (5) minutes away from the race site, Coyote Point. Embassy Suites Hotel room rates are \$89.00 per nite single or double occupancy. This includes daily a complete breakfast (not continental) and two hours of cocktails at hotel bar nitely, at this new luxury hotel. Listed below is a form with group rates for all our Hobie Catters.

#### RACE REGISTRATION FORM

(This form must be postmarked by August 17th, 1987)

Name \_\_\_\_\_\_

I am prequalified from Div. \_\_\_\_\_

I wish to qualify from Div. \_\_\_\_\_
Telephone \_\_\_\_

☐ Womens Nationals, \$100.00

☐ Open/U.S. Nationals, \$125.00

Send to: HOBIE CLASS ASSOCIATION Hobie 16 National Championships

P.O. Box 1008 Oceanside, CA 92054

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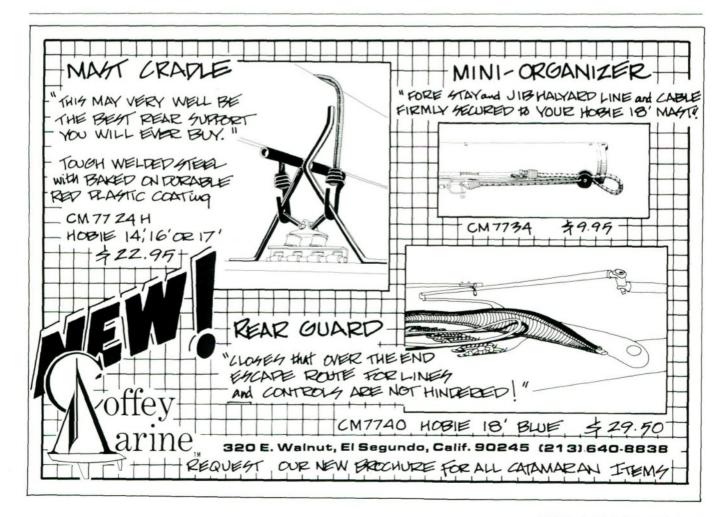
1-800-521-4041

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#### **LETTERS**

#### **Pleased with Grifgrabers**

I wanted to drop you a letter to thank you for having featured Grifgrabers new convertible harness. My wife and I just finished sailing with one we bought.

Sailing at Canyon Lake in 15-20 mph winds that dropped off to 10 mph by late afternoon was a perfect test. In heavy winds, the convertible was used as a full harness and has a pillow that adjusts for lower back support. But the best part is when the wind dies down. We unzipped the upper half and used it as a crotchless bucket.

Someone should have made one like this when I first started sailing Hobie Cats in 1979. I'm looking forward to receiving a catalog from Grifgrabers.

Rick Lloyd San Antonio, Texas

#### Whoops!

I have enjoyed your article on "Traveling Florida By Sail" by Nancy Crowell in the November/December issue of HOTLINE. I have a Hobie 16 and frequently sail St. Augustine Beach and the St. Johns River, but I have yet to see the enormous dunes along Daytona Beach as shown on page 35 of this issue of HOTLINE.

David Smith Palatka, Florida

Editor's Note: Actually, that shot was not even taken in Florida. Give us an F for Geography.

#### Well, Just Look Inside!

My wife and I have enjoyed the HOTLINE for many years and I would like to say John Schuch's article in the March/April 1987 issue, "From the Judges Corner," was the best two pages ever printed.

Mr. Schuch addressed issues written about all to infrequently. The "thinking game" needs more attention for Hobie sailors as most of our bookshelves are packed with "how to's."

I hope to see more written by Mr. Schuch, hopefully in every issue. Thanks!

John Longueville Fleet 199 Carbondale, Illinois

#### Sorry, Luke

As a resident of St. Croix, Virgin Islands and an avid sailboard enthusiast, I looked forward to reading the story in the March/April issue of HOTLINE about a local young man who won the Alpha World Championship in the lightweight division.

As Cruzans, we can all be proud of the achievement of Luke Baldauf, a 17 year old high school junior, whose outstanding performance not only won him the title, but whose technique was considered flawless by the experts.

I was extremely disheartened however, at the author's referral to Luke's appearance as "positively scrawny." These careless words certainly could not have been well received by Baldauf, his family or friends, especially after such an accomplishment.

Though I do not believe that the author meant any harm by such a remark, I wonder if he remembers what it is like to be a 17 year old? Thank you.

Joyce Roberts St. Croix, United States Virgin Islands

#### **Quick Comments**

I am very tired of Alpha sailboards in the Hobie Hotline, but will try it for another year anyway. Otherwise happy.

Wayne Brown Redding, California

Keep up the good work on both the Hobies and Alphas.

Donald K. Campbell San Antonio, Texas

I have enjoyed your magazine for about 15 years and see many improvements since '73 when I bought my first Hobie.

J. Autry Saginaw, Texas

Why is there so much space devoted to the sailboards in recent issues?

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#### **HOBIE BRIEFS**

### Alpha 60N Sets New World Record

Austrian sailor Dieter Bechtel has established a new world speed record for production sailboards with the Alpha 60N speed needle. Bechtel, sailing in the International Speed Week, an International Windsurf Speed Association (IWSA) event at St. Marie de la Mare in the south of France, broke the old record of 30.6 knots by streaking across the Mediterranean at 32.96 knots, approximately 38 miles per hour.

The Alpha speed needle, which has been doing very well in major speed events so far this year, is a 60-liter board with a foam core and fiberglass/epoxy skin. This construction allows the board to weigh in at a mere 12 pounds. The 60N measures nine feet in length. It is only 17 inches wide.

Bechtel is an experienced circuit rider for the Alpha team in Europe. He and the 60N will be touring the IWSA events throughout the spring and summer. The events are slated for Canada, Canary Islands, Denmark and Weymouth, England.

This is not the first production-board record for Alpha. The Alpha 110G gun established a production record two years ago and still holds the American production speed record.

## USYRU Picks H-18 for Multihull Champs

USYRU's Multihull Council has accepted Hobie Cat's offer to supply Hobie 18s to the 1988 Multihull Championship. The championship, scheduled for the Fort Walton Beach (Florida) Yacht Club October 2-8, 1988, is sailed for the Alter Cup, named in honor of Hobie Alter.

This event represents the culmination of years of effort by multihull sailors for more recognition by the USYRU, which has recently begun to take much more notice of multihull sailing. "I have watched the Union make some dramatic changes recently," said Francie Jarvis, chariman of the Multihull Council. "The Multihull Council is exemplary of USYRU's transition from an association dominated by yacht club members to a truly broadbased racing sailors' organization."

In addition, USYRU membership fees for first-time members have been lowered to \$25 and include the IYRU/USYRU rule book and a subscription to *American Sailor* magazine. For more information about USYRU membership or the U.S. Multihull Championship, contact Lee Parks, USYRU inshore director, Box 209, Newport Rhode Island 02840. Or, call 401-849-5200.

#### What's the Best Fleet Event?

HOTLINE wants to know what event, other then regattas, your fleet has put on over the years that was designed to attract non-racers as well as racers. These events would fall into the category of "fun," and/or service. In other words, has your fleet held a memorable function that was so much fun and involved so many non-racers that everybody loved it? Or, has your fleet used the unique qualities of Hobie fellowship to serve your community or a worthy cause in some way? If so, send a typewritten report about the event, including any diagrams, photos or other aids which will help us understand what went on. We will choose the top ten events for inclusion in an article about non-racing fleet activities. Those fleets submitting one of the chosen events will receive a check for \$100 from Hobie Cat to the fleets' treasury. All event reports must be submitted by October 15, 1987. Mail the information to HOTLINE, P.O. Box 1008, Oceanside, California 92054.



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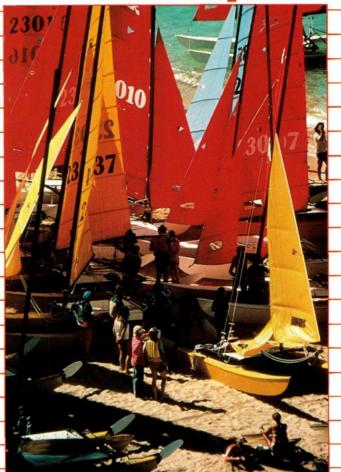
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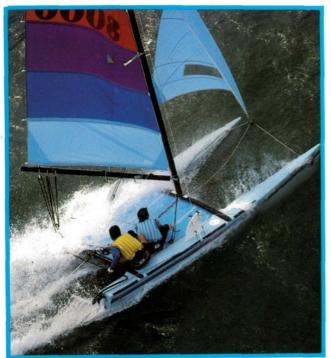
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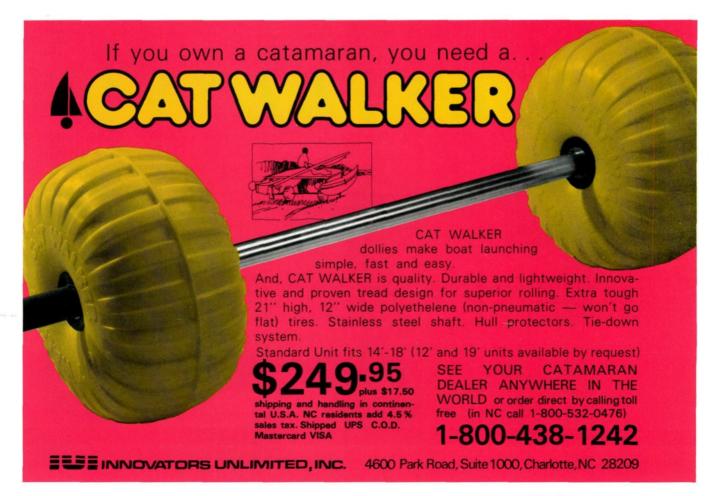
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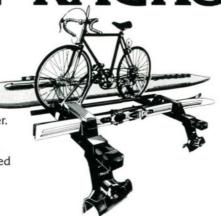
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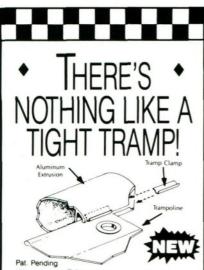












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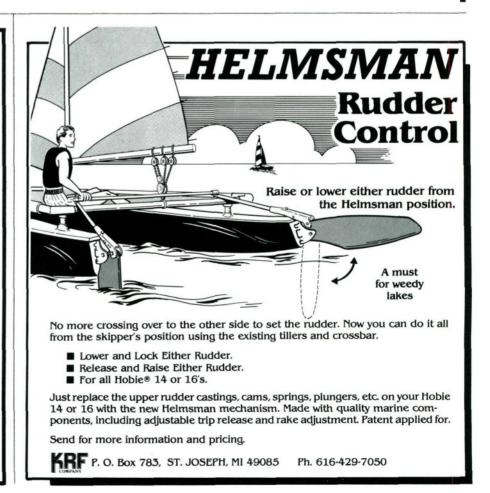
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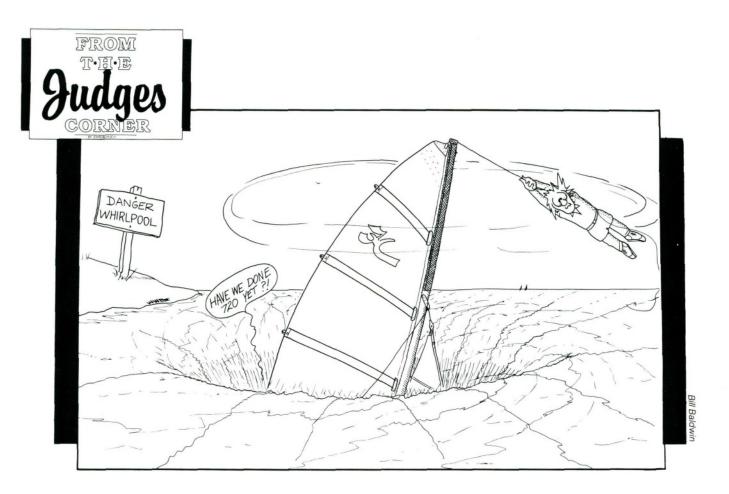
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# AS OTHE HOBIES

#### BY JOHN SCHUCH

In my last discussion of the racing rules, and how they relate to catamaran racing we touched very briefly on the subject of avoiding the protest hearing by exonerating one's self after breaking a rule of Part IV of the International Yacht Racing Rules. With that as a lead-in, it may be quite appropriate to take a good look at the alternative penalty system—or what is referred to as the "720 rule"—and examine some areas of general misunderstanding that plague not only the multihull crowd but other one-design sailors and sometimes judges as well.

First, I will be quick to admit that I am personally not an enthusiastic proponent of the 720 rule as it is described in Appendix 3 of your 1985 IYRU Rule Book and am adamantly opposed to the 360 rule as prescribed by Part VII of the World Hobie Class Association Racing Rules which are currently used by our classes. The reasons for this shall become clear as you read, and I encourage all racing skippers to think about it and let the class association know by writing to the HOTLINE whatever your opinion might be.

Before you jump to the conclusion that

this writer is opinionated to the point of being single minded on the subject of the alternative penalty, please believe me when I say that there is clear and overwhelming justification for such a rule to exist, and I can find absolutely nothing wrong with a second chance in a race where you have committed a foul against another boat or boats and no serious damage has resulted. The proposed intention of Appendix 3 in Alternative Penalties in the rule book is certainly one of the more noble causes ever addressed by the racing rules, but the 720 rule does suffer the

paradox of working perfectly when everything is right; but perfectly awful when things are not.

Let's examine the 720 rule as written in the IYRU rules and then as prescribed by the World Hobie Class Association:

1. "A yacht that acknowledges infringing a rule of Part IV may exonerate herself by making two full 360 turns (720) subject to the following provisions:"

This means that whether wrong or not, if you "think" you were wrong or might be wrong because of an infringement of a Part IV rule, (right of way) you can get out of trouble by doing a pair of circles.

1.1 "When the yacht infringed against intends to protest, she shall act in accordance with Rule 68, (Protests by Yachts), and hail the infringing yacht immediately."

This means that if the 720 rule is in effect and you are fouled, you are obliged to act according to Rule 68 and you *must* fly a protest flag and you must inform the offending boat immediately, not at your convenience, but right after the incident.

1.2 "With or without such notification, a yacht that realizes that she has infringed a rule of Part IV shall acknowledge her infringement by immediately starting to get clear of other yachts and, when well clear, shall forthwith make her turns; while doing so, she shall keep clear of all other yachts until she has completed her turns and is on a proper course for the next mark."

This means that if you foul another boat on a Part IV rule and recognize that you are at fault, you are obliged to do a 720 turn even if the other boat fails to protest, fly a flag or in any way notify you of your wrongdoing. Also, upon recognizing that you have broken a Part IV rule, you are obliged to immediately get clear of other boats (which might mean turning 90 degrees from your course or dropping your sheet lines to let others pass and so on, and immediately do your 720 turn while, at the the same time, keeping clear of other boats).

1.3 "The turns may be made in either direction but both in the same direction with the second full 360 degree turn following immediately after the first."

This means exactly what it says. Clockwise or counterclockwise is OK, just so both are in the same direction and both are done together in rapid succession.

1.4 "When the infringement occurs before the starting signal, the infringing yacht shall make her turns after the start."

This means you have to wait for the starting signal before initiating your 720 but don't forget 1.2 which says that you are to immediately get clear of other boats and are therefore prohibited from engaging in normal starting tactics from the time of the foul until having cleared yourself.

1.5 "When an infringement occurs at the finishing line, the infringing yacht shall make her turns on the last leg of the course before being officially finished."

1.6 "When a yacht acknowledges fault but claims that the other yacht involved in the incident has infringed a rule of Part IV, she shall act in accordance with Rule 68 (Protests by Yachts), hail the other yacht immediately and exonerate herself by making her turns. She shall not be further penalized for the infringement she has acknowledged by making her turns except as set out in 1.9 and 1.10."

This clause means that if you and the boat you are being protested by are both guilty of a Part IV infringement, you are obliged to protest them and do the 720 to exonerate yourself. You, then, can no longer be subject to disqualification for that particular foul, except in the event of serious damage or protest by the protest committee itself. This part of the rule says quite a few different things, but one of the most relevant issues stated here is that if two boats foul each other, they both do 720s rather than both keep sailing.

1.7 "When neither yacht acknowledges fault, a protest may be lodged in accordance with Rule 68 (Protests by Yachts), and the sailing instructions."

In other words, an incident between two boats during which one or the other believes a foul was committed against her, and neither acknowledges with a 720, the next course of action is to take it to the protest hearing.

1.8 "Failure to observe the above requirements will render a yacht that has infringed a rule of Part IV liable to disqualification or other penalty, but when an infringing yacht's turns do not conform to the above requirements, the yacht infringed against is relieved of further obligations under Rule 33.2 (Contact Between Yachts Racing)."

If there is contact between two boats and one acknowledges (by beginning a 720) that she is the guilty party, but then continues to race without completing the turns, then a third party cannot have both boats disqualified for failing to protest.

1.9 "An infringing yacht involved in a collision that results in serious damage to either yacht shall be liable to disqualification."

Most skippers fail to take notice that even if the damage was done only to their own, privately-owned boat, they could still be disqualified.

1.10 "The protest committee may disqualify a yacht for an infringement of the rules that results in an advantage to the infringing yacht after completing the 720 turns, whether or not serious damage results. The protest committee's action shall be governed by Rule 70.2 (Actions by Race or Protest Committee)."

Quite simply, the protest committee can initiate a protest against a boat where there was an accident and even after a 720 was performed correctly, if the boat causing the foul still had a clear advantage over the boat that was fouled. This represents the

committee's right to pass judgement on an incident for which the punishment, for one reason or another, just does not fit the crime.

So, where are the problems with the 720 rule? First, the rule, as you now see it, is really quite a bit more complex than it appears at first glance. Second, the punishment is often more severe to other boats (as when an offending boat is doing 720s and gets in the way of the fleet) than to the rule breaker.

In some cases (such as before a start) the 720 rule can be a great deal more severe than the offense. How would you like to be the last over the start of a race with 50 or 60 boats, after a minor starting line violation in five or six knots of wind right after the five minute gun? Thirdly, while a boat is performing a 720, she has no rights, but she does have full rights before and immediately after completing her turns. The problem is that there is no practical way to determine exactly when she either initiates or terminates her 720.

Finally, a number of judges (myself included) have a deep-seated belief that any boat guilty of a Part IV rule violation should carry some penalty along with her in the entire race where an infringement occurs, rather than being able to exonerate themselves "totally" with a 720. That tends to favor a graduated penalty, as a percentage loss of finishing position. This has the affect of placing a greater premium on sailing fairly and not fouling other boats, or, put another way, taking chances.

Our own Hobie class association adds one more wrinkle to the page when we offer skippers the option of calling for one 360 turn or two (720) based on the severity of the foul. The basis for severity is judged to be whether or not the foul caused a loss of position; hardly a simple matter in a large fleet of 40 or 50 boats, all sailing at equal speeds over several square miles of open water and requiring a split-second decision. As I said early on, the 720 rule is, by design, a rule of truly noble cause. The whole idea of offering a second chance to finish well up in the standings after committing a minor foul constitutes a significant step forward, but remember that it is not nearly as simple as it appears at a glance. Also remember that if you are fouled there is a significant increase of burden on you to hail immediately and to pay as much attention as possible to see that the 360 or 720 is performed as the rule dictates.

As a parting comment, you may be interested in the fact that much discussion crossed the table on the 720 rule and Appendix 3 at the judges meeting in the spring USYRU meeting. I doubt there is any chance at all that the 720 rule will soon change dramatically from its present form, but certainly some improvements and refinements are planned for the future.





# HOBIE 14





**FOR** 

C·H·A·M·P·I·O·N·S

BY DICK BLOUNT

Photography By Guy Motil

Mauritius, a small tropical island off the South African coast is the host site for the 1987 Hobie 14 World Championship. If you would like to sail there, keep in mind that the road to a worlds is quite difficult and the first step toward that goal is sailing well in your division. If you are sailing slowly now, or if you weren't as fast as you used to be, try some of the following techniques yourself. They've helped me progress over the years.

Let's start with the most basic question. How much does your boat weigh? If it's over 240 pounds you're losing ground before you even float. The one I had for 11 years weighed 278 pounds and it never leaked. Every drop of water that got in must have stayed. I never won a regatta with "the yellow sled." The newer 14s are much better. The one I have now is 243 pounds. I won five straight regattas over 25 straight races with my lighter one. I used the same sails, rigging, and blades. The only difference was the "weight."

Let's say your boat is leaking and you're broke. What can you do? For starters, silicone seal your boat properly. That means removing the old silicone on the pontoons, rudder gudgeons and drain plugs. The best way to check for leaks is to use a wet-dry vacuum. Reverse the air flow so that the vacuum blows hot air into the hull, through the drain hole. While this is being done, your friend, wife, husband or neighbor soaps up the boat. Wherever there are air bubbles there are leaks. Dry it and try again. If there are no leaks, but

your hulls are still heavy there's not much

you can do. One thought is to install

inspection holes on the foredecks. This would allow you to put a heat lamp inside and dry out the water-saturated foam. This technique does take time, but it does work. Unfortunately you now have another possible source of leakage and added weight. The reason weight is so critical is, obviously, speed. If your boat and you are overweight, the boat will ride lower in the water, accelerate slower in the puffs and will be less responsive in tacks. You can't

polines to hang somebody? Cut it off. Do you carry a tramp bag full of tools? I carry one screwdriver, one small pair of plyers, one shackle, one clevis pin and a small piece of line. Let's face it; if you break down while racing, you won't have time to fix it and still win that race. More times than not you'll have to go into the beach for spare parts. Use quality Hobie parts,

win. Is there enough rope on your tram-

check them on the beach, and travel light. Every point adds up.

Lots of people talk about batten tension, shaving battens and so on. Most of the factory battens are good. I like the 36-40 percent curve ratio. Proper batten tension is almost as important. Especially for the

six-batten main. If you use a five-batten main, sell it, give it away or use it as a tent. It's a whole 12 square feet smaller than a six-batten one.

If the wind is light, I use the "angry dog" technique. That calls for stuffing the battens in hard. So hard that the battens look like an angry dog's ribs instead of battens on a sail.

If you're in medium air, back off about a quarter inch; you won't need that much power. If it's blowing hard, get the wrinkles out and no more. You'll be having a hard enough time keeping the boat flat if it's blowing.

Everyone knows about toeing in the rudders a quarter inch. How many of you kick up the windward rudder when it's really windy? You're not trying to point. In this case, driving will get you there quicker.

How's your mast rotation? What seems to work well for me is to file the mast base until the center of the mast lines up with the shroud. If your mast base is worn down past the shroud, the mast will over-rotate and slow your performance. To fix it, simply drill two holes in the top of the mast base and use heavy duty S.S. bolts to build up

the base again.

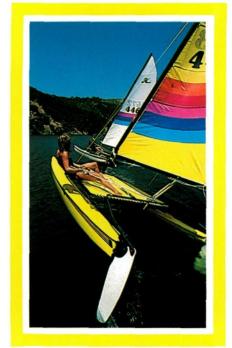
Distribution of your weight on the 14 is an overlooked issue. It can mean the difference between "Team Alpo" and "Team Steak." In light air, to weather your body better, curl up in front of the shroud. It keeps the bows down and you can point much higher. In medium air I try and stay as close to the shroud as I can. In fact, my feet are in the middle straps and my upper body is wrapped around and forward of the shroud. This way, in a puff, I can hike out and keep the hull down and yet keep my body weight as far forward as possible. My body distribution is stable and I don't need to be fumbling around from place to place. Any unnecessary movement on a 14 is death. In heavy air you're bound to have some swells too. Sitting too far forward means you're going to pitchpole. The best place to be is the last strap, but with only one leg. The front leg is over the side bar and bent at the knee. The foot is pointed toward the back of the boat. The reason is simple, your leg weighs one-fifth of your body weight; if you weigh 160 pounds, one leg is about 30 pounds worth. When it's blowing, you want every available ounce over the side holding you down. When both legs are on the tramp you're not at maximum performance. This position isn't easy to do and loads of practice is required. The heroes do it

Going downwind, your weight should be over the front crossbar as much as possible. Always try to ride any swells. The farther forward you are the easier it is to catch waves. When the bow is driven

down, the boat actually is slanted forward and down (purling). This is the perfect angle to catch a swell, and with any boat speed you will. In medium air, I'll lean against the boom facing the back of the boat. My butt rests on the boom and my whole body acts like a boom vang and keeps the sail from moving around. This also allows me to watch the guy trying to cover me and react accordingly. In heavy air it doesn't much matter what you do. you'll probably be out of control most of the time. I try to start sheeting in before I jibe at marks. This gives you a lot more speed going into the turn. The main will already be in your hand and you merely have to duck so you won't be decapitated. Pull the main block to block and hike out.

Now that you qualified for the nationals, what should you do? Nothing irks me more than to have some airhead borrow my tools at a nationals or worlds. If I have to bring them, so should they. How can you expect to fine tune a boat without tools? Being prepared mentally is just as important as the physical aspect. If you want to be a champion, plan ahead like one. That includes physical conditioning, practice tuning different boats in under 15 minutes, studying tide charts, IYRU rule book, weather charts and, not to be forgotten, just plain sailing your brains out.

Keep track of your progress with a notebook. Try some of these tricks and let me know how they worked for you. I'll see you in Mauritius.



# SMALL



# IN BACK

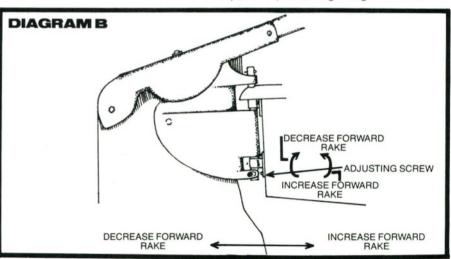
#### BY MILES WOOD and KYM KYMLICKA

Ask 100 good sailors about rudder blade tuning and you are bound to get 100 different answers about the best way to tune for performance. Some will say toe-in, others toe-out. Some like rudders exactly parallel. Some prefer slight weather helm, others more, and still others like a neutral feel. Time on the boat is the only way to answer the question of what works best for

DIAGRAM A CENTERLINE OF RUDDER PIN → 147/16" STANDARD FOR ALL BOATS STANDARD SETTING = 11/8" H14, H16 STANDARD SETTING = 11/2" H17, H18 (NEW CASTINGS) DECREASE INCREASE **FORWARD** FORWARD RAKE RAKE MORE TILLER PULL **♦** LESS TILLER PULL

you, but once you have decided, how do you make the adjustments? Don't worry, its easier than it sounds, especially if you have a Hobie Cat made during or after 1982.

the first step is to determine the current position of the rudders. This is done with the rudder assembly installed on the transom, with the blades down and locked into position. Use a straight edge or a line to



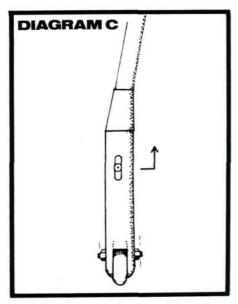
The first thing to remember is that raking the rudder blades forward reduces weather helm on the tiller and less forward rake increases the weather helm on the tiller. Expressed another way, if you want less weather helm, rake forward, more weather helm, rake back.

At the Hobie factory, the rudders are raked forward 1-1/8 inch. (See Diagram A.) Many sailors will not need to change this position at all. Try sailing awhile before you delve into adjustments.

If you feel the need to change the rake,

extend the centerline of the rudder pivot pin down across the leading edge of the blade and draw a pencil line along the straight edge. Measure the distance from that pencil line down 147/16 inches and mark that spot. (Refer to Diagram A.)

To make an adjustment, unlock the upper rudder arm from the rudder housing and leave it unlocked. To increase the amount of forward rake (decrease weather helm), turn the rake adjusting screw counterclockwise with a \$\cdot{\eta\_6}\$-inch allen wrench, being sure not to overadjust. Use the



straight edge to determine how much you have increased the rake like you did to measure the rake before you started adjusting. If you would like to rake the blades a little further forward, turn the screw slightly, remeasure and repeat that process until you are satisfied with the rake. (See Diagram B.)

If you would like to decrease the forward rake (increase weather helm) simply turn the adjusting screw clockwise, measure and continue to adjust and measure until

the bottom tip. Loop the rope around the hook of the scale and pull gently. If the rudder gives way while the scale is within the 17-26 pound range, the tension is adequate. Any more or less and the tension should be adjusted. It can be increased by turning the internal screw within the housing clockwise. A counterclockwise turn will decrease tension. (See Diagram D.) Remember that lubrication is very important in keeping the rudder kick-up mechanism working properly. Use white grease on all contact surfaces and check periodically. Put some on the threads on the internal plastic screw.

What if you've got an older boat without adjustable rudder rake? In that case, you can fill the old holes in the rudder blade with epoxy resin and drill new holes either forward or back, to correct your helm feel. If you have severe weather helm only on one tack, then one of your holes may be drilled incorrectly. To repair it, lay the offending blade on the ground and the correct blade on top of it. Be sure the blades are exactly paired and use the top blade as a template for drilling a new hole. It's also possible that the blades may have warped, so sight down the blade to check for any malformations. Depressions in the blades can be corrected by filling them in with putty or Marine Tex and then sanding

OK, now you're saying so what does all

leading edge and the trailing edge should not be biased in either direction and should point straight ahead. On boats with asymmetrical hulls like the Hobie 14 and Hobie 16, sailors have been toeing their blades in anywhere from 1/16 to 1/8 of an inch. To measure your blades, lock the rudders down and measure the distance between the centerlines of the leading edge and the trailing edge of the rudder about six inches from the bottom of the blade. If the front measurement is less than the back measurement, your rudders are toed in. If the reverse is true, they are toed out.

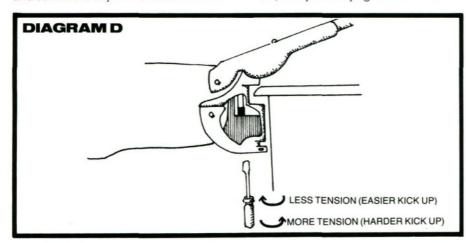
Adjusting toe is probably one of the easiest things to do on a Hobie Cat. First, attach the main halyard to the block hanger on the boom. Secure the halyard line to a cleat on the mast and then sheet in to put tension on the boat as if the boat were sailing to weather. You can leave the sails off so the boat doesn't fly away without you. Then all you have to do is loosen the adjusting screws at the ends of the tiller crossbar, set the rudders according to your preference, then tighten the screws. Aha, you say, my boat was made before 1982 and has no adjusting screws. In that case, order Hobie Cat part number 6040-0011-1B. It's called the Rudder Adjusting Kit and it is fairly inexpensive. Once installed, it will give you the same rudder toe adjusting ability as newer boats. Contact your dealer for more information about the kit.

Rudder hum has also affected many sailors, especially those with EPO, or epoxy blades when they first came out. Humming comes from the smooth, round edge at the back of some rudder blades which causes the water to oscillate when it passes by the blade. The resulting vibrations lead to humming. Sanding the blades will help remove the humming noise, but, if you have EPO blades, be very careful not to over sand and break through the epoxyfiberglass skin. If you notice a yellowish-tan color when sanding these blades, stop; you're getting close to the foam core.

To sand the blades, simply use some 60-grit sand paper on the back edge of the blade to narrow, or sharpen, it. Once it's sharp, use the sandpaper to form a square edge at the tip of the blade. If you really want to have racing blades, you can use very fine wet sandpaper on the leading edge. Use a shoeshine-like motion on this edge to remove any little bumps. Be sure to retain the square back edge of the blades, however.

If you're thinking about buying new blades for your boat, keep in mind that the only class-legal rudder blades for the Hobie 18 and Hobie 17 are the ones that come with the boat. Blades for the Hobie 16 and Hobie 14 may or may not be class legal, so double check before buying.

Now that you've got the idea about blades, just remember that the pointy end of the boat goes in front and the small flippers go in back, OK?



the blades are raked to your preference.

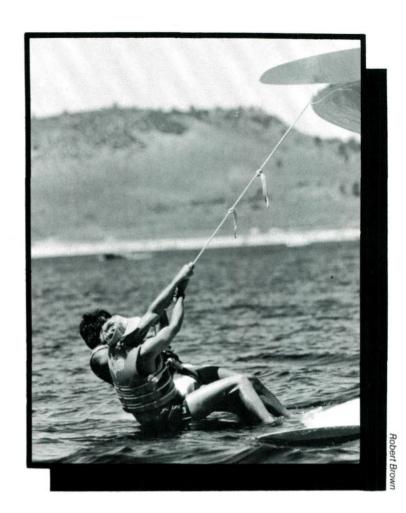
When you think you've got the blades adjusted properly, latch the rudder arm down onto the rudder housing and loosen the socket buttonhead adjusting screw on top of the upper rudder arm about three-quarters of a turn. Slide the adjusting screw forward, toward the bows, until it stops and then retighten. (See Diagram C.)

One important thing to keep in mind is that changing the rudder rake can also change the tension required to kick up your rudders in case they hit an obstruction. The blades are set to kick up when they meet a resistance of about 17 to 26 pounds. You can use a spring scale and a rope to test the tension by tying the rope around the blade about seven inches from

this information about rake do for our speed? Actually, rudder rake does very little one way or another to speed unless your weather helm is so bad that you give up and come into the beach. The rudder adjustment that affects speed is rudder toe. Having the rudders toed in means that the leading edge of the rudder blade is pointed in towards the centerline of the boat and the back edge of the blade is pointed out, away from the boat. Toed out, of course, means that the back edge leans in toward the boat and the front edge points out. How are sailors setting their blades now? A consensus seems to be developing that on boats with symmetrical hulls like the Hobie 18 and Hobie 17, rudder blades should be parallel, that is the



# CREWING WITHOUT



STEWING

**BY KIM WILLIAMS** 

Somewhere I once read that "behind every successful man is a great woman." May you heed these profound words, skippers, for, if you will notice, a vast majority of the men at the helm of a Hobie Cat have as their second mate a member of the opposite sex.

For whatever reason many wives, girlfriends and kidnapped babysitters find themselves weekend after weekend with a jib sheet in hand and a tentative look on their faces, for they have learned after experiencing a few major regattas that

what may start out as pleasant as a cocktail cruise can easily turn into something resembling the next eruption of Mt. St. Helens.

Any female crew who has logged a few hours on that synthetic piece of material called a trampoline knows that Mother Nature's fickle elements like wind, waves and weather, may not hold a candle to the volatile interaction that may ensue between her and the skipper. Face it skippers, consensus from a high percentage of female crews is that once the blue flag

goes up, it ain't no bed of roses out there!

Picture this scenario. You are double trapped heading toward the weather mark in 25-30-knot winds. You hit some puffs which compel your skipper to yell in your ear, "Think heavy, think heavy, think heavy!" The good crew that you are, you engross your entire being into "thinking heavy." Suddenly your boat is amid the starboard onslaught and they dare you to come within striking distance. Being the good crew that you are, your anxious voice says "I don't think we can make it!" But as you

look back at your tiller jockey, his teeth-baring grin conveys his decision: "Watch me!" Before you know it, that last dodge on the kamikaze layline catches you smack in the middle of a port-starboard foul. Worse yet, you capsize, and the last thing you see is your expensive sunglasses sinking slowly into the depths of the ocean to become part of a new housing complex for bottom fish.

Suddenly you are grabbed by your life vest, and the skipper demands a quick righting maneuver. Of course it never comes up fast enough, but always comes down hard enough to produce a massive hematoma on your forehead. "Get back on! Get back on!" he yells. The good crew that you are, you concentrate everything into "getting back on." You feel Conan the Barbarian couldn't have given more strength to the endeavor. The helmsman screams myriad orders:

"Collect the spaghetti!"

"Get the [censored] boat in order!"
"C'mon, figure which direction you're

In all the chaos, you just can't seem to do anything right. You oversheet. You undersheet. You backwind the jib. Finally, the hulls of your Hobie slide into shore. You are silently seething and suddenly that guy on the helm audaciously slaps you on the back, smug and smiling, only to say "Nice race compadre." So, you rub your rising hematoma while questioning his sanity. Didn't he realize what animal-like behavior he displayed on the boat? If he only knew your visions of him wrapped in white cloth sliding from a plank to his fate of silent burial at sea.

Fess up boys, at one time or another each of you has revealed your tyrannical colors amid some intense racing. Yes, yes, we know it is just an outlet due to frustration and foil on the race course. But gentlemen, hear my plea. There are some disgruntled crews out there. The unwritten rule, "Thou shalt not talk back to thy skipper while on the race course" can only lead to a medley of vindictive repercussions. The female crew that is not allowed to get mad will look for a way to get even. Wives and girlfriends are able to bring it back to shore as the silent treatment. The kidnapped babysitter may let the kids make mud pies on your white carpet.

Oh, the sins of revenge committed on the boat! Come on, girls, you know. Those little hand gestures behind the mainsail, forgetting that one starboard boat, dragging your foot in the water while leisurely going downwind. Remember accidentally pushing the watch button off while timing the start? Was that a Course 3 or Course 4? I felt pangs of guilt when I nearly pulled the plugs out of the hulls prior to one race.

"Hell hath no fury like a woman scorned."

I knew if I was to continue my crewing career, I needed a major attitude adjustment. I started by seeking consolation from fellow crews. I needed to know that others had considered mutiny. One told me she simply jumped off and swam to shore. Another asked if I ever considered earplugs.

I was too smitten with the sport for those measures or to retire. I vowed not to let my boyfriend succumb to the outreaching vixen hulls of the high tech, single-handed, Hobie 17. I was going to discover the true components of the winning team and achieve ultimate peace and harmony on a two-man craft.

My trek continued after every regatta. I searched for those bonafide crews, those real diehard women who seemed to weather any storm. They must have known the secret combination of communication and skill. I followed Wayne Schafer around like a puppy dog, asking him to draw just one more diagram in the sand. I religiously read Phil Berman's Catamaran Crewing from Start to Finish. I chewed and swallowed Jack Sammons' Welcome to A Fleet. Yes, I was determined to keep from being mere ballast material on a race boat.

My confidence bloomed. I began to feel like I was ready for the Hobie hotlist of wanted crews being passed around by the Big Boys seeking national hardware. I had visions of myself belonging to the ranks of the Golden Girls like Paula Alter and Patti Paul. But each time I hopped onto that Hobie Cat heading for the starting line, my false security wavered as I anticipated the metamorphic change that was about to take place in my skipper. In all those manuals I had read, I could not find a thing to solve this problem. What to do?

Since no strategy could be found, I created some unorthodox tactics for myself. One was "visualization." I use it frequently on the L.A. freeways. All the cars become Hobie Cats. It is the start of the race and I am caught in this traffic jam. There is congestion on all sides. I yell "Coming up!" to that Cadillac to weather and ease into my chosen tactical position in the fast lane. A barger! "Give me a 360," I shout out my window. The guy looks at me like I'm crazy and tacks off at the next ramp.

As the flow thickens with merging traffic, I cannot seem to make that exit off to port. I ride it out forced to pinch ever so slowly to make that rounding onto the Santa Monica Freeway. Suddenly a Mack truck attempts to bear down on me. I yell "There's no room at the mark, buddy!"

Perhaps I should warn the ladies to beware of overvisualization. I almost ended up as a hood ornament on a semi.

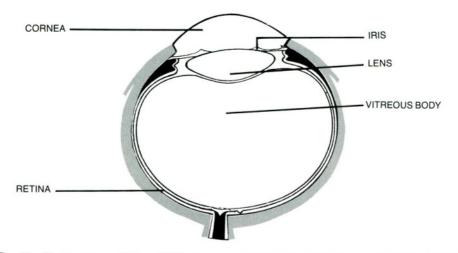
This exercise of visualization can easily be carried over to sailboat racing to create what I call "crew assertiveness" while on the course. My skipper was quite content just to concentrate on steering the boat while I fought with a man at the helm of a massive monohull who thought he could muscle in on the right of way of a little Hobie Cat. I screamed IYRU rules at him, but when I attempted to climb up his bow sprit to throw a punch, he knew I meant action. My skipper restrained me by latching on to my trapeze harness and mumbling something about my animal-like behavior. I occasionally get carried away, but this new assertiveness has gotten us some great port starts.

Another method for refining the art of crewing without stewing is to play role reversal on the boat. The skipper becomes the crew and vice versa. This is not the time to retaliate for past sins he may have inflicted. It is strictly an educational exercise. At local fleet races, my skipper hands me the tiller and says "Go for it." At first he got a charge out of my lack of expertise. He thought my little "S" turns going upwind were cute. That is, until I almost rammed his trapped body into the committee boat going to the finish. He then decided to become my wise mentor.

I have to admit that once I was in the skipper's shoes, I was forced into assuming a more decisive role and couldn't close my eyes during the more hair-raising incidents. Occasionally my crew would complain that I yelled at him too much going downwind.

But the most important tactic for achieving crewing without stewing is really very simple. It is called appreciation. Clear the cobwebs in the brain and recall that regatta at "Drifter Lake" in the Horse Latitudes. You remember, when it took nearly two hours to hit A mark? Your skipper was frantically trying to second guess the shifty conditions while you were biting your nails just thinking about how miserable the next tack would be. It was 100 degrees. You were plugging along in no-knot wind and the finish was light years away. You looked at the skipper, not daring to ask the unmentionable question because a captain never leaves his ship. Suddenly his scowl turned to a tactical grin. "OK," he said, "Move to that hull, lie on your belly and paddle. We're

You pulled your earplugs out, not sure if you heard him correctly. Skeptically, you assumed your paddling position, waiting for him to make the first stroke. He did. Ecstatically, you headed for shore, popping open that first can of beer and contemplating the next strategic plan . . . Where are you going to take him out for dinner?



# SUN-RELATED EYE PROBLEMS AND THEIR PREVENTION

#### BY DOUGLAS JEFFREY\_

A strong wind and a clear sky make for ideal sailing. You have prepared your boat, stretched, and applied sun lotion. You are ready to sail; or are you?

"Although our eyes have a natural protection against the sun's brightness, glare, and radiation that provides adequate protection against the sun's infrared radiation, the ultraviolet and blue light protection may not be sufficient," says the American Optometric Association. The sun can cause serious damage to your eyes if you do not wear the proper sunglasses.

"People are familiar with sunburn caused by ultraviolet radiation," says Rodney Gilliland, a doctor of optometry in private practice in Southern California. Like the skin, the eye is also sensitive to UV radiation. Unlike the skin, the eye does not develop a tolerance to repeated UV exposure."

The problems that may develop from long-term exposure to the sun include growths on the white of the eye, bleaching of the retina, snow blindness and cataracts. Minor eye irritation may develop from one day's exposure. The sun's blue light and ultraviolet light cause these problems. These two forms of light are just a portion of the solar spectrum, which is all the light the sun emits.

According to Gilliland, the spectrum can be broken down into subcategories which include the visible spectrum, which permits vision, and the invisible spectrum which does not create the sensation of light because one cannot see the light energy.

If viewed on a graph, the light energy can be broken down into component parts. Shorter wavelengths, on the left of the graph have high energy radiation. On the right side, there are longer wavelengths and subsequently less energy. Ultraviolet is on the left of the graph, the middle is the visible range and infrared is on the right. A wavelength is the measure of the amount of energy a particular type of radiation has. These wavelengths are measured in nanometers.

"The human eye is sensitive to optical radiation between 400 and 770 nanometers, says Gilliland. "These numbers represent the boundaries of the visible portion of the spectrum. The invisible spectrum is less than 300 nanometers, and blue light begins at about 400 nanometers. These are probably the most damaging types of light to have enter the eye, and this is why a good pair of sunglasses would block practically all radiation emitted by the sun which has wavelengths shorter than 500 nanometers."

Following are five parts of the eye that are important to understanding the sunrelated problems:

1. The cornea, which is crystalline and clear, is the transparent tissue forming the

outer coat of the eyeball and covering the iris and pupil. According to Gilliland, the cornea is similar to the outer glass on a watch.

- 2. The iris is the round and pigmented membrane surrounding the pupil. The iris has muscles that adjust the size of the pupil to regulate the amount of light entering the eye.
- 3. The crystalline lens is the double convex transparent part of the eye lying behind the iris and in front of the vitreous humor. The lens serves to refract the various rays of light so as to form an image on the retina.
- **4.** The vitreous humor is a transparent, colorless, jellylike substance occupying the greater part of the eye's cavity and all the space between the crystalline lens and the retina. Its purpose is to keep the eye inflated just as an inner tube keeps a tire inflated and to nourish the eye.
- **5.** The retina is at the back wall of the eye and is made up of cells called rods and cones. When these cells become stimulated by light, they release energy which travels into an extension cord called the optic nerve and then into the brain.

"The problems that may develop from long-term exposure are exacerbated in high altitude areas, since there is less atmosphere to filter out the radiation; areas near the equator because of the angle that the sun meets the earth, and areas near snow, sand or water," says the AOA.

"The glare from water or snow is especially dangerous since the problems associated with long-term exposure to the sun may be expedited without polarization in your sunglasses," says Gilliland. "Normally, sunlight hits the ground and is absorbed, but with water or snow the light reflects back into the eyes so the actual amount of exposure is magnified several times."

The eye's defense against the sun is a natural filter built into the cornea and crystalline lens. "Since most of the UV light entering the eye is filtered out by the crystalline lens, this lens and the cornea break down with age and from the cumulative damage sustained from the UV light," claims Gilliland. "Since they absorb UV radiation, the cells in the crystalline lens become damaged, yellowed, and discolored. The subsequent result is corneal damage and cataracts. If you have a cataract, the lens becomes cloudy and does not transmit an adequate amount of light to stimulate the retina properly so vision can take place."

Instead of the lens being perfectly clear and allowing light to be transmitted through it, the cloudiness blocks the light and causes light scattering and blurriness. The time it takes to develop a cataract can be short or they may never develop at all. Cataracts can adversely affect vision in three months, or they may take years to develop.

The growths on the whites of the eyes occur when there is a connective tissue proliferation of the conjunctiva due to overexposure to wind and UV radiation. The conjunctiva, which is a barrier to injury and bacteria, is the clear mucous membrane that covers the eye.

"The growths develop in two cases of severity," Gilliland says. "When the connective tissue growth gets large enough to see, it will appear as a tiny, white, raised area where the dark and white portion come together. In most cases the pinguicula does not affect vision. The more severe is a pterygium, and in advanced cases it can cause visual disturbances. If the growth encroaches or moves across the cornea and towards the center of the eye, it can cause visual complications. Surgery repairs these problems."

Snow blindness is the perfect example of corneal damage from UV light. When you are near snow or water all day without proper eye protection, damage may occur since the cornea is getting burned while filtering out the harmful light. The visual problem is one in which the retina becomes so overexposed to light that everything looks washed out and you can't adapt to the dark. This is not a permanent problem. There is pain and discomfort for four to eight hours but in 16 to 40 hours the cornea heals and the eye is back to normal

"The duration of the sun exposure and

how direct the exposure, however, will determine how fast the retina can return to normalcy," says Gilliland. "This may also result from the glare from water," he said.

According to Gilliland, one of the biggest problems with the sun's rays is the blue light not filtered out by the human eye. "Blue light causes most of the retinal damage since it goes through the cornea, crystalline lens, and into the retina completely unabated. The hypothesis for retina bleaching, also known as the blue light hazard, is not completely understood. When light hits the rods and cones, a photochemical reaction takes place." The photopigments are broken down into another chemical substance; the result is a wave of energy that is created. "This electromagnetic energy travels back through the optic nerve to the brain where vision takes place.

"During the initial photochemical reaction when the substances are broken down into component parts, there is an accumulation of toxic products in the retina that leads to overbleaching of the retina. The problems associated with it include a veiling glare which interferes with vision and some would argue causes eye discomfort"

Additionally, "molecules and small particles in the ocular media scatter the blue light reducing the quality of the blue image still further," he says. This is particularly true in older people.

According to Gilliland, the scattering effect can be seen in the Earth's atmosphere. The blue light is scattered among the atmospheric molecules and eventually radiated to space or to the ground, thus providing the blue color of the sky. At sunset, the sunlight travels through such a thick layer of air that the blue light is almost entirely scattered away and the sun appears orange or red.

Night vision, the eye's ability to see in night-time darkness, may also be affected by blue light exposure. Light adaptation, the amount of time it takes the eye to adapt to dark or light conditions, continually worsens as one ages since the retina does not adapt to light as it did when one was younger.

Wind irritation is a minor inconvenience that can be treated with eye drops before, during, and after wind exposure. The superficial cells on the front surface of the eye are affected by wind, but these cells repair themselves quickly. The symptoms include grittiness, dryness, redness, and a slight amount of light sensitivity.

Wearing a hat or visor may protect your eyes from direct exposure, but they will not prevent the glare from the water getting in your eyes. According to the AOA, "squinting is not the solution since it adversely affects performance by resulting in tension and fatigue. But, there is a solution for all of these problems for the Hobie sailor. Providing comfort, protection, and easier seeing,

sunglasses are the solution," the AOA stated.

Gilliland noted, however, that you should be cognizant that some glasses do more harm than good. "Some over-the-counter glasses will only protect the eye from visible light and not from UV or invisible light," he said. "Your pupil will dilate if wearing this type of glasses since the glasses are reducing the amount of visible light entering the eye." As a result, you are increasing the window and allowing the more damaging UV light in. "These glasses are actually more detrimental than beneficial. You would be receiving more UV light than if the eye were directly exposed without sunglasses," Gilliland said.

The AOA also noted that your occupation may be a factor when you get out in the sun. "The typical recreational participant spends most of his or her day at an indoor job," states the AOA. "Eyes, then, are ill prepared to handle the brightness and glare found outdoors."

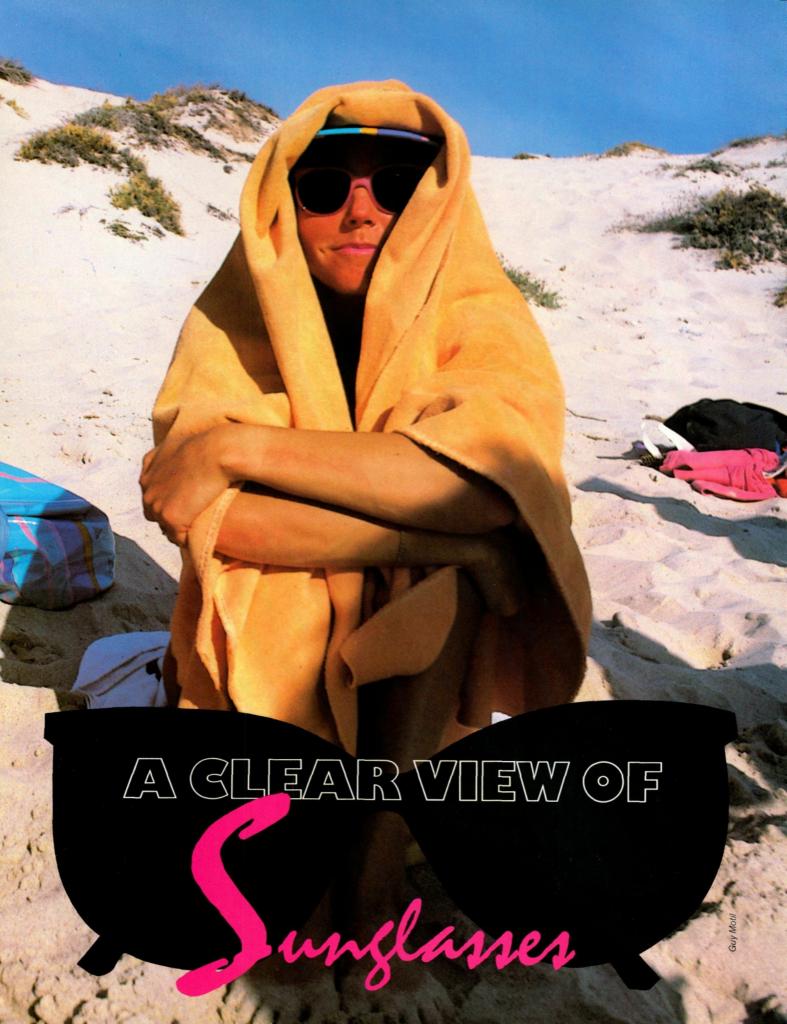
The proper sunglasses are vital, and serve many purposes. Sunglasses reduce brightness and glare; protect against wind, which can cause eye irritation; help maintain good night vision by preventing bleaching of the eye's retina; and protect against UV radiation, which can irritate the eyes, cause the growths, and contribute to cataracts.

"Proper sunglasses provide good vision that can add to the enjoyment and safety of water sports," the AOA states. "For water sports, sunglasses should have a high or medium dark grey tint that screens out 75 percent to 90 percent of light and offers a high to maximum level of UV protection. Generally, maximum UV protection is needed by those who have had cataract surgery, spend most of their day outdoors, work near snow or sand, live in high altitude areas or near the equator, use sunlamps or take drugs such as oral contraceptives or acne medications containing tetracyclines that increase sensitivity to UV radiation."

"Sunglasses should have polarization to block reflected glare. They should also meet government impact-resistance standards, be ground and polished to be free of distortion and imperfection, matched in color and absorption, large enough to provide protection, and the frames should not interfere with side vision," and be available in most price ranges, the AOA states.

According to Gilliland, "the ideal pair of sunglasses would block UV completely and transmit light in the visible part of the spectrum except for the light in the blue region, which would be reduced."

As you can see, eye protection should be standard equipment; their importance is reiterated by Gilliland. "Use of properly designed sunglasses should result in superior eye comfort and health, better visibility, and greater overall safety."



If you thought our little guide to roof racks in the March/April issue was a little complicated in parts, you ain't seen nothin' yet! Sunglasses, those eyepieces we wear during the summer to help us keep from squinting, have come a long way since Donald Duck decorated your horn rims. Sunglass manufacturers will quote everybody from the National Center for Atmospheric Research (Jones Optical Company) to Jesus Christ (Bucci) to convince consumers that their sunglasses are the only ones that can give the total sunglass experience. They can present long dissertations on thermal distortion, photons, infrared radiation, nanometers and electromagnetism. Personally, we prefer our old Donald Duck sunglasses. Still, what follows is the latest information we were able to obtain on many popular brands and some newcomers. All we can do is present it. If you haven't already, read the accompanying article by Douglas Jeffrey which outlines why eye protection is vital to the Hobie sailor and explains what should be present in an effective pair of sunglasses. Then take a look at this guide. Here are some handy definitions:

GLASS VS. COMPOSITE: Glass lenses usually give a truer image. Plastics and polycarbonates can give a distorted image because they can warp. But, they can give the same UV protection, and are lighter on your nose.

IMPACT RESISTANT: This does *not* mean unbreakable. It means that the lenses will resist impacts without breaking up to a certain degree. Most glass lenses will claim to be impact resistant. Many carbon-based lenses will claim to be completely unbreakable. It depends on how rough you are with your glasses. Truly impact-resistant lenses will take some pretty good punishment, but they can break.

INFRARED RAYS: Practically inconsequential to human vision because the earth's atmosphere filters most such radiation. There's no need for special eyewear to protect against these rays.

**OPTICALLY CORRECT:** Anything coming between your eye and the outside world can distort the image perceived by the eye. If a lens is "optically correct," it manages to reduce this distortion to insignificance.

PHOTOCHROMIC: These are the magic lenses that lighten in less light and darken in more light. They're helpful on partly cloudy days when the sunlight varies and for wearing indoors and out. With photochromic lenses, you won't find yourself wearing very dark lenses on an already dark day.

POLARIZATION: This feature in sunglasses has good and bad points. First the good. Polarization can greatly reduce glare making life much easier on your eyes. On the other hand, it also permits the eye to see only about one-half the normal amount of total light which effectively reduces contrast and affects depth perception on overcast or foggy days.

TINTS: Each lens color has plusses and minusses and not everyone agrees on what is best. One company asserts that yellow is best for watersports because it brings out contrasts in flat light. Another says that grey is better because watersport areas hardly ever have flat light so contrast is not a problem and yellow distorts colors.

**ULTRAVIOLET RADIATION:** The big culprit. See Douglas Jeffrey's article for more information.



### Bolle'

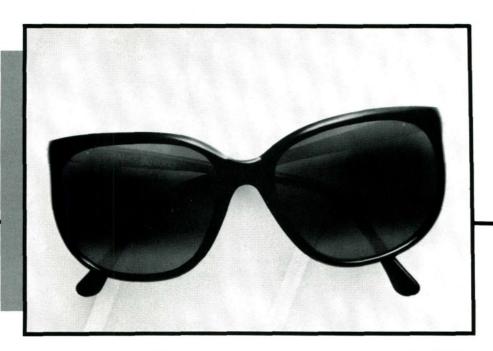
It would be tough to find a manufacturer with a longer history than Bolle'of France. The company was started in 1888 and originally made hair ornaments. In 1937, it diversified into sunglasses which has become the mainstay of the business. Bolle'has managed to collect endorsements from sailboarders Matt Schweitzer, Kelby Anno, Rhonda Smith [for more on Rhonda Smith see "Texas City Hosts Volkswagen Speed Games"] and Scott and Kathy Steele. In addition, a host of surfers, skiers and even bicyclers have endorsed them.

The Bolle'system is based on a lens

called the Irex which is available in three different configurations. All offer 100 percent UV protection. They vary in tint colors which allow greater or lesser light penetration. The lenses are made of impactresistant polycarbonate and are optically correct. The frames are nylon. Frames are available in many styles. Sunglasses equipped with the Irex system will cost about \$75-\$85. A less expensive option might be the PC lens system which curbs less infrared radiation but still eliminates 100 percent of the UV rays. Glass in the PC line cost about half as much as the Irex line. If that's still too much, Bolle'offers the BF Horizon collection. The lenses are not as optically correct, less impact resistant and shield fewer infrared rays, but they do

offer complete UV protection. They retail for about \$16. If you really want to blow everything on your sunglasses, you could try the Maurice Bolle Interchangeable which comes with two lens types for different activities, frames with interchangeable temples, a pouch and more. It also comes with a \$135 price tag. For more information, contact Bolle America, Inc., 3890 Elm Street, Denver, Colorado 80207. Or, call 303-321-4300.





#### Bucci

Bucci has just introduced a new lens that it unabashedly calls "the finest lens available in the world today . . . a technological masterpiece." The product is called Ultima 100 Lens Series. According to Bucci, the lens, which is made of glass, deflects all UV and infrared light, eliminates side glare and bounce-back light and offers correct color identification for a price

of \$98.

The two other lenses made by Bucci are impact-resistant glass in amber or rose tints. The amber lens absorbs 100 percent of UV radiation. The rose absorbs 98 percent. The company also offers a grey, photochromic, polarized lens. Frames are made of acetate, nylon or metal and are available in a variety of styles. Bucci sport sunglasses range in price from just under \$60 to \$90. For more information, contact

Bucci, Inc., P.O. Box 66888, Scotts Valley, California 95066. Or call 800-22BUCCI. In California call 800-33BUCCI.





Hobie Sunglasses

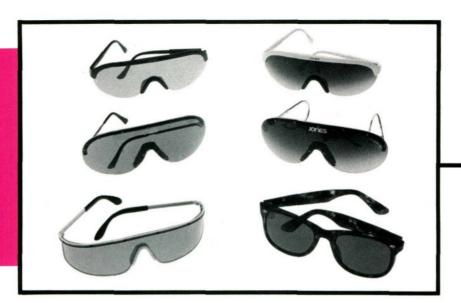
Not suprisingly, many Hobie sailors are wearing Hobie sunglasses. The company is owned by Hobie Alter Jr., perennial Hobie Cat champion. The glasses, which have been designed mainly for the watersports market, have been endorsed by sailors like Randy Smyth, Dennis Durgan and Steve Benjamin and by *Practical Sailor* magazine.

The Hobie system is based on two glass lenses. The first is a polarized photochromic lens which absorbs 97 percent of UV radiation, offers minimal color distor-

tion and a polarized filter which is very effective in eliminating glare. Alter thinks the glare-reducing advantages of polarization far outweigh the disadvantages since the glasses are designed for water sports. Beach areas are usually sunny with few flat light conditions which, when combined with polarized glass, could result in decreased depth perception. The polarized glass lens is basically the same as the photochromic lens but without the ability to change according to the amount of light. This lens absorbs a little more UV radiation (98 to 100 percent) and absorbs 80 percent of infrared light. All lenses are greytinted glass, reduce back light and are

impact resistant. Both lenses are available in prescription. All frames are made of nylon and are available in a variety of colors and styles. Prices range between \$66 and \$78. For more information, contact Hobie Sunglasses, P.O. Box 2516 Capistrano Beach, California 92624. Or, call 800-554-4335. In California call 800-874-6467.





Jones Optical Company

Jones eyewear is an official product of Soldier of Fortune magazine. Thousands of mercenaries can't be wrong. Jones products are also endorsed or are the official glasses of the U.S. Navy Seals, Karen Calvert, a boardsailing champion, the 1984 U.S. Olympic sailing team, some state police organizations and a variety of ski groups.

Jones offers 23 models of sunglasses made of Carbonite® 360 lenses. Company documentation details how the lens was shot with a .22 caliber rifle from 50 feet and did not break. (Just in case you wanted to shoot your sunglasses.) The lenses are warranted against breakage for life, are optically correct and filter nearly 100 percent of the harmful ultraviolet rays. They are available in polarized or nonpolarized formulas. According to the company, the lenses are 65 percent lighter than glass. All lenses are available in a variety of tint colors. The frames are available in a

number of styles and compositions. The company's sunglasses and "sport shields" range in price from about \$30 to \$75. Most are in the \$35 to \$50 range. For more information, contact Jones Optical Company, P.O. Box 3096, Boulder, Colorado 80307. Or, call 800-321-8300.





Lee Splash

The big selling point for these glasses is their ability to color coordinate with clothing. The frames and the bottom portion of the lenses feature a painted design. The frames are made of nylon and

plastic compounds. The lenses are CR-39 plastic and offer ultraviolet and infrared coatings. Prices range from \$7 to \$13. For more information, contact First Impressions, 112 East Washington, P.O. Box 929, Bowling Green, Ohio 43402. Or, call 419-352-1748.





### Oakley

A lot of people have been wearing these sunglasses . . . er "eyeshade systems" around Southern California. These feature the wrap-around frames for increased peripheral vision and less air turbulence behind the lens. The frames, made of

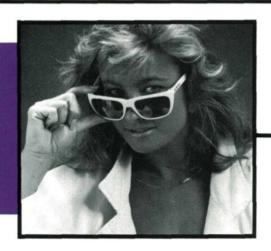
nylon, are available in a variety of colors.

Oakley lenses are made of pure Plutonite® which is an Oakley trademark. We're not sure exactly what Plutonite is, but it blocks 100 percent of UV rays. Lenses are available in grey, bronze, yellow and clear tints.

The Oakley eyeshade system retails for \$60. For more information, contact Oakley,

11 Marconi, Irvine, California 92718. Or, call 800-523-3941. In California call 800-441-0865.





## Royal Optical Company (Ski Optiks)

This company's lens system features three types of optics. Hicon™ lenses are glass, optically correct lenses which absorb 100 percent of UV radiation. The lenses are impact resistant. Lens coatings reduce back light. Amber and ruby tints are available. Prices range from \$45 to

\$55

Ultrasafe™ lenses are shatterproof (they also shot the lenses with a gun), carbon-based lenses which also give 100 percent UV protection and are optically correct. Five tints are available. These lenses are available with a titanium coating which allows the lenses to be lighter and still maintain protection at \$25.

Polarchromatic™ lenses are, as the name implies, photochromic, polarized lenses made of glass. This lens offers reduced UV protection, but, according to Royal Optical, it is well within national

standards. These sell for \$65.

For more information, contact Royal Optical Company, Inc., 400 Mathew Street, Santa Clara, California 95052. Or, call 800-662-4041. In California call 800-662-4040.





Style Eyes
Style Eyes features a line of lenses called the Pro Series. The group is divided into four lenses for four different types of activities. The Pro Amber lens uses yellowbased glass with a cadmium oxide coating. According to Style Eyes, the lens is ideal for skiing. The lenses are designed to cut background glare from behind and are treated to resist scratches. In addition, they eliminate nearly 100 percent of UV rays

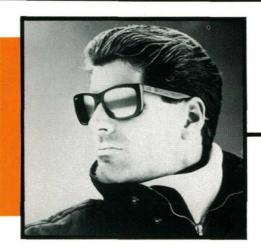
and most infrared rays. Pro Ambers are priced at \$45.

The Pro X100 lens is a multi-coated lens which offers maximum depth of field vision. They also block 100 percent of UV radiation and retail for about \$70.

The Shoreline lens is Style Eyes' entry into the polarized lens market. The lens tint helps give true color vision. These lenses absorb nearly all UV radiation and sell for \$45. All Style Eyes lenses are made from optically correct glass. All frames are made of nylon.

For more information, contact Style Eyes, 839 Hinckley Road, P.O. Box 4522, Burlingame, CA 94011. Or, call 415-692-2594





### Vuarnet-France

Vuarnets are probably the most famous sunglasses in this group. For a long time one had to wear Vuarnets in order to be in fashion. That was when everybody had to be a skiier and most Vuarnets were made for skiing. Now, the company offers four lenses for different activities, including skiing, sailing, hunting and general purpose. All Vuarnet lenses

are glass and are impact resistant.

The lens type of most interest to sailors is the Nautilux. These lenses absorb 100 percent of UV radiation and are tinted yellow. The optically-correct lenses feature a blue-green, double-gradient filter to help eliminate glare from the water. Prescriptions are available for all lens types. Almost all Vuarnet frames are made of nylon.

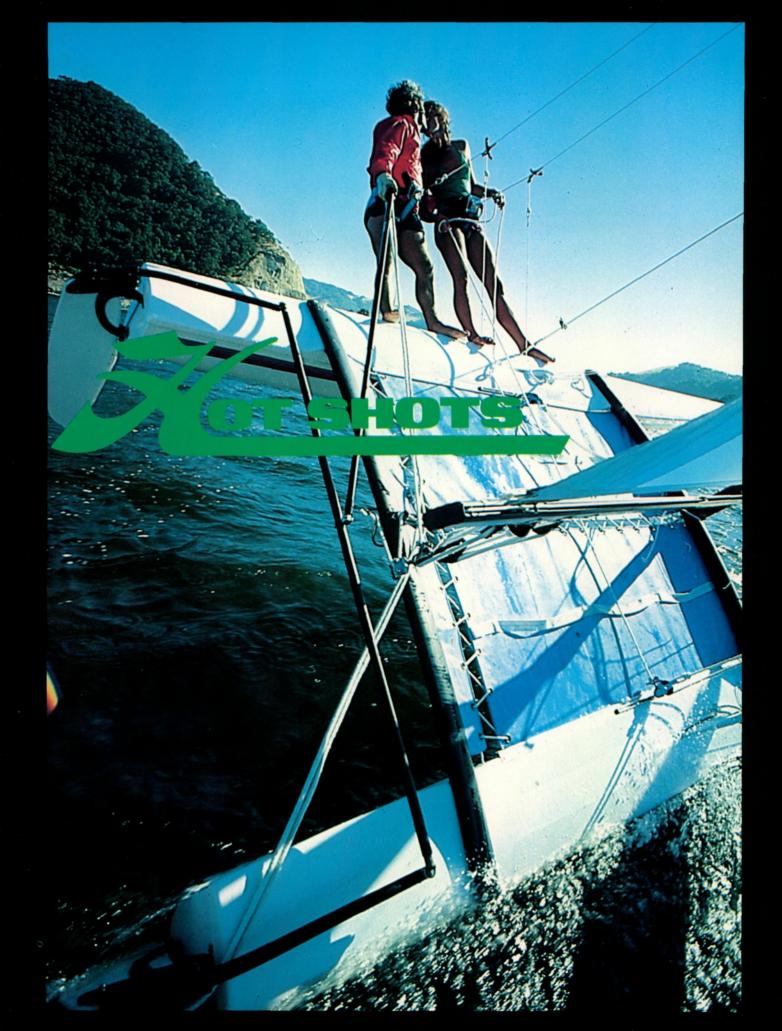
The price of the Nautilux glasses range from \$65 to \$140. Most are about \$85 to

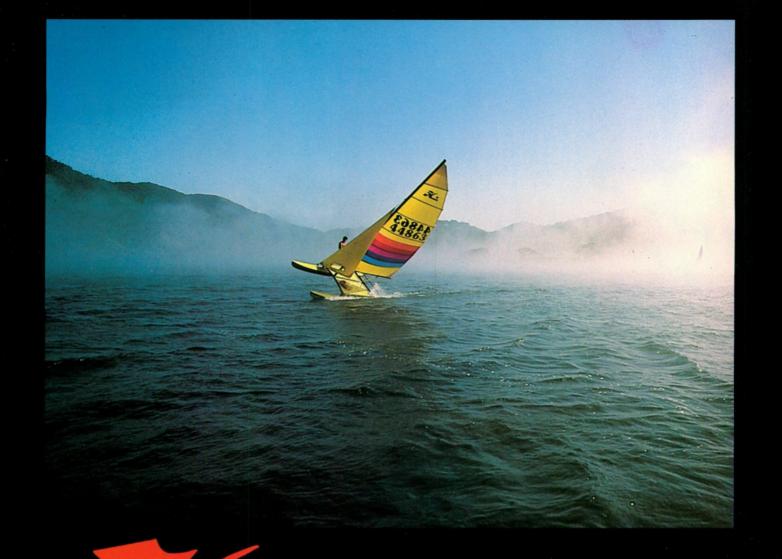
\$100. For more information, contact Vuarnet-France, P.O. Box 823, 1550 E. Franklin Ave, El Segundo, California 90245. Or, call 213-772-1100.





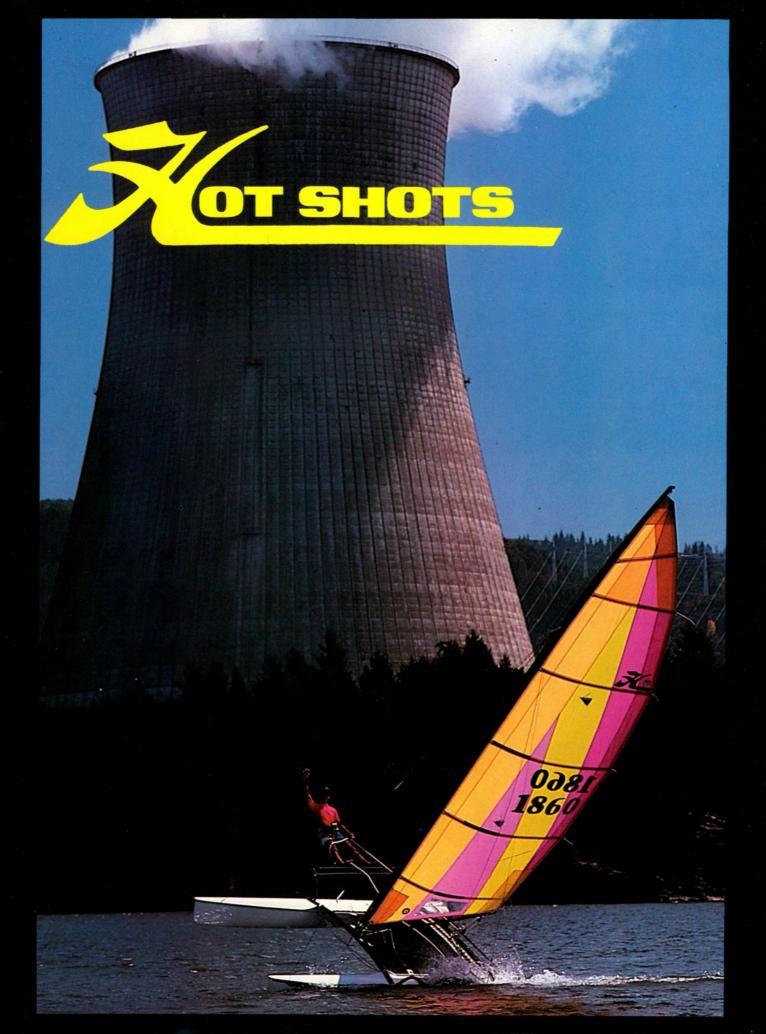
Photography By Guy Motil





### OT SHOTS







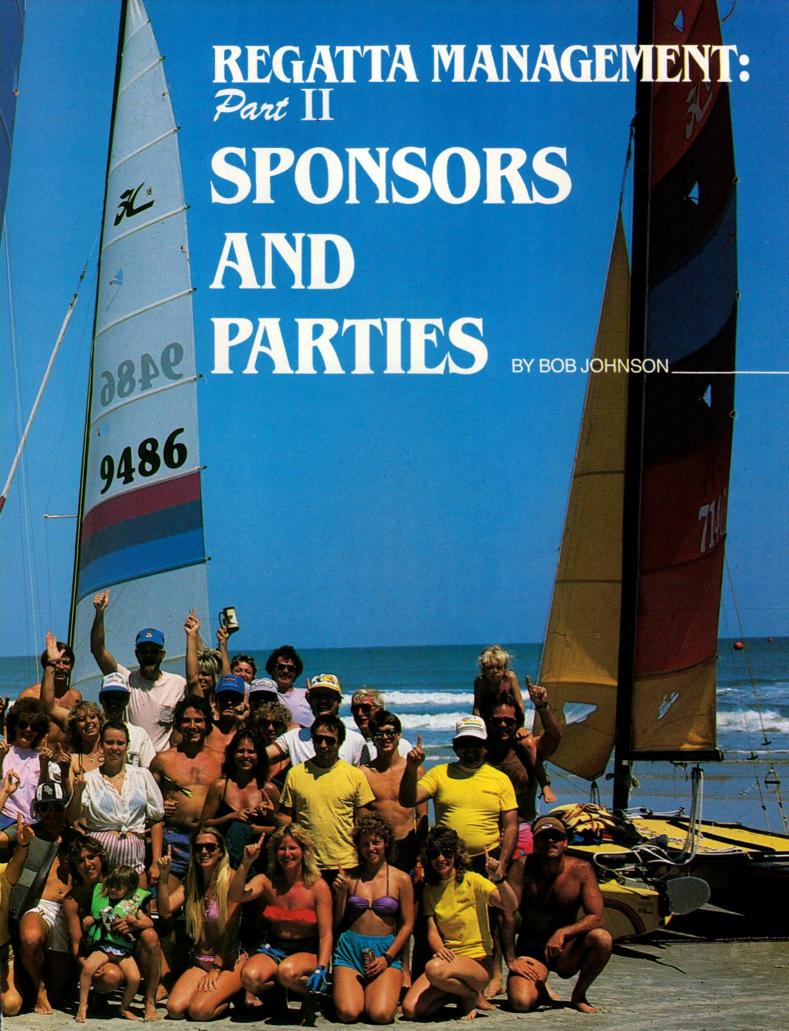
### OT SHOTS











Getting together to compete is what Hobie Catters come to regattas for. However. I have found that the camaraderie. the Hobie parties, and the fun that we have at regattas is what keeps Hobie enthusiasts coming back for more. Without sponsors, Hobie regattas and Hobie parties would lose part of what makes them the fun that most have come to expect.

Sponsors

So, how do we get one of those elusive sponsors? First, get together with a group of people from your fleet and brainstorm all the possibilities that you can think of for possible sponsors. Check to see who works for whom. Whose dad is a major businessman? Who knows someone who knows someone? Make a list of these people and then see who is sponsoring what around your area. What new companies are entering the area? Check the newspaper constantly for new products that are being introduced by companies. Just list all of these possibilities. Think about tobacco companies, alcohol distributors, car distributors, and major companies that have home offices in your area. All of these are possible sources for a sponsor for your regatta.

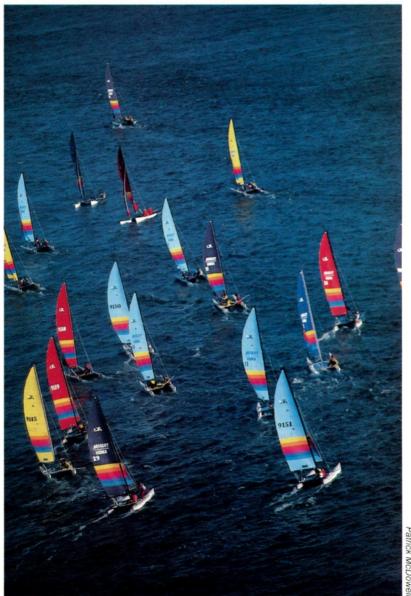
Try to qualify your sponsor to see how they might affiliate with our sport. They might be a strong outdoor company that is using an advertising program that features water sports. This would be an ideal connection. Look for companies that have strong advertising policies already. They are used to advertising and the amount that you will be asking for will be small compared to what they are used to spending. Check your local newspaper for leads in addition to watching television and reading the local sailing magazines. Local magazines that feature your city or county might also be a possibility. You are just trying to come up with all of the possibilities at this point. Don't count anyone out!

Next, you will need to prepare a package for presentation to a sponsor. This should be a slick presentation, featuring color, typing and a thorough explanation of just what Hobie racing is and why this company would benefit from spending their advertising dollars with you. Be sure that you name the regatta and present it to each sponsor with their name as a part of the presentation. This will set the tone and make them feel as if they are already a partner in the regatta as they read over the presentation. It also helps when you call the regatta by the sponsor's name. Be sure to tell the potential sponsor the time of the regatta and where it will take place. In addition, be sure to include the approximate number of boats that you expect to participate and then translate that into people that will be at the regatta, either viewing

or part of the background of the regatta picture. In addition, be sure to include the number of spectators that you expect to attend. These are the demographics that the company will be looking for (dollars to people ratio). Also be sure that you explain the demographics of the Hobie sailors to your potential sponsor, such as the average age of Hobie sailors and how those ages will benefit your sponsor. You may also want to explain the habits of Hobie sailors, especially if you are trying to get a beer sponsor. If you are approaching a convenience store chain, you might take pictures of coolers filled with beer, cold drinks and ice alongside a bag filled with suntan products, hats and the myriad of other items that you can purchase at a convenience store. Be sure to show the sponsor how you both can benefit from a close association.

While it is true that you will need to emphasize the benefits of associating their company with our exciting sport, most people do not even know what a Hobie regatta is, so you will have to educate them. Be sure to include action pictures of Hobies flying hulls, of people on the beach, of people having a good time; this is what our sport is all about. Invite them to go for a ride. Invite them to one of your fleet races. Make a fuss over them. Keep in mind, a major corporation is made up of people just like you and me. They need to know what type of people we are. Invite them out for a barbecue and hull flying or some of the other activities that your fleet puts on. If this doesn't get them excited, then there probably is no hope anyway.

In your spiffy, slick presentation, specify the expenses of the regatta. Be sure to present a professional-looking expense/





profit presentation. Call each expense source for exact prices on every expense that you include. Be sure to cover all types of expenses, including food for the regatta management team, ice and every other item that you can think of including regatta insurance. Don't try to get through a regatta without proper coverage. Hobie Cat has a blanket liability policy that each fleet may purchase a rider under. The cost is slight compared to the peace of mind that it will give your fleet and your potential sponsors. Include the expenses for T-shirts, trophies, beer, soft-drinks, parties, and all promotional items. You will also need to include a miscellaneous column to catch all of those last minute items. Now, figure your income from registrations, and you will have the amount that you will need from a sponsor. You can try for one major sponsor or several associate sponsors. Anyway that you cut it, you will want to give the potential sponsor many options to choose from. A partial sponsorship could

be \$500, an associate sponsorship could be \$1000, while full sponsorship could be \$2000-\$3000. The actual figures will be up to your fleet, but, if you give him only a full cash option, you may lose him.

We have used the major sponsor route with several minor or associate sponsors in Tampa and have had good luck in coming up with the money that we have needed to put on our regattas. Our route was to have one major sponsor and have their name featured on trophies, T-shirts, regatta brochures, and all flyers. In addition we had several associate sponsors who contributed products as well as cash. These products should be checked with the major sponsor for compatibility so everyone will be happy.

After all of this, you will want to explain in your package the media coverages that you will plan to have at your event. The more media coverage you can show your sponsor the better your sponsor will like being associated with you. Check with

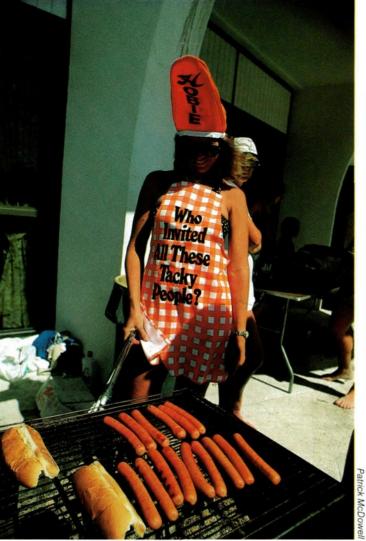
your local television stations, local radio stations and newspapers to see if they would be interested in helping to sponsor your regatta for a trade-off. They would give you time on their medium and you would include them as an associate sponsor. If you are fortunate enough to interest the media, this will help you to sell your package to a sponsor who will give you dollars. Again, this is where the sponsor wants to realize as much as possible for his advertising dollars.

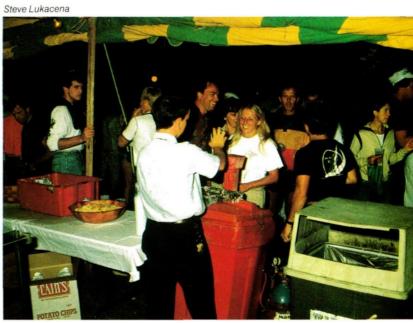
You will also need to have pre-regatta promotions. Purchase an advertisement in the Hobie HOTLINE. The readers of this magazine are the audience that you want to reach anyway, so this is the best source to advertise. Be sure to include this ad, as well as any past advertising that you have done, in your package that you present to your possible sponsor. Flyers that can be mailed and distributed will also help to promote your event and show the association that your sponsor has with your event. Forward notices of your event to all of the other major sailing magazines throughout the country. In addition, send all of the local television stations and local radio stations a flyer for public service advertisements. Each station is required to do public service announcements and yours just might be the one that they choose.

A regatta brochure is also a good advertising tool for your regatta. Include previous feature articles on the same event presented in the HOTLINE. When you are ready for the next regatta, you can send a copy of the last years' successful brochures to show potential sponsors that you do, indeed, have a good track record and the sponsors will get the most for their money. In addition to promoting your sponsors in this event, the brochure will allow the sale of smaller ads that will help to provide additional revenue for your regatta. Each source of income must be explored in the tight competitive money market that exists today.

Design a neat logo for the T-shirt and tie the sponsor's logo into sailing and the good life and the sponsors will be back when you are ready for the next regatta. The regatta T-shirts are more than just a symbol to be given to sailors. Order enough shirts to give them out to the local radio stations, television stations and the newspaper people. Show them that you want them to be a part of your event and perhaps they will oblige by covering it. Be sure to give your sponsors plenty of T-shirts. Remember, you would not have this great regatta without their help. You need to also tie the sponsor's name to the trophies.

Include all of this in your presentation to your potential sponsors. Our sponsor presentation for Midwinters East was approximately 20 typewritten pages which were printed and bound before being sent to possible sponsors. Yes, I know. This





Patrick McDowell



Patrick McDowell



costs money, but you will have to budget it if you are going to make a business-like presentation. Prior to sending the proposal to a company, call the company first to find out who the marketing or promotional director is. Then address your proposal to them directly. Call the company after a week and speak directly to that person. Talk about your event and what you want from them. Let them know who you are and what line of work you are in; this sometimes puts them at ease if they know they are being talked to by a member of the community. If they show any interest, invite them to one of your events and let them meet the people in your fleet. Let the promotional people know that you are a viable group looking to promote a great activity which will benefit the community, their product, and Hobie sailing in general.

Finally, after the regatta, send the results and a short article to every major television station, radio station, newspaper, magazine and publication that you can think of, not only in your area, but nationally. Remember, you need to get your sponsor's name in print as many times as possible. The more you can get it printed, the better your chances of having a repeat sponsor. Now, accumulate all of this coverage that you have gotten your sponsor so that they can see just what they got for their money.

Remember, sponsors can be a great help in the planning, execution and the expense of this major undertaking. Ask them to come out to the event and put them to work. At Midwinters East, I had one of the sponsor's representatives working on one of the chase boats. He loved it! Both the sponsor and the fleet then came to appreciate each other's work, planning and effort.

Remember, these folks like to have fun also so let them into your event. In addition, acknowledge them at the beginning of the regatta. When you have your skippers' meeting, introduce the sponsors. You have everyone there then. Be sure to give them an appreciation trophy at the end of the regatta and let them help you pass out those hard-fought trophies. Make them an integral part of the event, and they will remember it when you return next year.

The Party

One additional aspect of the regatta that we haven't covered yet is the party. Since folks come to regattas for a variety of reasons, the party is sure to be one high on most folks' list. We need to provide for a variety of interests at a party. If you cater to only one small group, then many of the rest of the participants will leave in search of fun someplace else.

At the Subaru Midwinters East in Tampa this year, we revolved the regatta around a giant tent that we rented and set up adjacent to the beach site. This was the center for the regatta. The tent measured 30 by

60 which provided some 1800 square feet of covered area. Our goal this year was not to let the folks get away from the regatta because in the past we have found that people tend to leave and not come back to the party. We had dinner ready for the folks as soon as they came in off the water. The dinner was catered by a local barbecue outfit so it was no bother for us. We did not have to provide any folks for the dinner and the price was right, five dollars for half a barbecued chicken, baked beans, cole slaw and rolls. Since one of our associate sponsors was Yago Sangria, we had plenty of cold wine cooler to quench the pallets of those thirsty sailors. In addition to dinner, we had engaged a disc-jockey to provide us with music to eat to, drink to, dance to and have a good time to. We had rented tables and folding chairs which provided a good place to eat and then allowed the chairs to be grouped for conversations about the day's events.



One of the reasons that the tent worked so well was that we had borrowed a portable generator that provided us with the necessary power to run the lights, discjockey equipment and a motorhome which housed the computer scoring system. As the sun began to set, the lights were switched on and the fun continued well into the evening. We had also rented a "reefer" truck to keep all our beverages cool as well as keeping our ice frozen; thus everything could be stored and locked out of the way.

The highlight of the party was our party chairperson, Cheryl Johnson's, own concoction: hamster races. Yes, that's right, hamster races. It seems that those little suckers will get into their exercise balls and race, only they don't know it. Cheryl constructed a race track out of PVC pipe and put the hamsters in their balls at one end of

the 10-foot-long PVC track. Three people would come up and choose their hamster. They could do anything they wanted to coach the little fellas to run faster, but they couldn't help them by pushing the exercise ball. Cheryl then set some of the donated prizes at the end of each race track and started the race. The folks would coach and scream and do everything that they could do to get their hamster to win them a prize. It was a scream!

After hamster racing, we reverted to passing the grapefruit under the chin. It allowed folks to cuddle with a stranger under the pretext of trying to win a prize. Each line competed against several other lines with each winning team receiving donated prizes. Dancing also went on under the tent, and the party broke up early as folks went back home to their beds, tired, full and we hope happy!

Previous midwinters have seen us have a Hobie games night, and a square dance night. For the square dance night, we had our party at a downtown hotel and rented a square dance caller and eight people who knew how to square dance. These people got everyone up on their feet and dancing. This was a fun event at the 1985 Subaru Midwinters East. In addition, we have had fleet members perform various acts. The 1986 Subaru Midwinters East regatta chairman, Walter Thompson, became the host for "Sailing Feud" in 1985. This was an opportunity for teams to compete against each other in various areas of expertise similar to Richard Dawson's Fam-

Parties are as limitless as your imagination. Use the television. In 1987, we had planned to have a portable video van at the regatta site to show videos that we had taken during the day, however, that could not be finalized. But, I have seen it at other regattas. People enjoy sitting around and seeing themselves and their friends on TV. It has always been our contention that we need to provide the folks who come to our regattas with as much fun as we can pack into a weekend. Our fleet has only 47 members and we have hosted 10 out of the last 18 Midwinters East regattas. This requires a big effort by the fleet and they give it.

Hobie sailing is fun. Hobie racing is more fun and it can continue to be if we remember the original premise that I set out when I wrote the first article. Having a regatta is a business. You need to treat your participants like invited guests at your fleet's resort. They are paying an admission fee and we need to always keep this in mind. Remember, the Hobie way of living and sailing and racing will only continue as long as we, the boat owners and participants in the sport, are willing to give of our time and efforts to see that it continues. We cannot count on someone else to keep it running for us! Have a Hobie lifetime!

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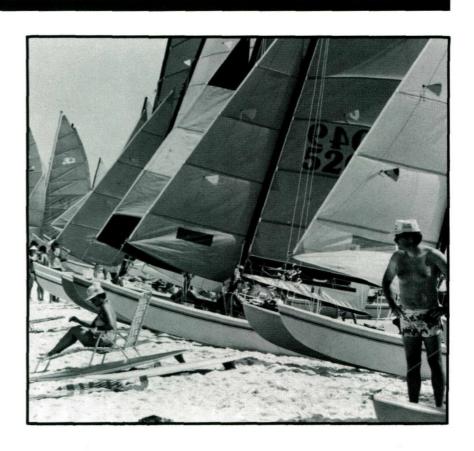
July/August 1987

#### IN THIS SECTION:

Major Regattas
Regatta Schedules
Fleet News
Regatta Results

### WORLD HOBIE CLASS ASSOCIATION

The racing section of the Hobie Hotline consists of regatta news and results as reported by the fleets. If you would like to see your fleet recognized in this section, please submit typed, double-spaced articles and black and white glossy photos only. Return of photo contributions cannot be guaranteed, so please submit duplicate photos.



### **MAJOR EVENTS**

### MAJOR REGATTAS

July 22-25

July 27-August 1

August 29-September 4

September 8-11

September 13-19

September 23-30

**Canadian Hobie National Championships** 

Baddeck, Nova Scotia, Canada

Hobie 18 U.S. National Championship

Minneapolis/St. Paul, Minnesota

Hobie 14/Turbo National Championships

Elk Rapids, Michigan (BYOB)

Hobie Womens U.S. Championship

San Francisco, California

Hobie 16 U.S. National Championship

San Francisco, California

**Hobie 14 World Championship** 

Mauritius

Paul Jamieson 902-564-9517

H.C.A.

619-758-9100

H.C.A.

619-758-9100

H.C.A.

619-758-9100

H.C.A.

619-758-9100

H.C.A.

619-758-9100

### **REGATTA SCHEDULE**

#### **Division 1**

July 4-5	KYC Class Boat Invitation	Ron Schranz
	Bellows, HI	808/261-3189
July 18-19	Froome's Sailing Company	Ron Schranz
	Bellows, HI	808/261-3189

#### Division 2

July 11-12	Long Beach Crand Prix	George Martin
,	Long Preach, CA	714/985-1561
July 19	Race Clinic/Fleet #3	Udo Winkler
	Long Beach, CA	714/867-2864
July 25-26	The Cachuma Challenge/Fits. 15 & 81	"Bill"
	Santa Barbara, CA	805/483-5321
Aug. 7-9	Todos Santos Regatta	Ross Tyler
	Ensenada, Baja ČA, Mexico	619/268-3956
Aug. 22-23	18 Divisionals	Mike Halberstad
	Oceanside, CA	619/940-0964
Aug. 22-23	H-16, Div. 2 Championship	Joel Deupree
	Cabrillo Beach San Pedro, CA	213/920-0468
Aug. 29-30	2nd Annual H-17 Championships	Kirk Wells
	Dana Point Harbor, CA	714/364-2386

#### Division 3

July 11-12	Wild Card Regatta	Bill Carney
,	TBA	408/265-7222
July 18-19	Recreational Race & Campout	Pat Porter
	Wench Creek, Union Valley Resv.	916/525-6919
July 25-26	Div. 3 Championships	Bill Carney
	San Francisco Bay or TBA	408/265-8322
Aug. 8-9	Women's 16 Divisionals	Debbie Nelson
	Union Valley Res., CA	961/454-9196
Aug. 15-16	Mile High '87	Sailing Center
	Huntington Lake, CA	209/822-2666

#### **Division 4**

July 4-5	Northwest Women's Championships	Paul Carter
	Ocean Shores, WA	206/285-1685
July 11-12	Bohemia Mining Days	Kathy Leach
	Dorena Lake, OR	503-942-4774
July 18-19	Sudden Valley/Fleet #37	Zop
	Bellingham, WA	206/733-3291
luly 25-26	Yale Blowout/Fleet #72	Stan Breed
	Yale Lake, WA	503/641-0560
Aug. 29-30	Hobie Cat Regatta	Doug Skidmore
	Lake Cresent, WA	206/678-4415

#### **Division 5**

July 3-5	Bun Burner Fleet #61 Lake McConaughy, NE	John Cox 800/525-2723
July 4-6	4th of July Fun Races/Fleet #48 Heron Lake, NM	Berry Langford 505/256-7879
July 18-19	New Mexico Picnic Get Together/#48 Albuquerque, NM	Berry Langford 505/256-7879
July 18-19	Lake Glendo Regatta Lake Glendo, WY	John Cox 800/525-2723
July 25-26	Lake Dillon Regatta Lake Dillon, CO	John Cox 800/525-2723

#### **Division 6**

July 5	Summer 1 Race/Fleet #128 San Antonio, TX	Ray Seta 512/342-0765	
July 7	Fleet Meeting/Fleet #9 Lake Charles, LA	Dick Stine 318/625-9151	
July 11-12	Spindletop Charity Regatta/#232 Sea Rim Park, TX	Gaylord Strohm 409/745-2220	
July 18	Fleet Sailing Activity/Fleet #9 Lake Charles, LA	Dick Stine 318-625-9151	

July 25-26	11th Sand Dune Regatta/Fleet #99 Mustang Island, TX	Stan Rice 512/992-6375
July 29	Fleet Meeting/Fleet #128 San Antonio, TX	James Kruciak 512/532-7690
Aug. 29-30	Ruff Riders Regatta Port Isabel, TX	Stan Rice 512/992-6375

#### **Division 7**

July	3-5	Battle of the Angostura Stars/Fleet #198 Angostura, S.D.	Ron Whiteman 605/341-3646
July	5	Hobie Cracker Regatta/Fleet #59 Springfield (Fellows Lake), MO	Duane Lewis 417/882-6843
July	11-12	Bent Mast Point Regatta/Fleet #192 Lincoln (Branched Oak Lake), NE	Dennis Wheeler 402/455-4681
July	11-12	Madison Point Regatta/Fleet #472 Madison (Marshall Pake), WI	Sharon Carlson 608/222-6764
yıly	18-19	Casper's Last STand/Fleet #156 Glendo, WY	Ron Whiteman 605/341-3646
July	18-19	Intrafleet #3/Fleet #149 Lake Perry, KS	Ed Swotek 402/895-3498
July	18-19	Club Race #3/Fleet #297 Melvern Lake, KS	Charlie LcClair 316/342-8678
July	24-26	North American Regatta/Fleet #532 Lake Sakakawea, N.D.	Steve Hoetzer 701/258-5926
July	25-26	10th Annual Madcatters Reg./Fit. #297 Melvern Lake, KS	Charlie LeClair 316/342-8678
Aug.	8-9	Divisionals Lewis & Clark Lake, Yankton, S.D.	Don Miller 605/665-8027

#### **Division 8**

July 4	Independence Day Fun Day/Flt. #36 Key Biscayne, FL (Hobie Beach)	Andy Newitt 305/382-4027
July 7	Officer's Meeting/Fleet #36 Key Biscayne, FL	Andy Newitt 305/382-4027
July 9	General Membership Mtg./Fleet #36 Location - TBA	Andy Newitt 305/382-4027
July 11-12	Fort Lauderdale Regatta/Fleet #44 Fort Lauderdale, FL	Scott Corson 305/983-4143
July 25-26	Windbreaker Points Regatta/Fleet #112 Sarasota, FL (Lido Beach)	Jarl Malwin 813/439-2567
Aug. 8-9	Summer Sizzler Points Reg. Daytona Beach, FL (Holiday Inn)	Roy Bertolet 904/672-7322

#### Division 9

July 18-19	1987 Division 9 Championships/Fleet Carolina Beach, N.C.	#191 David Richbourg 919/668-0210
Aug. 1-2	Sandlapper Regatta Isle of Palms, S.C.	

#### **Division 10**

July 5	Commodore Cup/Fleet #218 Ohio	Nancy Patton 216/521-5356
July 11-12	Muddy Waters, III. State Championship Carlyle (Lake Carlyle), IL	Robert Balboa 314/521-5202
July 19	Drop It or Flop It/Fleet #218 Ohio	Nancy Patton 216/521-5356
July 25-26	North Coast Points Regatta/Flt. #218 Rocky River, OH (Lake Erie)	Nancy Patton 216/521-5356
Aug. 1-2	Division 10 Championships Grand Traverse Village, MI	Joe Kuchenbuch

#### **Division 11**

July 11		Women's Championships/Fleet #250	Mike O'Hara
		Atlantic Highlands, N.J.	201/541-4891
July 18	-19	No.Bay Regatta/Fleet #54	Margie Carvello
		Elk Neck State Park, (Northeast), MD	301/321-6581
July 31-	-Aug. 1	Yacht Club of Pleasantville Points Reg.	Bill Hiller
		Pleasantville, N.J.	609/653-6644
Aug. 29	9-30	Wildwood Crest Classic	Bob Edwards
	1	Wildwood Crest, N.J.	609/886-4609

#### **REGATTA SCHEDULE**

#### **Division 12**

July 18-19	N.E. Area Championships/Flt. #143 Heckscher State Park, E. Islip, NY	Peter Fraker 516/277-6035
July 25-26	The Buzzard Points Regatta/Flt. #28 New Bedford, MA	Steve Ruel 617/758-2075
Aug. 29-30	Fourth Annual Long Pond/Flt. #28 Long Pond, Freetown/Lakeville, MA	Stephen Latham 617/993-0867
Aug. 15-16	Michelop Maine State Championships Old Orchard Beach, MN	Scott Fox 207/829-6178

#### **Division 14**

July 11-12	Hefner "Cat" Classic/Flt. #131 Lake Hefner in N.W. Oklahoma City,OK	Ed McLain 405/787-4435
Aug. 1-2	Wildcat Regatta Cheney Lake, Wichita, Kansas	
Aug. 22-23	Cheney Cat Chase Cheney Lake, Wichita, KS.	Phil Knapp 316/688-5091
Aug. 29-30	Oklahoma State Championships Hobie Beach, Oklahoma City, OK	Ed McLain 405/787-4435

#### **Division 15**

July 4-5	Island Hop 87/Flt. #70	Mark Ederer
	Ocean Spring Yacht Club, MS	601/875-6135
July 25	Hobie for Heat/Fleet #178	Joe Barker
,	Ft. Walton Beach (Leeside Pk), FL	904/837-2825
Aug. 1-2	Wm. Cran.prie Mem. Regatta	Hobie Shop
	Panama City, FL	904/234-0023
Aug. 8-9	Hobie Divisionals	Joe Barker
	Sandestin Beach, Destin, FL	904/837-2825
Aug. 15-16	Captain Black Classic	Hobie Shop
	Panama City Beach, FL	904/234-0023

#### **Division 16**

July	10-12	9th Annual Wendt Beach Reg/Flt. #119 Angola, NY	Dan Mergenhagen 716/675-9482
July	24-26	Hobie Cat "Sundance" XIII Regatta Lake Chautauqua, NY	Sharon Chamberlain 716/773-3369
July	31-Aug. 2	Ontario Open 990/Flt. #295 Hamlir (Hamlin Beach State Pk), NY	Cheryl Pierson 716/872-1192
Aug	15-16	Sacandaga Hobie Regatta Albany, NY	Bruce Way 716/438-3800
Λug	22-23	Glenora Cup Clute Mem. Pk., Watkins Glen, NY	5=

July 17-19	Campeonato DeEspana H14/Fleet #426 P. Siles, Spain	Damia Vallve Palmes 34.3.8902543
Aug. 2-9	Campeonato DeEuropa H14 Geneve, S.V., Switzerland	John Dinsdale 011.33.94.57.31.72
CANADA		
July 22-25	Canadian Hobie Nationals (14,16,17,18) Baddeck, Nova Scotia, Canada	Paul Jamieson 902/564-9517

### 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 Dates		<b>Due Dates</b>		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/Apri	
1/6 to 2/27	are due	3/7	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.

#### **FLEET NEWS**

#### **Dana Point Regatta**

Fleet 1, Division 2 Dana Point, California March 21-22, 1987 by Dick Blount

The Dana Point Regatta and I have had a love-hate relationship. I enjoy the location accessibility, warm sunny weather and the quality of the regatta. I've had little success with the light, shifty wind, sea weed and chop.

This year's version of the Dana Point Regatta was quite different. Our first day brought driving rain, large swells and small craft advisories. As the wind and rain howled, the race course resembled a graveyard of broken boats. The attrition rate was high. In the 16A class, 22 boats entered and nine finished the second race. By the time we hit the dock we were a bit chilly. In fact the last time I was that cold I was trying to get my money's worth on a five-day ski pass while a blizzard raged for three of the days.

Sunday brought clear blue skies, monster seas, strong northerly winds and another warning from the harbor master. It was quite delightful. Getting good air going to weather took on a new meaning. Here it meant getting both hulls out of the water at the same time. We only got washed off the boat twice. It was one of the best sailing experiences I've had.

If next year's regatta has half the excitement you should plan on coming. There's lots of great hotels and restaurants; the famed Swallows Festival in Capistrano and, besides that, Fleet 1 does a bang-up job. Maybe you could get "some good air too."

#### Foster's Lager Las Vegas Hobie Gran Prix

Fleet 51, Division 2 Lake Mead, Nevada May 2-3, 1987

The third annual Foster's Lager Las Vegas Hobie Gran Prix proved to be a tactical sailors weekend with light winds on Saturday to medium and then light winds again on Sunday. Four races were completed with eight Southern Californians, one Arizonan and one Nevadan taking home the gold. Both John

Hauser in the 16A class and Linda Leon in the 16B class were double winners when they demolished their sailing competition and then had their names drawn from a box filled with all the registered skippers for round-trip tickets to San Juan, Puerto Rico!

Over 100 awards were given away including: airline tickets to Puerto Rico, show tickets, Jones sunglasses, Bare wetsuits, a mainsail, sailing equipment, sportswear, and Coleman footgear.

Sponsors for the regatta were: Foster's Lager, Trans World Airlines, Hobie, Jones Optical Co., Pepsi, Coleman Footgear, Murrays Marine, Bare, Klassy 100, Hobie Apparel, Astrodeck, and Trentec Inc.

The event was conducted by Thomas Sports in cooperation with Fleet 51.

#### Windline Kickoff Regatta

Fleet 20, Division 3 San Luis Reservoir, California March 21-22, 1987 by Jerry Brenny

Hobie Fleet 20, San Jose, California, under the leadership of Commodore
Christine Duane and regatta chairman Paul Pascoe, had the pleasure of hosting the first Division 3 regatta of 1987. This event, the Windline Kickoff Regatta, was sponsored by The Windline, our local Hobie dealer, and was held at San Luis Reservoir near Los Banos, California.

The weatherman pulled out all the stops on this one and had something for everyone during the two-day event. To start with, a snow shower came through on Friday evening with snow accumulating as low as the 1000-foot level in the hills surrounding the lake. Even that didn't discourage the 73 crews from participating in this regatta. Saturday morning dawned a little on the cloudy and cool side but the wind was just what the heavyweights like - about 15 knots with gusts to 25. This made for some rather exciting racing especially since it was the first outing of the season and quite a number of crews managed to take a dip in the cool water. The safety boat crews were

kept very busy making sure that no sailors spent very much time in the drink.

Not all of the action was on the water. The beach crew, led by George Mabie, had plenty of refreshments and hot dogs lined up for the sailors as they came in from a hard day of sailing. The usual activity of sitting around the campfire telling war stories was a little too much to ask as the wind continued to blow well into the evening hours. Several groups were seen heading into a nearby town and spending the night in a motel as the night promised to be a very cool one.

Sunday was a day for the light weights to enjoy. The sun was shining brightly and the wind got up to about five knots at the most. The race committee, led by Mike Sowers, managed to run a women's race prior to the resumption of point racing. Even though the wind did not lead to exciting racing, it appeared that most

people enjoyed the welcome relief from the blowout of the day before.

As the Hobie weekend came to a close, trophies, designed and assembled by Ron Fikes, were presented to the winners in each fleet. The weekend had been a fine start for what we hope will be another exciting year of Hobie activities in Northern California.

If you happen to be visiting the San Jose area and would like to get involved in a Hobie happening, contact our Hobie dealers, Lynette and Bruce Poncin, at The Windline, and they will get you started in the right direction. And don't forget, the Hobie 16 women's United States championship and the Hobie 16 United States national championship will be held on San Francisco Bay, September 8-11 and September 13-19. It is a beautiful time of the year in San Francisco and we hope you will be able to spend it with us.

### Join a Fleet

Thought about joining up with fellow Hobie sailors in your area? Send us this coupon and we'll let you know where your closest fleet is located.

☐ I would like information on how to

according to the Fleet Directory listing in the HOTLINE, is fleet #
☐ I can't find a fleet that is located near me therefore send me information on how to start a fleet.

Send to: The Hobie Class Association Attn: Liz Reed P.O. Box 1008 Oceanside, CA 92054

#### **FLEET NEWS**

#### Sandpoint Classic '87

Fleet 95, Division 4 Seattle, Washington May 9-10, 1987

Ninety-six Hobie Cats turned out for this year's Sandpoint Classic Regatta held May 9 and 10 at Warren G. Magnuson Park in Seattle. The race was to benefit Washington's Special Olympics, and according to sources, 96 boats was the highest turnout to any Northwest regatta in four years!

The previous week had beautiful sunny weather and the weekend was no exception, however the wind could have been a bit more brisk. There was enough wind, however, to get in two races on Saturday and one on Sunday. Lunches were served both days and all that attended seemed to enjoy seeing old friends or meeting new ones. Many new Hobie skippers enjoyed an informative class,

held by Paul Ulibarri on Saturday morning, on racing rules and strategy.

Sponsors of the race included but were not limited to: O/S Systems (drysuits and liners), Crows Nest Stores, Blue Puma, the Seattle Mariners. West Marine Stores. Mexicana Airlines, Harken, Hobie Cats Northwest, Kisme, Sailing Magazine, Hobie Class Association, and HOTLINE Magazine. The sponsors provided some of the food that was served and giveaway items. "Many boat owners and crews traveled from as far away as Texas and sailed in the regatta," said Jim Horswill, race chairman.

Emerald-shaped cut glass and champagne were given at the trophy presentation.
Everyone seemed to enjoy initiating those who progressed up to another racing fleet with a traditional dunk in Lake Washington.

A fun time was had by all,

and Hobie Cat Division 4 hopes to see just as many turn out for the eleven more races during the 1987 racing season.

#### Lake Norman Points Regatta

Fleet 92, Division 9 Lake Norman, North Carolina April 25, 1987 by Derek Taylor

It was April 25. It was time. All the months of preparation were about to culminate in two short days of gut sailing. The weather was going to be a challenge, the water was going to be cold, and the sailing was going to be wet. There was concern that many people were not going to show. In the end, it was Hobie sailing at its best. Again this year it looked as though Fleet 92 would have the biggest and one of the best regattas in Division 9. That's the way it was at the annual Fleet 92, Lake Norman Points Regatta on Lake Norman, North Carolina

One hundred and eight boats took to the water on Saturay afternoon with a steady wind of 20 mph, gusting to 36. For lake sailing it doesn't get much better than that. The chop and swells on the lake swamped the committee boat and delayed the race until another vessel with much higher pockets could be commandeered. Eventually, everyone got a great taste of double-trapping, hull-flying, derriere-kicking, heavy-air racing. The chase boats were busy this day as C fleeters to A fleeters found sudden imbalances in the strong wind. The races were over in a hurry and a hot barbecue dinner was devoured in short notice. Even on a cold day like that. the cold Michelob made for a great nerve tonic and bragging lubrication.

#### **Scouting Day**

Fleet 250, Division 11 Atlantic Highlands, New Jersey July 17, 1987

Sandy Hook Hobie Fleet 250 announces a day of sailing, sailing instruction and fun for Boy Scouts, Girl Scouts and Sea Explorers from Ocean, Monmouth, Middlesex and Union counties, to be held on Friday, July 17th, 1987. The purpose of this event is to promote safe catamaran sailing and racing, foster appreciation and pride for New Jersey's natural recreational resources, and boost positive feelings for the borough of Atlantic Highlands. This event is sponsored by Hobie Fleet 250, Hobie Cat, the Coleman Company, and the State of New Jersey.

Participants will take part in a "Learn to Sail" program, complete with manuals and videos, conducted by Drew Patey, a certified Hobie instructor and East Coast area representative for Hobie Cat. After learning the fundamentals of safe sailing, and hearing a discussion of environmental programs for cleaning and maintaining the New Jersey shoreline, scouts will have day-long, hands-on experience sailing with Fleet 250's experienced captains. Throughout the day, scouts will also experience the camaraderie which exists among catamaran sailors throughout the world. Lunch will be served, and there will be an old-fashioned barbecue at the end of the day. Each participant will receive a T-shirt with the "New Jersey and You -Perfect Together" logo, a copy of the Hobie HOTLINE Magazine, and a certificate of achievement

Sandy Hook Hobie Fleet
250 is the largest Hobie fleet in
the world and is celebrating its
tenth anniversary in 1987. The
fleet offers something for
everybody from novice to the
experienced racer, from camaraderie to the most
competitive racing, and a scenic location, with many nearby
amenities.

#### 1987 Cowtown Cats Regatta

Fleet 91, Division 14 Benbrook Lake, Texas April 4-5, 1987 by John Alden

The 11th Annual Cowtown Cats National Points Regatta was held on April 4 and 5 at Benbrook Lake. The regatta was held at a new location on the lake that offered great camping and complete viewing of the race course by the spectators. The weather cooperated with winds ranging from 5-18 mph and no rain

### **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

# Bring home the Cup.

Saturday & Sunday, August 29 & 30th, 1987

t's the ultimate relaxation of wing on wing and the sheer exhilaration of surfing a wave. From flying hulls to flying jibes, its the Wildwoods Classic Cup. And it belongs on your mantle.

> Did we say Fremantle? No, but there will be free T-Shirts and free Amusement passes to over 50 rides, compliments of your sponsor—Morey's Pier & Mariner's Landing. Great racing, free T-Shirts and free amusement rides. Wow! The Cup runneth over.

> > Fees: \$20 (Hobie 16, 18) \$14 (Hobie 14, 17)

Schedule: Friday, August 28 5-9 PM Registration

> Saturday, August 29 8 AM Registration

10 AM Skipper's Meet, 5 Races

Sunday, August 30

Schedule announced Saturday

Location: 7100 Ocean Avenue, Wildwood Crest, NJ

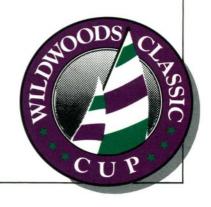
Directions: From South-Lewes Ferry to Cape May, signs to Garden State Pkwy., Exit 4-B, East to Ocean Ave., South (right) to Primrose Rd. From North-Garden State Pkwy, to Exit 4-B,

East to Ocean Ave., South (right) to Primrose Rd.

Information & Call Bob Edwards 609-886-4609 Pre-Registration: Doug Ackroyd 609-861-5674

Fleet 443, Box 119, South Dennis, NJ 08245

Free parking lot at site; motels and camping nearby. Call for additional lodging information. Lunches will be available.



# In an era when airlines come and go, it's nice to find one that's been going for 66 years.



Mexicana's maiden flight was back in July of 1921.

Two Lincoln Standard biplanes took off from Nebraska to Mexico City. Mexicana had made aviation history.

We were the first international airline in North America.

Today, after more than a half century of continuous service, we fly millions of people and thousands of tons of cargo each year.

Each week, our U.S. customers choose from over 200 nonstops. They fly Mexicana to 30 destinations all over Mexicana's Mexico.

Mexicana vacations come in all varieties.

And your vacation dollars go further than ever.

Our 6,000 miles of beaches meet both the crystal Caribbean and the blue Pacific.

Our historic cities were thriving long before Columbus found America.

Our art and anthropology date back over 30 centuries.

Mexicana can take you to all of them. But the beauty of Mexicana's Mexico, you must experience for yourself.



#### **FLEET NEWS**

until trophy presentation. The cool temperatures failed to keep the racers off the water, however, wetsuits were definitely the hot set-up. An unusual east wind made for a small course, so multiples of courses were given to allow everyone to get in as much racing as possible.

As usual, the racing was close in both 18A and 16A, but the activity in the other fleets was just as close during this regatta. The east wind was constantly changing in direction and velocity giving a premium to changing gears. Some of the wind shifts were swinging as much as 40 degrees making for some interesting lay lines to the weather mark. Saturday, the wind built all afternoon from about 10 mph to 18-20 mph giving some fast times on the reaching legs. Sunday the winds started at the 10-12 mph range and gradually died to zero. Two races were run on Sunday giving everyone the full five-race regatta.

Off-the-water festivities consisted of a barbecue meal on Saturday night followed by a keep-warm camp fire and drawings for the giveaways. Trophy presentations followed the protest hearings on Sunday. The protest hearings were presided over by a judge provided by USYRU. Plans are already underway to make next year's regatta better than this one. That will be a tall order as this one was the best in recent memory.

#### Commodores Cup Regatta

Fleet 189, International Saipan, Marianas April 26, 1987 by Bill Sakovich

On April 26, 1987, Com-

modore Tim Bellas organized the Commodores Cup Regatta assisted by Bobbie Grizzard and Jean Sakovich. The winds died considerably from the last races with the exception of a small squall that hit towards the end of the second race with rain and winds at about 20-25 mph. After sailing much of the race in the harbor area, in light winds under the hot sun, it was a welcome squall that helped push most boats quickly over the finish line.

The races were close and leads changed several times with each boat in the lead at one time or another. However, it was Keith and Scott Aughenbaugh who captured the top spot again with a borrowed boat since their's was totalled during super-typhoon Kim in December. Pete Matagolai fell off while trapezing which cost him places.

#### Coca Cola Saipan Sails Hobie Regatta

March 29, 1987 by Bill Sakovich

The Coca Cola Saipan Sails Hobie Regatta was held under good sailing conditions with 15-18 mph winds on March 29, 1987. Only five boats participated but those sailors were competing for positions on the Northern Marianas Sailing Team that will represent the North Marianas Islands in the upcoming South Pacific Games in Noumea, New Caledonia this December.

Drinks were provided by our local Coca Cola bottler, Island Bottling Company, and prizes were donated by Hobie dealer Saipan Sails and Awards. The perpetual trophy was returned by the Kosuge family from Tokyo who won the event last year. This year's winner was the father and son team of Keith and Scott Aughenbaugh.

## 1987 Hobie 14/14 Turbo U.S. National Championship

August 29-September 4, 1987 Elk Lake, Michigan Bring Your Own Boat Event

Sail, Swim, Sail! Come and join in the fun at Elk Lake. White Birch Lodge will be glad to serve as our host hotel offering all its facilities. The prestigious hotel is nestled in northern hardwood along the shore of Elk Lake, one of the most beautiful bodies of water in the Grand Traverse regions. For the kids, White Birch Lodge is a playground and recreation school. Take a vacation, come to the Hobie 14 Nationals.

Entry Fees: 1 event: \$75.00, both events: \$50.00 or \$100.00 both

#### 

Rapids, Michigan 49629. 616/264-8271

#### **DIVISION 2**

FOSTERS LAGER GRAND PRIX DIVISION 2 LAS VEGAS, NEVADA MAY 2-3, 1987

#### HOBIE 18A

- Parizkau/Parizkau
- Seaman/Oltman
   Aucreman/Aucreman

#### HOBIE 18B

- Murray/Murray
   Halberstadt/McDonald
   Charleston/Savage

#### HOBIE 18C

- 1. McCurdy/McCurdy
- Power/Akiw
   Gardner/Gardner

- 1. Touton/Forti
- Simpson/Leggett
   Eggert/Halkowski

- HOBIE 17
- Dexter Ploss
   Bruce Fields
   William Myrter

- HOBIE 16A

- 1. Hauser/?
  2. Rendler/Shea
  3. Shay/Bittle
  4. Ward/Ward
  5. Waginere/McLeod

#### HOBIE 16B

- 1. Leon/Leon

- 1. Leon/Leon 2. Miebach/Willdo 3. Woods/Woods 4. Hurst/Nancy 5. Neuhaus/Neuhaus

#### HOBIE 16C

- Miller/Miller
   Arendsen/Arendsen
   Baudour/Marois
- Spencer/Spencer
- 5. Jeffrey/McKee

#### HOBIE 16N

- Bartell/Payne
   Anderson/Anderson
   Needham/Needham

#### HOBIE 14T 1. Glen Mire

SPRING SERIES I & II FLEET #66, DIVISION 2 PHOENIX. ARIZONA MAY, 1987

#### HOBIE 18A

- Lindley/Lindley
   Clair/Buchanan
- 3. Neal/Neal 4. Burns/Basham

#### HOBIE 18B

Bomberg/Kohn
 Collinson/Collinson

#### HOBIE 16A

- 1. Waugh/Waugh Diaz/Martin
- Ashley/Vecera Banks/Baker

#### HOBIE 16B

1. Haneman/Haneman

WINDLINE KICKOFF REGATTA FLEET #20, DIVISION 2 SAN LUIS RESERVOIR, CA MARCH 21-22, 1987

#### HOBIE 18A POINTS

- 1. Gabbard/Vaquilar
- 3.5

2.	Goodell/Vaughan	4.75
	Johnston/Marilyn	8
4.	Leonard/Bilodeau	13
5.	Howard/Cooper	14.75
6.	Hill	16
7.	Cockcroft/Cockcroft	16
8.	Nixon/Nixon	23
9.	DeGaa/Nielsen	27
10.	Hendry/Knott	28

#### HOBIE 18B POINTS Franklin/Howell Renning/Renning Wainwright/Bnonger 4.75 11

4. Johnson	12
HOBIE 17	POINTS
1. Mike Sprague	3.5
2. Mike Ettl	6.7
3. Doug Johnson	7.7
4. Wayne Mooneyham	8
5. Chuck Dodson	11
6. Tony Probst	20
7. Vic Thiry	20
8. Greg Ursich	22
9. Steve Kieffer	23
10. Dan O'Donnell, Jr.	28
11. George Spain	30
12. Tony Balsamo	36
13. Lloyd Wagner	36
14. Dennis Sullivan	40

HO	BIE 16A	POINTS
1.	Boschma/Mar	3.5
2.	Porter/Robertson	6.5
3.	Neathery/Hill	9
4.	MacDonald/MacDonald	1 11
5.	Reese/Ramage	11
6.	Hess/Hess	12
7.	Skvarla/Ward	17
8.	Brown/Brown	29
9.	Stitt	29
10.	Gracia/Swanson	29
11.	Montague/Keehre	30
	Glaze/Lawlor	31
13.	Reiser/Countryman	31
14.	Yahalom/McMillin	32
15.	Heberer/Heberer	33

16.	Arnerich	38
нон	BIE 16B	POINTS
1.	Miller/Sullivan	3.5
2.	Baily/Stenda	5.7
3.	Haubl/Haubl	9
4.	Schroyer/Schroyer	10.7
5.	Haskins/Alexander	16
6.	Weber/Glaze	16
7.	Apears/Kyle	19
	Minter Hammer	20

	marer / Earnam	
НО	BIE 16C	POINTS
1.	Sears/Sears	3.5
2.	Apple/Sullivan	6.75
3.	Margan	8
4.	Bertucelli/Vaquilar	13
5.	Wilson/Bertao	16
6.	Batten/Michell	17
7.	Rodal/McCrory	22
8.	Simpson/Mitchell	23
9.	Flewelling/Dyer	25.75
10.	Keller/Keller	36
11.	Priore/Pedersen	37
12.	McSorley/Elizabeth	38
13.	Parks	41
14.	Fransconi/Danilson	43
15.	Dooman/Paton	47
16.	Case/Case	51
17.	Schulenburg	51

HOBIE 14	POINTS
1. Jim Sajdak	2.25
2. Ron Fikes	5.75
3. Richard Apple	7
4. Scott Banbury	10

#### **DIVISION 3**

O'NEILL'S - COORS INVITATIONAL FLEET #240, DIVISION 3 SANTA CRUZ, CALIFORNIA APRIL 4-5, 1987.

#### HOBIE 18A

- Rayfuse/Aviles Heilbron/Dietz Goodell/Veughew Gabbard/Apple Kitowski/Sajdak
- Harris/Kathy Leonard/Bilodeau
- Nixon/Nixon 9. Cockroft/Cockroft

Johnston/Johnston
 Penfield/Penfield

#### HOBIE 18B

1. Wagner/Devincenzi
2. Anzur/Steve P.
3. Oyer/Long
4. Corvis/Pearson
5. Hendry/Knott
6. Severson/Knott
6. Johnson/Dennies

#### HOBIE 17A

- Moneyham Sprague Probst Baumgartner
- Sparks Rusich Dotson Johnson Bender

#### 10. McSweeny HOBIE 17B

1. Thiry Riddle 3. Kieifer

HOBIE 16A Montague/Geddes Pascoe/Lousletten Tobie/Wallstrow 3. Tobie/Wallstrow
4. Porter/Robertson
5. McDonald /McDonald
6. Neathery/Hill
7. Sloan/Sloan
8. Skvarla/Ward
9. Yahalom/Rich
10. Montague/Wetherington
11. Heath/Heath
12. Inffries/Walker 12. Jeffries/Walker 13. Peterson/Mullane 14. Rieser/Countrym

14. Rieser/Countr
15. Stitt/Stitt
16. Miller/Michelle
17. Reese/Ramage
18. Hess/Hess
19. Hinds/Brown
20. France/Brown
21. France/Brown
22. France/Brown
23. France/Brown
24. France/Brown
25. France/Brown
26. France/Brown
26. France/Brown
27. France/Brown
28. France/Brown
29. Hinds/Brown
20. France/Brown
20. France/

20. Brown/Brown 21. Boschma/Mar 22. Bush/White 23. Garcia/Swanson 24. Leal/Zwetsloot 25. Glaze/Lawler 26. Vessey/Gross

#### HOBIE 16B

- Stark/Giguere
   Haskins/Alexander Weber/? Clarke/Jackson
- 4. Clarke/Jackson
  5. Renfrow/Shahinfar
  6. Bowen/Peters
  7. Duane/Glaze
  8. Crook/Schultz
  9. Lindquist/Lindquist
  10. Apple/Cooper

#### HOBIE 16C

Simpson/Mitchell Simpson/Mitchell Lyles/Briggs Cante/Carman Pigott/Christmas Rodel/Rick P. York/Ruggier Bertucelli/Batten Ragsdale/Farrara Hapson/Hanson Hanson/Hanson Flewelling/Green Davalos/Tirey Hult/Todd Wall/Wall TIE Salse/Hernandez Case/Case Carlson/Stone Deane/Brasuel

#### HOBIE 14

1. Banbury

BREAKAWAY REGATTA FLEET #17, DIVISION 3 FOLSOM LAKE, CALIFORNIA APRIL 11-12, 1987

НО	BIE 18A	POINTS
1.	Rayfuse/Rivera	5.25
2.	Goodell/Vaughan	11.75
	Westman/Westman	12
4.	Johnston/Johnston	12.75
5.	Degaa/Weast	19
6.	Chaney/Preston	20
7.	Boren/Boren	24
8.	Hammar/Hammar	24

9. Hendry/Olney 24 10. Cockcroft/Cockcroft 34

1. Renning/Renning 3	
2. Dillier/Peter 7	. 75
3. Collier/Anderson 11	
4. Boris/Heredia 13	
5. Ferguson/Colyer 21	
6. Fonts/Fonts 21	

6. Fonts/Fonts	21
HOBIE 17	POINTS
1. Mooneyham	3
<ol><li>Sprague</li></ol>	8
3. Bender	11
4. O'Donnell	24
5. Dotson	25
6. Probst	25
7. Spain	33
8. Sullivan	35
9. Thiry	35
10. Sparks	36
11. Bamgartner	36
12. Walker	38
13. Balsamo	41
14. Kieffer	46
15. Wagner	47
16. Garrett	48
17. Johnson	48

HOI	BIE 16A	POINTS
1.	Montague/Geddes	7.5
2.	Porter/Robertson	8.75
3.	MacDonald /MacDonald	16
4.	Neathery/Hill	22
5.	Boschma/Mar	23.75
6.	Hess/Hess	24.75
7.	Skvarla/Ward	25
8.	Reese/Ramage	28
9.	Montague/Montague	31
10.	Jeffries/Walker	34
11.	Stitt/Stitt	37
12.	Arnerich/Arnerich	40
13.	Brown/Brown	44
14.	Stark/Stark	46
15.	Tully/Russell	48
16.	Hinds/Jones	54
17.	Moore/Moore	55
18.	Katz/Lovsletten	59
	Glaze/Lawlor	63

НО	BIE 16B	POINTS
1.	Littlehead/Gagner	5.25
2.	Murphy/Sheets	9.75
3.	Rall/Steele	12
4.	Eggleston/Munroe	16
5.	Lord/Anderson	20
6.	McDonell/Jones	21
7.	Nichols/Alessia	21.75
8.	Weber/Weber	24
9.	Tully/Tully	30
10.	Renfro/Smith	34
11.	Eustace/Cameron	39

HO	BIE 16C	PUINTS
1.	Mc Millin/McMillin	8.7
2.	Gardner/Gardner	12.7
3.	Lyles/Holst	15
4.	Rodal/Woodward	16.7
5.	Schrate/Feusi	18.7
6.	Cordero/Gray	19.7
7.	Smith/Guarine	22
8.	Carlsen/Stone	26
9.	McSorley /McSorley	27
10.	Hasegawa/Kessemeir	30
11.	Winslow/Zwicker	37
12.	Franscioni/Danilson	44
13.	Venneri/Crawford	44
14.	Grant/Waldo	47

10	BIE 14		PCINTS
1.	Carney		6.2
2.	Kitowski		7.2
3.	Sullivan,	E.	10.7
4.	Sullivan,	R.	17
5.	Nicholas		18
6.	Fikes		20
7.	Sajdak		21
8.	Apple		30
9.	O'Keefe		35
0.	Aldrich		36

#### **DIVISION 4**

SANDPOINT CLASSIC FLEET #95, DIVISION 4 SEATTLE, WASHINGTON MAY 9-10, 1987

HOBIE 18A	POINTS
1. Ling	5.5
2. Severs/Severs	5.75

### **DAYTONA FLEET 80**

\* Holiday Dnn

# INVITE YOU TO THE DIVISION 8 CHAMPIONSHIPS

AUGUST 7th - 9th • DAYTONA BEACH, FLORIDA



RACE INFORMATION

Early Registration: Friday, August 7th

from 7-10 PM

**Fees:** Hobie 14, 14 Turbos & Hobie 17 - \$16.00 Hobie 16, 18, 18 Magnums - \$18.00

**Awards:** For Skipper and Crews 5 Deep in all Classes

T-Shirts for Skipper and Crew

For more information call Jim & Cindy Deans 904/253-8592, or Roy Bertolet 904/672-7322.

Sponsored by:





Join our fun-filled Hobie Regatta festival on the ocean at Holiday Inn Surfside. Weekend race activities include free Hot Dog Roasts on the pool deck Saturday and Sunday nights, live Reggae band Saturday night, beer, soda, door prizes and more!

- 400 Rooms & Efficiencies
- Two Outdoor Swimming Pools
- Tropical Pool Bar
- Jonathan's Reef Restaurant
- Island Bar Lounge

#### Special rates: \*

- \$45.00 South Wing, Streetside
- \$55.00 South Wing, Oceanfront
- \$10.00 Kitchenette (extra per night)
- \$10.00 Extra Person (per night)
- Rate is for single or double occupancy. To qualify for this special group rate, reservations with first night deposit must be made by July 8, 1987. Check-in: 3:00 P.M. Check-out: 11:00 A.M.

#### FOR RESERVATIONS CALL 1-800-874-7426

(Inside Florida 1-800-545-3030)

MAIL TO: Holiday Inn Surfside - Reservations 2700 N. Atlantic Avenue Daytona Beach, FL 32018

Please enclose first night deposit and return by July 8, 1987. Fill in all information and request preference. All attempts will be made to accommodate your choice.

Name		
Address		
Phone	Room Pref	
Enclosed payment	Dep. Date t: ey Order \$	
Credit Card (Type)	)	
Credit Card #		
Exp. Date	Signature	

**HOBIE CAT POINTS REGATTA** 

3. Marshack/Marshack			
5. Craham/Drilevid 12. 75 6. Tracano/Creitz 21 7. Cohn/Koe 21 8. Breed/Ryerson 22 9. Marshman/Simpson 22 11. Parsons/Hershey 29 12. Davis/Davis 30 13. Anderson/Babcock 33 13. Anderson/Babcock 33 14. Dunn/Dunn 35 15. Corman/Katie 35 16. Stock/Stock 36 17. Stanley/Rhati 41  HOBIE 18B POINTS  1. Colwell/Pearson 2. 5 2. Faubion/Faubion 4. 75  HOBIE 17 POINTS  1. Dan Carpenter 6. 5 2. Faubion/Faubion 6. 5 3. Paul Ulibarri 6. 5 3. Paul Ulibarri 6. 75 4. Keith Fuller 9 5. Ted Cross 9. 75 6. Mark Rapozo 14 7. Gil Coughlin 20  HOBIE 16A POINTS  1. Christenson/Rudolf 9 2. Baker/Baker 10. 75 6. Mark Rapozo 14 7. Gil Coughlin 20  HOBIE 16A POINTS  1. Christenson/Rudolf 9 2. Baker/Baker 10. 75 6. Mark Rapozo 14 7. Gil Coughlin 20  HOBIE 16A POINTS  1. Christenson/Rudolf 9 2. Baker/Baker 10. 75 6. Mark Rapozo 14 7. Gil Coughlin 20  HOBIE 16A POINTS  1. Christenson/Rudolf 9 2. Baker/Baker 10. 75 6. Mark Rapozo 14 7. Gil Coughlin 20  HOBIE 16A POINTS  1. Christenson/Rudolf 9 2. Baker/Baker 10. 75 6. Kinight/Donna 14 7. Corrie/Stamborsky 19. 75 7. Carter/Combie 33 7. Allen/Stamborsky 35 8. Williams/Williams 37 9. Roundy/Thomas 37. 75 10. Larson/Emily B. 38 11. Skidmore/Gruber 42 12. Byers/Byers 43 13. Marshall/Marshall 43 14. Carter/Pansh 47 15. Stewart/Stewart 47 16. Ruggles/Fensk 48 17. Petranek/Storkwell 49 19. McGlashan/Stahldorf 52 10. Smith/Smith 53 21. Skene/Shaver 58 22. Hillon/Hucka 60 23. Carter/Carter 61 24. Hepple/Jeanna 62 25. Butchart/Clarke 64 26. Shayne/Look 64 27. Nelson/Graham 72 28. Reinheimer/Reinheimer/74 29. Ward/Ward 76 30. Blankenship/Jeane  HOBIE 16B POINTS  HOBIE 16C POINTS  1. Wheeler/Wheeler 27 2. Allore/Flanett 18 2. Tyler/Packard 21 2. Gruber/Archley 30 3. Maroni/Roin/Hordorbr 31 3. Mitchell/Mitchell 12 4. Egan/Ash 13. 75 5. Robinson/Young 17 5. Ringhlyound 17 6. Arnonson/Rawlins 18 7. Dingle/Bennett 18 7. Tyler/Packard 21 7. Gil Coughlinovich 30 7. Robinson/Young 17 7. Allen/Schenet 24 7. Mitchell/Mitchell 12 7. Chim/Lee 26 7. Allore/Flanett 31 7. Freeman/Winge 31 7. Freeman/Winge 31 7. Freeman/Wi	4.	Marshall/Rose	12
7. Cohn/Koe 21  8. Breed/Ryerson 22  9. Marshman/Simpson 22  11. Parsons/Hershey 29  12. Davis/Davis 30  13. Anderson/Babcock 33  13. Anderson/Babcock 35  15. Corman/Katie 35  16. Stock/Stock 36  17. Stanley/Rhati 41  HOBIE 18B POINTS  1. Colwell/Pearson 2. 5  2. Faubion/Faubion 4. 75  HOBIE 17 POINTS  1. Dan Carpenter 6. 5  2. Faubion/Faubion 6. 5  3. Paul Ulibarri 6. 75  4. Reith Fuller 9  5. Ted Cross 9, 75  6. Mark Rapozo 14  7. Gil Coughlin 20  HOBIE 16A POINTS  1. Christenson/Rudolf 9  2. Baker/Baker 10. 75  6. Mark Rapozo 14  7. Gil Coughlin 20  HOBIE 16A POINTS  1. Christenson/Rudolf 9  2. Baker/Baker 10. 75  6. Mark Rapozo 14  7. Gil Coughlin 20  HOBIE 16A POINTS  1. Christenson/Rudolf 9  2. Baker/Baker 10. 75  3. Knight/Donna 14  4. Corrie/Stamborsky 35  6. Smith/Smith 23  7. Allen/Stamborsky 35  8. Williams/Williams 37  9. Roundy/Thomas 37. 75  10. Larson/Emily B. 33  13. Marshall/Marshall 43  13. Skidmore/Gruber 42  12. Byers/Byers 43  13. Marshall/Marshall 43  14. Carter/Pansh 47  15. Stewart/Sterkwell 49  19. Hull/Hucka 60  23. Carter/Carter 61  24. Hepple/Jeanna 62  25. Butchart/Clarke 64  26. Shayne/Look 64  27. Nelson/Graham 72  28. Reinheimer/Reinheimer/Y4  29. Ward/Ward 76  20. Griber/Asching 18  20. Criber/Asching 18  21. Skidmorl/Sunder 19  22. Raskin/Raskin 9. 75  23. Richell/Mitchell 18  24. Highol-Jeanna 62  25. Butchart/Clarke 64  26. Shayne/Look 64  27. Nelson/Graham 72  28. Reinheimer/Reinheimer/Teinhe	5.	Graham/Drilevid	12.75
B. Breed/Ryerson   22	6.	Tracano/Creitz	
9. Marshman/Simpson 22 10. Balbah/Damien 25 11. Parsons/Hershey 29 12. Davis/Davis 30 13. Anderson/Babcock 33 13. Anderson/Babcock 35 15. Corman/Katie 35 16. Stock/Stock 36 17. Stanley/Rhati 41  HOBIE 18B POINTS 1. Colwell/Pearson 2.5 2. Faubion/Faubion 4.75  HOBIE 17 POINTS 1. Dan Carpenter 6.5 2. Faubion/Faubion 6.5 3. Paul Ulibarri 6.5 3. Paul Ulibarri 6.75 4. Keith Fuller 9 5. Ted Cross 9.75 6. Mark Rapozo 14 7. Gil Coughlin 20  HOBIE 16A POINTS 1. Christenson/Rudolf 9 2. Baker/Baker 10.75 6. Mark Rapozo 14 7. Gil Coughlin 20  HOBIE 16A POINTS 1. Christenson/Rudolf 9 2. Baker/Baker 10.75 6. Mark Rapozo 14 7. Gil Coughlin 20  HOBIE 16A POINTS 1. Christenson/Rudolf 9 2. Baker/Baker 10.75 6. Mark Rapozo 14 7. Gil Coughlin 30 6. Smith/Smith 23 6. Smith/Smith 23 7. Allen/Stamborsky 35 8. Williams/Williams 37 9. Roundy/Hilmans 37 9. Roundy/Hilmans 37 9. Roundy/Hilmans 37 14. Carter/Pansh 47 15. Stewart/Stewart 47 16. Ruggles/Fensk 48 17. Petranek/Storkwell 49 18. Hull/Hull 50 19. McClashan/Stahldorf 52 20. Smith/Smith 53 21. Skene/Shaver 58 22. Hillon/Hucka 60 23. Carter/Carter 61 24. Hepple/Jeanna 62 25. Butchart/Clarke 64 26. Shayne/Look 64 27. Nelson/Graham 72 28. Reinheimer/Reinheimer/74 29. Ward/Ward 76 20. Gruber/Atchley 30 20. Blankenship/Jeane  HOBIE 16B POINTS  HOBIE 16C POINTS  H	8	Breed/Ryerson	22
10. Blaha/Damien   25     11. Parsons/Hershey   29     12. Davis/Davis   30     30. Anderson/Babcock   33     31. Anderson/Babcock   33     35. Corman/Katie   35     51. Corman/Katie   35     51. Corman/Katie   35     61. Stock/Stock   36     77. Stanley/Rhati   41     HOBIE 18B	9.	Marshman/Simpson	22
12. Davis/Davis   30   13. Anderson/Babcock   33   14. Dunn/Dunn   35   15. Corman/Katie   35   16. Stock/Stock   36   17. Stanley/Rhati   41     HOBIE 18B	10.	Blaha/Damien	
14. Dunn/Dunn   35     15. Corman/Katie   35     16. Stock/Stock   36     17. Stanley/Rhati   41     HOBIE 18B	11.	Parsons/Hershey	
14. Dunn/Dunn   35     15. Corman/Katie   35     16. Stock/Stock   36     17. Stanley/Rhati   41     HOBIE 18B	12.	Davis/Davis	
15. Corman/Katie 35 16. Stock/Stock 36 17. Stanley/Rhati 41  HOBIE 18B POINTS 1. Colwell/Pearson 2. 5 2. Faubion/Faubion 4. 75  HOBIE 17 POINTS 1. Dan Carpenter 6 2. Caleb Tarelton 6. 5 3. Paul Ulibarri 6. 75 4. Keith Fuller 9 5. Ted Cross 9, 75 6. Mark Rapozo 14 7. Gil Coughlin 20  HOBIE 16A POINTS 1. Christenson/Rudolf 9 2. Baker/Baker 10. 75 8. Knight/Donna 14 4. Corrie/Stamborsky 19. 75 5. Carter/Combie 33 6. Smith/Smith 23 6. Smith/Smith 23 7. Allen/Stamborsky 35 8. Williams/Williams 37 9. Roundy/Thomas 37. 75 10. Larson/Emily B. 38 11. Skidmore/Gruber 12 21. Byers/Byers 13 13. Marshall/Marshall 43 14. Carter/Pansh 47 15. Stewart/Stewart 47 16. Ruggles/Fensk 18 17. Setwart/Stewart 47 16. Ruggles/Fensk 18 17. Petranek/Storkwell 19 18. Hull/Hull 50 19. McGlashan/Stahldorf 52 20. Smith/Smith 53 21. Skene/Shaver 68 22. Hilton/Hucka 60 23. Carter/Carter 64 24. Hepple/Jeanna 62 25. Butchart/Clarke 64 26. Shayne/Look 64 27. Nelson/Graham 72 28. Reinheimer/Reinheimer/Yally Ward/Ward 76 29. Ward/Ward 76 20. Blankenship/Jeane  HOBIE 16B POINTS  HOBIE 16C POINTS 1. Wheeler/Wheeler 26 2. Gruber/Atchley 30 3. Marshall/Rasskin 9, 75 3. Mitchell/Mitchell 12 4. Egan/Ash 13. 75 5. Robinson/Young 17 6. Arnenson/Rawlins 18 7. Dingle/Bennett 18 7. Tyle/Packard 21 7. Albrecht/Rodeheaver 27 7. Albrecht/Rodeheaver 37 8. Moore Femanuel 28 8. Tyler/Packard 21 9. Criswolf/Garles 31 3. Marshall/Roger 3	14	Dunn/Dunn	35
16. Stock/Stock         36           17. Stanley/Rhati         41           HOBIE 1BB         POINTS           1. Colwell/Pearson         2.5           2. Faubion/Faubion         4.75           HOBIE 17         POINTS           1. Dan Carpenter         6.           2. Caleb Tarelton         6.           3. Paul Ulibarri         6.75           4. Keith Fuller         9.           5. Ted Cross         9.75           6. Mark Rapozo         14           7. Gil Coughlin         20           HOBIE 16A         POINTS           HOBIE 16A	15.	Corman/Katie	
1. Colwell/Pearson   2.5	16.	Stock/Stock	
1. Colwell/Pearson 2. 5 2. Faubion/Faubion 4. 75  HOBIE 17 POINTS  1. Dan Carpenter 6 2. Caleb Tarelton 6. 5. 75 4. Keith Fuller 9 5. Ted Cross 9. 75 6. Mark Rapozo 14 7. Gil Coughlin 20  HOBIE 16A POINTS  1. Christenson/Rudolf 9 2. Baker/Baker 10. 75 3. Knight/Donna 14 4. Corrie/Stamborsky 19. 75 5. Carter/Combie 33 6. Smith/Smith 23 7. Allen/Stamborsky 35 8. Williams Williams 37 7. Roundy/Thomas 37 7. Stoundy/Thomas 37 7. Stoundy/Thomas 37 8. Williams/Williams 37 9. Roundy/Thomas 37 10. Larson/Emily B. 38 11. Skidmore/Gruber 12 22. Byers/Byers 4 13. Marshall/Marshall 43 14. Carter/Pansh 47 15. Stewart/Stewart 47 16. Ruggles/Fensk 48 17. Petranek/Storkwell 49 18. Hull/Hull 50 19. McClashan/Stahldorf 52 20. Smith/Smith 53 21. Skene/Shaver 58 22. Hillton/Hucka 60 23. Carter/Carter 61 24. Hepple/Jeanna 62 25. Butchart/Clarke 64 26. Shayne/Look 64 27. Nelson/Graham 72 28. Reinheimer/Reinheimer 74 29. Ward/Ward 30 30. Blankenship/Jeane  HOBIE 16B POINTS  HOBIE 16B POINTS  1. Wilcox/Wilcox 7. 75 2. Raskin/Raskin 9. 75 3. Miltchell/Mitchell 12 4. Egan/Ash 13. 75 5. Robinson/Young 17 6. Arnenson/Rawlins 18 7. Dingle/Bennett 18 7. Tyler/Packard 21 9. Chinn/Lee 26 1. Filer/Janett 31 11. Laws/Laws 31 11. Laws/Laws 31 12. Freemanuel 34 13. Marall/Roger 24 14. Tyler/Packard 21 15. Filer/Janett 31 16. Laws/Laws 31 17. Lery-Packard 21 18. Tyler/Packard 21 19. Chinn/Lee 26 19. Crismon/Kandouch 23 29. Raskin/Raskin 31 20. Tyler/Packard 21 21. Wheeler/Janett 31 22. Laws/Laws 31 23. Matall/Roger 27 24. Albrecht/Rodeheaver 27 25. Robinson/Young 37 26. Palace/Place 27 27. Albrecht/Rodeheaver 37 28. Reinheimer/Reinheimer 37 29. Tyler/Janett 31 20. Laws/Laws 31 21. Laws/Laws 31 21. Laws/Laws 31 22. Hutter/Meyer 34 22. Hutter/Meyer 34 23. Tyler/Janett 31 24. Laws/Laws 31 25. Tyler/Janett 31 26. Laws/Laws 31 27. Lays/Laws 31 28. Laws/Laws 31 29. Carter/Janett 31 20. Carter/Janett 31 20. Carter/Janett 31 21. Laws/Laws 31 22. Lays/Lays/Lays 3			
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5. Kimball/Weatherly 25. 7.6 Place/Place 27 P. Albrecht/Rodeheaver 27 R. Moore/Emanuel 28 P. McCombs/McCombs 28. 7.1 Policy 29 R. Kriech/Grode 30 Policy 33 Ratall/Roger 36 Policy 36 R. Toressaint/Rudouph 36 Policy 36 R. Spoor/Spoor 37 Policy 36 R. Pappin/Scarbora 51 PolyMaresh 51 D. Tilley/Tilley 51 Polymaresh 52 D. Tilley/Tilley 51 Polymaresh 52 D. Tilley/Tilley 51 Polymaresh 52 Polymaresh 52 Polymaresh 53 Polymaresh 51 Polymaresh 52 Polymaresh 52 Polymaresh 53 Polymaresh 53 Polymaresh 54 Polymaresh 54 Polymaresh	4.	Anderson/Tarbert	23.75
7. Albrecht/Rodeheaver 27 8. Moore/Emanuel 28 9. McCombs/McCombs 28, 73 10. Griswold/Cary 29 11. Kriech/Grode 30 12. Asp/Hughes 33 13. Matall/Roger 36 14. Toressaint/Rudouph 36 15. Spoor/Spoor 37 16. Schriork/Schriork 40 17. Callinatti/Gallinatti 45 18. Pappin/Scarbora 51 19. Toy/Maresh 51 20. Tilley/Tilley 51 21. Meyer/McLeod 52 22. Hunter/Meyer 54	5.		25.75
8. Moore/Emanuel 28 9. McCombs/McCombs 28, 73 10. Griswold/Gary 29 10. Criswold/Gary 30 12. Asp/Hughes 33 13. Matall/Roger 36 14. Toressaint/Rudouph 36 15. Spoor/Spoor 37 16. Schriork/Schriork 40 17. Gallinatti/Gallinatti 45 19. Toy/Maresh 51 20. Tilley/Tilley 51 21. Meyer/McLeod 52 22. Hunter/Meyer 54	6.		
9. McCombs/McCombs 28. 73 10. Griswold/Gary 29 11. Kriech/Grode 30 12. Asp/Hughes 33 13. Matall/Roger 36 14. Toressaint/Rudouph 36 15. Spoor/Spoor 37 16. Schriork/Schriork 40 17. Gallinatti (Gallinatti 45 18. Pappin/Scarbora 51 19. Toy/Maresh 51 20. Tilley/Tilley 51 21. Meyer/McLeod 52 22. Hunter/Meyer 54			
10. Criswold/Cary 29 11. Kriech/Crode 30 12. Asp/Hughes 33 13. Matall/Roger 36 14. Toressaint/Rudouph 36 15. Spoor/Spoor 37 16. Schriork/Schriork 40 17. Gallinatti/Gallinatti 45 19. Toy/Maresh 51 20. Tilley/Tilley 51 21. Weyer/AcLeod 52 22. Hunter/Meyer 54	9.		28. 75
11. Kriech/Grode     30       12. Asp/Hughes     33       13. Matall/Roger     36       14. Toressaint/Rudouph     36       15. Spoor/Spoor     37       16. Schriork/Schriork     40       17. Gallinatti (Gallinatti     45       18. Pappin/Scarbora     51       19. Toy/Maresh     51       20. Tilley/Tilley     51       21. Meyer/McLeod     52       22. Hunter/Meyer     54	10.	Griswold/Gary	29
12. Asp/Hughes 33 13. Matall/Roger 36 14. Toressaint/Rudouph 36 15. Spoor/Spoor 37 16. Schriork/Schriork 40 17. Gallinatti /Gallinatti 45 18. Pappin/Scarbora 51 19. Toy/Maresh 51 21. Meyer/McLeod 52 22. Hunter/Meyer 54	11.	Kriech/Grode	30
14. Toressaint/Rudouph 36 5. Spoor/Spoor 37 16. Schriork/Schriork 40 17. Gallinatti/Gallinatti 45 18. Pappin/Scarbora 51 19. Toy/Maresh 51 21. Meyer/AcLeod 52 22. Hunter/Meyer 54	12.	Asp/Hughes	33
15. Spoor/Spoor 37 16. Schriork/Schriork 40 17. Gallinatti /Gallinatti 45 18. Pappin/Scarbora 51 19. Toy/Maresh 51 20. Tilley/Tilley 51 21. Meyer/a/CLood 52 22. Hunter/Meyer 54	13.	Matall/Roger	36
16. Schriork/Schriork 40 17. Gallinatti /Gallinatti 45 18. Pappin/Scarbora 51 19. Toy/Maresh 51 20. Tilley/Tilley 51 21. Meyer/McLeod 52 22. Hunter/Meyer 54		Spoor /Spoor	
17. Gallinatti/Gallinatti 45 18. Pappin/Scarbora 51 19. Toy/Maresh 51 20. Tilley/Tilley 51 21. Meyer/McLeod 52 22. Hunter/Meyer 54	14.	Schriork/Schriork	
18. Pappin/Scarbora 51 19. Toy/Maresh 51 20. Tilley/Tilley 51 21. Meyer/McLeod 52 22. Hunter/Meyer 54	15.		40
19. Toy/Maresh 51 20. Tilley/Tilley 51 21. Meyer/McLeod 52 22. Hunter/Meyer 54	15.		45
20. Tilley/Tilley 51 21. Meyer/McLeod 52 22. Hunter/Meyer 54	15. 16. 17.	Gallinatti/Gallinatti	
22. Hunter/Meyer 54	15. 16. 17. 18.	Gallinatti/Gallinatti Pappin/Scarbora Toy/Maresh	51
	15. 16. 17. 18. 19.	Gallinatti/Gallinatti Pappin/Scarbora Toy/Maresh Tilley/Tilley	51 51 51
	15. 16. 17. 18. 19. 20. 21.	Gallinatti/Gallinatti Pappin/Scarbora Toy/Maresh Tilley/Tilley Meyer/McLeod	51 51 51 52

HOBIE 14

John Rueter
 Dave Wilder
 Tony Amort
 Mike Cheifetz

POINTS

4.25 6 6.75

HOBIE 18A	POINTS
1. Dan Rasmussen	11.75
2. Bob Hanson	12.75
3. John Insinger	17.5
4. Ken Quick	17.75
<ol> <li>Dick Armstrong</li> <li>Phil Sander</li> </ol>	28
HOBIE 16A	POINTS
1. Mike Holford	11.25
2. Mark Kircher	12.75
3. Bill Krumm	12.75
4. Ron Shinnerer	15
5. Jerry Elliott	24
HOBIE 16B	POINTS
1. Jeff Wagner	12
2. Danny Reese	12.75
3. John Gabiola	13.5
4. Ron Chandler	16.5
<ol><li>Everett Wood</li></ol>	22
<ol><li>Kelly Dixon</li></ol>	29
7. Don Hobson	34

#### **DIVISION 5**

LAKE PUEBLO CLASSIC FLEET #201, DIVISION 5 PUEBLO, COLORADO MAY 9-10 1987

POINTS

POINTS

HOBIE 18A

1101	7 1011	
1.	Zabel/Ford	3.5
2.		8.75
3.	Erdmann/Lebeck	11
4.		17
	Eckhardt/Hyer	19
6.	Braun/Fey	19
7.	Flores/Davidson	19.75
8.	Cross/Cross	20
9.	Pearce/Deb	20
10.	Larson/Larsen	21
11.	Howser/Primozich	23
		24
12.	Clark/Shari	
13.	Bustamanti/Stark	24
14.	Rindahl/Stelton	35
15.	Ward/Ward	35
16.	Brown/Kay	40
но	BIE 18B	POINTS
1.	Hammer/Honerkamp	6
2.	Shedd/Harrington	6.75
3.	Gerety/Patricia	8.75
4.	Whelan/Chamberlin	11.75
5.	Pearson/Wiercinski	11.75
6.	/Aavang/Sarah	15
7.	Thieking/Abbot	17
8.	Burke/Linda	19
9.		23
10.		27
11.		30
	Recker/Terre	39
13.	Farmer/Cindy	39
юн	BIE 17	POINTS
1.	John Cox	6
	Paul Zink	8
3.	Bryan Frahm	8.75
4.	Will Hodges	9.75
5.	Lymon White	10.75
	Kyle Ackerman	10.75
	Dave Decker	15
		26
8.	Marty Gorce Dave Lyons	30

HOBIE 16A

1. Shearer/Tuckett
2. Shearer/Shearer
3. Tully/Tully
4. Adams/Adams
5. Langford/Langford
6. Roybal/Manchester
7. Brown/Lockwood
8. Nelson/Adair
9. Johnson/Hill
10. Simpson/VanGelder
11. Tracy/Marcus
12. Gerblick/Gerblick
13. Shal/Davenport

14	Lewis/Lewis	35
15.		36
	Leonard/Stern	38
	Kaphammer/Kaphamme	
18.		45
19.		46
20.		47
21.	Hart/Hart	49
22.	Aleccia/Dalton	50
23.	Seaton/Seaton	52
24.	Harper/McQueen	70
нов	BIE 16B	POINTS
1.	Bowen/Scoot	13
2.	Benton/Dern	13.75
3.	Lenz/Shaw	14.75
4.	Whyman/Milner	15
5.	Watt/Peggy	15.75
	Dolan/Dorothy	16
7.	Humble/Debbie	17
8.	Key/Dave	19
9.	Way/Way	23
10.	Humiston/Willard	23.75
11.	Fisher/Scheck	24
12.	Schiller/Carey	25
13.	McWilliams/Pino	29
14.	Schnackenberg/Cody	32
	Hosker/Sprague	34
16.	Boulle/Brier	40
	Gatto/Copps	44
18.	Meyer/Aaron	49
19.	Victory/Novy	50
	Lindholm/Linda	51
	Sears/Metz	53
22.	Stone/Hagestad	58
23.	Kulyuk/Marino	69

НО	BIE 16C	POINTS
1.	Reece/Snow	7.5
2.	Hecker/DeJarnet	14.75
3.	Long/Holland	16
4.	Michael/Salmon	18
5.	Flores/Erb	20
6.	Shaffer/Cooley	22
7.	Rudolph/Keyes	23
8.	Petree/Burger	25
9.	Grady/Judi	27
10.	Yost/Brown	27
11.	Saunders/Cyndy	28
12.	Dorn/Hauser	32
13.	Bailey/Bailey	35
14.	Franks/Franks	39
15.	Savrino/Savitoke	42
16.	Forister/Forister	48

#### **DIVISION 6**

POINTS

4.75 10.75

DEEP SOUTH '87 FLEET #9, DIVISION 6 MARCH 28-29, 1987

Johnson/McCulley
 Costa/Costa

HOBIE 18A

3.	Richard/Richard	10.75
4.	Sneider/Kuritza	12
5.	Rabarais/Adams	13
6.	Strohm/Burger	13
7.	Richnow/Shaw	18
	McKee/McKee	20
HOE	31E 18B	POINTS
	Doyle/Baca	2.25
2.	Young/O'Neill	5.75
3.	Drake/?	7
HOE	BIE 17A	POINTS
	Bill Dunn	3.75
2.	Chuck Hamilton	3. 75
HOE	BLE 16M	POINTS
1.	Mallum/Nagel	3.5
2.	Caraway/McKelvy	4.75
	Frye/Musil	5.75
	Rabalais/Rabalais	10
5.	Rentrop/Rentrop	13
6.	Hampton/Hampton	18
HOE	31E 16A	POINTS
	Miller/Altemus	6.5
	Kuc/Wyatt	8.75
	Whittington/Whittin	
	Goodman/Miller	9.75
	Shaw/Corona	14
6.	Wilson/Wilson	1/1
	Teske/Teske	13
	Seta/Mallum	15
	Pugh/Jones	21
	Popejoy/Moore	26
	Leighi/Harrison	29
12.	Tucker/Ziese	29

HOE	31E 16B	POINTS
1.	Bach/Pugh	3.5
2.	Davis/Sweetman	8.75
3.	Ashworth/Warner	9
4.	Ellender/Gilmore	1.1
5.	Cummings/Cummings	12
6.	Hoffman/Tucker	16.75
7.	Ford/Davis	7
8.	King/King	24
9.	Blagg/Blagg	27
10.	Shinn/Henry	27
	Trahan/Cole	27
нов	BIE 16C	POINTS
1.	Berlovsky/Burgess	9
	Wade/Hush	12
3.	Ruehlen/Redlock	15
4.	Willis/Willis	15
5.	Thomas/Stobbs	15.75
6.	Baxter/Ducote	22.75
7.	Marcella/Cizek	26
8.	Bacon/Bcuzigard	28.75
9.	Baca/LeJuene	29
10.	Stine/Stine	29
11.	Richard/Petry	31
12.	Wortman/Buchanan	33
13.	Smith/Risinger	35
14.	Perez/Ramon	44
15.	Sheridan/?	45
нов	BIE 14T	POINTS
1.	Stephen Acquart	2.25
2.	Peter Colby	6
3.	Robert Applebaum	9

#### **DIVISION 9**

LAKE NORMAN POINTS REGATTA FLEET #92, DIVISION 9 LAKE NORMAN, NORTH CAROLINA APRIL 25-26, 1987

	31E 18A	POINTS
1.	Danny Myers	2.75
2.	Don Estapa	7
3.	Tammy Hicks	7
4.	Rick Harper	13
5.	Lance Dunn	13
6.	Steve Toney	15.75
7.	Bill Hurni	19
8.	Lynn Olson	24
9.	George Wooten	24
10.	Chuck Jones	26
11.	Norman Ellis	28
12.	Tommy Whiteside	29
13.	Doug Graham	34
14.	Myron Whitley	35
	Alan Bishop	36
16.	Bubba Graham	38
17.	Steven Kiemele	39
18.	Tom Armstrong	44
	Gene Barrington	59
	Rusty Williams	66
20.	Bill Monzel	66
20.	Hal Arata	66
нов	BIE 18B	POINTS
1.	Phil Cantelmi	2.25
	Mike Coffey	8
	Barry Blackburn	8
	Allen Deaton	18
5.	Arley Carter	26
	Rob Norris	27
	Al Herold	33
	Bill Engelisbe	33
	Brent Miller	33
	Steve Bodenheimer	
7.	Fred Mintz	33

нов	31E 17	POINTS
1.	Wick Smith	2.25
2.	Bobby Florence	6
	Tim Carney	6.75
4.	Steve Weatherford	9
5.	Jonathan Roberts	13
6.	Joe Huppman	17
7.	Reggie Poplin	27
8.	Paul Zimmer	33
8.	Jack Barnhardt	33
8.	Rick Batten	33
8.	Charles Carpenter	33
но	BIE 16A	POINTS
1.	Pat Ocain	4.75
2.	Bob Poteat	5.50
3.	Johnny Robinson	11
44.	Ron Lasater	12
5.	Bob Curtis	14
6.	Chuck Hill	14
7.	Woody Bliss	20
8.	Jerry Smith	25

9. Tim Nordhaus 10. David Joyce 11. Paul Ecknroth 12. Randy Conkling 13. Ray Frovarp 14. Rick Jarrett 15. Loyd Graves 16. Gregg Kowalski 17. Joe Runyan 17. Garland Ayscue	27 27 29 36 39 46 49 50 54	4. Rick Jarrett 5. Dan Middleton 6. Ken Hunt 7. Tom Flornoy HOBIE 16C 1. Jeff Moretz 2. Ted Criffin 3. Richard Sharpe	
HOBIE 16B  1. Chris Cochran 2. Richard Sharpe 3. Bill Greene 4. Reid Dawson 5. Richard Wiles 6. Sandy Kinney 7. David Lennard 8. David Walser 9. Brian Hensley 10. Jim Dupree 11. Jff Moody 12. Kenneth Schuster 13. John Kendrick 14. Terry Hanchey 15. Mike Osmundson 16. Gary Eudy 17. Fred Johnston 18. Brad Stafford 18. Derek Taylor 18. Mike Malone 18. Al Servati	POINTS 4.75 9 11 17.75 18 20 20 23 25.75	1. Paul Zimmer 2. Chad Dawson HUGIE 16C	2.25 6
CHATEAU ELAN POIN' FLEET 12, DIVISION S ATLANTA, GA MARCH 28-29, 1987		1. Jim Poutier 2. Bernard Dry 3. David Conde 4. Dale Yurkovich 5. Jim Johnson 6. Eric Wengstrom 7. Derek Chason 8. Gregory McClure 9. Rob Gray 10. Mike Cavanagh 11. Keith Cosby 11. Paul Powers 11. Jon Peterson 11. Michael Stewart 11. Carl Whilden 11. Jeff Flowers 11. Joan Peterson 11. Jorney Tensen 11. Jan Power Fraser 11. Yahn Corum 11. Darryl Long	8.75 13 21.75 21.75 30 31 36 48 57 57 57
1. Nigel Pitt 2. Tim Stater 3. Rick Harper 4. Don Estapa 5. Chris Stater 6. Douglas Graham 7. Paul Dingman	6.75 6.75 13 13.75 14 15.75	11. Carl Whilden 11. Jeff Flowers 11. Dave Fraser 11. Yahn Corum 11. Darryl Long	57 57 57 57 57 57
1. Nigel Pitt 2. Tim Stater 3. Rick Harper 4. Don Estepa 5. Chris Stater 6. Douglas Graham 7. Paul Dingman 8. Lynn Olson 9. Steve Toney 10. Jim Hoag 11. Chuck Jones 12. Steve Kiemele 13. Pete Loftis 14. Gene Barrington 15. Bubba Graham 16. Michael A. Russell 17. Jeff Ashcraft	18 20 22 22 27 33 39 39 35	HOBIE 14T  1. Mike O'Connell 2. Dewey Keesler 3. Sam Price 3. Marilyn Craig 3. Jim Grant 3. Kaye Merrell	POINTS 12.75 14 18 18 18 18
HOBIE 180	FUINTS		
1. Hal Robinson 2. Norman Ellis 3. John L. Reynders 4. A.B. Montgomery 5. Tray Sunderland 6. William B. Jones 7. Mike Maness 8. Chris Jones 9. Paul J. Noa	5.75 9.75 11 14 15 15 16	KENTUCKY FRIED CHICI "BARE WHAT YOU DARE FLEET #164, DIVISION 9 LAKE KEOWEE, SOUTH C APRIL 11-12, 1987	'87"
10. Ed O'Shields 11. Al Herold 12. James Tucker 13. Bernd Harzog 14. Bill Andrews 15. Bill Englisbe	23 26 29 35 41 48	HOBIE 18A  1. Don Estapa 2. Tammy Hicks 3. Danny Myers	5.5 7.25 12 21
1. Bobby Florence 2. Jonathan Roberts 3. Jim Brown 4. Mike Merritt 5. Walt Graves	11 15	4. Lynn Olson 5. Tim Stater 6. Steve Toney 7. Chuck Jones 8. Chris Stater 9. Doug Graham 10. Tommy Whiteside 11. Myron Whitley 12. Paul Dingman 13. Steve Kiemele 14. Bill Hurni 15. Gene Barrington 16. Tom Armstrong 17. Bubba Graham 18. Jackson Land	26 27 28 29 34 38 38 39 41 46 48 51 56
HOBIE 16A  1. Mike Percy 2. Barry Robinson 3. Russ Dalba 4. Bob Setili 5. Bob Curtis 6. Thom Andreozzi 7. Michael Sinclair 8. Randy Conkling 9. Steve Vibert  HOBIE 16B	2.75 6.75 9 9 14 14 17 23 25 POINTS	1. Norman Ellis 2. Barry Blackburn 3. Mike Coffey 4. Frank Davenport 5. Linda Cartelmi 6. Al Herold 7. Furman Owens	3 11 11 12,75 13 21 22

Pat O'Cain Barry Robinson Jim Humphrey Garland Ayscue Mike Percy Bob Curtis Loyd Graves Gary Rittingham Dave Nefson Chuck Hill David Joyce Jerry Smith Russ Dalba Ray Frovarp Tim Norohavs Randy Conkling DBIE 16B Pi Rick Jarrett John Kendrick Mike Carpenter David Lennard Mike Hermann Robert Allison Jeff Moretz Jeff Price Lou Gebel Mike Revell Bob Latham Fred Johnson Michael Osmundson	17, 25, 34, 40 40 8.75, 12, 12, 75, 18, 5, 17, 75, 18, 5, 17, 75, 18, 5, 17, 75, 18, 5, 17, 75, 18, 5, 17, 75, 18, 18, 18, 18, 18, 18, 18, 18, 18, 18
DBIE 16A  Pot O'Cain Barry Robinson Jim Humphrey Garland Ayscue Mike Percy Bob Curtis Loyd Graves Gary Rittingham Dave Nefson Chuck Hill David Joyce Jerry Smith Russ Dalba Ray Frovarp Tim Norohavs Randy Conkling DBIE 16B  Rick Jarrett John Kendrick Mike Carpenter David Lennard Mike Hermann Robert Allison Jeff Moretz Jeff Price Lou Gebel Mike Revell Bob Latham Fred Johnson Michael Osmundson DBIE 16C  John Klavenski Rusty Hoasflook Robert McCroskey David Russell Scott Obenshain Thad Herbert Gary Eudy Larry Allison James Johnson Mike Cavanagh Ray Chandler Gregg Longnecker Buddy Player Joe Ashley Mark Watson Gary Reese Steve Mulkey	8.75 12.75 17.75 18.75 18.75 21 22 22 22 33 36 37 39 43 49 54 57 57 50 51 50 51 50 51 50 51 50 51 51 51 51 51 51 51 51 51 51 51 51 51
DBIE 16A  Pot O'Cain Barry Robinson Jim Humphrey Garland Ayscue Mike Percy Bob Curtis Loyd Graves Gary Rittingham Dave Nefson Chuck Hill David Joyce Jerry Smith Russ Dalba Ray Frovarp Tim Norohavs Randy Conkling DBIE 16B  Rick Jarrett John Kendrick Mike Carpenter David Lennard Mike Hermann Robert Allison Jeff Moretz Jeff Price Lou Gebel Mike Revell Bob Latham Fred Johnson Michael Osmundson DBIE 16C  John Klavenski Rusty Hoasflook Robert McCroskey David Russell Scott Obenshain Thad Herbert Gary Eudy Larry Allison James Johnson Mike Cavanagh Ray Chandler Gregg Longnecker Buddy Player Joe Ashley Mark Watson Gary Reese Steve Mulkey	8.75 12 12.75 17.75 18.5 21 22 22 31 36 37 39 43 49 54 57 OINTS 9.5 10.75
DBIE 16A  Pot O'Cain Barry Robinson Jim Humphrey Garland Ayscue Mike Percy Bob Curtis Loyd Graves Gary Rittingham Dave Nefson Chuck Hill David Joyce Jerry Smith Russ Dalba Ray Frovarp Tim Norohavs Randy Conkling DBIE 16B  Rick Jarrett John Kendrick Mike Carpenter David Lennard Mike Hermann Robert Allison Jeff Moretz Jeff Price Lou Gebel Mike Revell Bob Latham Fred Johnson Michael Osmundson DBIE 16C  John Klavenski Rusty Hoasflook Robert McCroskey David Russell Scott Obenshain Thad Herbert Gary Eudy Larry Allison James Johnson Mike Cavanagh Ray Chandler Gregg Longnecker Buddy Player Joe Ashley Mark Watson Gary Reese Steve Mulkey	8.75 12 12.75 17.75 18.5 21 22 22 22 23 31 36 37 39 43 49 54 57 OINTS
Pat O'Cain Barry Robinson Barry Robinson Jim Humphrey Garland Ayscue Mike Percy Bob Curtis Loyd Graves Gary Rittingham Dave Nefson Chuck Hill David Joyce Jerry Smith Russ Dalba Ray Frovarp Tim Norohavs Randy Conkling BE 16B PI Rick Jarrett John Kendrick Mike Carpenter David Lennard Mike Hermann Robert Allison Jeff Moretz Jeff Price Lou Gebel Bob Latham Fred Johnson Michael Osmundson BE 16C John Klavenski Rusty Hoasflook Robert McCroskey David Russell Scott Obenshain Thad Herbert Cary Eudy Larry Allison James Johnson Mike Cavanagh Ray Chandler Gregg Longnecker Buddy Player Joe Ashley Mark Watson Gary Reese Steve Mulkey	8.75 12 12.75 17.75 18.5 21 22 22 31 36 37 39 43 49 54 57 DINTS
. Barry Robinson . Jim Humphrey . Garland Ayscue . Mike Percy . Bob Curtis . Loyd Graves . Gary Rittingham . Dave Nefson . Chuck Hill . David Joyce . Jerry Smith . Russ Dalba . Ray Frovarp . Tim Norohavs . Randy Conkling . Rick Jarrett . John Kendrick . Mike Carpenter . David Lennard . Mike Hermann . Robert Allison . Jeff Moretz . Jeff Price . Lou Gebel . Bob Latham . Fred Johnson . Michael Osmundson .	12 12.75 17.75 18.5 21 22 22 31 36 37 39 43 49 54 57 DINTS
. Barry Robinson . Jim Humphrey . Garland Ayscue . Mike Percy . Bob Curtis . Loyd Graves . Gary Rittingham . Dave Nefson . Chuck Hill . David Joyce . Jerry Smith . Russ Dalba . Ray Frovarp . Tim Norohavs . Randy Conkling . Rick Jarrett . John Kendrick . Mike Carpenter . David Lennard . Mike Hermann . Robert Allison . Jeff Moretz . Jeff Price . Lou Gebel . Bob Latham . Fred Johnson . Michael Osmundson .	12 12.75 17.75 18.5 21 22 22 31 36 37 39 43 49 54 57 DINTS
. Bob Curtis . Loyd Graves . Gary Rittingham . Dave Nefer . Gary Rittingham . Dave Nefer . Chuck Hill . David Joyce . Jerry Smith . Russ Dalba . Ray Frovarp . Tim Norohavs . Randy Conkling . Rick Jarrett . John Kendrick . Mike Carpenter . David Lennard . Mike Hermann . Robert Allison . Jeff Moretz . Jeff Price . Lou Gebel . Bob Latham . Fred Johnson . Michael Osmundson . Michael Osmundson . Michael Osmundson . Bill 16C . John Klavenski . Rusty Hoasflook . Robert McCroskey . David Russell . Scott Obenshain . Thad Herbert . Gary Eudy . Larry Allison . James Johnson . Mike Cavanagh . Ray Chandler . Ray Chandler . Gary Eudy . Larry Bulson . James Johnson . Mike Cavanagh . Ray Chandler . Ray Chandler . Gregg Longnecker . Buddy Player . Joe Ashley . Mark Watson . Gary Reese . Steve Mulkey	21 22 22 22 31 36 37 39 43 49 57 DINTS
. Bob Curtis . Loyd Graves . Gary Rittingham . Dave Nefer . Gary Rittingham . Dave Nefer . Chuck Hill . David Joyce . Jerry Smith . Russ Dalba . Ray Frovarp . Tim Norohavs . Randy Conkling . Rick Jarrett . John Kendrick . Mike Carpenter . David Lennard . Mike Hermann . Robert Allison . Jeff Moretz . Jeff Price . Lou Gebel . Bob Latham . Fred Johnson . Michael Osmundson . Michael Osmundson . Michael Osmundson . Bill 16C . John Klavenski . Rusty Hoasflook . Robert McCroskey . David Russell . Scott Obenshain . Thad Herbert . Gary Eudy . Larry Allison . James Johnson . Mike Cavanagh . Ray Chandler . Ray Chandler . Gary Eudy . Larry Bulson . James Johnson . Mike Cavanagh . Ray Chandler . Ray Chandler . Gregg Longnecker . Buddy Player . Joe Ashley . Mark Watson . Gary Reese . Steve Mulkey	21 22 22 22 31 36 37 39 43 49 57 DINTS
. Bob Curtis . Loyd Graves . Gary Rittingham . Dave Nefer . Gary Rittingham . Dave Nefer . Chuck Hill . David Joyce . Jerry Smith . Russ Dalba . Ray Frovarp . Tim Norohavs . Randy Conkling . Rick Jarrett . John Kendrick . Mike Carpenter . David Lennard . Mike Hermann . Robert Allison . Jeff Moretz . Jeff Price . Lou Gebel . Bob Latham . Fred Johnson . Michael Osmundson . Michael Osmundson . Michael Osmundson . Bill 16C . John Klavenski . Rusty Hoasflook . Robert McCroskey . David Russell . Scott Obenshain . Thad Herbert . Gary Eudy . Larry Allison . James Johnson . Mike Cavanagh . Ray Chandler . Ray Chandler . Gary Eudy . Larry Bulson . James Johnson . Mike Cavanagh . Ray Chandler . Ray Chandler . Gregg Longnecker . Buddy Player . Joe Ashley . Mark Watson . Gary Reese . Steve Mulkey	21 22 22 22 31 36 37 39 43 49 57 DINTS
BIE 168 P.  Rick Jarrett John Kendrick Mike Carpenter David Lennard Mike Hermann Robert Allison Jeff Moretz Jeff Price Lou Gebel Mike Revell Bob Latham Fred Johnson Michael Osmundson DBIE 16C John Klavenski Rusty Hoasflook Robert McCroskey David Russell Soott Obenshain Thad Herbert Gary Eudy Larry Allison James Johnson Mike Cavanagh Ray Chandler Gregg Longnecker Buddy Player Joe Ashley Mark Watson Gary Reese Steve Mulkey	22 22 31 36 37 39 43 49 54 57 DINTS 9.5 10.5
BIE 168 P.  Rick Jarrett John Kendrick Mike Carpenter David Lennard Mike Hermann Robert Allison Jeff Moretz Jeff Price Lou Gebel Mike Revell Bob Latham Fred Johnson Michael Osmundson DBIE 16C John Klavenski Rusty Hoasflook Robert McCroskey David Russell Soott Obenshain Thad Herbert Gary Eudy Larry Allison James Johnson Mike Cavanagh Ray Chandler Gregg Longnecker Buddy Player Joe Ashley Mark Watson Gary Reese Steve Mulkey	22 31 36 37 39 43 49 54 57 DINTS 9.5 10.5 14.75
BIE 168 P.  Rick Jarrett John Kendrick Mike Carpenter David Lennard Mike Hermann Robert Allison Jeff Moretz Jeff Price Lou Gebel Mike Revell Bob Latham Fred Johnson Michael Osmundson DBIE 16C John Klavenski Rusty Hoasflook Robert McCroskey David Russell Soott Obenshain Thad Herbert Gary Eudy Larry Allison James Johnson Mike Cavanagh Ray Chandler Gregg Longnecker Buddy Player Joe Ashley Mark Watson Gary Reese Steve Mulkey	36 37 39 43 49 54 57 DINTS 9.5 10.5 14.75
BIE 168 P.  Rick Jarrett John Kendrick Mike Carpenter David Lennard Mike Hermann Robert Allison Jeff Moretz Jeff Price Lou Gebel Mike Revell Bob Latham Fred Johnson Michael Osmundson DBIE 16C John Klavenski Rusty Hoasflook Robert McCroskey David Russell Soott Obenshain Thad Herbert Gary Eudy Larry Allison James Johnson Mike Cavanagh Ray Chandler Gregg Longnecker Buddy Player Joe Ashley Mark Watson Gary Reese Steve Mulkey	37 39 43 49 54 57 0INTS 9.5 10.5 14.75
BIE 168 P.  Rick Jarrett John Kendrick Mike Carpenter David Lennard Mike Hermann Robert Allison Jeff Moretz Jeff Price Lou Gebel Mike Revell Bob Latham Fred Johnson Michael Osmundson DBIE 16C John Klavenski Rusty Hoasflook Robert McCroskey David Russell Soott Obenshain Thad Herbert Gary Eudy Larry Allison James Johnson Mike Cavanagh Ray Chandler Gregg Longnecker Buddy Player Joe Ashley Mark Watson Gary Reese Steve Mulkey	39 43 49 54 57 DINTS 9.5 10.5 14.75
BIE 168 P.  Rick Jarrett John Kendrick Mike Carpenter David Lennard Mike Hermann Robert Allison Jeff Moretz Jeff Price Lou Gebel Mike Revell Bob Latham Fred Johnson Michael Osmundson DBIE 16C John Klavenski Rusty Hoasflook Robert McCroskey David Russell Soott Obenshain Thad Herbert Gary Eudy Larry Allison James Johnson Mike Cavanagh Ray Chandler Gregg Longnecker Buddy Player Joe Ashley Mark Watson Gary Reese Steve Mulkey	43 49 54 57 DINTS 9.5 10.5 14.75
BIE 168 P.  Rick Jarrett John Kendrick Mike Carpenter David Lennard Mike Hermann Robert Allison Jeff Moretz Jeff Price Lou Gebel Mike Revell Bob Latham Fred Johnson Michael Osmundson DBIE 16C John Klavenski Rusty Hoasflook Robert McCroskey David Russell Soott Obenshain Thad Herbert Gary Eudy Larry Allison James Johnson Mike Cavanagh Ray Chandler Gregg Longnecker Buddy Player Joe Ashley Mark Watson Gary Reese Steve Mulkey	49 54 57 DINTS 9. 5 10. 5 14. 75
BIE 168 P.  Rick Jarrett John Kendrick Mike Carpenter David Lennard Mike Hermann Robert Allison Jeff Moretz Jeff Price Lou Gebel Mike Revell Bob Latham Fred Johnson Michael Osmundson DBIE 16C John Klavenski Rusty Hoasflook Robert McCroskey David Russell Soott Obenshain Thad Herbert Gary Eudy Larry Allison James Johnson Mike Cavanagh Ray Chandler Gregg Longnecker Buddy Player Joe Ashley Mark Watson Gary Reese Steve Mulkey	9.5 10.5 14.75
BIE 168 P.  Rick Jarrett John Kendrick Mike Carpenter David Lennard Mike Hermann Robert Allison Jeff Moretz Jeff Price Lou Gebel Mike Revell Bob Latham Fred Johnson Michael Osmundson DBIE 16C John Klavenski Rusty Hoasflook Robert McCroskey David Russell Soott Obenshain Thad Herbert Gary Eudy Larry Allison James Johnson Mike Cavanagh Ray Chandler Gregg Longnecker Buddy Player Joe Ashley Mark Watson Gary Reese Steve Mulkey	9.5 10.5 14.75
Rick Jarrett John Kendrick Mike Carpenter David Lennard Mike Hermann Robert Allison Jeff Moretz Jeff Price Lou Gebel Bob Latham Fred Johnson Michael Osmundson BIE 16C John Klavenski Rusty Hoasflook Robert McCroskey David Russell Scott Obenshain Thad Herbert Cary Eudy Larry Allison James Johnson Mike Cavanagh Ray Chandler Gregg Longnecker Buddy Player Joe Ashley Mark Watson Gary Reese Steve Mulkey	9.5 10.5 14.75
. Robert Allison . Jeff Moretz . Jeff Price . Lou Gebel . Mike Revell . Bob Latham . Fred Johnson . Michael Osmundson . Michael Osmundson . Michael Osmundson . Michael Osmundson . John Klavenski . Rusty Hoasflook . Robert McCroskey . David Russell . Scott Obenshain . Thad Herbert . Gary Eudy . Larry Allison . James Johnson . James Johnson . Mike Cavanagh . Ray Chandler . Gregg Longnecker . Buddy Player . Joe Ashley . Mork Watson . Gary Reese . Steve Mulkey	10.5
. Robert Allison . Jeff Moretz . Jeff Price . Lou Gebel . Mike Revell . Bob Latham . Fred Johnson . Michael Osmundson . Michael Osmundson . Michael Osmundson . Michael Osmundson . John Klavenski . Rusty Hoasflook . Robert McCroskey . David Russell . Scott Obenshain . Thad Herbert . Gary Eudy . Larry Allison . James Johnson . James Johnson . Mike Cavanagh . Ray Chandler . Gregg Longnecker . Buddy Player . Joe Ashley . Mork Watson . Gary Reese . Steve Mulkey	14.75 15 19 21 25 25 27
. Robert Allison . Jeff Moretz . Jeff Price . Lou Gebel . Mike Revell . Bob Latham . Fred Johnson . Michael Osmundson . Michael Osmundson . Michael Osmundson . Michael Osmundson . John Klavenski . Rusty Hoasflook . Robert McCroskey . David Russell . Scott Obenshain . Thad Herbert . Gary Eudy . Larry Allison . James Johnson . James Johnson . Mike Cavanagh . Ray Chandler . Gregg Longnecker . Buddy Player . Joe Ashley . Mork Watson . Gary Reese . Steve Mulkey	15 19 21 25 25 27
. Robert Allison . Jeff Moretz . Jeff Price . Lou Gebel . Mike Revell . Bob Latham . Fred Johnson . Michael Osmundson . Michael Osmundson . Michael Osmundson . Michael Osmundson . John Klavenski . Rusty Hoasflook . Robert McCroskey . David Russell . Scott Obenshain . Thad Herbert . Gary Eudy . Larry Allison . James Johnson . James Johnson . Mike Cavanagh . Ray Chandler . Gregg Longnecker . Buddy Player . Joe Ashley . Mork Watson . Gary Reese . Steve Mulkey	19 21 25 25 27
. Robert Allison . Jeff Moretz . Jeff Price . Lou Gebel . Mike Revell . Bob Latham . Fred Johnson . Michael Osmundson . Michael Osmundson . Michael Osmundson . Michael Osmundson . John Klavenski . Rusty Hoasflook . Robert McCroskey . David Russell . Scott Obenshain . Thad Herbert . Gary Eudy . Larry Allison . James Johnson . James Johnson . Mike Cavanagh . Ray Chandler . Gregg Longnecker . Buddy Player . Joe Ashley . Mork Watson . Gary Reese . Steve Mulkey	21 25 25 27 31
DBIE 16C PO John Klavenski Rusty Hoasflook Robert McCroskey David Russell Scott Obenshain Thad Herbert Gary Eugl Larry Allison James Johnson Mike Cavanagh Ray Chandler Gregg Longnecker Buddy Player Joe Ashley Mark Watson Gary Reese Steve Mulkey	25 25 27 31
DBIE 16C PO John Klavenski Rusty Hoasflook Robert McCroskey David Russell Scott Obenshain Thad Herbert Gary Eugl Larry Allison James Johnson Mike Cavanagh Ray Chandler Gregg Longnecker Buddy Player Joe Ashley Mark Watson Gary Reese Steve Mulkey	27
DBIE 16C PO John Klavenski Rusty Hoasflook Robert McCroskey David Russell Scott Obenshain Thad Herbert Gary Eugl Larry Allison James Johnson Mike Cavanagh Ray Chandler Gregg Longnecker Buddy Player Joe Ashley Mark Watson Gary Reese Steve Mulkey	31
DBIE 16C PO John Klavenski Rusty Hoasflook Robert McCroskey David Russell Scott Obenshain Thad Herbert Gary Eugl Larry Allison James Johnson Mike Cavanagh Ray Chandler Gregg Longnecker Buddy Player Joe Ashley Mark Watson Gary Reese Steve Mulkey	
DBIE 16C PO John Klavenski Rusty Hoasflook Robert McCroskey David Russell Scott Obenshain Thad Herbert Gary Eugl Larry Allison James Johnson Mike Cavanagh Ray Chandler Gregg Longnecker Buddy Player Joe Ashley Mark Watson Gary Reese Steve Mulkey	35
DBIE 16C PO John Klavenski Rusty Hoasflook Robert McCroskey David Russell Scott Obenshain Thad Herbert Gary Eugl Larry Allison James Johnson Mike Cavanagh Ray Chandler Gregg Longnecker Buddy Player Joe Ashley Mark Watson Gary Reese Steve Mulkey	36 42
	INTS
	6.5
	10.75
	11.5
	14
	16
	26
	29
	29
	37
	37
	59
	62
	70
	75
	76
Don Byers Norm Brandon Phil Weathers Lee Owens Dale Coleman Ted Criffin Cliff Schmidt David Conde	
Norm Brandon Phil Weathers Lee Owens Dale Coleman Ted Griffin Cliff Schmidt David Conde Debbie Holley	85
Lee Owens Dale Coleman Ted Griffin Cliff Schmidt David Conde Debbie Holley	
Dale Coleman Ted Griffin Cliff Schmidt David Conde Debbie Holley	90
Ted Griffin     Cliff Schmidt     David Conde     Debbie Holley	95 99 112
. Cliff Schmidt . David Conde . Debbie Holley	99 112 112
. David Conde . Debbie Holley	99 112 112 112
· repore money	99 112 112 112 112
. William Polkenhorn	99 112 112 112 112 112
. Sandy McCreight	99 112 112 112 112 112 112 112
DBIE 14T PO	99 112 112 112 112 112 112 112 112
. Kaye Merrell . Marilyn Craig . Mike O'Connell . Sam Price	INTS
. Marilyn Craig	INTS
Sam Price	INTS
. Jam Price	3 6.75
	INTS
IVISION 1	3 6.75

	Bill J. Crider	11.75
4.	Mark Webster	13
	Phil Wadsworth	15
6.	Steve Sutterfield	17
7.	Mack Andrews	18.75
8.	Ray Jaeger	23
9.	Jim Wilkinson	27
10.	Gerry Wilder	28
	John Grosskopt	39
12.	Dickie Wynn	39
нов	BIE 16B	POINTS
	Perry Larimer	6.75
	Rick Overby	11.75
	Disano	17
	Rebekah Atherton	17
5.	Brent Nelson	1.7
6.	Skip Jones	17.75
	Alan Flake	19
	Bill Bailey	23
9.	Gary Sellers	24
10.	William Mack	2.7
	Ray Tucker	33
12.	Joe Carey	34
13.	Darren Reed	35
14.	David Sufferren	35
15.	Pet O'Briant	41
SUN	BAKE '87	10
SUN FLE CRA	BAKE '87	10
SUN FLE CRA APR	BAKE '87 ET #199, DIVISION B ORCHARD LAKE	10
SUN FLE CRA APR	BAKE '87 ET #199, DIVISION B ORCHARD LAKE IL 25-26, 1987 BIE 18A Ed Workman	10 , CARBONDALE, I POINTS 3.5
SUN FLE CRA APR HOE	IBAKE '87 ET #199, DIVISION IB ORCHARD LAKE IL 25-26, 1987 EE Workman Paul Hinze	10 , CARBONDALE, I POINTS 3.5 5.5
SUN FLE CRA APR HOE	BAKE '87 ET #199, DIVISION B ORCHARD LAKE IL 25-26, 1987 BIE 18A Ed Workman Paul Hinze Cordan Isco	10 , CARBONDALE, I POINTS 3.5 5.5
SUN FLE CRA APR	IBAKE '87 ET #199, DIVISION IB ORCHARD LAKE IL 25-26, 1987 EIE 18A Ed Workman Paul Hinze Gordan Isco John Longueville	10 , CARBONDALE, I POINTS 3.5 5.5 10
SUN FLE CRA APR HOE 1. 2. 3. 4. 5.	BAKE '87 ET #199, DIVISION B ORCHARD LAKE IL 25-26, 1987 BE 18A Ed Workman Paul Hinze Gordan Isco John Longueville Tom Campbell	10 , CARBONDALE, I POINTS 3.5 5.5 10 11 12
SUN FLE CRA APR HOE 1. 2. 3. 4. 5. 6.	BAKE '87 ET #199, DIVISION B ORCHARD LAKE IL 25-26, 1987 IIE 18A Ed Workman Paul Hinze Gordan Isco John Longueville Tom Campbell Crant Hicks	10 , CARBONDALE, I POINTS 3.5 5.5 10 11 12 13
SUN FLE CRAAPR HOE 1. 2. 3. 4. 5. 6. 7.	BAKE '87 ET #199, DIVISION B ORCHARD LAKE IL 25-26, 1987 BE 18A Ed Workman Paul Hinze Gordan Isco John Longueville Tom Campbell Grant Hicks Mike Murphy	POINTS  3.5 5.5 10 11 12 13 18
SUN FLE CRA APR HOE 1. 2. 3. 4. 5. 6. 7. 8.	BAKE '87 ET #199, DIVISION BO ORCHARD LAKE IL 25-26, 1987  BE 18A Ed Workman Paul Hinze Gordan Isco John Longueville Tom Campbell Grant Hicks Mike Murphy Greg Ferree	10 , CARBONDALE, I POINTS 3.5 5.5 10 11 12 13 18 20
SUN FLE CRA APR HOE 1. 2. 3. 4. 5. 6. 7. 8. 9.	BAKE '87 ET #199, DIVISION B ORCHARD LAKE IL 25-26, 1987 EE 18A Ed Workman Paul Hinze Gordan Isco John Longueville Grant Hicks Mike Murphy Greg Ferree	POINTS 3.5 5.5 10 11 12 13 18 20 22
SUN FLE CRA APR 1. 2. 3. 4. 5. 6. 7. 8. 9. 10.	BAKE '87 ET #199, DIVISION BO ORCHARD LAKE IL 25-26, 1987  ILE 18A Ed Workman Paul Hinze Gordan Isco John Longueville Tom Campbell Tom Campbell Grant Hicks Mike Murphy Greg Ferree Hugh Greenwald Dick Wallace	10 , CARBONDALE, 1 POINTS 3.5 5.5 10 11 12 13 18 20 22 24
SUN FLE CRA APR 1. 2. 3. 4. 5. 6. 7. 8. 9. 10.	IBAKE '87 ET #199, DIVISION BB ORCHARD LAKE IL 25-26, 1987  EE Workman Paul Hinze Gordan Isco John Longueville Tom Campbell Grant Hicks Mike Murphy Greg Ferree Hugh Greenwald Dick Wallace Bruce Briggs	POINTS  3.5 5.5 10 11 12 13 18 20 22 24 25
SUN FLE CRA APR 1. 2. 3. 4. 5. 6. 7. 8. 9. 10.	BAKE '87 ET #199, DIVISION BO ORCHARD LAKE IL 25-26, 1987  ILE 18A Ed Workman Paul Hinze Gordan Isco John Longueville Tom Campbell Tom Campbell Grant Hicks Mike Murphy Greg Ferree Hugh Greenwald Dick Wallace	10 , CARBONDALE, 11 POINTS 3.5 5.5 10 11 12 13 18 20 22 24
SUNFLE CRAAPR 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12.	IBAKE '87 ET #199, DIVISION BB ORCHARD LAKE IL 25-26, 1987  EE Workman Paul Hinze Gordan Isco John Longueville Tom Campbell Grant Hicks Mike Murphy Greg Ferree Hugh Greenwald Dick Wallace Bruce Briggs	POINTS  3.5 5.5 10 11 12 13 18 20 22 24 25
SUN FLE CRAAPR 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. HOE	IBAKE '87 ET #199, DIVISION BO ORCHARD LAKE IL 25-26, 1987  IIIE 18A Ed Workman Paul Hinze Gordan Isco John Longueville Tom Campbell Crant Hicks Mike Murphy Greg Ferree Hugh Greenwald Dick Wallace Bruce Briggs Lee Johnson	10 , CARBONDALE, I POINTS 3.5 5.5 10 11 12 13 18 20 22 24 25 34 POINTS
SUN FLE CRAAPR 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12.	BAKE '87 ET #199, DIVISION BO ORCHARD LAKE IL 25-26, 1987  IIE 18A  Ed Workman Paul Hinze Gordan Isco John Longueville Tom Campbell Grant Hicks Mike Murphy Greg Ferree Hugh Greenwald Dick Wallace Bruce Briggs Lee Johnson	10 , CARBONDALE, 1 POINTS 3.5 5.5 10 11 12 13 18 20 22 24 25 34 POINTS
SUNFLE CRAAPR  1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. HOE	IBAKE '87 ET #199, DIVISION BO ORCHARD LAKE IL 25-26, 1987  IIIE 18A Ed Workman Paul Hinze Gordan Isco John Longueville Tom Campbell Crant Hicks Mike Murphy Greg Ferree Hugh Greenwald Dick Wallace Bruce Briggs Lee Johnson	10 , CARBONDALE, I POINTS 3.5 5.5 10 11 12 13 18 20 22 24 25 34 POINTS

но	BIE 18A	POINTS
1-	Ed Workman	3.5
2.	Paul Hinze	5.5
3.	Gordan Isco	10
4.	John Longueville	11
5.	Tom Campbell	12
6.	Grant Hicks	13
7.	Mike Murphy	1.8
8.	Greg Ferree Hugh Greenwald Dick Wallace	20
9.	Hugh Greenwald	2.2
10.	Dick Wallace	24
11.	Bruce Briggs	25
12.	Lee Johnson	34
но	BIE 18B	POINTS
1.	Russ Schulz Ron Twillman	3.5
2.	Ron Twillman	5.75
		8.75
4.	Bud Harry	9
5.	Bud Harry Robert Finkes Larry Hampton David Lindqust	16
6.	Larry Hampton	16
7.	David Lindgust	18
8.	Matt Kidder	19
9.	Don Cory	22
10.	Don Cory Kevin Doe	26
	BIE 17A	POINTS
,	Al Basts	2 2-
7.	Al Baatz Kust Hammos	2.25 4.75
3.	Kurt Hammes Mike Shelly	6
но	BIE 16A	POINTS
	BIE 16A	POINTS
1.	Kevin Wildes	5.5
1.	Kevin Wildes John Grosskopf	5.5
1. 2. 3.	Kevin Wildes John Grosskopf	5.5 6 8.75
1. 2. 3. 4.	Kevin Wildes John Grosskopf Gary Glenn Marc Gramont	5.5 6 8.75
1. 2. 3. 4. 5.	Kevin Wildes John Grosskopf Gary Glenn Marc Gramont Bill J. Crider	5.5 6 8.75 10 10.75
1. 2. 3. 4. 5.	Kevin Wildes John Grosskopf Gary Glenn Marc Gramont Bill J. Crider	5.5 6 8.75 10 10.75
1. 2. 3. 4. 5.	Kevin Wildes John Grosskopf Gary Glenn Marc Gramont Bill J. Crider	5.5 6 8.75 10 10.75 13
1. 2. 3. 4. 5.	Kevin Wildes John Grosskopf Gary Glenn Marc Gramont Bill J. Crider	5.5 6 8.75 10 10.75 13 14 22
1. 2. 3. 4. 5.	Kevin Wildes John Grosskopf Gary Glenn Marc Gramont Bill J. Crider	5.5 6 8.75 10 10.75 13 14 22 25
1. 2. 3. 4. 5.	Kevin Wildes John Grosskopf Gary Glenn Marc Gramont Bill J. Crider	5.5 6 8.75 10 10.75 13 14 22 25 28
1. 2. 3. 4. 5. 6. 7. 8. 9.	Kevin Wildes John Grosskopf Gary Glenn Marc Gramont Bill J. Crider Doug Grant Euard Verch Andy Humpries Perry Larimer John Heeren Mark Webster	5.5 6 8.75 10.75 13 14 22 25 28 29
1. 2. 3. 4. 5. 6. 7. 8. 9. 10.	Kevin Wildes John Grosskopf Gary Glenn Marc Gramont Bill J. Crider Doug Grant Euard Verch Andy Humpries Perry Larimer John Heeren Mark Webster J. Lammers	5.5 6 8.75 10 10.75 13 14 22 25 28 29
1. 2. 3. 4. 5. 6. 7. 8. 9. 110. 111.	Kevin Wildes John Grosskopf Gary Glenn Marc Gramont Bill J. Crider Doug Grant Euard Verch Andy Humpries Perry Larimer John Heeren Mark Webster J. Lammers Kenny McDonald	5.5 6 8.75 10 10.75 13 14 22 25 28 29 31
1. 2. 3. 4. 5. 6. 7. 8. 9. 110. 111.	Kevin Wildes John Grosskopf Gary Glenn Marc Gramont Bill J. Crider Doug Grant Euard Verch Andy Humpries Perry Larimer John Heeren Mark Webster	5.5 6 8.75 10 10.75 13 14 22 25 28 29
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14.	Kevin Wildes John Grosskopf Gary Glenn Marc Gramont Bill J. Crider Doug Grant Euard Verch Andy Humpries Perry Larimer John Heeren Mark Webster J. Lammers Kenny McDonald	5.5 6 8.75 10 10.75 13 14 22 25 28 29 31 32 32
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14.	Kevin Wildes John Grosskopf Gary Glenn Marc Gramont Bill J. Crider Doug Grant Euard Verch Andy Humpries Perry Larimer John Heeren Mark Webster J. Lammers Kenny McDonald Del Soles Gerry Wilder	5.5 6 8.75 10 10.75 13 14 22 25 28 29 31 32 32 33 3
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 111. 112. 113. 114. 115. HOI	Kevin Wildes John Crosskopf Cary Glenn Marc Gramont Bill J. Crider Doug Grant Euard Verch Andy Humpries Perry Larimer John Heeren Mark Webster J. Lammers Kenny McDonald Del Soles Gerry Wilder	5.5 6 8.75 10 10.75 13 14 22 25 28 29 31 32 32 33 3
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 111. 112. 113. 114. 115. HOE	Kevin Wildes John Grosskopf Gary Glenn Marc Gramont Bill J. Crider Doug Grant Euard Verch Andy Humpries Perry Larimer John Heeren Mark Webster J. Lammers Kenny McDonald Del Soles Gerry Wilder	5.5 6 8.75 10 10.75 13 14 22 25 28 29 31 32 32 33 3
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15.	Kevin Wildes John Grosskopf Gary Glenn Marc Gramont Bill J. Crider Doug Grant Euard Verch Andy Humpries Perry Larimer John Heeren Mark Webster J. Lammers Kenny McDonald Del Soles Gerry Wilder	5.5 6 8.75 10 10.75 13 14 22 25 28 29 31 32 32 33 POINTS 6.75 6.75 8.75 8.75 8.75
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. HOE	Kevin Wildes John Grosskopf Gary Glenn Marc Gramont Bill J, Crider Doug Grant Euard Verch Andy Humpries Perry Larimer John Heeren Mark Webster J, Lammers Kenny McDonald Del Soles Gerry Wilder  Jim Johnson Leonard Mack Jeff Bruce Steve Delmotte	5.5 6 8.75 10 10.75 13 14 22 25 28 29 31 32 32 32 33 33 POINTS
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 112. 13. 14. 15. HOF	Kevin Wildes John Grosskopf Cary Clenn Marc Gramont Bill J. Crider Doug Grant Euard Verch Andy Humpries Perry Larimer John Heeren Mark Webster J. Lammers Kenny McDonald Del Soles Gerry Wilder  Jim Johnson Leonard Mack Leonard Mack Leoff Bruce Steve Delmotte Steve Delmotte Solary Reed	5.5 6 8.75 10 10.75 13 14 22 25 28 29 31 32 32 33 POINTS 6.75 6.75 8.75 8.75 8.75
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. HOE	Kevin Wildes John Grosskopf Gary Glenn Marc Gramont Bill J, Crider Doug Grant Euard Verch Andy Humpries Perry Larimer John Heeren Mark Webster J, Lammers Kenny McDonald Del Soles Gerry Wilder  Jim Johnson Leonard Mack Jeff Bruce Steve Delmotte Darren Reed Darck Kirkwood	5.5 6 8.75 10 10.75 13 14 22 25 28 29 31 32 32 32 33 33 3
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. HOE	Kevin Wildes John Crosskopf Cary Glenn Marc Gramont Bill J. Crider Doug Grant Euard Verch Andy Humpries Perry Larimer John Heeren Mark Webster J. Lammers Kenny McDonald Del Soles Gerry Wilder  Jim Johnson Leonard Mack Jeff Bruce Steve Delmotte Steve Delmotte Steve Delmotte Darren Reed Jack Kirkwood	5.5 6 8.75 10 10.75 13 14 22 25 26 29 31 32 32 33 3
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 4. 5. 6. 7.	Kevin Wildes John Crosskopf Cary Glenn Marc Gramont Bill J. Crider Doug Grant Euard Verch Andy Humpries Perry Larimer John Heeren Mark Webster J. Lammers Kenny McDonald Del Soles Gerry Wilder  Jim Johnson Leonard Mack Jeff Bruce Steve Delmotte Steve Delmotte Steve Delmotte Darren Reed Jack Kirkwood	5.5 6 8.75 10 10.75 13 14 22 25 28 29 31 32 32 32 32 33 33 3
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 6. 7. 8. 9. 9.	Kevin Wildes John Grosskopf Cary Clenn Marc Gramont Bill J. Crider Doug Grant Euard Verch Andy Humpries Perry Larimer John Heeren Mark Webster J. Lammers Kenny McDonald Del Soles Gerry Wilder  Jim Johnson Leonard Mack Jeff Bruce Steve Delmotte Steve Delmotte Steve Delmotte Dan Kolean Alan Flake Paul Lambert	5.5 6 8.75 10 10.75 13 14 22 25 26 29 31 32 32 33 3
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 115. HOI	Kevin Wildes John Grosskopf Gary Glenn Marc Gramont Bill J, Crider Doug Grant Euard Verch Andy Humpries Perry Larimer John Heeren Mark Webster J, Lammers Kenny McDonald Del Soles Gerry Wilder  Jim Johnson Leonard Mack Jeff Bruce Steve Delmotte Darren Reed Jark Kirkwood Dan Kolean Alan Flake Paul Lambert	5.5 6 8.75 10 10.75 13 14 22 25 25 28 29 31 32 32 33 33 3
1. 2. 3. 4. 5. 6. 7. 8. 111. 12. 13. 14. 15. HOI	Kevin Wildes John Grosskopf Cary Clenn Marc Gramont Bill J. Crider Doug Grant Euard Verch Andy Humpries Perry Larimer John Heeren Mark Webster J. Lammers Kenny McDonald Del Soles Gerry Wilder  Jim Johnson Leonard Mack Jeff Bruce Steve Delmotte Darren Reed Jack Kirkwood Dan Kolean Alan Flake Paul Lambert David Suffern Tony Way	5.5 6 8.75 10 10.75 13 144 22 25 26 29 31 32 32 33 33 34 4 4 5 5 6.75 6.75 12 75 12 75 18 19 22 23 25 26
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 2. 3. 4. 5. 6. 6. 7. 8. 9. 10. 11. 2. 4. 4. 5. 6. 6. 7. 8. 9. 10. 11. 2. 4. 4. 5. 6. 6. 7. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10	Kevin Wildes John Grosskopf Gary Glenn Marc Gramont Bill J, Crider Doug Grant Euard Verch Andy Humpries Perry Larimer John Heeren Mark Webster J, Lammers Kenny McDonald Del Soles Gerry Wilder  Jim Johnson Leonard Mack Jeff Bruce Steve Delmotte Darren Reed Dark Kirkwood Dan Kolean Alan Flake Paul Lambert David Suffern Tony Way Jim Diese	5.5 6 8.75 10.75 13.14 22 25 26 2.75 12.75 18 19 22 23 25 26 29 25 26 27 27 27 27 27 27 27 27 27 27 27 27 27
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 2. 3. 4. 5. 6. 6. 7. 8. 9. 10. 11. 2. 4. 4. 5. 6. 6. 7. 8. 9. 10. 11. 2. 4. 4. 5. 6. 6. 7. 10. 10. 10. 10. 10. 10. 10. 10. 10. 10	Kevin Wildes John Grosskopf Gary Glenn Marc Gramont Bill J, Crider Doug Grant Euard Verch Andy Humpries Perry Larimer John Heeren Mark Webster J, Lammers Kenny McDonald Del Soles Gerry Wilder  Jim Johnson Leonard Mack Jeff Bruce Steve Delmotte Darren Reed Dark Kirkwood Dan Kolean Alan Flake Paul Lambert David Suffern Tony Way Jim Diese	5.5 6 8.75 10 10.75 13 32 33 33 32 32 32 32 32 32 32 32 32 32
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 112. 13. 4. 5. 6. 7. 8. 9. 10. 112. 13. 4. 15.	Kevin Wildes John Grosskopf Gary Glenn Marc Gramont Bill J. Crider Doug Grant Euard Verch Andy Humpries Perry Larimer John Heeren Mark Webster J. Lammers Kenny McDonald Del Soles Gerry Wilder  Jim Johnson Leonard Mack Jeff Bruce Steve Delmotte Darren Reed Jark Kirkwood Dan Kolean Alan Flake Paul Lambert Tony Way Jim Disano	5.5 6 8.75 10.75 13.14 22 25 26 2.75 12.75 18 19 22 23 25 26 29 25 26 27 27 27 27 27 27 27 27 27 27 27 27 27

KENTUCKY DAM REGATTA FLEET #219, DIVISION 10 KENTUCKY LAKE, GILBERTSVILLE, KY APRIL 18-19, 1987

1. Gordon Isco
2. Dick Wallace
3. Mike Murphy
4. Jim Frederick
5. Gregg Ferree
6. John Derringer
7. John Longueville
8. Kevin Furlong
9. Gary Lambaru
10. Kevin Gillingham HOBIE 16A POINTS

1. Andy Andriakos 2. Mark Gramont 9

Gregg Kowalski
 John Kendrick
 Mike Carpenter

2.25

1. Wick Smith 2. Mike Merritt 3. Tim Carney 4. Bobby Florence

5, 25 10, 75 11 12, 75

MAY DAY REGATTA FLEET #47, DIVISION 10 COWAN LAKE STATE PK., WILMINGTON, OH May 2-3, 1987

	BIE 18A	POINTS
1.	Gordon Isco	5.25
2.	James Frederick	8
3.	James Frederick Brian Ross	11.75
44	Michael Murphy	17.75
5.	Jeff MacInnis Ron Oehler	18
6.	Ron Oehler	23
7	Greg Ferree	23
8	Kevin Furlana	24
9	Kevin Furlong John T. Frey	28
10.	Jim Suhan	28
но	BIE 18B	POINTS
1.	David Fort	2.25
2.	Judi Szabo	6
3.	Mike Albrecht	6.75
4.	Alan Renner	9
5.	Alan Renner Paul Hubbard	13
6.	Fred Schmio	17
НО	BIE 17A	POINTS
1.	George Fecher	2.25
но	BIE 16A	POINTS
1.	Doug Grant	8.5
2.	Steve Rooks	8.5
3.	Mike Wier	9
4.	Stan Woodruff	10.75
5.	P.K. Wadsworth Mark Demetry	15
6.	Mark Demetry	21
	Mark Demetry	POINTS
но	BIE 16B	POINTS
HO	BIE 16B Donald Fecher	POINTS
HO 1. 2.	BIE 16B  Donald Fecher Steven Jones	POINTS 4.75 5.75
1. 2. 3.	BIE 16B  Donald Fecher Steven Jones John Grant	POINTS 4.75 5.75 7.5
1. 2. 3. 4.	Donald Fecher Steven Jones John Grant Bill Molleran	POINTS 4.75 5.75 7.5
1. 2. 3. 4.	BIE 16B  Donald Fecher Steven Jones John Grant Bill Molleran Jim Craven	POINTS 4.75 5.75 7.5 9
1. 2. 3. 4.	BIE 16B  Donald Fecher Steven Jones John Grant Bill Molleran Jim Craven	POINTS 4.75 5.75 7.5 9 13
1. 2. 3. 4. 5. 6.	Donald Fecher Steven Jones John Grant Bill Molleran Jim Craven Roger Davis Robin Brunotts	POINTS 4.75 5.75 7.5 9 13 14 20
1. 2. 3. 4. 5. 6. 7.	Donald Fecher Steven Jones John Grant Bill Molleran Jim Craven Roger Davis Robin Brunotts Robert Flucke	POINTS 4.75 5.75 7.5 9 13 14 20 26
1. 2. 3. 4. 5. 6. 7.	Donald Fecher Steven Jones John Grant Bill Molleran Jim Craven Roger Davis Robin Brunotts Robert Flucke	POINTS 4.75 5.75 7.5 9 13 14 20 26 29
1. 2. 3. 4. 5. 6. 7. 8. 9.	Donald Fecher Steven Jones John Grant Bill Molleran Jim Craven Roger Davis Robin Brunotts Robert Flucke Harry Suttmiller	POINTS 4.75 5.75 7.5 9 13 14 20 26 29 30
1. 2. 3. 4. 5. 6. 7. 8. 9. 10.	Donald Fecher Steven Jones John Grant Bill Molleran Jim Craven Roger Davis Robin Brunotts Robert Flucke Harry Suttmiller Bruce Rhine	POINTS 4.75 5.75 7.5 9 13 14 20 26 29 30 31
1. 2. 3. 4. 5. 6. 7. 8. 9. 10.	Donald Fecher Steven Jones John Grant Bill Molleran Jim Craven Roger Davis Robin Brunotts Robert Flucke Harry Suttmiller Bruce Rhine	POINTS 4.75 5.75 7.5 9 13 14 20 26 29 30 31 31
1. 2. 3. 4. 5. 6. 7. 8. 9. 10.	Donald Fecher Steven Jones John Grant Bill Molleran Jim Craven Roger Davis Robin Brunotts Robert Flucke Harry Suttmiller Bruce Rhine	POINTS 4.75 5.75 7.5 9 13 14 20 26 29 30 31 31 31 33
1. 2. 3. 4. 5. 6. 7. 8. 9. 10.	Donald Fecher Steven Jones John Grant Bill Molleran Jim Craven Roger Davis Robin Brunotts Robert Flucke Harry Suttmiller Bruce Rhine	POINTS 4.75 5.75 7.5 9 13 14 20 26 29 30 31 31 33 37
1. 2. 3. 4. 5. 6. 7. 8. 9. 10.	Donald Fecher Steven Jones John Grant Bill Molleran Jim Craven Roger Davis Robin Brunotts Robert Flucke Harry Suttmiller Bruce Rhine	POINTS 4.75 5.75 7.5 9 13 14 20 26 29 30 31 31 33 37
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16.	Donald Fecher Steven Jones John Grant Bill Molleran Jim Craven Roger Davis Robin Brunotts Robert Flucke Harry Suttmiller Bruce Rhine Steve Minne Dave Maynard Steve Glawitsch Ed Baldwin Patty McLean Tim Reber	POINTS 4.75 5.75 7.5 9 13 14 20 26 29 30 31 31 33 37
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16.	Donald Fecher Steven Jones John Grant Bill Molleran Jim Craven Roger Davis Robin Brunotts Robert Flucke Harry Suttmiller Bruce Rhine Steve Minne Dave Maynard Steve Glawitsch Ed Baldwin Patty McLean Tim Reber	POINTS 4.75 5.75 7.5 9 13 14 20 26 29 30 31 31 33 37 37
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16.	Donald Fecher Steven Jones John Grant Bill Molleran Jim Craven Roger Davis Robin Brunotts Robert Flucke Harry Suttmiller Bruce Rhine Steve Minne Dave Maynard Steve Glawitsch Ed Baldwin Patty McLean Tim Reber	POINTS 4.75 5.75 7.5 9 13 14 20 26 29 30 31 31 33 37 37 39 40
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16.	Donald Fecher Steven Jones John Grant Bill Molleran Jim Craven Roger Davis Robin Brunotts Robert Flucke Harry Suttmiller Bruce Rhine Steve Minne Dave Maynard Steve Glawitsch Ed Baldwin Patty McLean Tim Reber	POINTS 4.75 5.75 7.5 9 13 14 20 26 29 30 31 31 33 37 37
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HO 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 19. 19. 19. 19. 19. 19. 19. 19. 19	Donald Fecher Steven Jones John Grant Bill Molleran Jim Craven Roger Davis Robin Brunotts Robert Flucke Harry Suttmiller Bruce Rhine Dave Maynard Steve Glawitsch Ed Baldwin Patty McLean Tim Reber Jerry Williamson Mark Camden Dave Hupp William Macek Carv Waddell	POINTS 4.75 5.75 7.5 9.13 14 20 26 29 30 31 31 33 37 37 39 40 42 44 49
1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 17. 18. 19. 20. 21. 22.	Donald Fecher Steven Jones John Crant Bill Molleran Jim Craven Roger Davis Robert Flucke Harry Suttmiller Bruce Rhine Steve Minne Dave Maynard Steve Clawitsch Ed Baldwin Patty McLean Tim Reber Jerry Williamson Mark Camden Dave Hupp William Macek Gary Waddell Reginald Thomas	POINTS 4.75 5.75 9 13 14 20 26 29 30 31 31 33 37 37 39 40 42 44 49 49 53
HO 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 22. 23.	Donald Fecher Steven Jones John Grant Bill Molleran Jim Craven Roger Davis Robert Flucke Harry Suttmiller Bruce Rhine Steve Minne Steve Minne Steve Glawitsch Ed Baldwin Patty McLean Tim Reber Jerry Williamson Mark Camden Dave Hupp William Macek Gary Waddell Reginald Thomas Michael Malek	POINTS 4,75 5,75 7,5 9 13 14 20 26 29 30 31 31 33 37 37 39 40 42 44 49 53 54
HO 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 22. 22. 22. 23. 24.	Donald Fecher Steven Jones John Grant Bill Molleran Jim Craven Roger Davis Robert Flucke Harry Suttmiller Bruce Rhine Dave Maynard Steve Glawitsch Ed Baldwin Patty McLean Tim Reber Jerry Williamson Mark Camden Dave Hupp William Macek Gary Waddell Reginald Thomas Michael Malek Louis Pasley	POINTS 4.75 5.75 9 13 14 20 26 29 30 31 31 33 37 37 39 40 42 44 49 49 49 53 54
HO 1. 2. 3. 4. 4. 5. 6. 7. 8. 9. 10. 112. 113. 114. 115. 116. 117. 118. 119. 221. 221. 222. 223. 224. 25.	Donald Fecher Steven Jones John Grant Bill Molleran Jim Craven Roger Davis Robert Flucke Harry Suttmiller Bruce Rhine Steve Minne Steve Minne Steve Minne Tim Reber Jerry Williamson Mark Camden Dave Hupp William Macek Gary Waddell Reginald Thomas Michael Malek Louis Pasley Dean Sampson	POINTS 4.75 5.75 7.5 9 13 14 20 26 29 30 31 33 37 37 37 40 42 44 49 53 54 56 63
HO 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 111. 112. 113. 114. 115. 117. 118. 119. 220. 221. 222. 223. 224. 225. 226.	Donald Fecher Steven Jones John Crant Bill Mølleran Jim Craven Roger Davis Robert Flucke Harry Suttmiller Bruce Rhine Steve Minne Steve Minne Steve Minne Tim Reber Jerry William son Mark Canden Dave Hupp William Macek Cary Waddell Reginald Thomas Michael Malek Louis Pasley Dean Sampson Joe Martin	POINTS 4.75 5.75 7.5 9 13 14 20 26 29 30 31 31 33 37 37 39 40 42 44 49 53 54 56 63 73
HO 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 22. 23. 24. 225. 226. HO	Donald Fecher Steven Jones John Grant Bill Mølleran Jim Craven Roger Davis Robin Brunotts Robert Flucke Harry Sutmiller Bruce Rhine Steve Minne Steve Minne Tim Reber Jerry Williamson Mark Camden Dave Maydadell Reginald Thomas Michael Malek Louis Pasley Dean Sampson Joe Martin BIE 14T	POINTS 4.75 5.75 9 13 14 20 26 29 30 31 31 33 37 37 39 40 42 44 49 56 63 73 POINTS
HO 1. 2. 3. 4. 5. 6. 7. 8. 9. 10. 11. 12. 13. 14. 15. 16. 17. 18. 19. 20. 22. 23. 24. 225. 226. HO	Donald Fecher Steven Jones John Crant Bill Mølleran Jim Craven Roger Davis Robert Flucke Harry Suttmiller Bruce Rhine Steve Minne Steve Minne Steve Minne Tim Reber Jerry William son Mark Canden Dave Hupp William Macek Cary Waddell Reginald Thomas Michael Malek Louis Pasley Dean Sampson Joe Martin	POINTS 4.75 5.75 7.5 9 13 14 20 26 29 30 31 31 33 37 37 39 40 42 44 49 53 54 56 63 73

#### **DIVISION 13**

2. Gloria Traylor

ST. PATRICK'S DAY REGATTA FLEET #133, DIVISION 13 ISLA VERDE, PUERTO RICO MARCH 14-15, 1987

HOBIE 18	POINTS	
1. Andrews/Vaello	5	
2. Cruz/Torres	11.75	
3. Adelardi/Arroyo	14	
4. Scorza/Malave	19	
<ol><li>Palacios/Serralles</li></ol>	24	
HOBIE 16	POINTS	
1. Maymi/Maymi	8.5	
2. Dalmau/Dalmau	8.5	
<ol><li>Junco/Seyer</li></ol>	11.75	
HOBIE 14	POINTS	
1. Enrique Junco	6.25	
2. Enrique Torres	7.5	
3. Luis Ortiz	16	
4. Ricky Avila	19	
HOBIE 14T	POINTS	
1. Ricky Castro	5	
2. Elliott Garcia	10	

#### **DIVISION 14**

COWTOWN CATS REGATTA FLEET #91, DIVISION 14 FORT WORTH, TEXAS APRIL 4-5, 1987

	IE 18A	POINTS
1. 1	Morris/Hanley	8
2. 0	Cummins/Creel	8.5
3. F	Rumsey/Townsen	8.5
	Palmer/Palmer	10.75
5. [	Davenport/Davenpor	t 14
	Bass/Benton	19
7. 1	lacobi/Nixon	26
8. (	Costa/Blagg	30
нові	E 18B	POINTS
1. V	Valker/Walker	4.25
2. E	Beach/Gryder	6.75
	Vischmapr/Powers	9.75
	Neek/Adams	15
5. L	iggett/Liggett	17
6. 1	Valdrop/Fields	22
нов	IE 18C	POINTS
	Tabor/Sladek	4.25
	Griffin/Griffin	9
	lanson/Kirahara	10.5
4. N	light/Danylak	12
5. (	Griffin/Cannon	14
нові	E 17	POINTS
1. [	DeCocq	4.25
	Dickinson	8.75
	harrod	9
	Pattullo	14
5. 1	Tiger	16.75
	uecke	22
	towe	25
	Slidewell	29
	Chaples	32
	Autry	38

6.75 9.75 10 11.5 23
10 11.5
11.5
23
24 75
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35
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47
57
58
60
62
63

HOI	BIE 16B	POINTS
1.	Kuhn/Kuhn	8.75
2.	Shinn/Gray	8.75
3.	Bordelon/Bordelon	10.75
4.	Urban/Fielder	13.75
5.	Rourke/Ritter	15.75
6.	Cheathum/Hurlbut	24
7.	Saggi/Sydol	25
	Schuyler/McIntosh	26
9.	Schiller/Walker	28
10.	Calhoun/Adcock	35

HOBIE 16C	POINTS
1. Parker/Smith	4.25
2. Cohrt/Cohrt	7.75
3. Lippard/Ashingbine	r 13
4. Cogburn/Chandler	13.75
5. Ruestow/Rae	18
<ol><li>Robarge/Seely</li></ol>	19
7. Krumm/Allen	25
8. Everhart/Sprygada	29
HOBIE 14A	POINTS
1. Welsh	5.75
2. Crow	6.75
3. Schwartz	8.75
4. Richardson	14
HOBIE 14T	POINTS
1. Trent	3
2. Taylor	9
3. Franklin	11

#### **DIVISION 15**

CRESCENT CITY CLASSIC REGATTA FLEET #41, DIVISION 15 NEW ORLEANS, LOUISIANA APRIL 11-12, 1987

HOBIE 18A	POINTS
1. Scott Holland	4.25
2. Steve Lewis	5.5
3. Mike Parson	13
4. Dave Porter	13
5. Skip Rapp	20
6. Rick Owens	23
7. Pat Welchley	28
8. Dutch VanderMeulen	36
9. Robert Hack	37
10. Jac Dudenhefer	44
11. Joe Morse	47

HOBIE 17	POINTS
1. John Drury	4. 25

HOBIE 16A	POINTS
1. Bill Grady	6.5
2. Ben McCrackin	9.75
3. Barbara Lee	11
4. Rob Starr	11.5
E Caru Whisenbut	12

HOBIE 16B	POINTS
1. Steve Essig	3
2. Quain Kahler	7.75
3. Skip Jones	9
4. Kirby Louque	16
5. Karun Bonnegent	20

#### **Alpha**

ALPHA SPEED GAMES DIVISION 6 TEXAS CITY DIKE, TX. APRIL 14-18, 1987

#### DRAG RACES

1. Scott Sanchez

Kyle Sauer
 Rhonda Smith

#### DASH FOR CASH

1. Mike Perry 2. Elliot Leboe 3. Chris Robertson

#### FUN BOARD RACE

John Collins
 Elliot Leboe
 Chris Robertson

#### DISTANCE - DASH FOR CASH

#### MENS HEAVY

1. David Leboe

George Clayton
 Bill Schell

MENS LIGHT

John Collins
 Chris Robertson
 Tom Priester

#### WOMENS

Kathy Robertson
 Amy Ellison

OPEN SLALOM

1. Rhonda Smith

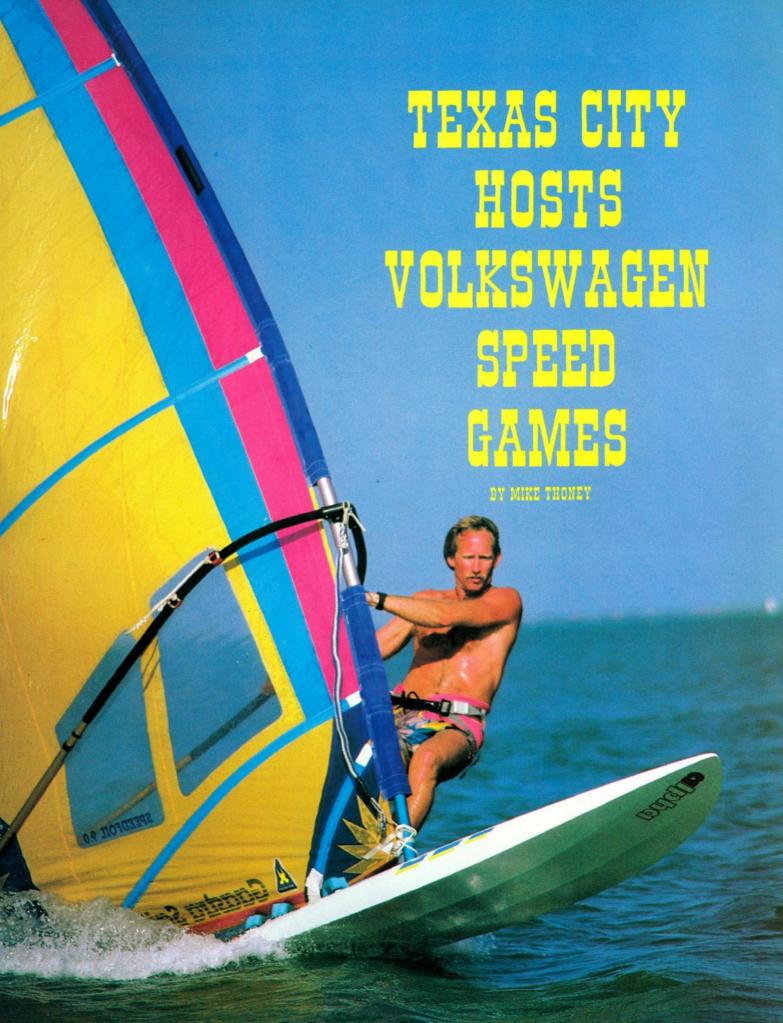
Mike Rader
 Elliot Leboe

# **DANGER DANGER**



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

DANGER



#### Photography By Mike Thoney

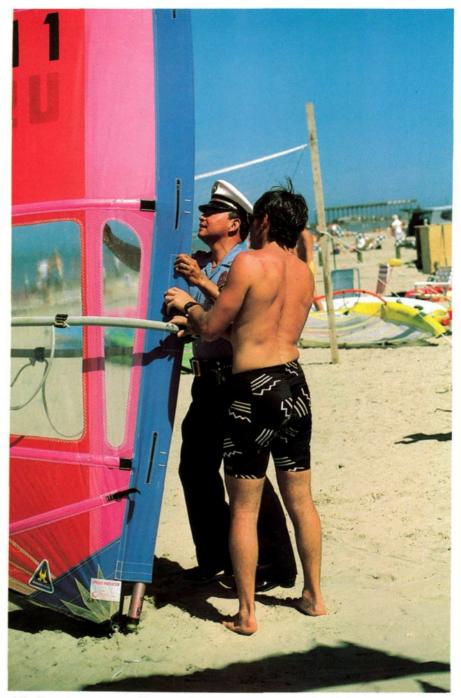
Editor's Note: Mike Thoney is a boating writer and photographer in Galveston, Texas. When he's not photographing boats, he can be found sailing and racing J-24s on Galveston Bay.

With a background of chemical plants and petroleum refineries, the Texas City dike won't be found on many postcards. But due to the dike's location on Galveston Bay and the favorable wind conditions that prevail here, it has long been a mecca for catamaran sailors and windsurfers. On a good weekend, the blandness of the dike transforms into a colorful sand-covered palette of multicolored sails and bronzed bodies, as bay-area sailors from nearby Houston and Galveston fill the beach to partake of some wind, sun and fun.

April winds at the dike frequently blow 20 knots or more, and with temperatures in the mid-eighties it became an ideal site for the first annual Volkswagen Speed Games. Held April 14-18, the speed games featured sailboard drag races, slalom events, fun board courses, and dash-for-cash distance races. If conditions were right, a shot at a world production board speed record was also scheduled. The games were sponsored by Volkswagen United States, Ulmer-Kolius Sails, Foster's Lager, and Alpha Sailboards. Southcoast Windsurfing of Houston was the Alpha Host Dealer. Events were organized by John Barnett of Hobie Cat and Ben Reyna of Southcoast, who also furnished the Alpha boards for the event. Throughout the week, Alpha Team Riders, Erik Mattsson, Carla Fiegener, Skip Hurwitz and Eric Barnett were on hand not only to compete, but to offer advice, answer questions, and even give a few lessons to some young, potential board sailors on the beach.

Texas City, no stranger to speed record attempts, was the place where Slingshot vied for a place in sailing history last year. Slingshot, the high-tech, high-speed catamaran, sailed along the dike several weeks while tuning up for a speed record run. On May 17, while in tow after a practice run, Slingshot broke loose from her tender during a freak storm that hurled 70-knot winds across Galveston Bay. She was destroyed and, for the time being, so was the attempt at the record. At this time, a new radical catamaran built by multihull speed demon Mike Zuteck has been launched. T-Squared, built from modified Tornado parts, will be shooting for a class B speed record at the dike this year.

What makes the Texas City Dike such a favorable location for a speed event? To begin with, the dike's real purpose in life is to shelter the Texas City Ship Channel, offering protection from the occasional



Mike Perry concentrates on his way to victory in a dash for cash (left) while Scott Sanchez fine tunes his rig with help from an influential supporter (above).

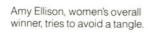
Gulf Coast hurricanes that visit here. The dike itself reaches five miles into Galveston Bay, running from northwest to southeast. The prevailing wind direction in this part of the coast is from the south/southeast. Because of this, the north side of the dike (the side facing away from the Texas City Channel,) offers a relatively smooth water surface. And because the dike is built almost at water level, there is no interfer-

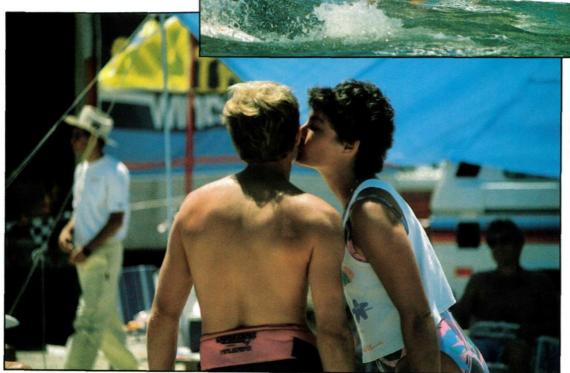
ence from buildings or surface thermals to cause strange puffs or shifts.

On Tuesday, April 14, a breezy and sunny day greeted the nearly 50 entrants to the Volkswagen Speed Games. Sailors from all over the country, including five-time Women's World Champ Rhonda Smith, were on hand. Race organizers John Barnett and Ben Reyna planned for some drag race heats and a possible 200-



Dredging in Galveston Bay created murky water you could almost walk on.





John Collins gets a buss from Lesley Ruddiman after winning the five-mile dash for cash.

meter record run.

As the entrants began rigging their boards, the wind increased in velocity, and soon went from about 12-15 knots to well over 20. Excitement filled the air as the wind speed climbed. Talk of a record run became more animated and everyone hoped for a shot at history! Just days before, a production board record was set in France with a new Alpha 60 Speed Needle, and the wind was gaining enough strength to better that mark.

But the wind gods were not about to let a new record be set this day. Instead of the usual southerly wind which would allow for a timed run parallel to the beach, the wind turned almost straight from the west and made it impractical to set up transits to measure speed over the course.

Mike Zuteck, who has sailed along this local landmark for years said that he couldn't remember ever seeing a west wind blow straight down the beach. After waiting nearly two hours for the wind to shift, race officials set a course from the beach for what proved to be exciting drag races. The puffs were now well over 30 knots, and 4.6 sails were generally the call.

After some exciting elimination heats (and a few crash and burns) in the sandy, wind churned water, Scott Sanchez of Hood River, Oregon emerged as the men's winner with wife Rhonda Smith at the top of the women's competition. One local sailor, Kyle Sauer of Houston, was the second place finisher. Kyle, who seemed right at home in the heavy air, had no problem keeping his feet or holding his 6.5 sail.

When the smoke (or should I say sand?) had cleared, Sanchez had his second win of the day tucked under his belt.

One of the sponsors, Ulmer-Kolius Sails, took advantage of the heavy air as John Collins and Neil MacPherson of Great Britain were on hand to demonstrate some new high speed sails being built by the loft in Seabrook, Texas.

While day number one didn't bring a record to Texas City, it left all the riders with their eyes cast toward Wednesday and the hope of good winds from the right direction. Tuesday night's party at Rumors, a Houston night spot, was well attended by the Speed Games folks. And like all sailing parties, the wind and waves grew in direct proportion to the time of night. It was here that several Florida entrants noted that "the Texas women were some of the friendliest they had ever met." It's great to have friends away from home. (They stayed friends all week, too.)

Day number two for the games began as a copy of number one, except for one missing ingredient, wind. The sun was there, the 80 degree temperature was there, the sailors were there, but the 20-30

knot breezes of yesterday were blowing somewhere else. The new Volkswagen fun cars stood watch over the beach, and the spectators waited patiently for the wind, but alas, it didn't blow.

In the spirit of true competition among sailors, the situation led itself to one solution, innovation! Two new events were soon added to the schedule, volleyball and speed beer drinking. The volleyball game was a natural for the beach, and with plenty of Foster's beer on hand, conditions were almost ideal for a world record time on the 12 ounce "down the hatch course."

Elimination rounds brought out some tough competition, and in a hard-fought contest, Ben Reyna of Southcoast Windsurfing won the event and set an unofficial world record of 7.01 seconds. Information was sparse, but the old record of 7.24 was believed to be held by a Reverend B. Foster (apparently no relation) and dated back to 1978. The Reverend Foster was not available for comment, but Ben Reyna said he would defend his title in the world championship to be held later this year.

April 16, day three, Texas City residents were solemnly recalling the infamous explosion of two ships in the harbor 40 years ago on this same day. The explosion and resulting fire destroyed much of Texas City and left some 576 people dead. It was said to be one of the worst fires in United States history.

Back at the Speed Games, the wind waited until afternoon to come up, and when it did, it was from the southwest at 10-12 knots. No speed runs today, but the dash-for-cash distance race was run over a course of about five miles. This open event had a first prize of one hundred dollars cash (and a kiss for the winner from Lesley Ruddiman of Hobie Cat). An Alpha 220 Pro Race board won the event, and the prizes went all the way to seven places with fifty dollars as second-place money, and dinner for two given to third through seventh place finishers.

Again, some of the local sailors got a chance to test their abilities against the pros in the dash-for-cash and slalom races. Elliot and David Leboe, brothers from Houston, were consistently nipping at the heels of the big guys and provided tough competition throughout the games.

Friday brought more spectators to the beach as word spread through the sailing community that the games could produce a speed record. But again, the wind was light (under 12 knots.) and fun board sailing was the order of the day.

Boards were the Alpha 215 with a choice of 6.3 or 7.2 sails. John Collins was the event winner, with Elliot Leboe and Chris Robertson of Houston in second and third place. Incidentally, it should be noted

here that two Houstonians who had little or no prior racing experience each won heats in the fun board competition against some of the California pros. Craig Shoemaker and Jeff Codd, both of whom sail behind a desk in a downtown office during the week, can be proud of their accomplish-

The end of a regatta usually means intense competition and silver for the front runners, and intense competition and the promise to do better next time from those who didn't win it all. But as long as everyone remembers to have a good time and do the best he or she can, it's worth the price of admission.

Saturday marked the last day of the Volkswagen Speed Games. Though the wind was light in the morning, it began to pick up around mid afternoon and finally got to near 20 knots.

A seven-mile-dash-for-cash course was set up using the Alpha one-design boards. Classes were divided into men's heavy, men's light, and women's. Interestingly enough, the women's start was five minutes after the men and the second board to finish was sailed by Kathy Robertson of Houston. Kathy won class in the event, followed by Amy Ellison of Galveston, Texas. Men's heavy honors went to David Leboe, and second was George Clayton, Alpha product manager of Escondido, California.

Over in men's light, John Collins and Chris Robertson (who obviously was inspired by wife Kathy's performance) and Tom Priester of Houston, were one, two, and three respectively.

When the wind finally began to do what it was supposed to do all week, the last event was a six-heat-figure-eight-single-elimination open slalom. Rhonda Smith was the eventual winner of the slalom, followed by Mike Rader of Corpus Christi, Texas, and Elliot Leboe of Houston.

When the trophies were given out Saturday afternoon, the top overall winner in the men's division was Scott Sanchez, who was awarded a new Alpha 60 Speed Needle board. Amy Ellison received top honors among the women, and for her fine performance, Amy received a Kevlar Hi Speed Sail from Ulmer-Kolius Sails.

All in all, the first Volkswagen Speed Games were successful, record or no record. And rest assured, there are a lot of sailors looking forward to next year's week at the dike.

### THE END OF THE.



PONDSP

#### BY BRIAN ALEXANDER

"We have instructed the sheriff and the highway patrol, the City of Palm Springs and the Bureau of Land Management to cite for trespass anyone caught [in the Ponds] and I have indicated that I will sign the complaints to prosecute the people. I have direction from my board to do that." Such is the status of the Ponds, those highwind, flat water havens for speed boardsailors. At this writing, the Ponds, created to replenish underground aquifers for California's Coachella Valley, are surrounded by a fence and are patrolled frequently. Tom Levy, general manager and chief engineer for the Coachella Valley Water District, will not hesitate to prosecute sailboarders using the Ponds without authorization. "I'm not going to be over-

joyed about signing complaints," he said, "but I will do it."

How did things arrive at this juncture? The one-word answer is "insurance." Ponds, Inc. in which Hobie Cat is a minority shareholder, has been attempting to establish a permanent concession at the Ponds. Sailors would be charged admission to the park. Boards would be available for rent, instructors would offer lessons, safety personnel would be on hand and refreshments would be offered. This plan would have brought organized boardsailing to one of the world's best locations for speed sailing. The Coachella Valley Water District, a public body ruled by a fivemember elected board, approved the basic plan submitted by Ponds, Inc. but

requested one small addition, five million dollars of liability insurance.

"We just went out on the market and looked for five million dollars of liability insurance and were just staggered by the premium," said Doug Campbell of Hobie Cat's search to meet the water district's request. Once Hobie Cat began looking, they found that the cheapest monthly premium they could find was \$8,333 per month, a figure which would make operation of the Ponds concession economically unfeasable.

"I think the Coachella Valley Water District asking for five million dollars is excessive, and as soon as you go to the insurance companies and ask for that amount for a concession that's this small, it raises their danger signals," said Campbell in describing what has become a Catch-22 for Ponds, Inc.

Levy, on the other hand, feels that his duty is to protect the water district from any financial hazard. "It seems to me that the people who want to make some money on it . . . should assume the risk," he said.

From Levy's point of view, the water district is not in the recreation business. The board's job is to supply water to the people of the Coachella Valley. "I'm not sure that there is any advantage to the district in allowing recreational use of the Ponds. Weighing against that, it seems to me that, potentially, the Ponds are a recreational asset here in the Coachella Valley and if there is some way that they could be used without creating a hazard of potential liability for the district then it seems to make good sense to do it. But, I see no reason why the district should assume a risk that it has no statutory requirement to assume."

Campbell, in a letter to Levy, asserted that six benefits would accrue to the water district, and the people of the Coachella Valley, by lowering the demand for insurance coverage to permit a professionally operated sailboard concession at the Ponds. The six reasons were as follows:

"1. The recently concluded President's Commission on American Outdoors identified access to recreation facilities, especially water, as a key need in America today. The Mayor of Palm Springs served with distinction on the commission and will be very supportive of activities that respond to this clearly identified need. Other federal government agencies should also be very supportive.

"2. A well-run sailboard concession at the facility will attract sailboarders from around the world to Palm Springs. This means additional tourist dollars and area publicity which will benefit the Palm Springs business community significantly. CVWD will benefit both directly and indirectly.

"3. Sailboarding is an active, healthy, safe, fun sport for young (and not-so-young also!) Californians and Americans. As a key partner and supporter of this sport through the Ponds facility, CVWD is contributing to the well-being of young America. I cannot assess the long-term public relations value of this positive identification for CVWD, but I suggest that, properly handled, it is considerable.

"4. Despite the erroneous recent assessment by the insurance industry of the safety of sailboarding as reflected in their recent quote, the sport is safe... When you add this fact to the recent California Appeals Court ruling on the strength of a properly written release form, I am totally convinced that the exposure is virtually nil...

"5. The unique advantages of the Ponds for sailboarding will attract riders, fence or

no fence. While I obviously don't agree with or condone trespassing, human nature and the exuberance of youth worldwide will probably result in attempted illegal and unsupervised entry into the Ponds.

A well-run sailboard concession that can offer the use of the Ponds on a supervised, controlled, sanitary and safe basis at a reasonable cost to users will eliminate or greatly reduce the illegal entry problem.

"6. The CVWD will receive a percentage of each ticket sold by the Ponds concession for CVWD revenue enhancement."

Levy and the board were not swayed by this reasoning. First, according to Levy, the "percentage of tickets sold will not pay the cost of drawing the lease and negotiating it." Second, Levy states that he has received as many calls opposing sailing at the Ponds as supporting it, so the public relations benefits to the district seem to be a wash. As for illegal entrances into the Ponds, Levy has established his policy of strict enforcement.

Campbell understands the district's concern. "There is some validity to them being afraid of people going after them because they are a public body and have deep pockets... That's the mentality of a minority of people. There are people like that across the country, which is part of the

reason there is an insurance crisis and liability crisis in this country." Still, Campbell feels five million dollars is, far and away, too much insurance to require.

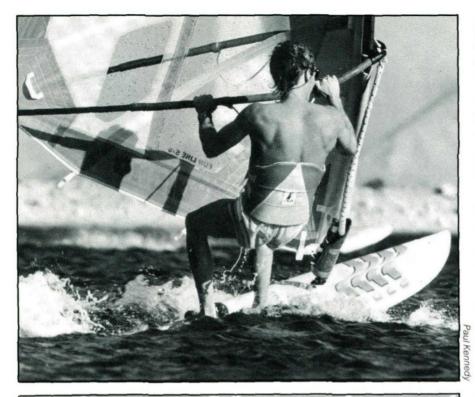
How did the water district arrive at the five-million-dollar figure? According to Levy, the board reviewed its liability over the past five years with an insurance risk manager and came to a conclusion about what the board sees as its potential liability risk based on personal injury cases in California. Based on these findings the board felt that five million was "a reasonable amount of protection."

The Ponds, Inc. tried to mitigate these premium costs and convince the district to lower its demands by including a waiver statement that would be signed by all people entering the park. The statement, called a "Release and Waiver of Liability and Indemnity Agreement" consists of three sections holding all the members of Ponds, Inc. harmless for any injury or damage to the park user either in recreational use of the park or during competitions. Sailors under 18 would have to have parents or legal guardians sign for them.

In addition, the Ponds, Inc. would have a full-time staff with CPR training and Red Cross lifesaving certificates on hand dur-



Paul Kenner





ing the hours of operation. A radio telephone (there are no telephone lines at the Ponds) would keep the park in contact with emergency services such as paramedics

Levy and the board were unconvinced. "We considered that an unacceptable solution . . . from the district's standpoint, that doesn't seem to provide a substantial amount of protection for us. Under California law, anybody could file a lawsuit and you could easily spend 50 to 100 thousand dollars defending yourself even if you win."

Still, the California Appeals Court has recently ruled, in a case involving motorcycles, that persons signing such a release form cannot make a liability claim in case of an accident. That, combined with the fact that Alpha, in its history of selling sailboards in the United States, has never had a liability claim, makes Campbell believe that the net result from the board's demands will be the closing "down of one of the great facilities in the world for speed sailing."

He is also pessimistic about the future of sailboarding at the Ponds. For one thing, the water district can no longer guarantee a year-round supply of water. With Arizona increasing the amount of Colorado River water it takes through the Central Arizona water project, the summer months, the best time for winds, may leave the Ponds merely dry depressions in the desert floor. That, coupled with the insurance liability problem, leads Campbell to say that "As long as conditions are as they are now, I don't think there will be a sailboarding facility at the Ponds."

Still, he is not ready to give up. "Springtime of next year is the make or break time. If we don't get something worked out in the next three or four months, then it won't happen, because we have to get all the permits and permissions from Riverside County and so on."

Levy, too, is holding out hope that the current impass will be broken and some form of sailboarding will be allowed at the Ponds. He wants to open the Ponds "as a courtesy to the people in our district, the people in our state, to provide the resource to them . . ." Toward that end, he has contacted other public agencies that "are in the recreational business," such as state and county parks departments, to help with the insurance. He has also contacted the State of California. As yet, he has received no positive replies, but he is still hoping.

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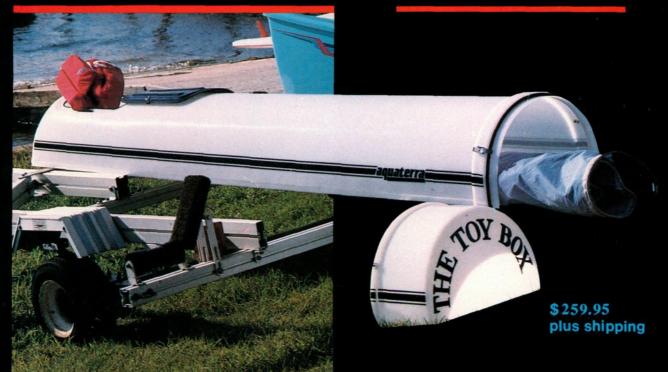
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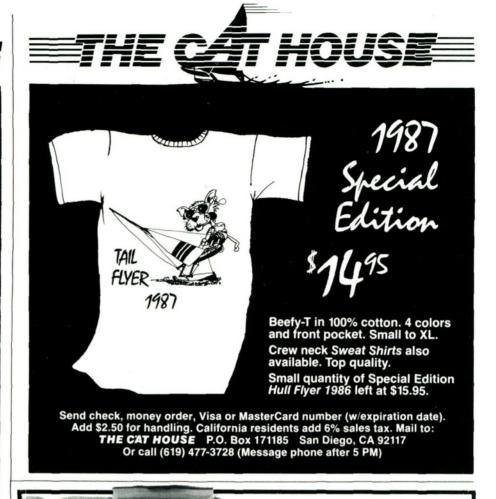
	1981
☐ Jan/Feb	Sailing to Get Away
☐ Mar/Apr	Predict the Wind
☐ May/Jun	Tuning the 16
☐ Jul/Aug	Choosing the Right Course
□ Nov/Dec	Tuning for Speed
	1982
☐ Sep/Oct	The Components of Winning
	1983
☐ Jan/Feb	Hypothermia
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☐ May/Jun	Surf Survival
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□ Nov/Dec	The Second Language of Sailors
	1984
■ May/Jun	Understanding Rules I
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	1985
□ Jan/Feb	Comfort is Key
☐ Mar/Apr	Flying the Magnum
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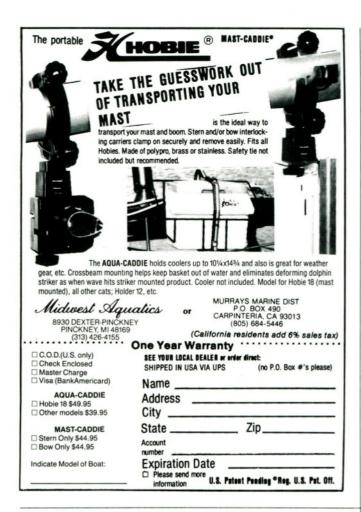
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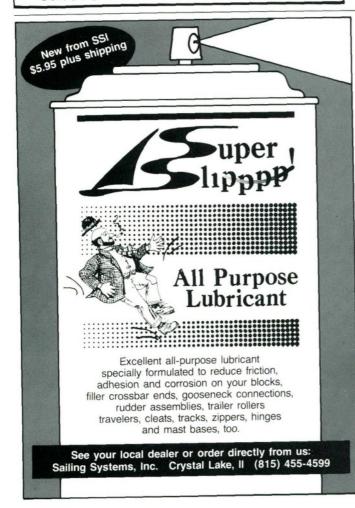
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