

Hobie **HOTLINE**

SEPTEMBER/OCTOBER 1987

\$2.50 U.S./\$3.50 CANADA



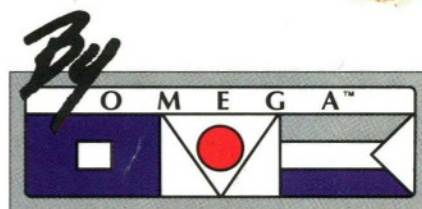


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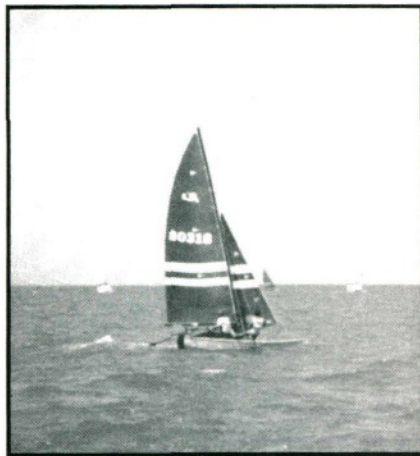
GETTING SERIOUS ABOUT HAVING FUN!

If you were one of the *WORLD'S TOP HOBIE® SAILORS* and you were sailing a Hobie® 16 in a 1,000 kilometer, open water race, what special upgrade equipment would YOU want to use?

There is a time and a place to enjoy experimenting with your Hobie®. In fact, at KISME, experimenting with Hobie®Cats is part of our *business*. However, a 1,000 kilometer race is *rarely* the time or place to experiment! Not even if you are sailing the *HIGHLY RESPECTED HOBIE®16, WHICH IS UNQUESTIONABLY THE MOST POPULAR AND PROVEN CATAMARAN IN THE ENTIRE WORLD!* Let's face it: A 1,000 kilometer, off shore race on *any* boat is *SERIOUS SAILING!*

It is fair to assume that the experts who actually participate in such demanding competition concentrate their efforts and resources on ways to make their sailing *SIMPLY BETTER* (i.e. easier, faster, safer, more comfortable). We agree with Clyde: Those guys "*Get Serious*" about having fun on a Hobie®, and they have proven that they are very, very good at it!

If you "*get serious*" about selecting *your* hardware, you will find that KISME *makes* 11 different, *highly specialized* items for the H-16 alone. (Yes Clyde, ALL KISME hardware items are bona-fide, class legal, sailing upgrades, not temporary gimmicks!) KISME believes that the Hobie®Cat is the most sailed and raced catamaran in the world, and it is hard for us to improve on something that we acknowledge is *already* so good! None-the-less, at KISME we keep trying to make sailing the incredible Hobie® *SIMPLY BETTER!*



Right again Clyde: Although KISME makes 11 different items for the H-16, you can only use 9 of them at the same time (because three are simply different choices for jib control) . . .

ALL 9 were used,
by ALL the crews,
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for ALL the miles,
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Yes Clyde, it is also not surprising that *all* the KISME parts performed beautifully for the entire race! After all, *registered* KISME parts are guaranteed for 5 years.

The reader should understand that KISME does not recommend "off shore" Hobie®sailing to the average sailor, regardless of the equipment (that includes you too, Clyde!). Please leave such grueling challenges to the experts. However, if you decide to "get serious" about regular "fun" sailing,

we recommend all of our own gear. We also want you to know that we assemble class legal hardware systems with components made by other highly respected companies like Harken® . . .

Consequently, you may also want to add a set of KISME / Harken®Mainsheet Blocks, or the custom assembled KISME / Harken® Oxen™ CVR™ (cleatless, variable ratio) Mainsheet System. Finally, you might appreciate our custom assembled KISME / Harken®/Kevlar® Aussi Jib Halyard System.

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* The 9 items were: (1) The QUICK, (2) The OK Harken Option, (3) The LINE GRABBER, (4) The TRAVELER TAMER I, (5) The TRAVELER TAMER II (w/Harken cleats), (6) The KISME CONNECTION, (7) The TLC, (8) The RPM Kit, and (9) The KLEET (4-pac).

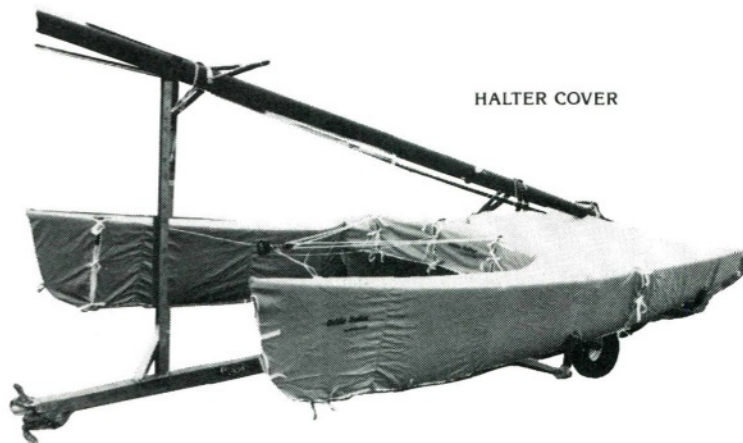
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One-piece full coverage . . .	\$199
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Southern Exposure

FEATURES

20/Slam Dunking

You really want to throw a blanket on the other guy? Here's how.

22/Artists in Fiberglass the Men of R and D

These are the guys that create the boats we all know and love.

25/Bop 'til You Drop But Sail Sober

Party with the best of them, but when you're sailing forget the booze.

26/What's the Difference? An Interview with Jonathan McKee

A renowned monohull sailor tells what he learned on the Hobie 18.

60/Evolution of a Species

The Alpha Speed Needle is proving to be a giant leap.

62/Boardsailing for Women

The sport may even be easier for the fairer sex!

REGATTA REVIEW

28/Curry Streaks to Another Title

He's emerging as the king of the single-handed catamarans.

34/European Round Up

T.L. reports from the latest European majors.

38/The World of Hog's Breath

And what a world! There's no other race quite like it.

57/Aussies Do it Again!

The Hobie 18 world title seems to have a permanent spot down under.

DEPARTMENTS

6/Hobietorial

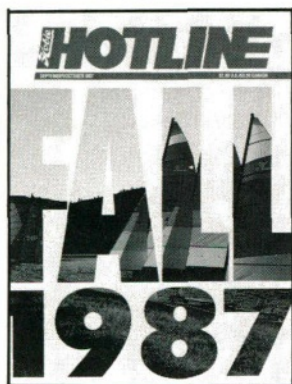
11/Letters

14/Briefs

45/Hobie Racing

70/Hot Products

ON THE COVER



Fall is just about here, so get in those last great sailing days of summer while you can. Photo by Guy Motil.

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

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HOBIE TORIAL

by Bonnie Hepburn

Make the Most of Fall

Every year it seems hard to believe that fall can come so quickly. When you think about it though, fall can be a great time for sailing. The air is just a little cooler, in some areas the winds are better and the racing season winds down with the biggest events of the year.

Already this season we've had such big races as the Hog's Breath 1000, the Hobie 18 World Championship in Toronto, Canada, the Hobie 17 U.S. National Championship and a host of large European events. You guessed it, all those events are covered in this issue of **HOTLINE**. As a special surprise, we've had Tony "T.L." Lewis cover the European scene. It is probably true that T.L. gets around more than any other sailor. One minute he's in Australia, the next in Fort Walton Beach and now he's in France. If there's action, T.L. is there.

Alpha fans will enjoy Nancy Crowell's piece on sailboarding for women. It turns out that you don't have to be a muscle man to enjoy and even master this sport. In fact, the fewer muscles the better when you first start out. Kean Rogers, a member of the Gaastra Sails research and design team, gives us an update on the record-breaking Alpha Speed Needle. Be sure to check out "Briefs" for the Speed Needle's latest accomplishment.

Speaking of research and design, we've included an article on how a Hobie Cat becomes a Hobie Cat. As you'll see, it can take years to progress from the mind of a designer to the solid, tough fiberglass of a production boat.

All you tactical Hobie sailors out there should take the time to read "Slam Dunk-

ing" an insider's guide on how to give your opponents the big cover so they'll never get out from under your wind. Of course, we had to be fair and include some strategies for avoiding a cover in the first place.

We're packed with goodies in this issue, so take your time. And by the way, be sure to read the ads. We've left some clues as to where the next few major Hobie Cat world and national championships are going to be held. We know you won't want to miss them, so we've whetted your appetite. Also, the coming of fall means that it's Hobie calendar time again. We think this edition of the calendar is going to be better than ever, so check the ad in this issue, clip the coupon and be one of the first to send for yours. **HOTLINE** gives you a way to get your Christmas shopping done early!

Remember, fall is really a state of mind. The trick is to keep thinking warm weather, no matter how cold it gets outside. Go for the gusto, and keep **HOTLINE** along for those times when you'd rather read about sailing a Hobie or Alpha than brave fall weather and sail one for yourself. Have a great season!

Bonnie



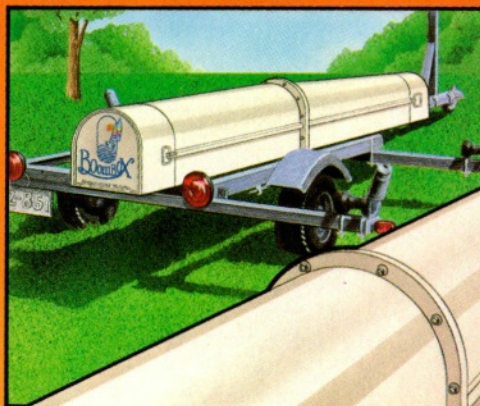
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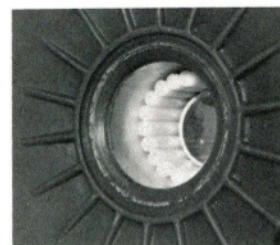


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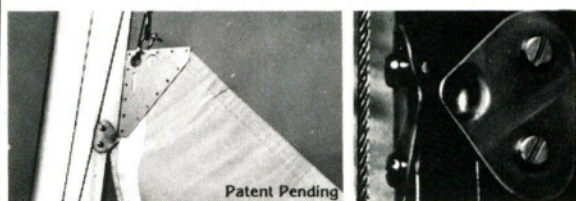
- Increases axle length 6 inches and returns to normal length by changing clevis pin.



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LETTERS

A Happy Reader

I've been very busy lately and am just now reading a few issues of HOTLINE that my brother had. I've been sailing Hobies for years and am always careful of electrical wires whenever I am with any sailboat. In the March/April 1987 issue, Clarke Blacker writes about the Comptip™ mast and about the new Alpha section in HOTLINE.

I can't believe that someone would bad mouth Hobie. What a company! They take the problem of electrical wires and mast that is not their fault and that seems impossible to fix and come up with a way to help solve it—to save a life! They don't stop there; they make it available free of charge not only to new buyers, but to anyone who has a Hobie, no matter how old. Now that's going beyond standing behind your product. Hobie is constantly trying to improve their product and answer questions. They even take the electrical wire problem to the electric companies to inform the companies and improve the policies. Most of all, they have been warning the sailor. There's always a chance that you could just forget and not look up.

I enjoy the Alpha section and am glad that it's included. Hobies are great boats and the HOTLINE does a great job. Keep up the great work.

Ron Brinton
Jeffersonville, Pennsylvania

Let's Behave Out There

In reference to Brian Alexander's article "Surviving Crowded Waters" (May/June, 1987) and the comment by Harbor Patrol Officer Mike Shutters that "... some Hobie Cat sailors feel that sailboarders don't have any rights on the water ... It's kind of the same thing drivers feel about motorcycles on the street ..." I offer this:

The analogy is appropriate and accurate as long as more than a few sailboarders continue to show the same disregard for others on the water as motorcyclists do on the road. The responsibility to sail safely exists for everyone on the water, regardless of type of vessel, but the instant acceleration and quick maneuverability of today's sailboards require an additional measure of awareness. While this does not relieve any catamaran sailor of his/her responsibility to sail responsibly, it remains a two-way street out there.

Those few reckless sailboarders (and the occasional Hobie sailor) will receive the respect and consideration they deserve as soon as they earn it. But an attitude of inattention and reckless dis-

regard for others on the water will do little to make this "peaceful coexistence" more of a reality.

Scott Ellis
Cambria, California

Shape Up the Clean Way

I saw your March/April 1987 magazine in a laundromat in Corona Del Mar, California. Great article on shaping up. I spent the time doing the stretch exercises while the machines did their work. It never went so fast before! (Even though their second hand had the longest, slowest minutes!)

I thought my kids who often sail their Hobie in the Modesto Reservoir would enjoy it. (Please send them the exercise article too.)

D. Jane Blodgett
Corona del Mar, California

Fleet 99 to the Rescue

I would like to bring to your attention the gallant behavior that Fleet 99 members displayed in rescuing me after I was knocked unconscious in the water during the Gulf Coast Championships by a broken towline between two chase boats.

Although I was not seriously injured, it was nonetheless life threatening. We learned many things that day. I owe them my life. My eternal thanks to all of Fleet 99.

Capt. James Mason
The Boat Shop

Dealer Service

On a recent vacation to Pensacola Beach, Florida, our Hobie 16 was caught in one of those quick-hitting summer afternoon storms. Although the Hobie was up on the beach with its main dropped and secured, high winds whipped and ripped our uncleated jib.

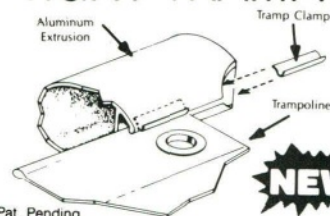
The blown out jib was taken to "Kirk" at Key Sailing, the local Hobie dealer, for a repair consultation. He was more than accommodating, offering to drop the damaged sail off at Schurr Sails, a local sailmaker, for us and to have the jib shipped back to us in Texas.

The jib arrived a few days later like new again. It's nice to know that Hobie dealers away from home are just as friendly and helpful to strangers as the one we deal with here.

Winston and Vicky Green
Tyler, Texas

Continued on next page

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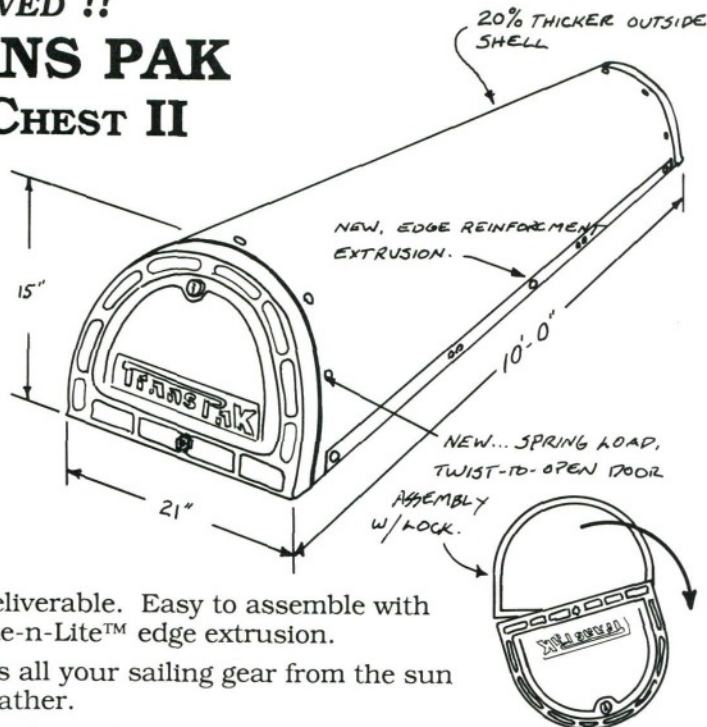
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LETTERS

Continued

Bungee Boom Vangs Legal?

Is a bungee cord secured from the boom to the corner casting class legal as a boom vang [in the Hobie 16 class]?

Brian Dolan
Fleet 48
Albuquerque, New Mexico

Editor's Note: That arrangement is legal only if there is a single point of attachment at all times.

One Comptip™ Please

Having recently competed in the Hobie 17 National Championship in Daytona Beach, Florida, I am convinced about the Comptip™! . . .

Let me also take this opportunity to give many kudos to Miles Wood for the excellent work in making the Hobie 17 championship a super event.

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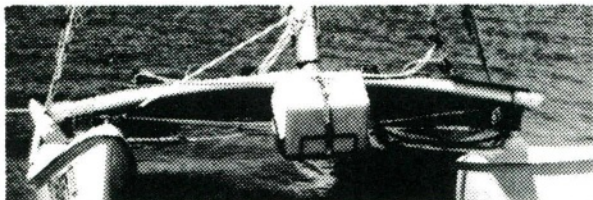
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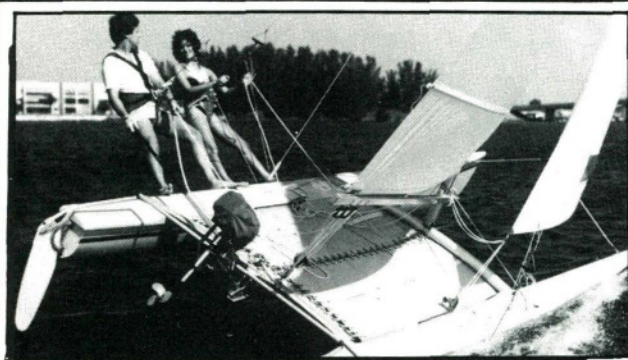
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HOBIE BRIEFS

Swim Early and Live

Mrs. Margaret Freemon of the Swim Early and Live organization (S.E.A.L.) has contacted Hobie Cat about possible sponsorship of the organization's early swimming program. Due to other charitable commitments to the Boy's Clubs of America, Hobie Cat, as a company, was unable to assist Mrs. Freemon whose group has had difficulty with liability insurance costs, an obstacle familiar to many Hobie and Alpha sailors. We thought it appropriate to alert Hobie fleets to the organization's goals.

S.E.A.L. teaches very young children how to survive in the water. It has two goals. The first is to give every child under age six the opportunity to learn to swim. The second is to increase drowning awareness. Few people are aware that drowning is the second leading cause of accidental deaths up to age 44.

Two states, Tennessee and Mississippi, are the only ones currently using the S.E.A.L. Aqua-Tot Swim Program. The program, run with the assistance of the state Jaycees, may be expanded via the U.S. Jaycees next year. Both states currently instituting the program need counselors. Hobie and Alpha sailors, as "water people," may be uniquely qualified to help.

If you or your fleet would like to aid the S.E.A.L. effort, would like to learn more about the organization, or if you live in Tennessee or Mississippi, contact the group and offer your assistance. Write to Mrs. Margaret Freemon, S.E.A.L. Foundation, 1630 Windsor, Gallatin, Tennessee 37066.

We Vant Zee Information

The HOTLINE wants to know the best places to sail around the world. Not necessarily those well-known spots like Hurricane Gulch, Hawaii or the North Sea, but the smaller, out of the way spots that a few of you out there know about but aren't telling the rest of us. We want to know how to get there, what accommodations we can expect, what facilities exist, what the winds are like, and if there are any dangerous features we should look out for if we go.

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. Include some 35 millimeter color slides or black and white glossy prints depicting the area. You may find your information included in a special HOTLINE section called "Hot Spots." Whenever we use it the sailor will receive \$25 for his or her time and trouble.

Alpha 60N Breaks Record Again!

Dieter Bechtel, the Alpha sailor who shattered the old production board speed record, has done it again. On July 16, 1987, Bechtel was sailing at the Sotavient Speed Week when he streaked to a record-setting 33.2 knots, half a knot faster than his old record set at St. Marie de la Mare, France. (Expressed differently, Bechtel sailed at 38.2 miles per hour or 61.5 kilometers per hour.)

The Alpha Speed Needle is a 60-liter board with a foam core and fiberglass/epoxy skin. It weighs a mere 12 pounds. The 60N measures nine feet in length. It is only 17 inches wide. [For more on the 60N see "Evolution of a Species."]

Bechtel is an experienced circuit rider for the Alpha team in Europe. He and the 60N will be touring international speed events such as Sotavient Speed Week throughout the summer.

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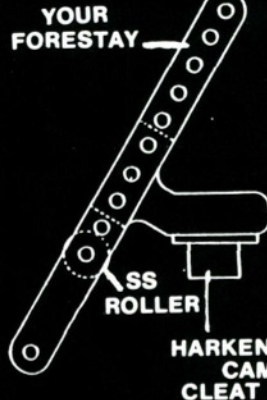
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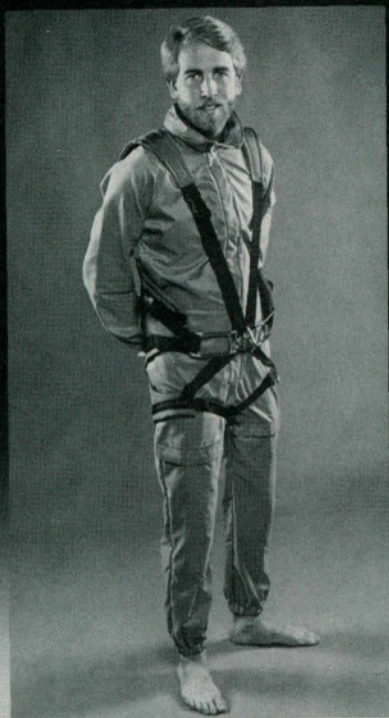
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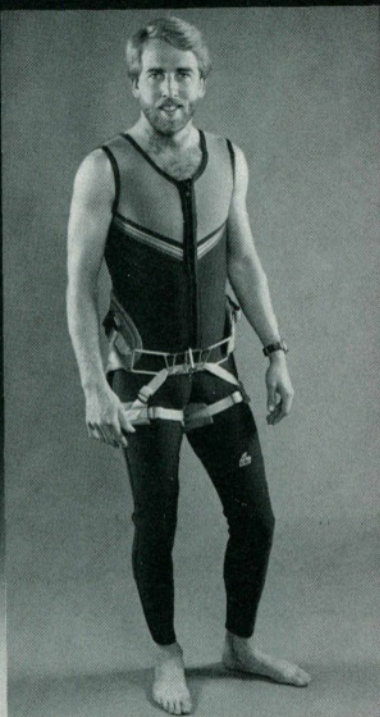


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SLAM DUNKING

BY FRED BIGGS

Covering an opponent is one of the most talked about tactics in sailing. When the cover is properly executed, it can be devastating. On the other hand, the initiation of a cover by a lead boat does not necessarily spell doom for the trailing boat.

The goal, or intention of covering another boat is to make her go where you want her to go so that the tack becomes a disadvantage to her, and an advantage to you. Sometimes this will mean forcing an opponent to go the wrong way on the course, or sometimes going the right way, but in a weakened position.

First, let me inject some cautionary comments. Before you put on a cover, and while the cover is on, you'll have to make several decisions. The first, of course, is what you hope to accomplish by putting a cover on another boat. Be aware of racing the boat directly behind you, but also be aware of racing the rest of the fleet. A lot of times skippers will go off battling each other and let five or six boats get by. A prime example of this is when one boat luffs another up during a reach. Remember that you can take a guy

to the moon like that, but you can also let a lot of boats pass you. So, keep an eye on your objective. Do you want revenge on a guy who protested you last week or do you want to maintain your position in the race?

Probably the best rule of thumb (tactics 101) is to keep yourself between the next mark and the rest of the fleet even if it means dropping a boat. If you see most of the fleet start to go the other way, go with them to keep yourself between them and the next mark. Then they have to sail past you. (Remember Conner in '83.)

Another rule is: Don't press a cover when it's not necessary. The idea of a cover is to herd a boat the way you want it to go. If the boat is already going that way, leave it alone. You don't have to stick around to make sure. If the boat starts going the way you don't want it to go, then begin a tighter cover.

Covering From Ahead

Upwind: Most people think that the wind shadows coming off the leeward side of the boat are all bad. Actually, there is a situation called "safe leeward." (See Diagram A.) This is where you can actually

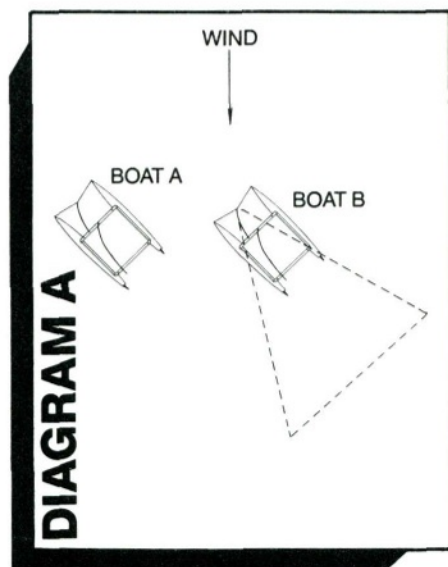
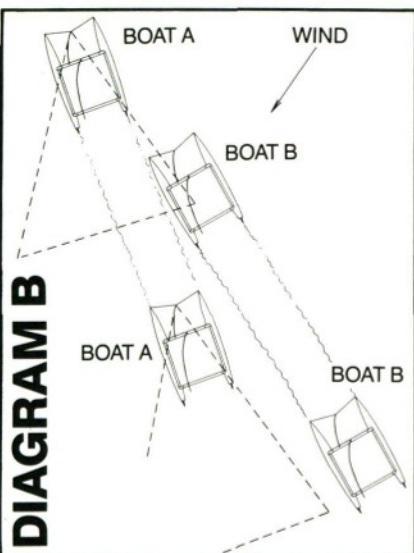


Illustration by Bill Baldwin

pick up some more wind even if you are leeward of another boat. You can use this knowledge to initiate a cover. It's a good idea to try for what we call the "lee bow" effect. That refers to a situation in which boat A is slightly ahead right off boat B's lee bow, and keeps pinching up, forcing

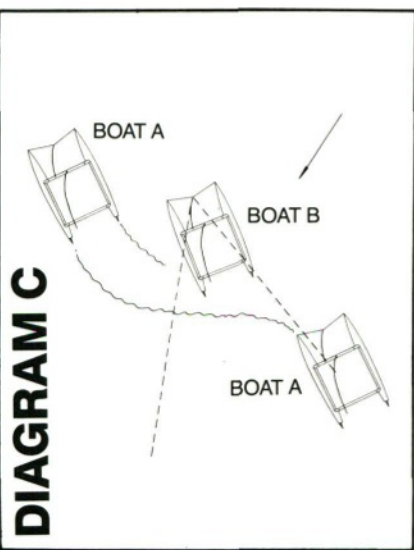
DIAGRAM B



boat B to drop back because it is sailing in backwind. (See Diagram B.) This is an excellent and effective tool, especially when you get yourself involved in a one-on-one matchup. (Again, remember the 12 meters.)

Another tactic can be pursued when a boat is sailing directly upwind of you. Remember that there is a wind shadow that comes off the lead boat and starts off very narrowly from the back of the boat, but then spreads out to about three boat lengths behind the lead upwind boat, and then dissipates the further back you get. A boat sailing anywhere within that three-boat-length spread is going to be getting bad air. Let's say somebody is coming up on you and you think you want to put a lee bow on them. In that case, you need to drive through them as quickly as possible while you can still sail through that narrow section. Ease your sheets a squeeze and foot off. If you're late and end up back with the bad air, you have a wider area to drive through and you're just going to lose more. (See Diagram C.)

DIAGRAM C



Reach: Covering tactics on a reaching leg are similar to an upwind leg except that things aren't as critical for the boat directly to weather because, during a reach, the power bands underneath the boat spread out and go a little further behind due to the increased apparent wind.

Downwind: There are two things you want to do on a downwind leg. If you are the boat in front, you want to keep the guy from behind from getting in your air. The way to do this is by escaping using frequent jibes and being patient.

When you are approaching marks while sailing downwind, you will be at your most vulnerable. There are a couple of maneuvers the trailing boat can perform (see below) but you do have some defenses. If you find yourself outside at a mark remember that you can make life miserable for the inside boat. You can squeeze the inside boat up at the mark and yield just enough room for him to round. This means he'll have to turn tighter and therefore slow down. You do not need to give him 20 feet for a textbook rounding. If his boat is 8.6 inches, give him 9 or 10 feet. Squeeze him a little.

You can prevent yourself from becoming the outside boat by maintaining clear air for boat speed and jibing while going downwind. Another way to help prevent a poor mark rounding is to be sure that you are coming into the mark on starboard so you have some rights. This, of course, means that you've got to plan ahead.

What Can the Boat Behind Do?

Upwind: First, you should always sail on a lifted tack. By that I mean sail on a tack that is closer to the mark. Keep in mind that most courses are not square. Due to wind shifts, some points will be favored. The idea is to sail on those tacks. That is what is called "being in phase" with the shift. If you are out of phase with the shift, you are sailing on a header when everybody else is sailing on a lift.

To sail on a lifted tack, you have to pay a price. A rule of thumb is: Always come off the starting line taking the header first. Take your knocks right away, then you can spend more time on the lifted tack. As the winds shift, the boat inside will be the one to make out on a lift that occurs inside the fleet. This is like a chess game at 30 miles per hour, so you've got to be thinking ahead.

Another way to beat or prevent a cover is just blazing boat speed. You can constantly be trimming the boat and the sail by those tiny adjustments. Most people make adjustments that are too radical. Try trimming a quarter of an inch on the main instead of six inches and see what a difference your overall speed will get. In general, try to make adjustments one-half of what you normally would.


Reaching: One thing you can do is not

sail the rhumbline. The rhumbline is the shortest, but not necessarily the fastest way to get to the mark. If you are sailing on a reach and the wind is increasing, head up initially, then you can drive back down and maintain your speed as the wind increases. Go above the rhumbline, then as it increases, you sail below the line. On the other hand, if the wind is dying, you will want to go low initially then wait until it really dies, change your angle and come up with more boat speed when everybody else is going lower and slower. There is a problem with this tactic, however. It takes a lot of patience. Your crew will be sitting on the boat saying, "Look, everybody's going up." The temptation will be to follow them, but in this case, the payoff does not come until the last quarter of the leg. This is an example of being defensive by being offensive and it is a good move to counteract a cover.

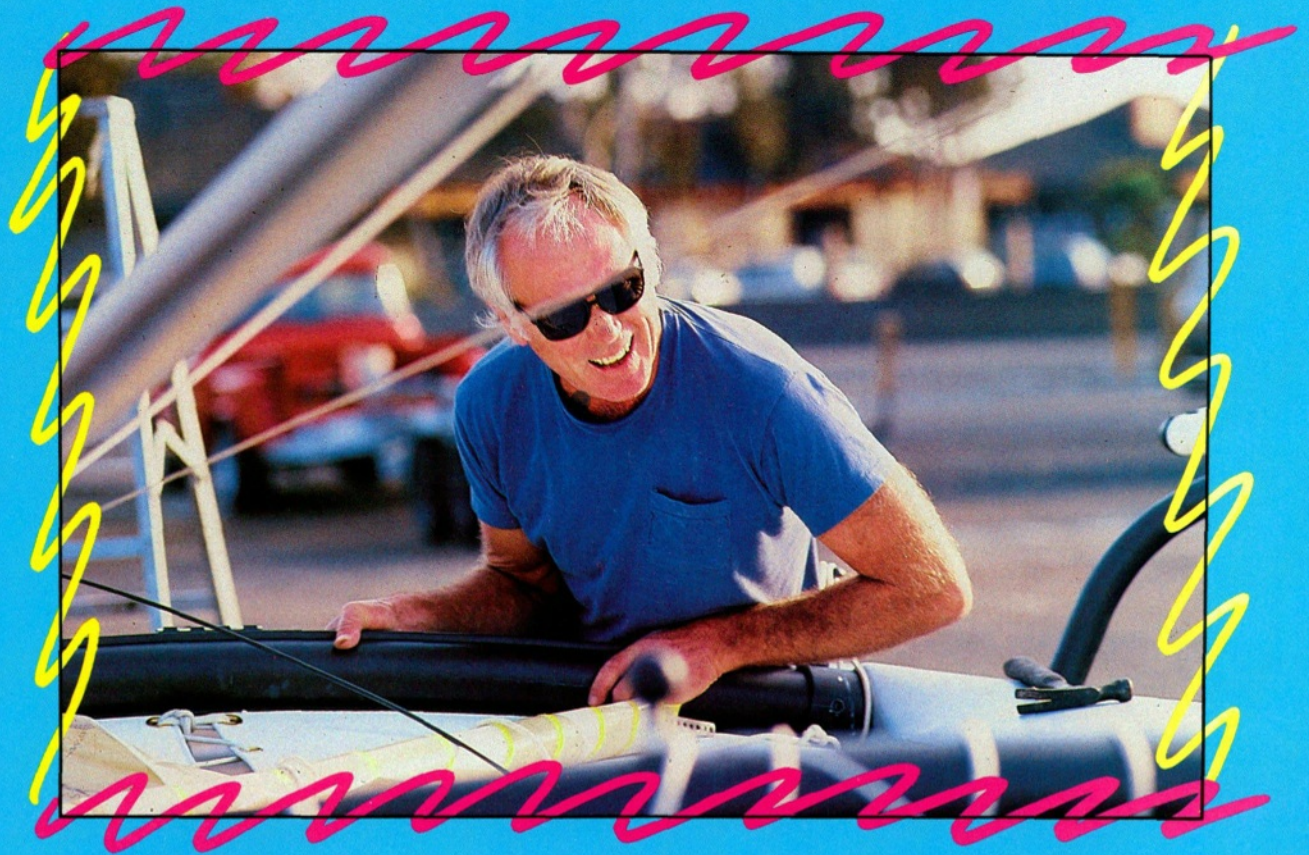
Downwind: This is the leg on which the boat behind has the best chance of overcoming the lead boat's advantage. If the boat behind is going to take the lead, it's nearly always on this leg of the course. Here's why: With the wind coming from behind you, you will be able to interfere with the lead boat's wind. This can help put you in the driver's seat for the duration of this leg and you can actually "cover from behind." That's why you will want to stay on this leg as long as you can and pick up as much ground as you can. Make the leader sail further. You want to sit in that guy's air every chance you get.

This is especially true if you are reaching going downwind. When reaching downwind, if you go to get in his air, he will come up with you. The more time you can spend on that leg, the more chance you will have to catch him. If you can make him go up when you are coming into the mark, he will have to come lower which means you will be able to position yourself more directly behind him to slow him down and give yourself a better chance of catching him.

Approaching Marks: Covering somebody coming into a mark is one of the best things you can do in a race in which you are trailing. The idea is to try to get the other boat going downwind. Try to time this so it occurs just before you get into the two boat-length circle. Then you can dive inside of him and establish an overlap at the circle. That means he has to give way. As the inside boat you will have the advantage because you will be in clear air around the mark. Remember, though, that the outside boat can make life miserable for you.

In fact the object of covering, whether from ahead or behind, is to make life miserable for the other guy. That's why we say that you have no friends after the five minute gun. If you had friends, they would wait for you when you had a bad start and would not laugh at you when you pitchpole as they sail by. 

ARTISTS



IN FIBERGLASS THE MEN OF R AND D

BY BRIAN ALEXANDER

PHOTOGRAPHY BY GUY MOTIL

Imagine what it might be like if somebody handed you a lot of money and said "Design a boat." A dream?

Maybe, but for the men who staff Hobie Cat's research and design facility in San Juan Capistrano, California, that dream, if not completely fulfilled, is about as close as anybody can get. And what comes out of these dreams soon ends up in the hands of catamaran sailors around the world. Their handiwork is sailed by Arabs, Australians, Africans, Pacific Islanders, Americans, Europeans and just about every other group of people on Earth. Sometimes it seems hard to believe that

seven men can touch the sporting lives of so many people.

John Wake, Phil Edwards, Bud Platten, Kevin Thompson, John Banbury, Jesus de la Riva and Rogelio Maldonado don't often think about the larger picture. They spend most of their time trying to figure out how one aluminum extrusion will fit into another aluminum extrusion and whether mast section A is better than mast section B. Occasionally they'll spend the whole day bending aluminum tubes or putting a high-gloss shine on a stretch of resin. But the outfall of all this attention to detail is the world's most pop-

ular line of catamaran.

This might sound romantic in a way, especially to those of you who tinker in your own garage or those who are positive they could design the ideal boat if only they had a little money. Designing and building a new boat, one never seen before, is not usually easy. In fact, it can be downright frustrating. Sometimes a lot of work goes into half finished prototypes that end up on a junk pile. Occasionally, the idea is scrapped and the design team looks around for something else to do.

The Hobie Cat design team must always walk a fine line. The engineers,

shapers and mold builders dream of building the ultimate boat, wildly expensive, ultra high tech, no barriers, capable of tremendous speeds with yards and yards of sail area. But the realists in them have to think about safety (How do you right such a boat?), economics (How does anybody afford such a boat?), and practicality (How do you trailer, rig, sail, have fun with such a boat?)

But first, the team starts with the dream. The dream could take hold in the minds of Hobie Cat executives or in the minds of the design team themselves. "The Hobie 17 came out of us," said John Wake. "It was generated from design. We didn't have any design parameters to follow, no nothing. We just made it and said 'This is your product kids, you go out and sell it this way.'"

At other times, Hobie Cat executives and field representatives funnel information about what sailors are talking about and give this information to the design team. Design parameters are established for size, capabilities and price range and the team takes it from there. Even with all these considerations, it is important to remember that mistakes are possible. Not everything that comes from Hobie's research and design team is a huge success. In the 1970s, the company wanted to build an inexpensive, easy to sail boat that retained some of the thrill of catamaran sailing. The result was a monocat called Hobie 12. The boat was designed to be manufactured by forming plastic over a mold. After much designing and investment, the project folded after meager sales.

Once the light of an idea has turned on, however, the team is open for business and it's all work from then on. But, as Edison said, genius is one percent inspiration and 99 percent perspiration.

Heading up the team is John Wake. Wake began sailing as a child on Michigan's lakes and, along with brother Lewie, sailed in major junior sailing events around the country. He also began building boats early. His first boat was a block of hollowed out Styrofoam purchased at a discount store. When he broke that he built himself a wooden boat from instructions in *Popular Mechanics*. After graduating from Michigan State with a degree in mechanical engineering, Wake went to work at a company which made spars for racing yachts. He came to Hobie Cat during the genesis of the Hobie 33.

Wake assigns the tasks to be performed by each member of the team during the development phase of a new product. He selects those men he feels are best for each particular job. Edwards, for example, is unparalleled as a shaper, so he naturally does all the shaping chores for the team. [For a profile of Phil Edwards, see November/December 1986.]

Bud Platten is a long-time member of the



Hobie Cat design team. He is a self-taught mechanical engineer, who, according to Wake, is an expert at working with tools, jigs and dies. Platten performs most of the team's tooling work on hardware and metal fixtures.

Maldonado and de la Riva have been building molds most of their lives, so they usually draw these assignments. De la Riva is also an accomplished welder and builds much of the team's metal support structures.

Banbury has become known as an expert finisher of tools. He patiently polishes, sands and perfects molds and other tooling work for use in the production process. Banbury has also begun to do some shaping.

Thompson is the youngest member of the design staff. He works as the team's draftsman and computer operator. Thompson is responsible for producing the critical drawings needed to complete each phase of a new project.

The work begins with Edwards, who, with design specifications in mind, builds to shape a model of what he and the design team thinks the boat might look like. From there, the model is taken to Hobie headquarters in Oceanside where Hobie executives who staff the product development committee pore over the model offering suggestions and criticisms. Modifications to the model are made based on this give-and-take and once it looks satisfactory, a larger scale effort can be started.

Different designers have different philosophies about building larger scale models

and prototypes. Hobie Alter, for instance, sometimes created a new prototype very quickly, so that it was crude and, occasionally, hardly able to sail. The idea was to see what a large scale boat would look like and to test very basic hull shapes. Wake, on the other hand, prefers to "take the best shot we can" at the first prototype so that these boats often look like a production boat. The idea here is to reduce design time and constant revisions.

Hull shape, of course, is the first item to be tackled. The basics of hull shape are normally set at the start of small model building, but these have to be refined until the design team is satisfied that everything looks just right. A modern help to the designers is computer aided design. By manipulating an image of the proposed shapes on a computer screen, the designers can foresee potential problems before they go through the trouble of actually building a full-sized set of hulls. Once Edwards has shaped tiny versions of the hulls, he turns them over to Kevin Thompson.

"Phil gives me the hull sections to draw," says Thompson, the team's draftsman. "Then I caliper each section, put them in the machine, and then I blow them up six times to get them to full scale. Then he takes the full size scales, mounts them on plywood, and can say, 'Well, there's an error here and an error there.' It saves a lot of time in plug building with shaving and filling. It is so much closer to what he actually wanted and what the model was that there wasn't too much guesswork

involved."

The heavy use of drawings during design is relatively recent and reflects Hobie Cat's growth as a company. "Hobie never had drawings," relates Wake. "He'd build the boat and then do the drawings afterwards. The only problem with that is that I have to have the people make a hole or put a piece together exactly right every time and drawings are the only way to do that."

Once the drawings of the hulls are finished, they are used to build a plug, boat builder's talk for a large hunk of finished wood around which a mold is built. Making a plug is critical. If it is wrong, the molds will be wrong and every hull made from the molds will also be wrong. That's why the design team spends such a long time making it.

A combination of resin and fiberglass cloth and Gelcoat is laid up over the plug. Once it hardens, it is removed and finished to a very high gloss. These become the master molds. All future hull molds will be made from these, since they are the first generation off the plug. Molds sent to Australia and Europe, for example, are laid up over the master molds. Wake and Edwards perform most of these tasks. "The only way to shape is pure physical work, so Phil and I do that," says Wake.

Protecting molds, especially the masters, is very important. They are integrated into a steel cage frame to prevent them from expanding or contracting. Then they are covered with sheets of plastic to prevent scratches and nicks.

Making the final set of molds is time consuming and expensive. For one thing, every step in the process is done by hand. Watching de la Riva and Maldonado work makes it seem as though they are moving quickly, but no matter how fast they move, the built-in time factors of curing, drying and laying up the molds draws out their task. Banbury has become the unofficial mold finisher responsible for putting the high gloss on the mold and blending out any imperfections with sandpaper as fine as 1200 grit.

"Finishing a mold takes a lot of patience," says Wake. "It's something that you can't hurry up. If you do, it won't look right at all and then every boat won't look right. The finisher has got to be good and very disciplined." Wake emphasizes the effort required to make an outstanding hull. "Hobie Cat has had a tradition coming from Hobie and the surfers. Surfers always had these real beautiful boards that they were proud of, so our tooling and our boats were always really pretty because of that background. When you look down the hull of one of our boats, you see a clear reflection. The only way you do that is hard work. There's no way to get around it."

Wake and Edwards then lay up a set of hulls with the new molds. But two empty hulls sitting on the floor won't do anybody

any good. They have to be attached to each other. That's where Platten comes in. He can be seen hunched over a giant tool press drilling holes and creating usable parts out of hunks of metal. "We bring Bud into the process at this point to make the attachment points," says Wake. "He makes the chainplates and the hardware as well."

Once the hulls are attached, Edwards and Wake re-enter the scene to build the decking and shape rudder housings and the rigging including the mast and boom. These often take the longest to complete, longer even than the hulls because of the many minute mechanical challenges presented by the materials. "It can be an all-day thing just to figure out how two little parts are going to work together," laughs Edwards. "That's the way it goes with each little detail."

Fortunately, the computer can once again be of assistance. "The computer allows us to check our work," says Thompson. "Say you have a male and female part that have to work together. I can move them on the computer to be sure we've got it right."

Still even the simplest things can take the longest to work out. Experience, however, is often the best help when making the new parts. For example, making an aluminum tube fit according to the design can lead to delays. "One time Phil and I were running down to Oceanside just to bend tubes," says Wake. "We got going on it and skipped lunch and just powered on those tubes trying to get them right. When we came back, we tried to put them on the boat and looked at each other and said, 'No, it's not quite right.' It was close but was not exact, so we went back down there the next day and bent more tubes."

It's this sort of mundane task that seems to excite somebody like Wake who lives his work. "It's a magical thing," he states firmly. "It's not like you could get a computer to do that. No machine can do what we were doing. I'm sure there is some MIT graduate study program that could probably get it closer than we got it our first time, but I doubt they could do it any cheaper."

When these tiny details are finally solved, an actual boat is put together. At last, the design team can have a little fun, as they take the boat on the water and sail it. The sailing can go on for weeks as all aspects of the design are checked and rechecked in actual usage. Wake will even enter the boat in races in Southern California to see how speedy it is and how it responds in a competitive situation.

Normally, many minor changes are made to the boat after this testing phase. Was the boat too difficult to right? Then weight may have to be taken out. Was it sluggish? Maybe the rudders have to be altered. Was it easy to rig on the beach? If not, perhaps the mast step should be improved. The team goes over and over the boat and their own complaints until

they are satisfied, not an easy criterion for any boat to meet.

One of the last items for the research and design team is the final look of the sails. The team always has a good idea of how much sail area they want on the boat when they start, but experimenting with sails during testing allows them to refine their original concepts. Sail cut and even sail material may be altered, always keeping the balance between performance and affordability. When the rigging, fittings and hardware have all been selected and perfected and the hulls are set, another boat is built and placed on the cycle machine, a pneumatic pump that stresses the boat back and forth on "windward" and "leeward" night and day for at least 500 straight hours without pause. If a part doesn't break then, the team feels comfortable with the tolerances they established and the boat is considered ready to produce.

Of course, somebody has to make the boats and seven men working 24 hours a day could never make the number of boats required. That task is up to Hobie Cat's manufacturing department. But before they can build the first boat, they have to be trained with the new tools and processes invented by research and design. Wake takes the factory workers under his wing for a few days and actually builds a boat with his team while the assemblers watch. Then they try it under Wake's watchful eye.

"There's a big difference between us hand making one boat and being able to set it up for a production run," says Edwards. "Where it might take us all day to bend one bar the first time around, the production guys will be able to do a hundred in a day." That, it seems, is where economics comes in. "If we were to do it by ourselves, all by hand, each boat would cost about \$50,000," continues Edwards. "We have to design our boats according to the volume we expect to produce. There's no sense in spending all kinds of money on fixtures for something if you're only going to build two or three a week."

What happens once the boat is out in the marketplace? For the research and design team, it's back to the drawing board. There is no time for them to rest on their laurels. Instead, they start from the beginning, dreaming of another project, filling out sailors' shopping lists, while keeping an eye on the new product they just released on the world. To some that may seem nerve wracking. But, it seems that's the way the design team likes it. "It's fun to see something through from start to finish," says Edwards. "And, you get to see how good your ideas are. If all of a sudden, there's terrible warping or the tubes are all crooked then you just have to tear it out and start over again." 

BOP 'TIL YOU DROP, BUT SAIL SOBER



Drinking alcoholic beverages has been a part of Hobie Cat sailing from the very beginning. Today, some major and local fleet regattas are sponsored by companies which distill or brew alcoholic beverages. Occasionally, the HOTLINE will receive a letter protesting what some see as excessive use of alcoholic beverages by sailors and the general "party" atmosphere at Hobie Cat events. Most sailors, however, feel that, when used responsibly, alcohol has its place at Hobie regattas which are, after all, as much social gatherings as sailing competitions.

There is plenty of precedent for the combination of alcoholic beverages and sailing. Alcohol and sailing have a long history. Man began fermenting drinks before the dawn of history, but archeologists know that the Egyptians were making a form of beer by 4235 B.C. and were distilling spirits as far back as 2000 years before Christ. Wine making, of course, was practiced by ancient Greek sailors and, as legend has it, Ulysses used wine to do in the Cyclops. Europeans have been making whiskey at least since the 12th century. And what would a pirate be without his rum?

That said, Hobie and Alpha sailors should keep in mind that these sailors didn't sail crowded waters on very fast, maneuverable boats on which a split-second decision could cause an injury. These days, every sailor needs to know exactly how alcohol affects his or her body in order to make reasonable judgements about how to use alcohol.

There are many kinds of alcohol, but the one found in beverages is known as ethanol. Any other kind of alcohol will, if taken internally, lead to blindness or death. There are three types of alcoholic beverages: wines, which are fermented fruit juices ranging in alcohol content from 10 to 20 percent; malt beverages such as beer, ale and stout which range from 3 to 8 percent alcohol and distilled liquor such as whiskeys, rum and vodka which range from 40 to 75 percent alcohol.

One fact drinkers often do not realize is that an ounce of whiskey is equal to a can of beer, a wine cooler or a glass of wine. Many people seem to think that if they "are just drinking some beer" that they are not in danger of becoming impaired. But these same people would not normally think of drinking several shots of whiskey then heading off for a sail.

In fact, all alcoholic beverages affect our mental and physical functions. Ethanol is a very small, very simple molecule which requires no disintegration or transformation in order to enter the bloodstream. It is easily absorbed through the small intestine into the circulatory system which then delivers it to all of our organs. If the stomach was empty when the alcohol was consumed, the process is greatly accelerated. Warm alcoholic drinks are much more quickly absorbed than cold ones and straight liquor is absorbed faster than mixed drinks.

Once the alcohol hits the brain, it begins to alter the signals the brain sends to the rest of the body through the spinal cord and nervous system. Messages can be late, garbled or not received at all. Since the brain tells the nerves how to stimulate our muscles to respond to external stimuli, such as an oncoming boat, the ability of the muscles to respond can be greatly impaired. As a rule, one double shot, two beers, two wine coolers or two glasses of wine will reduce a person's reaction time by about 15 percent. Just as important, that amount of alcohol will make the person think he or she is actually performing better, thus compounding the problem.

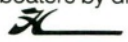
Not all people are as susceptible to alcohol as others. As a rule, the larger you are, the less you are affected by alcohol. Your body has more fluid to dilute the ethanol so the percentage of alcohol in your body would be lower than in a smaller person's. Males are less susceptible to alcohol than females.

Let's use the example of a 150-pound adult. If this adult consumed one ounce of 90-proof whiskey (45 percent alcohol), his

or her blood alcohol content would reach .02 in about a half hour. If five ounces were consumed, the blood alcohol content would reach .10 in about an hour. That same person could eliminate about 1.5 ounces in an hour. The elimination rate remains constant regardless of the rate of intake, so the more you drink, the longer it takes to sober up. Coffee, cold showers and raw eggs won't speed up the process.

Sailing can be very strenuous and, on a hot day, we can lose a lot of fluid. Fatigue, combined with fluid loss and replacement with alcohol, can further increase our susceptibility. Sailing after a few beers or drinks can lead to mistakes. More than one sailor has found himself capsized, trapped under the tramp and disoriented because he was intoxicated. A situation easily remedied by clear-thinking sailors could deteriorate into a serious accident by an impaired skipper or crew.

This isn't to say that Hobie and Alpha sailors should be afraid to have a beer with their picnic lunch on the beach or that a good, boisterous party after a hard day of sailing isn't one of the most fun aspects of regattas. It does say, however, that climbing aboard a sailboat after drinking (or drinking while sailing), is asking for trouble. Top sailors know that they can't drink and perform well at the same time. While you may see them whooping it up after the sailing day is over, you won't see them partying on the beach when they're getting ready to sail.

Let's try to keep alcohol use sensible. Regatta organizers and fleet social directors should remember to supply non-alcoholic drinks at events for those who prefer not to drink alcohol. Individuals should keep an eye on each other. It's easy to take a rest, down a few beers or wine coolers and then want to hop right back on the boat, especially when you're on vacation and want as much sailing time as possible. But be responsible. Don't endanger yourself, your friends and loved ones, or other sailors and boaters by drinking and sailing. Sail sober. 

WHAT'S T·H·E



Difference?

AN INTERVIEW WITH JONATHAN MCKEE

Editor's Note: We heard from Anne Gardner Nelson about the great time she had at the Hobie 17 U.S. National Championship [See "You Never Forget Your First Time."] and wondered how a monohull sailor takes to Hobies for the first time. So, we contacted Jonathan McKee, a renowned dinghy sailor living in the Seattle area, who won a gold medal in Flying Dutchman during the 1984 Olympics. Last year, McKee won the Northwest Championships sailing a Hobie 18 for the first time in a regatta. What was it like for a monohull sailor to compete on the Hobie 18?

HL: Why do you try to sail in different regattas?

JM: For me it's interesting to try to understand different facets of sailing, being able to sail with different people and sail against different people. It's good to see how they run their regattas, to experience and get ideas from different boats. There's a lot of advantages, really.

HL: Do you find that you can use that information in boats that you sail more often?

JM: Yes, there's definitely some transfer of ideas. But not always. Some things on some catamarans are pretty different than

what you do on some monohulls.

HL: Like what?

JM: The problem with tacking is most severe in light air, whereas in a boat like a 470 you can tack more readily in the lighter air and not really have it affect your tactics too much. But in the Hobie you have to try to minimize your tacking to some degree. But, similarly downwind, on those other kinds of boats you tend to stay on the jibe for a while whereas in a Hobie you jibe more downwind. I think the whole apparent wind game is much more critical in a catamaran. You feel it more downwind. In gusts, the acceleration of the boat is really

substantial, both with your angle and how much wind there is. The concept of keeping your apparent wind going is pretty well taught.

HL: How did you hook up with the Hobie regatta you entered?

JM: My friend Jean Trucano has a Hobie 18 and has been a sailor in the class for a long time and has done really well. She asked me to sail with her.

HL: You entered the Northwest Championships.

JM: Well, it was just a regatta that happened to be on at the time.

HL: But you won it!

JM: We were lucky because we got there one day before, so we had a chance to go sailing, check out the lake and the boat. In fact, they had a practice race if I remember correctly. By the time the regatta began we had a feel of how to sail the boat.

HL: Were you skippering the whole time?

JM: Yes, I skippered.

HL: What were some of the challenges that you thought you were going to have to deal with?

JM: I thought getting the tiller extension around was a bit different. And getting way forward was hard, too, especially with a crew.

HL: So there was some light air if you were way forward.

JM: Yes, there was some, but most of the time it was actually pretty good. One of the things I thought was coolest was double trapezing. And trapezing of the skipper in general. I thought it was a great call. I'm fully in favor of that. It beats the hell out of hiking.

HL: Probably a little more comfortable, too?

JM: Yes, and just more effective and more challenging.

HL: Were there any rules situations that were different than what you're used to?

JM: No, they're pretty much the same. The rules seemed to be well considered by the sailors in this regatta.

HL: How about tactics?

JM: Well, tactics are both specific to a place and a boat. And in this place you had to stay in the wind to some degree. It was a large lake. I think we tended to tack more than the other Hobie 18s going upwind to try to stay in the breeze and stay on the good shifts. So, we tended toward the middle of the course more than most people.

HL: So you played for the wind then?

JM: Yes, we definitely tried to stay in the biggest puffs and on the right tack, taking us generally toward the mark and toward more wind. It's easy to just get complacent and stay on one tack for a long time. You start cruising, but the wind is changing all the time and there comes a certain time when you're better off on the other tack.

You have to be fairly aggressive in realizing that. A lot of it was in medium wind, too, which you don't lose too bad in tacking. I think it's one of the places people can make up. If you can tack really well you can gain a lot on the average competitor.

HL: How do you think your tacking was?

JM: Okay. I wasn't great.

HL: Did you try any roll tacks?

JM: Yes, to some degree. We mostly just tried to be smooth with the sails and the helm and everything. No radical techniques, really.

HL: How many races were there?

JM: Seven or eight.

HL: How many of those did you win?

JM: I really don't recall exactly what our scores were; we maybe won four of them or something.

HL: Then you didn't win them all?

JM: No, no, no.

HL: On the ones that you won, did you win by a big margin?

JM: No, they were all really close.

HL: So you had some good competition?

JM: Oh, it was great. I thought it was really good competition. It just happened to be that we were sailing pretty well at that regatta. I didn't feel that we were that much more in control of the situation than anyone else. There were about five or six boats that were pretty competitive, and another eight boats or so that were semi-competitive. We really had some close races.

HL: What lake was it on?

JM: Lake Quinalt. It's a great place. Not only is it beautiful but generally there's some pretty reliable wind that comes there.

HL: Do you think you might have any other plans to sail in another Hobie regatta?

JM: Well, I'd like to, yes. It was really fun. I hope I can. I don't have any immediate plans at the moment, but I'm sure something will work out sooner or later. I'd like to do more catamaran sailing. It's definitely a good style of sailing. I'm into going fast!

HL: What do you think of the hull flying?

JM: Well it's pretty cool, and like I said double trapezing is pretty cool, too. That's one of the best things about the Hobie 18. It's a pretty sensitive boat to sail.

HL: Did you tune the boat?

JM: Jean did. I didn't do a thing with tuning it. She just told me to how to pull the main sheet; basically where to put everything. I didn't do too much experimentation, just the normal stuff. We didn't have blazing speed compared to everyone at times but we were pretty consistent in light to heavy winds.

HL: So you had medium boat speed?

JM: Yes, we went pretty good downwind actually.

HL: Well, it sounds like you won this thing on tactics.

JM: It was a pretty tactical regatta and our boat speed was as good as most

people. We got a few good breaks and didn't make any major mistakes. It was a conservative regatta.

HL: Could you tell us a little about your sailing background?

JM: I've raced a lot of different dinghies mostly, Flying Dutchman, 505s, sailing in college.

HL: Where'd you go to school?

JM: In Connecticut. I went to Yale University.

HL: Did you sail on the sailing team?

JM: I sailed on the yachting team for four years. I was All-American for three years.

HL: Were you sailing internationally at that time or did that come later?

JM: I had been previous to college and continued to do so. Carl Buchan and myself won the Flying Dutchman worlds in '83 and I was still in school, just graduated, in fact.

HL: Then you went on to the Olympics in '84 and won a silver medal sailing a Flying Dutchman?

JM: Yeah, with Carl.

HL: What are your plans now for major international competition?

JM: It's pretty unclear, probably just local low key stuff.

HL: You're not looking forward to Seoul?

JM: No, no plans in that regard.

HL: What is your occupation? Any hobbies?

JM: I work for an architect. I'm into the outdoors, hiking, that sort of stuff, and traveling.

HL: How old are you?

JM: Twenty-seven.

HL: Well you're certainly in a great area to see the outdoors.

JM: I like it around here. Nice place to sail.

HL: Were you born in Washington?

JM: Yes, I was born and raised in Seattle. I live in a more rural area, a little ways outside of Seattle called Windy Island.

HL: There's a lot of good sailing going on in Seattle isn't there?

JM: Yes, well there has been for a long time. A lot of good sailors have come out of this area. There are some fleets that continue to be pretty strong; it's a struggling time for one design in a lot of places I think.

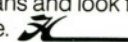
HL: If a Hobie national championship came to your area do you think you might be interested?

JM: Yes, that'd be a definite possibility. I really like to sail the Hobie 18.

HL: This was the first time you sailed a Hobie Cat at all?

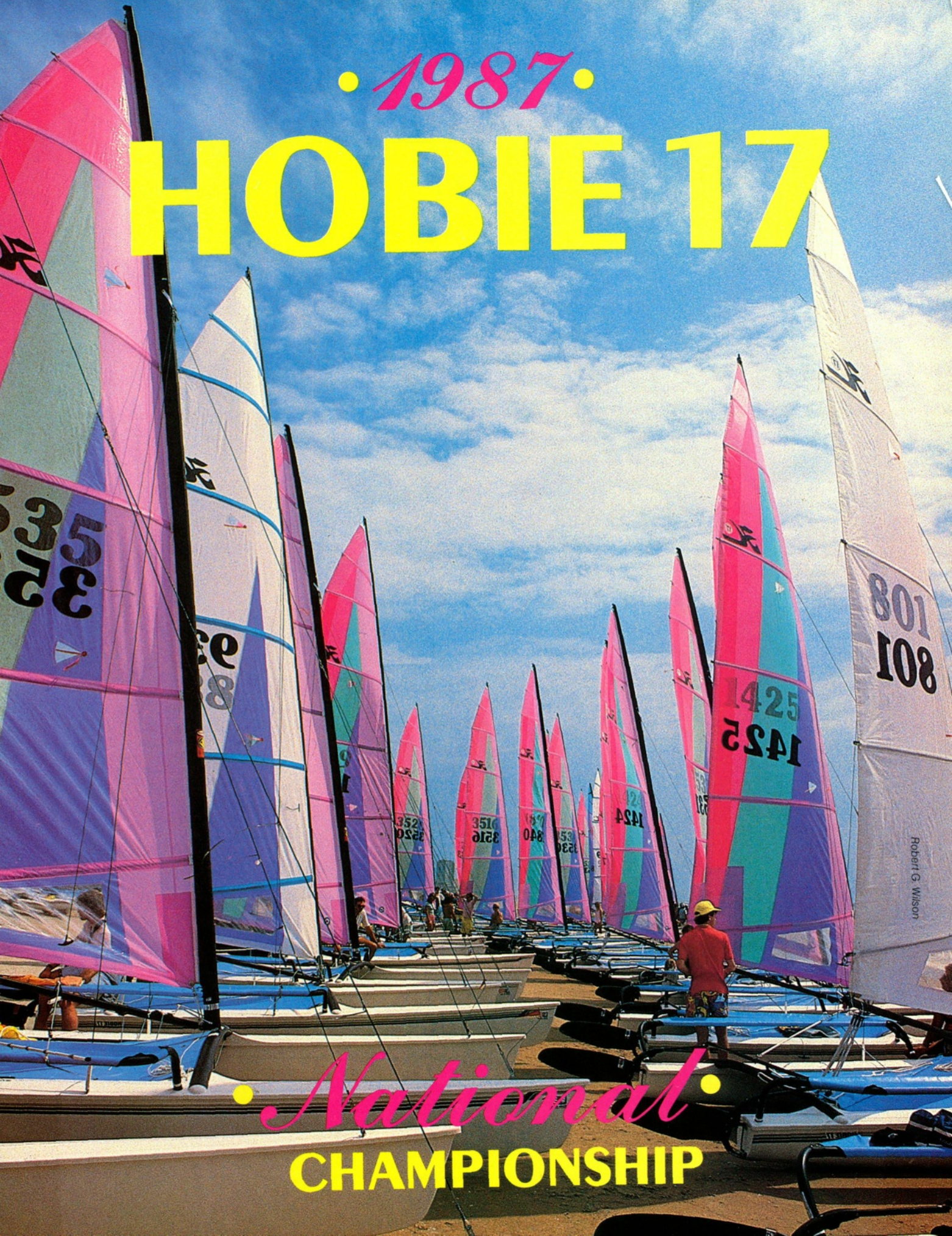
JM: That's correct.

HL: That's kind of surprising considering all the Hobie Cats out there.

JM: I guess I just never had the chance. I mostly sailed monohulls. I'm really glad I've opened my eyes to the charms of catamarans and look forward to more in the future. 

• 1987 •

HOBIE 17



• *National* •
CHAMPIONSHIP

Curry

STREAKS TO ANOTHER TITLE

BY BELLA LAGMAY



Daytona Beach had barely recovered from its annual spring break youth invasion when the popular resort, which is touted as one of the most active auto racing sites as host of the Daytona 500 and NASCAR races, was invaded again by racers . . . this time by some of the country's best catamaran sailors competing in the second annual 1987 Hobie 17 U.S. National Championship June 1-6. This marked the return of championship Hobie sailing to "the world's most famous beach." The Hobie 18 World Championship was hosted there in 1981.

Summer vacationers swarming the oceanside city and celebrating June graduates ready to party big time found much of the day action on the water. They were attracted by the large fleet of colorful Hobie 17 sails racing off Daytona Beach. At day's end, after all the sails were lowered and the sun set, the strip was alive with Hobie Catters doing the town *en masse*—checking out the nightlife of waterfront Cajun restaurants and clubs, jamming with reggae bands, betting on jai alai games and even the dog races!

Yes, with its pleasant surf temperatures, 23-mile stretch of white sand and the city's unique freedom to drive on the beach (10

mph), Daytona Beach offered the perfect location for a major regatta with easy auto and water vehicle access to the shoreline of the racing site at the Holiday Inn Sunrise, the host hotel and headquarters for the event.

Hobie Catters from all over the continental United States were stoked to be competing with such fast company as defending champion Hobie Alter, Jr. of Capistrano Beach, California and such other national and world title holders as Deane Froome of Kailua, Hawaii and Brett Dryland of Perth, Australia (passing by Daytona Beach via the Hog's Breath 1000, the long-distance marathon and most recent event on his busy race circuit itinerary).

Vying in the qualifying races which began Monday, June 1 for some 60 skippers (more than half represented local "Go Fast" Fleet 80), were such veteran Hobie Cat competitors as Californians Wayne Schafer of Capistrano Beach, Alan Egusa of Hawthorne, and Bob Seaman of Los Angeles.

In the three races held Monday, Florida skippers fared well on their familiar waters as Kevin Smith of Shalimar won Race 1 and Brett Moss of Sunrise (whom Bob

Curry of Tampa has taken under his wing in training for championship competition) won Races 2 and 3. Aussies Brett Dryland and Robert Muggleton of Sydney scored second and third respectively in Race 2, but in the light breeze the day belonged to locals like John Duke of Orlando, who finished second twice, and Charlie Bird of Holly Hill and Larry Ashton of Coral Springs, who each scored thirds.

With winds increasing up to 12 knots for the five (well, they came to race didn't they?) qualifying races held Tuesday, Egusa won Races 4 and 8 and took second in Race 5 which was won by Dryland (who also scored two seconds for his day's races). Fellow Californians Schafer and Seaman both scored thirds. Race six was won by Moss while Woody Cope of Tampa won Race 7.

At the outdoor welcome party Tuesday night which featured entertainment by Windjammer, the reggae house band from local sponsor Ocean Deck Raw Bar & Spirits, Miles Wood, World Hobie Class Association race director, announced that since only 28 skippers were prequalified, all competitors from the qualifying races were accepted to fill the 88 spots in the championship series! In celebration, the



Robin Sullivan

skippers began jammin' to the infectious, syncopated Calypso beat in true Jamaican style. Serious racing was to begin tomorrow.

Round-robin races of the championship series began Wednesday and the local media was out in full force on the beach, on the water and in the air. A Channel 2 (NBC affiliate) news helicopter, plus I-100 Radio's aerial reporter, hovered above the course. The prequalified skippers who had arrived earlier were anxious to get on the water.

Like a bullet in light air, Curry won Race 1 with a minute and a half lead! Trailing him were Seaman, Froome and Tucker. Curry also won Race 3, his other race of the day. Likewise, Egusa also won his two races of the day, Races 2 and 4. Moss, continuing his good sailing from the qualifying rounds, scored second twice.

Curry's winning streak persisted on Thursday, again taking the first race of the day, Race 5, followed by Hobie Jr. and Egusa. After lunch, the wind picked up to 12 knots, gusting at 15, and the heavies were out front again with Dryland winning

Races 6 and 8—the latter, a makeup race from the previous one due to a boat breakdown right after he rounded the first mark behind Tucker, who won Race 7.

Going into the Thursday night cut when the top 44 scorers were announced to proceed to the finals, Curry led the championship competitors with 2.25 points. It doesn't take a mathematician to figure that meant three firsts! Behind him in the top five were Dryland, 3.25; Egusa, 3.50; Tucker, 6.75; and Hobie Jr., 10.

Of the five women competing in the championship series, two made the cut, Julie Renfro of Orlando, 24th place, and Anne Gardner Nelson of San Diego, 38th. Considering their competition and the fact that both are novice Hobie 17 skippers, the gals were ecstatic about making it into the finals when they were uncertain whether they'd even make it past the qualifying races.

Renfro, a 20-year-old business major at the University of Central Florida, has been crewing on Hobies for six years now and began to skipper the last three. Although she has crewed in several nationals, she

never thought she'd make it to the finals in this event. Prior to the regatta she had never been on a Hobie 17! "At first, all the guys were helpful and even helped in rigging my boat," she said. But as she passed boats on the course, their tune soon changed. "They were very fair and didn't give me any slack . . . you can only get away with it for so long," she laughed.

Nelson, who is known simply as "Annie," is an accomplished boardsailor, having won the silver medal in the 1984 Olympic boardsailing exhibition among her many titles. A serious racer, she is taking off the entire year to travel the race circuit, but is inexperienced on the Hobie 17. "I was second to last three times during qualifying and even hit two marks in one race!" Arriving at the site not knowing anyone, she soon met some of the veteran Hobie champs and gained some helpful tips in tacking. Once on the water, she put their pointers to use and instead of being in the back of the pack, could be seen flying hulls out front! [For more on Nelson's experience see her companion article, "You Never Forget Your First Time."]

The finals began Friday and the popular local radio station, I-100 which had been covering the event all week, did a remote broadcast on the beach. The station also held a pool party for ocean deck spectators with live DJ music and periodic giveaways from event sponsors. During the interim, mark roundings were announced (by yours truly) and "C." Bird proved to be the local favorite by consistently being in the front of the fleet and finishing with a third and a fourth.

Like reruns of the championship series, Curry won Races 9 and 10, while Dryland won Race 11. On their tails were the usual Team Heavy fast cats—Tucker, Egusa, Seaman, Froome and Hobie Jr.

Saturday, the final day of racing, Race 12 began in eight-knot winds. In the light air, lady skippers Julie and Annie sandwiched Curry at the first mark of a Course 7. "I had a great start at the leeward end and was trapping out when nobody else was!" said Julie.

But, some 10 boats passed the girls the second time around A mark. Said Curry, "I knew downwind, I'd take them; that's where

I make my speed." Curry stood up, found the mark, tacked and was gone. "Nobody was with me out front," he said. But after the race, Julie beamed that Hobie Jr. paid her the biggest compliment by remarking that it was the first time he had "ever been beaten by a girl at a Nationals!"

At B and C marks the wind began to fill in from the southeast as a storm squall approached and the course was shortened when gusts came through over 30 knots. Curry thought everyone would catch up and began to position himself. Running downwind, however, he forgot his rudders were down and went into irons. Before he stalled, Curry had a minute and a half lead which was reduced to 30 seconds. Nevertheless, he was the first boat to the finish. His week's work done, he "proceeded to fall off my boat," confident he had just clinched the championship title.

Curry, 30, a weather observer for the United States Air Force, checked the National Weather Service before the day's final races and knew what was coming. With the last race assuring his certain

victory, he didn't have to think twice about going for the final race, his obvious throw-out.

Sure enough, a full-on rainstorm hit during Race 13 and beach spectators ran for cover. So did a few skippers who opted not to start and settled for DNS scores. When some 10 boats abandoned the race and took their DNF throw-outs rather than suffer hypothermia, the race committee, bobbling around on their trimaran in the choppy seas, pondered whether to call the race. Fortunately, the squall passed as the race continued and the Team Heavy crazies screamed around the course in the winds they had been waiting for. Dryland's expertise in rough waters gave him another first, followed by Tucker. Hanging in the top five were local boys Haley, Cope and Duke, in that order.

With the storm over, Curry, who had retreated to his room during the final race, returned to the beach and was congratulated by his peers on his impressive race series which included six first-places. After nine races each with a throw-out the rest of the top five included: Dryland, 15; Egusa,



Robin Sullivan

30.5; Hobie Jr., 44; and Froome, 45.

Curry, who has been sailing Hobies for 12 years now, explained the work he put in preparing for the event. He sailed on all his days off for three months, two to three hours each day. "I put my new Hobie 17 together the Friday before the Midwinters. My goal was to win that event and go on to win the Hobie 17 Nationals." A three-time Hobie 14 U.S. national champion in 1980, 1985 and 1986, he also holds a world championship crown from the 1983 Hobie 14 World Championship held in the Philippines.

Due to defend his Hobie 14 U.S. title soon, Curry hopes to win it again for an unprecedented three years in a row. On

that thought, he grinned, "It'd be nice to win the single-handed Hobie titles back-to-back." With this Hobie 17 victory, Curry, although still undecided whether he will attend due to his Air Force commitments, wins the pass to the first Hobie 17 World Championship to be held next year in Maui, Hawaii.

Wood also paid tribute to the major sponsor of the event, New York Seltzer, whose product was a hit in the heat, and the local sponsors obtained by Fleet 80 who did everything to keep the sailors happy including providing live bands, Costa del Mar sunglasses, Banana Boat sun products, popcorn, submarine sandwiches and Burger King.

"It's a tremendous effort and without the help of an excellent group like Fleet 80, we could not do this event," said Class Director Miles Wood. Wood recognized Commodore Roy Bertolet, Hobie dealers Gary and Marion Causey of Daytona Yacht Sales and all those who staffed registration, chase boats, the beach, and the scoring and protest committees.

"It doesn't really matter if we win or not; it's just a lot of fun," commented Pete Haley of Fleet 80. His sentiments were echoed by "C." Bird, who described sailing in the event as "harnessing a natural source of energy that makes it more challenging than putting a pedal to the ground . . . it's just really enjoyable to participate in it."



YOU *Never Forget* YOUR FIRST TIME

BY ANNE GARDNER NELSON

Some people thought I was crazy to enter the Hobie 17 National Championship when I'd only skippered a 16 twice in the past ten years and had only practiced for two hours on a 17 on San Diego's Mission Bay. But with a free round-trip ticket from last year's HIHO sailboard race that I had to use by July, I decided to try something new and "go for it."

The location was one I was familiar with and looking forward to. Daytona can be too much fun if you're not careful. Not only are the sailing conditions great but the beaches and nightlife offer their challenges, too. Being a happily married woman kept me out of trouble but try keeping your eyes closed every day for a week while hundreds of hard bodies walk and drive down the beach to check out the Hobies!

On my way to Daytona I kept thinking,

"Will I make a fool of myself on the water? Will there be any other women? Will I learn fast enough to beat them? Will I make the cut? Am I too light to hold the boat down to be competitive? Will I be able to tack OK? Will the racers be friendly? I hope it's windy so even if I don't do well it will be fun."

When I arrived the 17s were lined up on the beach. I couldn't help admiring how sleek they looked, like speed machines ready for their drivers to push them to the limit. I was anxious to take one out but excitement turned to disappointment and worries when I learned I had to wait until the first race before I could "practice." It was the first time I realized I could really be in over my head.

And it wasn't until I had to rig the boat the next morning that I realized how unprepared I was. All I had with me was

my harness and life jacket. Other sailors were carrying adjustable tiller extensions, wind indicators, telltales, and hefty tool boxes. Many had friends or family helping them and I didn't know a soul. Then came Dave Weber to the rescue. Dave was in charge of all the boats and went out of his way to help me. Thanks Dave! Before long it was time to shove off and pound my way out through the surf. I slapped on some sunscreen and took off when the coast was clear. I was almost through the surf when I slipped to the other side. The tramp and hiking stick were so slippery! But no way did I want to go back to the beach through the surf again. There was barely enough wind to get out the first time. I felt so stupid because I thought it was the sunscreen I had put on and was already thinking how the next guy who got my boat would be saying, "Stupid

chick! Doesn't she know better than to put grease on the boat?" It was impossible to get a good grip on the hiking stick; it kept slipping through my fingers, and I couldn't brace my feet against anything, they would just slide on the tramp. Even the wings were like an oil slick! Not knowing everyone else was going through the same thing (there was a factory residue which would wear off in time), I tried to concentrate on the race. The wind was light, the chop and swells still big from the previous week's strong winds, and I was having the hardest time tacking. My strategy consisted of jibing during pre-race maneuvers, going all the way to the layline, and tacking only twice to get around A mark. The first disaster hit when I went into irons at the start and couldn't get out. When I finally got going and got to the layline I couldn't tack. In irons again and getting very frustrated, I looked around and saw my position: last. When I rounded A mark there was one other guy back with me so we raced each other. Going downwind was as much fun as going upwind was frustrating. The waves were great for surfing and I had someone to sail against. We fought our way around the course and I squeaked by him before the finish. My only accomplishment was that I wasn't last!

After surfing onto the beach I went to seek advice from others on tacking procedures. It was important to me to learn as much as possible in between races so I could continually improve and hopefully make the first cut. The second race was a complete disaster. I made my first two tacks okay but blew the third and then hit the A mark. I would have been last but while rerounding another guy hit the mark so he became last. (Lots of current, you see). Then to make matters worse, I hit C mark with my tiller extension! Talk about getting mad at myself. I felt so stupid! My first day of racing and I had two next-to-lasts.

That night I got advice from Alan Egusa on tacking and the next day started fresh. I got a good start, pulled off almost every tack, and crossed the finish line in 15th place. Things were looking up but my luck ran out at the start of my fourth and final race when a port tacker at the start couldn't (but tried to) cross my bow and, you guessed it, took me into irons. Aargh! I yelled in protest, "Do a 720!" and when the guy started to do them he came around and hit me from behind! I went crazy! This was my last chance to make the cut and I knew it was all over. I finished the race second to last (again) and went to the beach to drown my sorrows. The race committee asked if I'd want to stay and help them during the rest of the regatta and I said sure. So it was a big

surprise that night when Miles Wood announced that everyone would make the first cut since not all the prequalifiers showed up. Time to celebrate and gear up for the next round. I went up to guys like Deane Froome and Hobie Alter, Jr. for more advice on tacking and trimming the 17 and went back to my room to take notes.

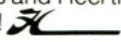
Without boring you with race by race details, I'll say that I cleaned up my act on the water just enough to place 38th out of 88, high enough to make the second cut at 44 legitimately. I wasn't sure until the cut party when, while sitting anxiously with my new-found friends, I heard my name called out. I was so happy I wanted to jump up and down. I'll have to add here that I'm not used to losing and can't ever remember placing as low as 38th in any regatta. But this was different. I was a newcomer and the challenge was tremendous; I was racing with the best in the field. There was only one other woman out of the six who tried that made it, and I really wanted to keep racing. Every day my performance was improving. At this point I had almost mastered roll tacking from wire to wire. If I could have had one wish it would have been to have another week of racing, not just two days, because not only was I getting competitive, but the whole regatta was so much fun. I was meeting the nicest people from all over the world, and the races were so exciting it was all I could do to wait for the next one.

The morning of the finals brought new feelings to me. I felt like I had accomplished something and now had to go out and prove it wasn't a fluke. I talked to Julie, the only other woman competitor left, and told her I didn't want to race against her, but rather that we should both try to do the best we could without hurting each other. She said that sounded great and with big grins and wishes of good luck we took off on our own courses. She's a much better Hobie sailor than I so it didn't surprise me when she finished eighth in the first race. I was very proud of her and wondered how long it would be before I'd be up there. Two races later my question was answered. After a great start in the middle, I got the boat dialed in and was going super fast upwind. I tacked onto port between Bob Curry on my port quarter and Alan Egusa off my starboard bow and began to inch my way to windward and ahead of Bob. We were on the port layline and Alan would have to wait for me before he could tack. Only one boat was going to cross us on starboard and it was Julie! Yahoo! I could hear the announcers on the beach now. Unfortunately our triumph didn't last. A wind shift to our disadvantage put us back in the

middle and we had to fight our way through the pack again. But it was fun while it lasted.

There were lots of exciting moments but one of the most memorable was at the finish of that same race. The wind had come up and the race committee shortened the course. I missed seeing the flag at the fiasco of rounding C mark and so had others because we ended up reaching on starboard to the finish line. Two guys above me had powered down with more speed over the top of me so when Larry Ashton came along I tried to come up to hold him back. He had too much speed and we were getting pretty close to the race committee so I let him through. We were both on the wire and as he dipped in front of me and behind the race committee his leeward hull dove under and he pitchpoled right in front of me. It was either smash into him or try to make it between him and the race committee. I jammed the tiller up and missed both by mere inches. As I crossed the line Miles said, "Hey, that's one way to pass a boat!" Even though I felt sorry for Larry I couldn't help laughing. This Hobie Cat racing was a thrill a minute!

The last race was really the best because a storm came through and it blew over 30 knots. I made it around the windward mark right behind Julie but after only four screaming surfing waves with spray flying everywhere I pitchpoled. I found out the hard way not to get greedy with the waves. I was so excited about surfing that I dove right into the back of the next one and didn't unsheet in time.

The race was over but the fun wasn't. That night there was another party and a banquet, and I received a trophy for 20th lightweight! I was sad that the regatta was over but I promised myself to do it again. And next time I'll be ready! Since then I've been sailing my new 16 every chance I can get, and I am training very hard for the 16 National Championships in San Francisco. So look out folks, this boardhead turned Hobie Catter is getting serious and I feel the need, the need for speed! 

Editor's Note: Anne Gardner Nelson has won 12 national and international boardsailing titles, the silver medal in the 1984 Olympic boardsailing exhibition, has skippered all-female crews in Southern Ocean Racing Conference (SORC) events and has finished 20th in the lightweight division of the Hobie 17 National Championship.

Tony "T.L." Lewis has served as beach captain for many Hobie Cat U.S. national and world championships. Lewis is also a top Hobie Cat competitor, having recently competed in the Hog's Breath 1000. "T.L." is also known as one of the few electric watermelon players in the world. Lewis, a native of Australia, has joined fellow Aussie Tony Laurent on the staff of Coast Cat France at Hyeres, France. Here, he reports on some major regattas from Europe including the largest catamaran regatta in the world.

FRENCH 1987 HOBIE CAT NATIONAL CHAMPIONSHIPS

WINDS PLAY HAVOC AT CAP D'AGDE

MAY 28-31, 1987

One hundred thirty-five cats made up the largest Hobie fleet yet to contest a national title series in Europe. A record number of Hobie 16s competed with 87 boats entered. The Cap d'Agde area is renowned for strong winds, and strong winds there were. The Hobie 14s were the only boats sent out to the race course on Friday by Race Director Hubert Poiroux. Of the 15 boats that faced the starter, only nine were able to complete the course. "La Tramontane," a wind well-respected by the locals, was battering the racers with 40-knot gusts. After the Hobie 14s were all safely back on shore, the organizers conducted a speed trial event in the more sheltered waters near the club. This event was hotly contested and many skippers and crews ended up receiving impromptu swimming/skiing lessons. Saturday morning dawned with a light, fickle breeze and all the competitors were anxious to get out onto the water. Three races were completed on



BY TONY "T.L." LEWIS
PHOTOGRAPHY BY
COAST CATAMARAN FRANCE

Saturday, thanks to good work by the race committee and cooperation from the sailors. That night, the annual association meeting was convened and a new president was elected. Patrice Vivient, who had served as treasurer of the French Hobie Cat Association, won the honors. Everybody was hoping for a repeat of Saturday's conditions, but Sunday, arrived and so did "la Tramontane." With 45 knots of wind whipping up the seas and causing sand storms on the beach, the race officials had no other alternative than to call off the final day's racing. The race officials had some very tough decisions to make over the weekend but despite the limited number of races, the 450 people who attended took it all in stride and thoroughly enjoyed themselves. The social events were fantastic and were a credit to the organizers. Cap d'Agde Yacht Club and Fleet 355, the organizing fleet from Toulouse, received a vote of thanks from all the com-

petitors at the awards presentation. All the competitors themselves were rewarded, with prize and trophies supplied by the generous organizers and sponsors.

10TH RONDE OM TEXEL 1987

BIGGER THAN BEN HUR

JUNE 14, 1987

In Australian slang, any event or occasion which is absolutely outstanding is said to be "bigger than Ben Hur" in reference to the 50s extravaganza of that name. The 10th Ronde om Texel (Round Texel Race) certainly earned that accolade.

To gain a glimpse of the magnitude of this regatta, picture this:

- Nine hundred catamarans, ranging from the perennial Hobie 14 (more later) to a Roberts Cat 27, all on a single one-mile-long start line.

- An enthusiastic staff of 350 residents of the island of Texel running the entire event, only a handful of them being sailors. In fact, the local catamaran club has only eight boats.

- One enormous tent (canvas palace perhaps?) housed two bars, three fast food outlets, two spare parts booths, an enormous clothing and accessories stand, various promotional booths and even a mini sail loft, with room left over for participants and hangers on to sit, stand, eat and drink and eventually fall over.

- Two more fully equipped restaurants and bars, along with all the boats and trailers stretched along approximately 1.5 miles of beach.

Picture all of this and you're starting to understand why it's called "the greatest" cat race in the world.

My introduction to this event came through Coast Catamaran of France's Tony (Dingo) Laurent, my host for the weekend. I drove up with Dingo from France into Holland on Wednesday. We stayed at Scheveningen, the site for the 1988 Hobie 16 World Championship, and I reacquainted myself with my skipper for the race, John Dinsdale, general manager of Coast Catamaran France.

On Thursday we drove the last leg up to Den Helder and caught the ferry over to



the island of Texel. Fifteen minutes later we entered the parking lot above the beach. During the drive Dingo continually reinforced his original story of how impressive the event was, especially in the number of boats involved, so the first thing I expected was complete chaos in the parking lot, with boats, trailers and cars everywhere.

Wrong. We simply drove into the marshalling area and unhooked the trailer. One guy went and parked in the more-than-ample car park and the other sat on the trailer and directed one of six tractor drivers to the spot on the beach where we wanted our boat and trailer left for the weekend. It was then simply a matter of retiring to one of the bars to sample some of the Heineken drafts which were to be partaken of liberally for the next few days.

Friday dawned bright and sunny, rare for the weather I'd encountered thus far in Europe, and although light winds limited the number of sailors prepared to go out and practice, it was pleasant enough to sit on the beach, rig the boats for the following day's race, and make the acquaintance of the sailors in your area. We had brought up three 16s for factory employees to sail, and three 18s, one for John and myself, and two for local Dutch sailors who were preparing for the 18 World Championship, for which they were due to fly out on Sunday.

All preparation had to be completed on

Friday since the extreme tidal conditions in the region mandated an early 9:00 start to enable the boats to get around the island. With this in mind, we planned an early evening, as far as possible anyway, since it doesn't get dark up there until 11 p.m.

The race itself is approximately 100 km or 54 nautical miles clockwise around the island. Hour by hour, tide charts are provided with the race instructions and these were being intensely studied as conditions were unusually light this year. In previous years, the race has been completed in under three hours. Strict safety requirements must be met concerning equipment to be carried (including personal flares) and behavior on the course. All instructions from any official boat (and there seemed to be hundreds of them) are to be obeyed immediately.

Following a multi-lingual skipper's meeting, we headed out to the start in light conditions once again, giving ourselves plenty of time to make the start; or so we assumed. In fact, we were just over one minute late across the line, but we were on the pin end right offshore, a good position to be in for the light air work up the west coast of the island. A quick glance over our shoulder showed well over one-half the fleet nowhere near the line yet, and a good proportion of the rest struggling in close to the shore. Up ahead of us however, we



could clearly see the "Riviera" (bright pink and green) sails of Dingo's 16 and the two Dutch 18s in excellent position. We slowly beat our way up the coast, keeping a close eye on our watches, realizing that if we got to the northern tip after 11:30 we may not make it around the corner. After just sneaking around in time, we joined a downwind procession across the top of the island, dodging the numerous shallow sandbanks, which accounted for both the radical course alterations by our competitors and ourselves, and the seemingly haphazard line of buoys we were racing past.

Meanwhile, back at the point, the committee had turned back 350 of the boats, figuring that the conditions would not allow them to complete the course in reasonable time. We jibed our way down the coast, still watching the "Rivieras" in the distance, past buoys bent almost 15 degrees in the six-knot current and spectator boats, on one of which the crew broke out in what sounded like a typical Dutch folk song as we sailed past. We then sailed to the southern point Licht Van Troost. Here, conditions changed in a startling fashion; in a matter of minutes a typical North Sea cold front hit, and our leg up to the finish was

now a beat in a steady 20-knot breeze. The two Dutch 18s had disappeared out with the leaders, but we were passing a number of our competitors on other types of catamarans in the heavy air, and finished feeling confident about our position in the fleet.

Once on the beach, our little camp went into battle stations. Tony and I had to be in Quiberon, France the next day for the European 16s, and the two Dutch teams had to be back in Amsterdam to fly to Canada. We dismantled one 16 and one 18 and put them into the company truck, and double trailered the other two 18s and 16s. Within a couple of hours we were away from the race site and, thanks to a priority pass from the organizers, on the last ferry out of Texel on our way south.

However, good news awaited us in Quiberon; the results had come through, and of the 900 competitors, we had five boats in the top eight with three 18s, including our two Dutch friends, Alwin Van Daelen and Oono Van Der Plaat, a 16 (Dingo), and yes, folks, one of those ever-green Hobie 14s celebrated its 20th birthday with a fourth place finish. We had also provided the largest single class by far, with over 200 Hobie 16s competing,

one fifth of the total entries.

The 11th Ronde om Texel will be held next year, before the Hobie 16 World Championship, so the last thing I did before I left Texel was organize a boat for next year's race. If you've ever dreamed of being part of a 50s movie extravaganza, I guess you'll have to beg, steal or borrow a boat, too, because this is about as close as you'll get.

1987 HOBIE 16 EUROPEAN CHAMPIONSHIP

BADRAM WINS INTERNATIONAL FACE-OFF

JUNE 15-21, 1987

The Ecole Nationale de Voile (National Sailing School) of France is situated in the small town of St. Pierre Quiberon on a narrow peninsula sticking out into the chilly waters of the North Atlantic. This year, it was the site of the Hobie 16 European

Championship. The event was a B.Y.O.B. event (bring your own boat) although Coast Catamaran France had supplied 15 rental boats for competitors who could not bring a boat, and 80 brand new sails to be used in the A fleet event, the Euro Cup. The school was providing a race director, Pierre Gombert (veteran of the 1982 Hobie 16 Worlds and 1983 Hobie 14 Worlds race committees), a race committee, committee boat and chase boats. It was also providing dormitory accommodations and three meals a day for the competitors. As the week went on it made available various facilities, such as the sail loft and repair shops, as they became necessary.

When Tony Laurent of Coast Catamaran France arrived fresh from the Texel race on Sunday morning, he was surprised to find the 15 boats he was expecting to have to assemble sitting in the boat area in race ready condition thanks to the efforts of the Swedish team led by Osten Nilsson. The staff at the school had taken care of registration, so everything was ready for two days of qualifying races.

Competitors raced a total of five races over the next two days in conditions which continually freshened so that by the last race on Tuesday, it was blowing a steady 25 knots with higher gusts.

At the welcome party held in the school's dining area Tuesday night, the top qualifiers were announced, with the Danish team of Badram and Zillmer taking overall honors. It was announced also that two fleets would be formed, but that they would share the same starts and courses and just be scored separately. The top 65 boats

would race for the Euro Cup, and the rest would race for the Euro Trophy. Six races were scheduled, two per day on Wednesday, Thursday and Saturday, and, on Friday, a 26-mile-long distance race or raid was planned but would not be counted as part of the overall score.

Wednesday's two races were held in a gusty offshore breeze of about 25 knots, in seas which were notable for the short, steep chop which had developed. Thorsten Badram continued where he had left off on Tuesday, and leaped to the top of the scoring with a first and a second for the day. That afternoon, the battered competitors were able to relieve some of their aches and pains with a good dose of laughter by watching the excellent video which had been shot that day, including some spectacular pitchpoles not least of which was Tony Laurent's capsize right at the windward mark, showing that even the most seasoned campaigner was being tested by the conditions.

The wind remained offshore on Thursday, but had dropped considerably in strength, and, as expected, the lighter teams fared better, with Laurent taking a pair of bullets on the day to take a lead in the standings with 6.5 points. However, Badram had sailed consistently despite his heavier crew weight, and had placed fourth and sixth on that day for a total of 6.75 points. The championship was still up for grabs.

Many teams took advantage of the day off on Friday to take a break from sailing, and sample the attractions of the small fishing town of Quiberon. But a hardy fleet

of about 25 teams took on the 30-knot-plus breezes for the long distance race. The race quickly developed into a dual between former two-time European champions Peter Spyker and Visser, who had combined forces in the heavy air, and Tony Laurent and fellow Aussie T.L. Aided by Laurent's two capsizes, Spyker took line honors by about 20 seconds, and therefore first prize, one kilo of cookies per mile of the course (total of 26 kgs or 58 lbs).

The offshore breeze continued on Saturday in comfortable double-trap conditions. To observers on the beach, it appeared that Laurent had taken the championship. Showing superior boat speed he had taken another pair of bullets. But after the races, we learned that eight competitors, including Laurent and Badram had broken the start of Race 5 and were thus disqualified. Badram took a third in Race 6 and therefore sewed up the championship with a total of 15.75 points, winning handily over the Dutch team of Spyker/Spyker.

The awards presentation and a superb banquet were held at the Palais des Congres. It was highlighted by a spirited dousing of the crowd with the victory champagne by the victors.

Thanks, of course, must go to the sponsors, the "Caisse d'Epargne Ecureuil," the biscuits "Lu," the champagne "Moët et Chandon," the people of Quiberon, and, above all, to the director, staff and students of the Ecole Nationale de Voile for a memorable and professionally organized event.

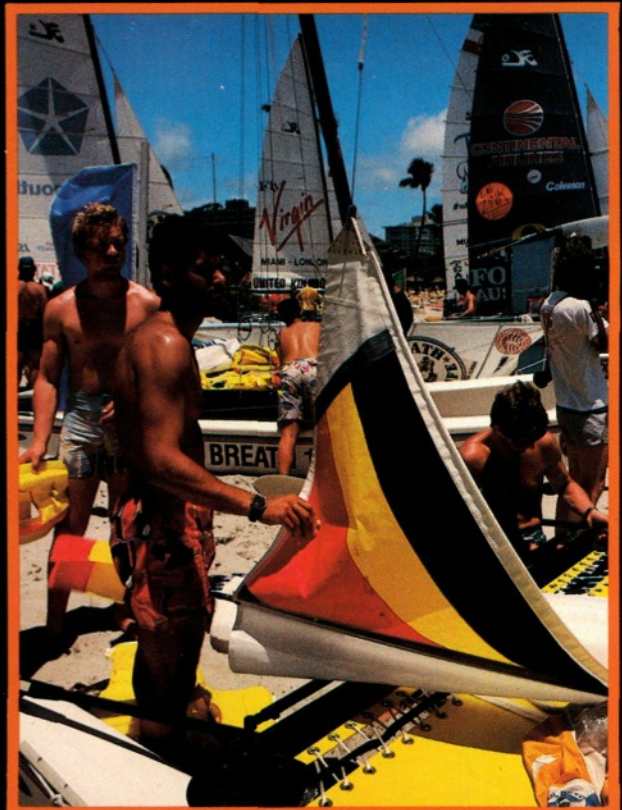
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THE WORLD OF



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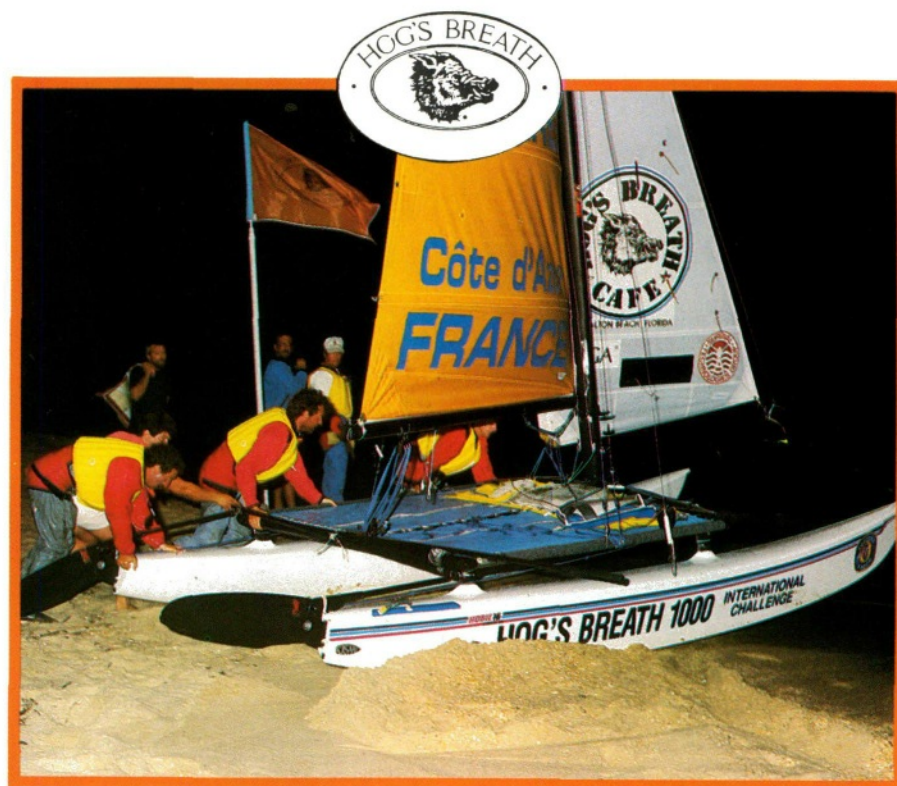
Panama City, Florida is the next to last checkpoint in the Hog's Breath 1000. After more than 1,000 kilometers of racing, two Hobie 16s approach the beach with the trailing leeward boat so close it just misses being able to force the leader up above the checkpoint flag.

Australia's Foster's Two comes up between the two checkpoint flags only seven seconds ahead of Team Plymouth from California. In a wild, eight-second scramble Bob Muggleton hops off the Aussie boat; Bill Sykes gets on; and Sykes and Ian Bashford start the final 50-mile leg to the finish at Fort Walton Beach. Incredibly, the Americans have managed their turnaround in the same time. Pat Porter tumbles off Team Plymouth and it begins its final leg with brothers Jeff and Hobie Alter Jr. aboard, still only seven seconds behind the Aussies.

Standing in a parking lot just above the beach, someone mentions to Hobie Alter Sr. that if the American team loses this race by less than 20 seconds or so, he's never going to hear the end of it. "Believe me," the godfather of Team Plymouth says with a wry grin. "They've already reminded me—several times."

It may seem odd that a guy who isn't sailing could turn out to be the key player in the world's toughest small boat race. But listen, bunkie, this is the Hog's Breath 1000, where weird is the norm and wacky is a way of life. Where else would you find a sailor with broken ribs laughing and groaning at the same time as he watches Team National Trucks Motor Home head down the highway with a big sign on the back reading "I'm a gay Texan and proud of it"?

Eight countries sent 14 teams to start the 1987 Hog's Breath 1000 on May 18. It was the second running of an event begun to revive the one-design, non-stop format for long-haul racing after the Worrell 1,000 became an open event where the sailors stopped every night. Jerry Dorminy, a T-shirt and restaurant entrepreneur from the area known as the Redneck Riviera is an eager catamaran sailor who wanted to do something to promote his Fort Walton Beach businesses, including the Hog's Breath Cafe and T-shirt company. He had seen the



Southern Exposure

Worrell 1,000, so he contacted Don Algie, an Aussie sailor who had won the Worrell and had served as manager for four other Aussie teams in that event, and asked him to set up a non-stop race entirely within Florida.

The Hog's Breath is often seen by the competitors as a series of vignettes. This is because the teams, both boats and accompanying motor homes, move as separate units between checkpoints then converge for a few hours and share the experiences of the day. By the time the event ends it all tends to blur together and discussions of various occurrences tend to be prefaced by the words, "Were you with us when..."

For various practical reasons (including media coverage), the starting point selected was Key Biscayne, an island suburb of Miami that separates the open Atlantic and the northern chunk of Biscayne Bay. The route selected, a 100-mile leg southwest down the Atlantic side of the Florida Keys to Marathon, then a turn north across Florida Bay and up the chunk of geography that Floridians think of when they hear the words "west coast," sug-

gested the name Hog's Breath 1000 because it is a bit over 1,000 kilometers. (Everybody in the world uses kilometers except the Americans.)

Unlike the California coastline, which is basically a long rock with a few small chips in it where boats can go in and out, Florida's beachfront is hundreds of miles of gently sloping sand with a tide that rarely rises more than three feet, and surf that only exceeds four feet during tropical storms (pretty rare in May). Except for a few spots where mangrove trees form a jungle in the water, boats can land virtually anywhere, a major safety consideration in an event where tired sailors might have to bring a damaged boat ashore through the surfline at night. So, it was ideal for a race in which the boats had to land at nine designated checkpoints ranging from 50 to 102 miles apart.

Each boat was crewed by three sailors, two of them aboard at a time. Each sailor did two legs on and one off. When the boat came ashore at a checkpoint, one sailor got off, one got on and one stayed on. Sailors and ground crew pulled off the charts and gear bag from the previous leg,

tossed on fresh charts and food and pushed the boat back into the surf, usually within 10 seconds after it landed.

Before the race begins, an American sailor with a warped sense of humor tells Team Virgin Airways from Great Britain that there is a 15-minute break at each checkpoint. The English ground crew believes him, and when Team Virgin Airways comes ashore at the first checkpoint a woman on the ground crew is standing on the sand with cups of tea for the break. But the sailing team knows the score and the boat makes its turnaround in a very respectable 12 seconds. As his boat sails away, the British sailor who got off settles down with his cup of tea to watch the remaining boats land.

Each boat was accompanied by a motor home that carried the ground crew, spare parts and supplies. The off-watch sailor showered, slept and ate in the motor home as it rumbled from checkpoint to checkpoint. The checkpoints consist of two flags with a line scratched in the sand between them. Only the three sailors are allowed to touch the boat on the seaward side of the line. As each boat approaches the checkpoint, the off-watch sailor wades out knee deep and waits to help the other two drag it up through the flags. (It isn't officially clear until the rudders are above the line). The ground crew can only touch

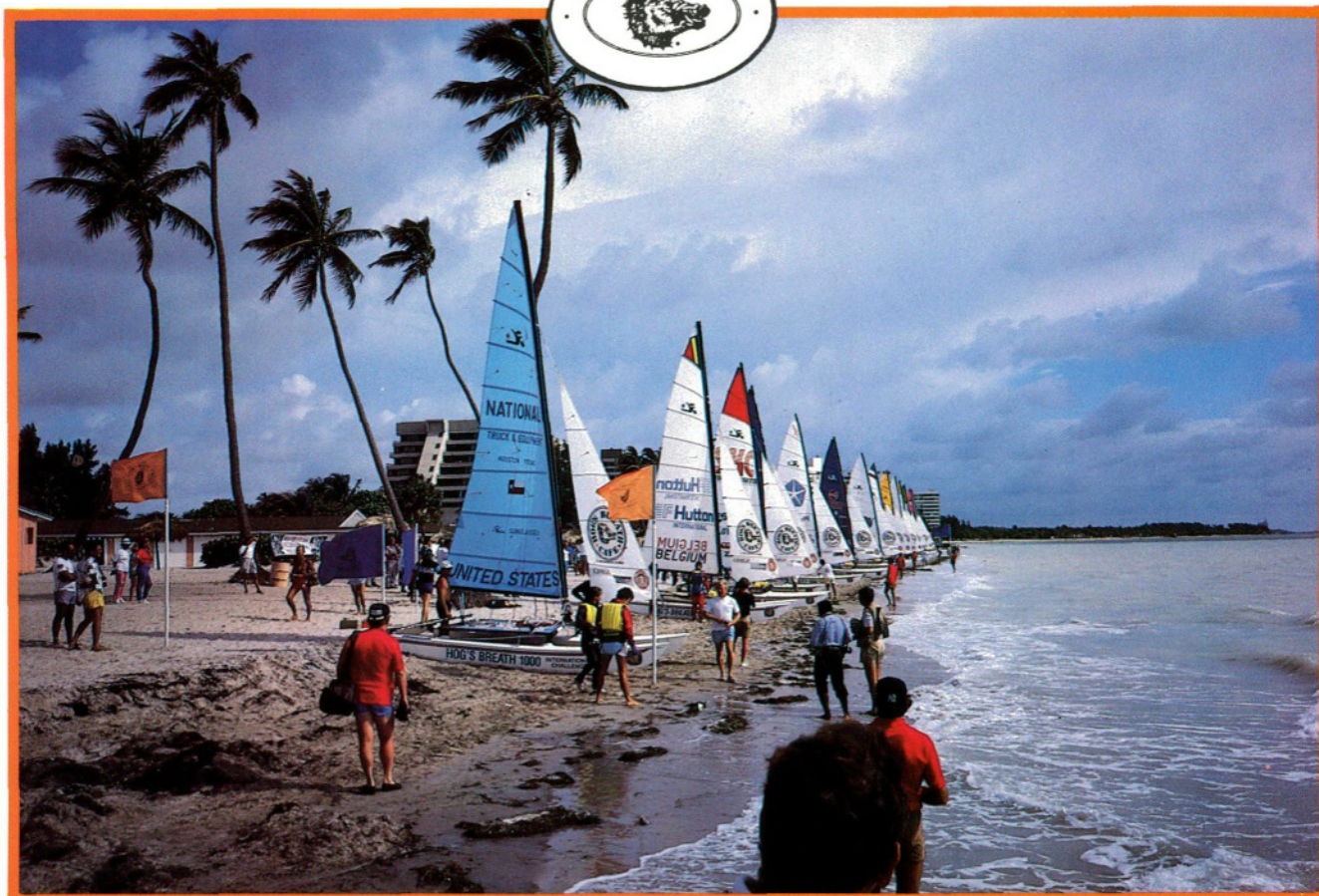
those parts of the boat on the landward side of the checkpoint line. Having an ineligible crewman across the line results in a 10-minute penalty.

Tony Laurent, an Aussie of French ancestry who lives in France, is one of the sailors with Team Hyeres-France; and he winces as he steps down from the motor home in a parking lot. Laurent and Frenchman Daniel Pradel sailed a Hobie 18 unsupported across the Atlantic last November, barely surviving that trip. Practicing in Miami a couple of days before the Hog's Breath, he was catapulted from the trapeze into the mast when the boat pitch-poled, breaking a couple of ribs on his left side. But the "Dingo," as his Australian friends call him—his neighbors in Hyeres call him The Kangaroo—hid the injury from the race organizers, bought a corset-like support in a drugstore and carried on. "Damn, it's going to be all starboard tack next leg. That means I have to trim the mainsheet with my left arm. By god, I'm going to hurt after this one," he confesses to a friend.

There were six American teams this year, including the first all-female entry, Team National Associates (two Yanks and a South African). Australia sent two teams, and there was one team each from Great Britain, France, Belgium, Germany, Holland and New Zealand. In terms of the competi-

tion it was unquestionably the toughest long-haul catamaran race ever held. There were enough national and international title holders to fill a hall of fame, and 10 of the 14 teams included at least one sailor who had done this race before. Six of the teams included sailors who had also competed in the Worrell 1,000 and four of them had been Worrell winners.

A pink-sailed boat approaches the beach at Boca Grande, the third checkpoint 265 miles from the start. A young woman stands in the water and grabs the bridle as it grounds. Two other young women literally fall off and the three of them strain to haul the Hobie 16 up a short but steep slope to the checkpoint. Faces contorted by the strain, they are simply too light for the task. The boat moves in fits and starts, its bows pass through the flags and the women swing it back down to the water without stopping. But now they hear the checkpoint referee yelling, "Not clear. Not clear." Realizing they failed to get the rudders high enough up the beach, they turn around and drag it up a second time. "Clear!" yells the referee, and the women shove the boat back into the water where two jump on and the third falls face first into the gentle surf. As Kelly O'Brien of Fort Walton Beach and Linda Leon of Toluca Lake, California, head for the next checkpoint, Belinda Klaase of South Africa



John McKnight

literally stumbles out of the water, her 20-year-old face lined with exhaustion. "I want a bed," she says. "I'm too bloody tired to eat." She pulls off her gloves, looks at her hands and says, "My god, look at them. They're coming apart." Hobie Alter Jr., who had gotten off a boat here an hour before, is standing nearby. He grins, "Yeah, my hands are getting pretty trashed, too. But you go get a shower and you'll feel 100 percent better. You'll feel human again." Thirty minutes and one shower later, Klaase is munching some fruit and joking with her ground crew. Alter is right. There's nothing like a warm shower to soak away the strain of 23 hours on a Hobie.

The race began at 10 a.m. May 18 with 12-to-15 knot southeasterlies, and Team Plymouth covered the 99 miles to the first checkpoint at a record 14.98 miles per hour (used instead of knots to help non-sailors understand the event). Team Plymouth beat Foster's Two to that checkpoint by one minute, 42 seconds, with Foster's One in third place only another 48 seconds back.

The wind eased a bit for the next 98-mile leg to Marco Island, and now Foster's One landed first nine seconds ahead of Plymouth and 17 seconds ahead of Foster's Two. But Plymouth and Foster's Two did staggering, four-second turnarounds, and Plymouth officially got off the beach with a one second lead.

It may seem impossible to do a four-second pit stop, but all three of the leading teams have had years of practice in the Worrell and Hog's Breath. As the boat grounds in the surf the off-watch guy grabs the bridle while the other two tumble off the boat and grab the stays. Legs churning like football players hitting a blocking sled, the three sailors haul the 320-pound boat up through the gates and swing it around and head back to the water in one smooth process. As the boat's bows break the line a ground crewman grabs and helps keep it moving, letting go before his feet cross the checkpoint line. Another crewman stands waiting with a bag of charts and supplies, which he throws aboard as the boat slides past.

The two sailors on the next leg jump aboard as soon as the boat is floating while the sailor who is getting off continues to push until the wind carries the boat away or his feet will no longer touch the bottom. The last thing he does is retrieve the gear back from the last leg, which one of the departing crewmen tosses overboard as the boat leaves the beach. Do it right and you can save a minute or more in the course of the race.

And that brings us to why Hobie Sr. was nervous about his sons' standing in the race. There was an excellent chance he could have been the goat in this event.

This race includes a mandatory, six-hour stop for a safety check at Clearwater Beach, the halfway point. The 97-mile leg from Boca Grande was very slow and the



Southern Exposure

first boat didn't arrive until 9:52 p.m. Several teams decided that since the boats were stopping here anyway they would let the off-watch sailor stay asleep—it's unusual for the off-watch man to get several hours of uninterrupted sleep in a stationary bed—while the two men aboard hauled the boat ashore by themselves.

When the first boat appeared it was the white sail of Team Plymouth, with the dark blue of Foster's Two about 40 seconds behind. But the tide was at maximum ebb, and the boats grounded about 30 yards short of the checkpoint. Jeff Alter and Pat Porter jumped off and began pulling the boat toward the gate by themselves, yelling "Where's Junior? Where's Junior?" But Hobie Sr. was among those who elected to let the third crewman sleep. All three Aussies were there, pulling their boat across the shallows in what had now become a three-against-two boat hauling contest toward the checkpoint gate. When it finished, the Americans still held their lead, but that 40 second edge had been cut to four.

Americans Carlton Tucker and Enrique Figueroa and Aussie Tony Lewis (who lived in Fort Walton Beach) comprise Team Emerald Coast. They have all done this race before, and Tucker and Figueroa have sailed the Worrell. (Tucker won it). Figueroa has won national and world Hobie titles, and Tucker and Lewis have won national championships. So, it's not surprising that another world champion, Deane Froome of Hawaii, hangs around the beach after getting off the Team Slider's boat at the Cedar Key checkpoint. Looking back,

Froome could see that Tucker and Lewis were going to land considerably behind the pink-sailed boat, which the women have now despaired of hearing called anything except "the girls' team." Froome is tired, but he says that he wants "to hang around to razz Carlton." When Tony Lewis does come ashore after pushing the boat off during the turnaround, it is to a chorus of hoots and catcalls from a crowd of unashamed male chauvinists. Lewis walks up the beach, spreads his arms wide and in his best Aussie accented Southern drawl delivers his favorite Southern homily, "Boys, some days you eat the bear, and some days the bear eats you."

Team Plymouth started the second half of the race with that four second advantage in the bank. Now the Aussies had to beat Plymouth by five seconds to win. But if team Plymouth lost by anything under 40 seconds, that decision not to wake the third sailor at Clearwater was going to loom very large indeed.

Some very strange things can happen to a sailor's mind after a few days of too little sleep and too much tension. In the small hours of the morning, Figueroa decides to take a nap, leaving Tucker at the helm of Emerald Coast. Tucker is only half awake himself. He takes a quick look under the mainsail and his hair stands on end. "Coming right at us, maybe 50 feet away, were the red and green running lights of the biggest barge I have ever seen in my life," Tucker says. "Now I know what people mean when they say their heart stopped. I was so scared I couldn't even scream. I reached over to wake up Ricky,



John McKnight

but I knew it was too late. There was no time. That thing was going to run over us, and we were dead men." Then Tucker heard a sound he has heard thousands of times before, the "thwap" of sails being tacked. It was the New Zealander's Hobie 16. What he had thought were the running lights of a 300-foot barge 50 feet away were the red and green Cylume lightsticks used to light the compass and bridle fly on another Hobie just 10 feet away.

By the next checkpoint at Cedar Key, it was beginning to look as if Team Plymouth wouldn't have much to worry about. While the rest of the fleet stayed farther inside, Hobie Jr. and Porter found a breeze and went outside around a small island. Not only did they get more wind, when they turned down the slot between the little island and Cedar Key they got a two-knot kick from a favorable current. Plymouth started the 102-mile leg to Shell Point with a 15 minute lead over Foster's Two, 27 minutes on Foster's One and 31 minutes on Sliders (from California) and National Trucks (from Texas). Emerald Coast of Florida, one of the pre-race favorites, was now in eighth place an hour and 48 minutes

behind and looked absolutely out of it.

But it was on the leg to Cedar Key last year that the fleet was hit by a 60-knot storm that dismasted nine of the 12 boats. Hobie Alter Jr. was sailing with Rick Eddington (on Team Texas this year), and they had started the next leg (after all the boats were repaired) with a 30-minute head start and another 30-minute time advantage. Then they watched the Aussies eat away at that lead, pass them and go on to win.

This year was even less predictable. The lead kept changing hands, and boats that were out of the lead on elapsed time, like the Slider's team put together by Alan Egusa, were still winning legs.

The boats approached the Shell Point checkpoint to find it buried somewhere in a thick haze. Egusa yelled to a fisherman, "Where's Shell Point?" He followed the pointed arm and reached the beach first, which put him second on elapsed time. The Aussies on Foster's Two saw Egusa go right and the rest of the fleet followed Team Plymouth to the left. The Aussies split the difference, sailed down the middle and reached the beach second to jump to a 17-

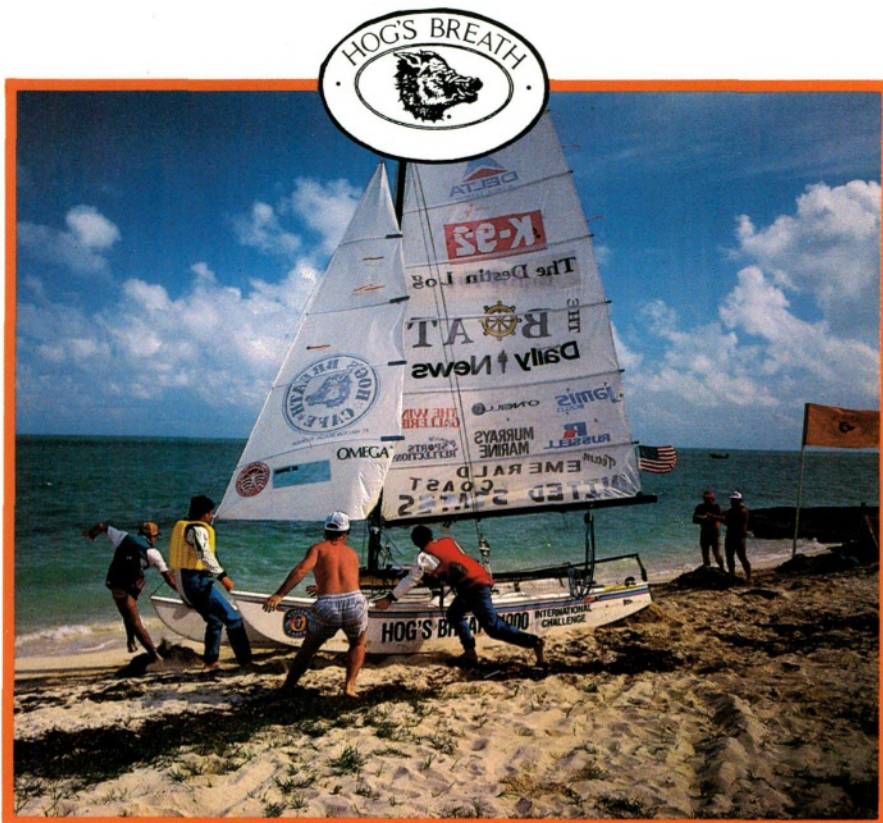
minute, elapsed-time lead over Sliders. Foster's One was now third overall, some 23 minutes back. Team Plymouth had dropped to fourth, nearly an hour behind, after sailing past the checkpoint and, after discovering their mistake, beating back around a point of land in light air.

Team Holland's sailors have made this event an annual holiday. They have picked up a local sponsor, Sunset Bar & Grill, and normally do pretty well. But they go down the tubes in the final quarter this year. Running into very light air along Florida's northwest gulf coast, Jan Lange decides to take a nap and leaves the steering to Sydney Van Zan. A few hours later Lange awakens, looks around and then calls softly to Van Zan, who is dozing at the helm. "Sydney, have you been asleep very long?" "Uh, oh, no. I must have just dozed off," Van Zan answers. "Then why," asks Lange, "are we out of sight of land and surrounded by all these fishing trawlers?" Van Zan has dozed a lot longer than he thought, and now the Dutch have no idea where they are. They sail north until they find the coastline and eventually locate the checkpoint. But now they are officially out

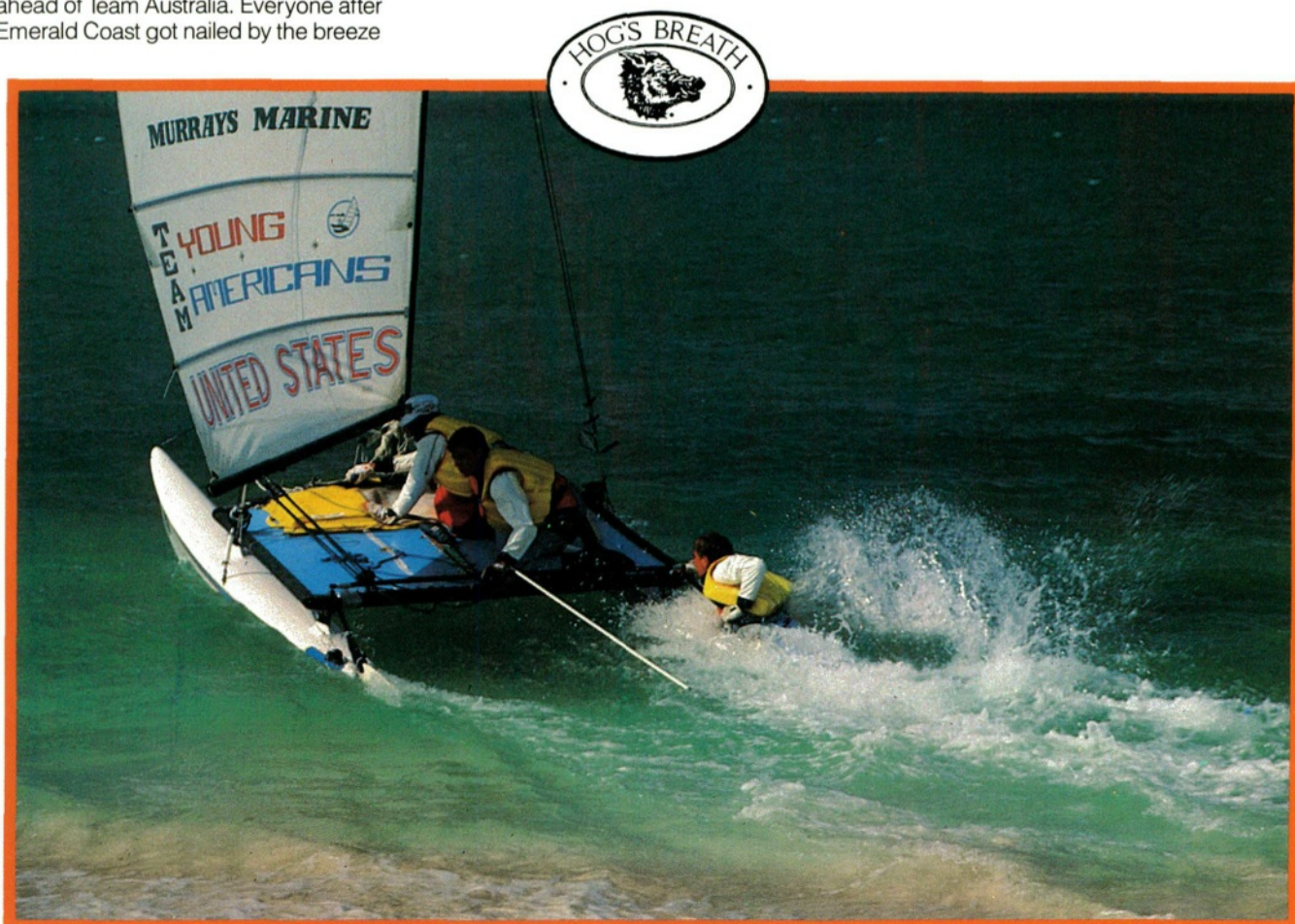
of the race for violating a rule that eliminates anyone who falls more than six hours behind the leader. But the Dutch are up for anything. Figuring that punctuality no longer counts, they add shoes and credit cards to their equipment and for the rest of the trip put ashore for hot, leisurely meals, eventually reaching Fort Walton Beach 12 hours behind the winners.

Meanwhile, at the head of the fleet, the air stayed light and things were changing. Foster's Two was still ahead, but at St. George Island, 130 miles from the finish, Plymouth had sneaked back into second place only three minutes behind. Foster's One was third at six minutes back. Sliders dropped back to fourth by 22 minutes, and Emerald Coast somehow made up an hour and 10 minutes on a 50-mile leg to stand fourth.

Then came Panama City, gateway to the final leg. As the boats came to the beach, Plymouth was only a few feet behind and tried desperately to get an overlap to force the Aussies to come up and beach short of the checkpoint. But with 30 yards to go, the Aussies got just enough breeze to stay out of the mousetrap. Slider's was back in third place, 34 minutes and 36 seconds behind. Emerald Coast was now fourth, only eight seconds further back. The fifth place boat, Hyeres-France, was one hour, 32 seconds out of the lead, 51 seconds ahead of Team Australia. Everyone after Emerald Coast got nailed by the breeze



Southern Exposure



Southern Exposure

dying from behind and were now so far out of it that it became a two-boat race, with a second race going on for third.

Let's get the drama out of the way. The race was won by Foster's Two, which reached the finish at 4:51 p.m. Central Daylight time on May 22, only two minutes and seven seconds ahead of Team Plymouth after 1,169 kilometers (727 miles) of day and night racing.

For all practical purposes, the American challenge ended seconds after the two teams pushed off the beach at Panama City. That checkpoint was located in front of a parking lot. Next door, toward the finish line, was a large, multi-story beach-front hotel.

There was a light, offshore breeze, and as the Aussies pushed off into the water on a starboard tack at 9:17 a.m., a little gust swept across the open parking lot and down onto the beach. Bashford headed the boat well off the wind, trying to get seaward to what looked like a breeze line about a mile off. The Alter brothers saw a chance to ride over the Aussies and came up about 20 degrees to build up boatspeed. It was a mistake. The course took them directly into the hotel's wind



shadow, where the Team Plymouth boat almost came to a stop. By the time Foster's Two passed in front of the hotel it was far enough offshore to be clear of the wind shadow.

The Alters jibed and moved slowly offshore, now moving away from the finish

but playing their only hope of staying within striking distance. But by the time they broke into clean air it was already too late. Within 20 minutes the Aussies were five minutes ahead and simply put a loose cover on the Americans all the way to the end.

The snazzy move Foster's Two put on Plymouth going off the beach pretty much eliminated any suspense about who was going to be first at Fort Walton, especially when a 15-18 knot breeze filled in and gave the Aussies a run in the kind of weather they love. And Emerald Coast got by Slider's and came shooting onto the beach to take third by 13 seconds, still nearly 30 minutes behind the winners.

"I can't believe this," Sykes said as he sat on the boat with Bashford and Muggleton and let the victory sink in. "That was bloody marvelous. I still can't believe we've won it." Peter Johnson, the manager of the Aussie teams, was as jubilant as his sailors. "You better bloody well believe it, mate," he yelled. "You know what they've been promoting this race as in the media at home? They're saying it will show Aussie sailors that there's life after the America's Cup. Well, we've bloody well proved there is."



ANIMAL HOUSE HOBIE STYLE

BY HELEN

You've heard all the horror stories about the sailors in the Hog's Breath. You know the ones, about falling asleep on the boat after 40 hours of sailing; about getting lost along the Florida coast in the middle of the night and having to storm condominiums for directions; about storms that blow boats up on the shores of nuclear power plants. Sure, that's all pretty tough stuff: dehydration, lack of sleep, sunburn. But you never hear the whole story about these races. I mean, those guys are on the water. They're out challenging the elements of nature. They're experiencing something that will, ultimately, make them better people.

That's not the case with the ground crews, the unsung heroes of this event. What's a mere 40 hours on a Hobie Cat compared to driving 200 miles with an overflowing head in 95 degree heat? We're talking serious stress here.

At least that's what I learned when I had the dubious distinction of being invited along as ground crew for a team that shall go by the pseudonym Team Raunchy. It was like being invited to live in a mobile fraternity house—a real "Animal House" on

wheels—and I was the sole female occupant. Trust me, it's not an enviable position to be in. Fortunately, I spent years working as a camp counselor with notoriously misbehaved children. At last that experience came in handy.

The trouble, you see, is time. Ground crews have an exceptional amount of free time on their hands. They get the boats ready, send the sailors off to do their jobs, then drive to the next checkpoint and wait. And wait. And wait. Sometimes it's an all night vigil. Sometimes it stretches through the tedious heat of the day. The rule of thumb is, if you have to wait all day it will be at a checkpoint where there's nothing of interest within 50 miles. If you have to wait at night, the local entertainment will be closed because it's Sunday, or Monday or whatever day of the week they always close.

The choice is obvious. One must invent one's own fun. Naturally, when you've got a bunch of restless sailors and other riff-raff who have no way to burn off their energy, the solution is to harass one another. Practical and impractical jokes abound. Like hiding the Aussie's equipment. Like messin'

with Team Texas, which had the challenge "Don't Mess With Texas" plastered all over their motor home. Like plastering the head with such delicate and explicit instructions as "No sliders" and "If it weighs more than five pounds, lower it with a rope." Like creating "precipitation" with waterguns, inside the home while one is driving. Cute stuff. Really.

And then there's the food. What's the most disgusting concoction of junk food you can imagine? Yup, we ate it. What else is there to do when you've run out of obscenities to plaster on other people's motor homes, the water balloons are gone and so's the beer?

I'm not saying the ground crews don't do a fine job. They certainly create an impression wherever they go. And some of the sailors actually do get to sleep when they're picked up between checkpoints.

I'm just sayin' that if you're invited to go along, make sure you get your tetanus shot first. It's a lot of fun. The jokes are hilarious, like the time we . . . well, guess you had to be there.

HOBIE RACING

September/October 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.



Christopher Brosco, Sr.

MAJOR EVENTS

MAJOR REGATTAS

September 8-11

Hobie Womens U.S. Championship
San Francisco, California

H.C.A.
619-758-9100

September 13-19

Hobie 16 U.S. National Championship
San Francisco, California

H.C.A.
619-758-9100

September 23-30

Hobie 14 World Championship
Mauritius

H.C.A.
619-758-9100

REGATTA SCHEDULE

Division 2

Aug. 22-23	H-16, Div. 2 Championship Long Beach, Ca.	Joel Deupree 213/920-0468
Aug. 30	Summer Series I, Race 2 Long Beach, Ca.	Carol Kofahl 714/898-7056
Sept. 5-7	Labor Day Regatta for Fun Santa Barbara, Ca.	Ron Bishow 805/684-4619
Sept. 6	Pilgrim of Newport Schooner Cabrillo Bch., San Pedro, Ca.	Carol Kofahl 714/898-7056
Sept. 12-13	Wofford Heights Points Regatta Lake Isabella, Ca.	Bob Cargill 805/393-5431
Sept. 26-27	Catalina Fun Sail to Emerald Bay Cabrillo Bch., San Pedro, Ca.	Carol Kofahl 714/898-7056
Sept. 26-27	Assault on Rocky Point Puerto Penasco, Mexico	Pat Eger 602/749-4295
Oct. 3-4	Dual Regatta for Charity San Diego, Ca.	Cathy Chee 619/576-8449
Oct. 10-11	Third Annual Newport Landing Newport Beach, Ca.	Carol Kofahl 714/898-7056
Oct. 17	Fall Series I, Race 1 Long Beach, Ca.	Carol Kofahl 714/898-7056
Oct. 17-18	4th Annual Ladies Castaic Regatta Northridge, Ca.	Glen Gira 818/349-3064
Oct. 24	Octoberfest Regatta & Picnic Dana Pt. Harbor, Dana Pt., Ca.	Kirk Wells 714/364-2386
Nov. 7-8	Hobie State Championships Puerto Penasco, Mexico	Pat Eger 602/749-4295
Nov. 8	Winter Series I, Race 1 Long Beach, Ca.	Carol Kofahl 714/898-7056

Division 3

Aug. 15-16	Mile High '87 Huntington Lake, Ca.	Sailing Center 209/822-2666
Oct. 3-4	Bodega Bay Regatta Doran Beach Park, Bodega Bay, Ca.	Doug Little 707/542-6143
Oct. 17	Indian Summer Regatta Santa Cruz, Ca.	O'Neill Yacht Center 408/476-5200

Division 4

Aug. 29-30	Hobie Cat Regatta Lake Crescent, Wa.	Doug Skidmore 206/678-4415
Sept. 5-6	Hobies at Harrison Harrison Lake, B.C. Canada	Larry 604/531-6546
Sept. 5-7	11th Annual Crescent Lake Regatta Eugene, Or.	Kathy Leach 503/942-4774

Division 6

Aug. 22-23	Leo Regatta & Shoot-Out Canyon Lake, Tx.	Pat White 512/258-8770
Aug. 29-30	Ruff Riders Regatta Port Isabel, Tx.	Stan Rice 512/992-6375

Division 7

Sept. 5-7	Black Hills Labor Day Regatta Hot Springs, S.D.	Ron Whiteman 605/341-3646
Sept. 12-13	Pitchpolecat Regatta Lake Perry, Ks.	Scott Sanford 816/741-4183

Division 8

Nov. 27-29	Keys Cat Challenge Smathers Bch., Key West, Fl.	Lenny Carey 305/294-0326
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Division 10

Sept. 19-20	Alum Creek Lake Point Regatta Columbus, Ohio	John Schirtzinger 614/876-8260
Sept. 1987	1988 Points Regatta Lake Michigan, Gary, In.	Chris Sprague 219/762-0041
Oct. 3	Coca Cola Kentucky Dam 50 Kentucky Lake, Kentucky	Joe Corey 502/444-7713
Oct. 10-11	Cheap Thrills, 1988 Points Regatta Crab Orchard Lk., Carbondale, Ill.	Russ & Kathy Tate 618/687-2989

SEPTEMBER 26 & 27, 1987 SANDY HOOK HOBIE FLEET 250

Presents the 1987

NJ HOBIE CAT CHAMPIONSHIPS

Location: Atlantic Highlands, NJ

BEER: Free and flowing!

SATURDAY: 8AM Registration

10 AM Skippers Mtg

11 AM White Shape

PM Party w/Band

SUNDAY: 9:30AM Skippers Mtg

10:30AM White Shape

INFORMATION: Dan Kulkoski W (212)912-5220, H (201)222-1429

- Please Note Date and Location Change -

REGATTA SCHEDULE

Division 11

Aug. 29-30	Wildwood Crest Classic Wildwood Crest, N.J.	Bob Edwards 609/886-4609
Sept. 12-13	Ocean Points Regatta N.J.	Mike O'Hara 201/541-4891
Sept. 19-20	Burning Cut Points Regatta Barnegat, N.J.	Frank Brearley 609/698-8677

Division 12

Aug. 15-16	Michelob Main State Championships Old Orchard Bch., Maine	Scott Fox 207/829-6178
Aug. 29-30	Wash the Salt Out of Your Sails Regatta Long Pond, Freetown/Lakeville, Mass.	Stephen Latham 617/993-0867
Sept. 12-13	Powder Point Regatta Duxbury Bch., Mass.	Joe Dricoll 617/293-5784
Sept. 19-20	New England Championships Hammonasset Bch. State Park, Ct.	Joe or Fran Manganello 203/421-3614
Oct. 3-4	Connecticut State Championships Candlewood Lake, Conn.	Barry Burgess 203/775-0041

Division 14

Aug. 22-23	Cheney Cat Chase Lake Cheney, Wichita, Ks.	Phil Knapp 316/688-5091
Aug. 29-30	Oklahoma State Championships Hobie Beach, Ok.	Ed McLain 405/787-4435
Sept. 6	Old Timer's Party Walnut Creek St. Pk. at Lake Keystone	Candy Bordelon 918/438-1311
Sept. 26-27	Short Mountain Shootout Robert S. Kerr Lake, Ok.	John Swanson 501/783-3181
Oct. 17	Columbus Day National Points Regatta Lake Palestine	Larry Chambers 214/876-3192

Division 15

Aug. 15-16	Captain Black Classic Panama City Beach, Fl.	Hobie Shop 904/234-0023
Sept. 12-13	Harvest Moon Regatta - Bubba's Revenge Lake Gunterville St. Pk.	Nick Neville 205/934-6506
Sept. 19-20	Second Annual Music City Regatta Nashville, Tenn.	Pete O'Briant 615/367-0086
Sept. 26-27	9th Annual Dixie Invitational Regatta Jackson, Miss.	David Thoren 601/956-8362
Oct. 10-11	13th Jubilee Mobile Bay, Al.	Jo Gaston 205/342-4300
Oct. 25	Mad Dog Tallahassee, Fl.	Joe Sisson 904/576-8482
Oct. 31-Nov. 1	Cat Capers Logan Martin Lake, Al.	Nick Neville 205/934-6506

Division 16

Aug. 15-16	The Great Sacandaga Regatta Sacandaga Lake, N.Y.	Bruce Way 518/438-3800
Aug. 21-23	15th Annual Glenora Cup - Flt. 86 Watkins Glen, N.Y.	Pat Caster 315/699-6616
Sept. 19-20	Ben Hur Open Regatta Toronto Ontario Cat Club	Pat Caster 315/699-6616

FLEET NEWS

1987 Carolina Speed Slalom Fort Fisher, North Carolina May 9-10, 1987

The 1987 Carolina Speed Slalom began Saturday, May 9 at Fort Fisher, North Carolina with very light northeasterly winds which slowly built over the day to light easterly (5 to 8 mph). The 24 contestants were treated to lunch on the beach courtesy of the Ships Store, the event organizer. In the afternoon one round of light air slalom was held and each contestant was allowed two speed runs. Races were called for the day at 4:30 and everyone headed over to the party catered by David's Deli. Believe it or not there was shrimp and beer left over.

Sunday started out with 10- to 12-mph southwesterly winds which built to 18 to 20 mph with higher gusts. Three more rounds of slalom were completed along with two more speed runs per contestant. The highlight occurred at 3:30 p.m. when Martin Willard riding an Alpha Speed Needle with a Gaastra 6.3 race sail made the fastest run of the day recording 27.8 mph beating the next closest speed by 3.5

mph. The final results were based on the best three slalom finishes and the best speed run with slalom counting two-thirds and speed counting one-third.

Event sponsors were Alpha Sailboards, Ampro Mast, Gaastra Sails, and G and S Surfgear. The event was organized by the Ship's Store. For more information call 919-256-4445.

Ocean Shores Regatta

Fleet 95, Division 4
Ocean Shores, Washington
July 3-5, 1987

Ocean Shores, Washington was the site of the Ocean Shores Festival of Colors, July 3-5, sponsored by the Ocean Shores Chamber of Commerce, Hobie Cats Northwest, Seattle and Hobie Fleet 95.

Friday, July 3, was the Northwest Women's Championships, sailed in moderate wind conditions and sunny weather. The racing was very close and places changed hands many times during the four race regatta. Maggie Skidmore and Sherri Gruber were the overall winners and pre-qualified for the women's

nationals in San Francisco!

Saturday and Sunday, July 3 and 4 was the Division Four Championships, sailed in windy and rainy conditions. Fifty boats participated in the racing held in Gray's Harbor. Again the racing was close with Ken Marshack in the Hobie 18s and Greg Knight in the Hobie 16s winning top honors and Greg pre-qualifying for the nationals in San Francisco.

Many sponsors assisted in making the regatta a success. A raffle was held during the weekend with items donated by many suppliers and vendors. Hobie Cats Northwest donated an Alpha sailboard, O/S Systems donated a framed America's Cup print and an un-named Festival of Colors supporter from Ocean Shores knitted an Afghan especially for the event! Many other sponsors provided raffle and giveaway items including but not limited to, Western Water Sports, Portland; Catrack Designs; HOTLINE; World Hobie Class Association; Porhammer Manufacturing; Murray's Marine; Sailing Magazine;

Harken; Sail Magazine; Expozay; Crows Nest Stores; Canterbury Inn, Ocean Shores; Sailing Systems International and many, many more!

Everyone had a great time during the weekend which included breakfast and dinner at the Ocean Shores Elks Lodge as well as lunch on the beach on all three days. The racers enjoyed fireworks on Saturday night as well as an arts and crafts fair at the Ocean Shores Convention Center during the weekend.

Hobie Fleet 95 would also like to thank all of the volunteers from the fleet as well as the community of Ocean Shores. This successful regatta will long be remembered!

Memorial Day Points Regatta

Fleet 48, Division 5
Heron Lake, New Mexico
May 23-24, 1987
by Jay Blackwood

Heron Lake in northern New Mexico is traditionally the site of the first Division 5 points regatta of the season. The water is cool from the snow that still caps the nearby

mountains and the wind blows every afternoon.

Fleet members from Colorado, Utah and New Mexico started gathering early to stake out favored camping spots, and by race time over 90 had registered.

Fleet 48 welcomed everyone on Friday night with a margarita and nacho party held in a large tent which had been blown over earlier in the afternoon by 50-mph winds. That was an omen and showers continued through Friday night.

On Saturday morning the clouds cleared for the skippers meeting, but as the noon start time approached, black storm clouds were gathering in the distance and producing 180-degree wind shifts every five minutes. The race committee flipped a coin to determine the direction to A mark and just as the first race started, the winds arrived. Two races were run before the rain, hail and snow set in for the afternoon. The storms conveniently abated at dinner time and Fleet 48 served up a great Mexican dinner and cervezas for all.

Sunday morning dawned to a pancake breakfast served up by Susie Carnell and Linda Bone followed by a race clinic held by Andy Shearer. Races were set for 11 a.m. and the weather again looked good early on, but just before the first 10 minute sequence, a thunderstorm forced an hour postponement. Chilly sailors were coaxed off the beach later and the first race went well, but halfway through the second race a 50-mph squall hit out of nowhere and the next several hours were spent accounting for everyone. (All were accounted for thanks to a great group of chase boats and crews.) The winds lessened and wet sailors made their way back to the beach and warmed up with an hour-long raffle as the race results were tallied.

Fleet 48 members fared well with Tom Nelson and Liz Vargas taking a second in 16A, Brian and Dorothy Dolan taking a first in 16B and Mike and Judy Grady taking a second in 16C.

After a cool, wet, but exciting weekend of racing, the only casualties appeared to

be a few torn sails and some dizzy heads left over from the infamous Colorado Chair of Death.

Wayward Winds Regatta

Fleet 6, Division 6

Galveston, Texas

June 13-14, 1987

by Don Thomas and Willie Stobbs

After nine days of steady rain throughout east and central Texas, everyone was anxious for some good sailing weather. Listening to radio station Z107 promoting the regatta as "A Celebration of Summer" had been fun during the week and played a big part in pumping Hobie sailors up for the regatta weekend at the Flagship Hotel on Galveston Island. We finally decided to leave for Galveston in spite of the rain. The widespread street flooding was awesome. Flooding had not been this severe since Hurricane Alicia. When we arrived in Galveston we were pleasantly surprised to find that it had not rained there in two days.

The Flagship Hotel is built on a pier that juts 1000 feet into the Gulf of Mexico. We encountered an enthusiastic group of Fleet 8 sailors on the beach at the Flagship on Friday evening. Leighi Hightower, Aaron Morrow and Tracy Guptill were among a group of partiers who helped welcome each arriving sailor from the balcony of room 417 with greetings of "Party Naked" and "Bring More Beer." Before the weekend was over, the party fleeters would have the opportunity to get to know the hotel security force on a first name basis.

Saturday morning brought sudden panic to the race committee as the main committee boat and both of the back-up committee boats suddenly were unavailable. The Flagship Hotel came to the rescue and supplied a boat so that races could begin at 12 noon. The first race started with winds from the west at 8-10 knots. During the break between the first and second race the winds started to back and to build forcing the race committee to reset the course. The race committee set the

start/finish as close as was practical to the Flagship's Pleasure Pier and aligned it to allow the spectators to site down the line. By the third race, the winds had backed to the southwest and strengthened to 15 knots. The waves grew to 4-6 feet in height and sailors were given an opportunity to practice their boat righting skills (that includes your authors who managed to perform a textbook example of a pitchpole).

After the first day of racing several of the contests were close. In the 18s, Ron Cummings (18A) and Pat Koonts (18B), both from Fleet 23, had a strong hold on first place in their respective divisions. In the 16A division, Mark Ralph (Fleet 23) held a one point lead over Rob Whittington (Fleet 102) with Ricky Eddington (Fleet 99), Noel Kelley (Fleet 23) and Rusty Goodman (Fleet 8) within striking distance of the leaders. In 16B, Mark Cummings (Fleet 8) and Gene Marksbury (Fleet 99) were tied for the lead. Andy Bach (Fleet 8), Jeff King (Fleet 99) and Doug Bacon (Fleet 8) were tightly grouped in the 16B contest for third place with only 2.25 points separating them. Co-leaders in the 16Cs were Jason Powers (Fleet 99) and Dave Pierpoline (Fleet 8) with Don Thomas (Fleet 8) only one point behind. In the 14 Turbos a close battle had developed between Steve Acquart (Fleet 128) and Billy Dominy (Fleet 99) where they had been taking turns winning their races.

After the races, the sailors stowed their gear and hurried to the Flagship to wash the salt off and enjoy a meal of chicken fajitas with all the trimmings. Loud music supplied by Fleet 8's resident disc jockey, Aaron Morrow, dancing and a raffle of sailing items were good reasons to stay out on the Flagship's Pleasure Pier until late at night.

Sunday morning brought calmer waters and sunny skies. The winds were again out of the northwest but were lighter than on Saturday morning, starting at eight knots and dropping. With the offshore wind, the race course was set with A mark near the Pleasure Pier to give the spectators a

good view of the action at the windward mark. By the time the last fleet had been started, the winds had dropped to under five knots. With A mark set 500 feet offshore, the wind decided to skip over A mark and leave a big hole. Just about every boat on the water converged at the mark as the A and C fleeters overtook the B fleeters who were trying to round the mark in a highly frustrating windless condition. Fortunately the mark was far enough away from the Pleasure Pier so the spectators could not hear the conversations on the water. After 15 minutes of floating like so much colorful drift wood, a sea breeze came up giving the sailors an onshore wind to complete the race.

With the new wind direction the race committee once again reset the race course. With the onshore wind they were able to set the course so that the B mark was close enough to the Pleasure Pier to give the fans a chance to cheer their favorites on as they rounded the mark. Not all racers were impressed. Leighi Hightower (Fleet 8) was reported by his crew as having commented "I wish they would shut up!" as he rounded B mark. On the last race of the day the Houston Chronicle managed to get a great picture of the second 16A start. Come on guys, can't you run one regatta this season without having a general recall?

With the help of the Galveston County Sheriff's Department to direct traffic, the sailors were able to get their boats off the beach and ready to travel. The Flagship was kind enough to allow the racers to delay their checkout long enough to get a shower before the trophy presentation on the Pleasure Pier. The Flagship provided a beautiful engraved silver plate to the first place finishers in each fleet. The overall low scoring skipper was also awarded a special trophy and will have his name engraved on the perpetual trophy that will be displayed in the Flagship lobby. Jason and Sharon Powers, out of Fleet 99, sailing in 16C, earned the honor of being the first to have their names put on that trophy. The

Powers' score was 4.5 points with three first place finishes and a second place finish.

During the trophy presentation, Mary Nell Reck, from the Flagship Hotel took time to express the thought that the Pleasure Pier was built in the 1940s to provide pleasure for the Galveston visitors and that this regatta, the first of hopefully many, had brought the pleasure back to the pier.

1987 Mid-Eastern Championships

Fleet 52, Division 7
Catch The Waves At Lake Pepin, Minnesota
June 26-28, 1987
by Gary L. Hartman

Thanks to the Coca-Cola Bottling Company of Red Wing, Minnesota, Seven Seas Yachts of Bloomington and Hi-Tempo Ski & Sail of White Bear Lake, 61 Hobie Cats caught the waves at Lake Pepin, on the mighty Mississippi for the 1987 Hobie Cat Mid-Eastern Championships. On Friday afternoon the winds were howling and waves rolling, giving the early arrivals a taste of what was to be. Winds over 20 mph and three- to four-foot waves were so tempting Mark Condon of Team Bald Eagle just had to get in some practice. Well, two hours later the mast came out of the mud. The Mississippi is mighty but not deep!

Fresh from a second place finish at the 18 worlds, Carlton Tucker arrived Friday evening, courtesy of Hi-Tempo Sails and Division 7. Carlton conducted an excellent seminar appreciated by everyone. With the start, upwind, reaching, downwind and the finish, Carlton covered it all, except his secrets on how to finish second!

Regatta headquarters were held at the Chateau Frontenau which provided ample beach and camping facilities. All meals were provided and not just coffee and donuts! The fair weather campers found the hostel rooms a good place to sleep at a reasonable price.

The Saturday morning races were wild and exciting with winds from 15-20 mph. This was particularly true for some Team Bald Eagle 16A skippers as they finished

ahead of Carlton. After a long lunch and rest, we all caught the waves for two afternoon races. Winds were 20-25 mph with gusts over 30, bigger waves than most Midwest lake sailors ever see. With Hobies pitchpoling left and right, Frank Grover and his chase boat crew got a real workout!

With four races in on Saturday, we hit the beach for dinner and a well deserved rest. The rest was short lived as host Fleet 52, Team Bald Eagle, opened up the "Bald Eagle Casino" where everyone gambled with Hobie money at craps, black jack and Wheel of Fortune (run by Annette "Vanna White" Jagger). The high rollers were able to spend their winnings on auction items donated by Sailing Systems, Inc., Murray's Marine, Hobie HOTLINE, Tren Tec, Kisme, Grifgrabers, Charles Island Associates, Kel-mar, Cathouse and whoever makes brown paper bags. All items were wrapped and the purchases were made sight unseen! Hobie Catters are known to take some flyers but \$3000 for a paper bag ranks up there! Auctioneer Ted Jagger helped get the bidding wars started and eight-year-old Jeff Paine helped things along by quickly bidding \$1800 for everything!

After closing down the casino, the campfire on the beach brought the animals out of the woods. Instigated by Steve "Ratman" Rasley (the Midwest version of T.L.), the infamous "Quarter Drop" was demonstrated by Janet Hohn, (rumored to be founder of the unusual event).

Sunday breakfast was a hearty one. Nourishment was necessary to bear the heat as the wind died. A real Midwest drifter! The wind shifts were about 3-5 mph, south to west to south to north to south; (get the picture?) A shortened Course 4 for B and C fleets brought a smile to some as they could hit the beach early. As the race ended the wind picked up, but too late for Race 6. As things turned out, the dead wind was the calm before the storm. Tornados (not the boat Clyde) were sited in the Twin Cities area later in the day.

With five races, four double-

trapped, it was a fantastic Hobie weekend. The 18As traded places with the last race and series won by Bill Hohn, Team Bald Eagle. Carlton Tucker came on strong in 16A after adjusting to his boat (named Daisey!) and finished second behind Jim Sohn of Des Moines, Iowa. Congratulations to Bill and Jim as they automatically qualify for the nationals, along with 17A Mike Travis, Corning, Iowa, and 14A Chuck Watson, Clear Lake, Minnesota. Mike Well, Waseca, Minnesota, 16C winner, was baptized into B Fleet. Skippers Gary Hartman, Team Bald Eagle, 16B, and Gene Wenger, Independence, Missouri, 18B, avoided the baptism for winning their fleets, but rumors have it they will take a bath in A Fleet!

Additional door prizes were drawn at the awards ceremony, thanks again to our generous sponsors. Trophies were presented by Carlton including a masters class winner (combined age of 75 years +) to Slim Johnson and Jan Madlun, St. James, Minnesota and Sioux City, Iowa; Urban Campsite Award, Dan Jespersen, Ken Brittain and Ratman of Des Moines; and a Tough Luck Award to Dave Klein, Team Bald Eagle. Trophies were designed by John "no mouth" Dingly of Gwenwst Glass, Minneapolis and were truly works of art.

As the 1987 Hobie Cat Mid-Eastern Championships came to a close, it was clear we had caught the waves, sunshine and good times. Thanks to all skippers, crews, friends and families for participating; to host Fleet 52, Team Bald Eagle, particularly Larry Kraus, Frank and Sue Grover, Renae Leet and Cheryl Bird (for time and their boat named Daisey); Denny Brewer and his race committee; judges Gunnar Ljungkull and Ray Richardson; Mark and Janet Condon, Ron Swanson and Debbie-soon-to-be-Swanson; Ralph Hayne and Bernie, Ted and Annette Jagger our social committee; Bill Hohn, Tom Tuchfarber, Jim Coombs and Gwenwst Glass Trophies. Most importantly to our contributing sponsors: Coca-Cola Bottling of Red Wing; Seven Seas Yachts of Bloomington; Hi-

Tempo Ski and Sails, White Bear Lake; Murray's Marine, Hobie HOTLINE, Division 7, Sailing Systems Inc., Grifgrabers, Cathouse, Kel-mar, Charles Island Associates, Tren Tec and Kisme.

There remains only one unanswered question: how did the Mid-Eastern Championship get its name? We in the Midwest can only guess the Californians are great sailors but lousy on geography.

1987 Pink Flamingo Open

Fleet 192, Division 7
Branched Oak Lake
Lincoln, Nebraska
May 16 & 17, 1987

Warm weather and steady south winds were the menu for the second annual Pink Flamingo Open at Branched Oak Lake near Lincoln, Nebraska. Twenty-one boats turned out to kick off the Nebraska Hobie regatta schedule.

After a few technical problems, the race committee got off five races over the two-day event. The beer was in short supply as sailors were thirstier than expected. The sun was warm and wet suits were not necessary. A few sailors played "bumper cars" during early races, but then got down to some serious racing.

The Hobie 18s discovered new competition from Skip and Lou Haffner. With three bullets to their credit, they can truly be considered serious contenders in future races.

Tom and Sue Kirkpatrick took first place in Hobie 16A, with two bullets to their credit. It was good to see them back in winning form after a one year layoff. The 16B fleet was the only runaway, with Bob Ingham as skipper and Hobie 17 sailor Mark Anderson as crew. They totalled 4.25 points for the regatta. Congratulations to these first place boats and all other trophy winners.

A special congratulations to Rod and Cindy Phipps who won the special door prize, an eight-foot-high Pink Flamingo. It should make a nice lawn ornament.

14th Annual Cat 44 Points Regatta

Fleet 44, Division 8
Pompano Beach, Florida
July 11-12, 1987

The Cat 44 Annual Points Regatta was held July 11-12, 1987 at the terrific Quality Inn Oceanside, Pompano Beach, Florida.

Great sailing, great fun, great people, great weather. What more could Hobie sailors ask for?

Even Willard Scott could not have given Cat 44 a better weather forecast. Winds were a little light in the early part of both days but picked up to around ten knots by early afternoon, a good weekend even for the tan beach bunnies.

Friday night started off with a welcome party at the pool provided by Captain Morgan Spiced Rum (Seagrams) (a special thanks to Alan Smith). It was a great time for Hobie sailors to meet with old friends and make new.

Saturday's racing was exciting and competitive, with many of the local sailors doing rather well. Bill LeCount from Fleet 44 was in first place in 16C by the end of the day, along with Bobby and Patty Bailey with first in 16B from Fleet 36. As usual Bob Curry was knocking them dead with straight bullets in 17A, not to mention the three bullets in 18A from David Rogers and Alan Cook from Fleet 34.

As Sunday morning awoke, a bright red fireball peaked over the dark blue Atlantic Ocean, and once more Hobie sailors were not to be let down; a beautiful day was dawning. Sunday's racing proved to be just as exciting with many changes taking place in the standings.

Everyone agreed the new regatta location was fantastic. Even the landcrabs had a good time. Activities included turtle races and a swimsuit fashion show with proceeds benefitting the American Lung Association. A good time was had by all from sailors to landcrabs, with all saying this would be a regatta not to miss on next year's schedule.

Regatta chairman Randy Lowe said his job was made easy by all the hard work and

support from fellow fleet members and commercial sponsors, and we are looking forward to next year's regatta. Hope to see you all there!

Memorial Day Ocean Regatta

Fleet 45, Division 8
Brevard County, Florida
May 23-24, 1987

by Dave Andrews

On May 23-24, Hobie Fleet 45 hosted the 14th Annual Memorial Day Ocean Regatta. This Division 8 points regatta was held at Brevard County's Jetty Park Campground, which is located on the beach in Cape Canaveral on Florida's east coast. This site was new to some Hobie racers, as the regatta was held at a different location for the last three years. However, some of the older salts were glad to return to their old stomping grounds of the 70s and early 80s. One of the great advantages of the park location is the beach access, allowing the sailors to drive their own boats on and off the beach. Add in tent sites and RV hookups, directly on the Atlantic Ocean, and you've got a great place to spend a weekend of sailing. And what a weekend it was!

One hundred and forty-two boats registered on Saturday morning, with the skippers meeting at 11 a.m. The two race courses were set up just off the beach and the racing began at high noon. During the day, near-perfect weather conditions lead to some exciting ocean racing. The winds blew around 15 knots with the ocean swells running four to six feet. Since Hobie sailors live right, some passing rain squalls never interrupted the racing. In between the races, 7-Up was given to the racers on the water to keep their thirsts quenched.

When the sailors returned to the beach on Saturday, with three races under their belts, the Coors beer awaited them to quench their thirsts even more. The suds tasted especially good to Ted Blakeman (18 Magnum), Robbie Daniel (16A), and Dick Moldt (14A), who all managed three first place finishes.

After draining a couple of kegs on the beach, the sailors headed to the Polaris Motel for

a catered barbecue dinner around the pool. There was plenty to eat and drink for all, with a deejay spinning tunes well into the night. The music crossed the musical spectrum with a little something for everyone. The dancing hit a fever pitch when the sailors did the "Hokey Pokey" and spelled "YMCA" with their bodies. Whoever said sailors are not athletes should have seen this!

After a great Saturday night party, the sailors were back on the water for two more races on Sunday, with winds again at 15 knots, great swells and blue skies. Once the sailors finished, they hit the beach, imbibed in some more refreshments, and broke down their boats, while the scoring committee tabulated the final results. Prior to the awarding of the trophies, many great door prizes were given away, along with a set of beach dolies.

Blakeman, Daniel, and Moldt held on to win first place in their classes, being joined by Wright Gres (14 Turbo), Mark Grabowski (16C), Bob Berry (16B), Bob Curry (17), Dean Bell (18B), and Walter Braun (18A). Hobie Fleet 80 won the Go-Fast trophy, with Fleet 45 second and Fleet 5 third. Congratulations to all!

A great weekend was had by all and part of the reason why was the great support from the regatta sponsors. Hobie Fleet 45 would like to thank Action Sail, Coors, Polaris Beach Resort Inn, 7-Up, Sun Bank, and Tom's Snacks for their support in helping make the Memorial Day Ocean Regatta another great success.

WRAL N.C. Hobie Championships

Fleet 97, Division 9
Raleigh, North Carolina
June 27-28, 1987
by Ron Lasater

The WRAL N.C. Hobie Championships (formerly the N.C. State Championships) were held at Henderson Point on Kerr Lake, North Carolina, June 27-28. Hobie Fleet 97 in conjunction with Capital Broadcasting (WRAL TV 5 & WRAL 101.5 FM) sponsored this Division 9 points regatta. Originally scheduled for May

2-3, the regatta had to be rescheduled due to excessive spring flooding. Even with the unfortunate rescheduling, there were 72 boats registered. The reputation of Fleet 97 for its racing and social activity drew boats from as far away as Atlanta, Georgia.

The winds were light and shifty (fair to fluky), definitely a weekend for minimum weight. The winds hindered the racing but the clear skies were enjoyed by sun bathers and campers. Late evening and a keg of a certain cold beverage drew weary racers to a large campfire to discuss what they should or should not have done on the race course (the wind is always on the other side of the course). Certain female see-through, snake skin, and bikini bathing suits seen throughout the day were also discussed.

Stained glass trophies were given five deep in all major classes. On Saturday after the scheduled points races, Fleet 97 held its annual single handed race for 16s and 18s. The Hobie 16 race was won by Gary (Mr. Portable Generator for the blender) Brittingham of Virginia Beach, Virginia, and Hobie 18 class was won by Rick Harper of Charlotte, North Carolina.

After the barbecued chicken dinner, (all you can eat) the door prizes were given out. It was unusual but Fleet 97 had more door prizes than boats so they put all the registration cards back in the box on Sunday for additional drawings. The prizes varied from a cordless drill from Black and Decker, boat hardware from Kisme and Murray's, to Denim Flight and Tote bags from Piedmont. The souvenir T-shirts were beefy Ts as advertised in HOTLINE. The fleet members all agreed it was worth the extra investment for a quality shirt and the special screen prints hold up much longer.

The closest competition throughout the weekend was in 16B by Quad Bush and J.T. Peterson both young skippers.

In May of '88 look for the scheduling of Fleet 97's points regatta and give us a try. If you are still not sure of the quality of our regatta, just ask anyone in Division 9.

1987 Indiana State Hobie Championships

Fleet 26, Division 10
Eagle Creek Reservoir,
Indiana
June 6-7, 1987
by Nancy Schober

On Saturday and Sunday June 6 and 7, 60 Hobie Cats from all over the Midwest gathered at Hobie Beach, Eagle Creek Reservoir, better known by those of us who sail it as Eagle Ocean. Friday night the hardcore Hobies started rolling in, children and dogs in tow. Those of us who keep our boats on Hobie Beach had to move our trailers so that out-of-town Hobies could share the space. Saturday night there were so many boats that the Hobies slept three deep on the beach. The occasion was the annual Indiana State Championships Division 10 Points Regatta hosted by Hobie Fleet 26, port of Indianapolis.

After a short skippers meeting under the striped tent, three races were run on Saturday. All sizes were represented in a variety of classes. This year we had our first good showing of Hobie 17s. The wind was light during the first race but started to pick up to about 10-15 mph, nice and gusty for the next two races. On Sunday the wind couldn't have been better—15 to 20 mph—unless you were one of the few Hobies that capsized.

The Colonel catered Saturday night's dinner with plenty of original and extra crispy and the leftovers were had for Sunday lunch. We sailors have to eat hearty to keep up our strength while racing.

The fleet wishes to thank their guests, but don't they know it isn't polite to soundly skunk your hosts—repeatedly? We loved having you and hope to see you next year. The fleet also wishes to thank its sponsors who provided all the great raffle prizes for our regatta (even though the "haves" of the group seemed to win more than the "have nots")! Finally, thanks to the volunteers who made the regatta run so smoothly. Without them, the regatta wouldn't have been the success it was!

Delaware State Hobie Cat Championship

Fleet 271, Division 11
Dewey Beach, Delaware
May 9-10, 1987
by Mark Gruber

The fourth annual Delaware State Hobie Cat Championship was held on May 9-10 and kicked off the 1987 racing season for Division 11. If this race is any indication of member participation, we are in for an exciting and competitive season. Over 60 boats competed (the most for our regatta to date) in two days of super wind and racing. Saturday the temperature was 78 degrees and the wind built to a two-trap day for the fourth and final race. Sunday was an even warmer 82 and both races were double trapped.

In addition to ideal racing conditions, the Rusty Rudder provided a great dinner for us on Saturday night. Bill Pagel's seminar on wind and its effect in racing followed. Afterwards we had a review of racing rules in the form of a game show called "fleet feud." Sides were broken up by fleets, and the teams' knowledge of racing rules was tested in the form of questions, a la Family Feud.

Participation from people outside of Division 11 was impressive; there was a group from New York, and one entry from New Zealand. Also, the help we received from our sponsors was outstanding. Fairweather Marine supplied the committee boat, chase boats, and the beer. The Rusty Rudder opened their beach to us and provided their banquet room for our dinner.

In the 18s, Mark Schleckser and Carmel Rivera turned in an incredible six first places (it's not often you use a first for a throw out) for a total of 3.75 points. Wally Myers and Lynn Pearson took first in 16A and Randy Payne and Janet Kelly took first in 16B. The 16C class was won by Mel Lynch and Leslie Shoemaker and Duey and Nan Englehardt received an award for highest place (third) for a first time racer.

The weekend was a success with six fast races, warm weather, on time starts, mini-

mum time between races, and everyone was on the road by four o'clock Sunday evening.

Austin Lake/Pepsi Cola Regatta

Fleet 519, Division 10
Portage, Michigan
May 9-10, 1987
by Gail Tinker

On May 9, the fleet's major regatta arrived. It appeared Michigan weather would once again cooperate with sunshine, warm temperatures and, best of all, lots of wind. As luck would have it, I hurt my knee the first race and ended up beached.

Fortunately, I was offered a bird's-eye view aboard the media boat. We anchored near A mark, decided that was too dangerous and moved to B. It was the perfect spot for superb action shots which many viewed later that evening. Ever watch a Hobie tip in slow-motion? Reverse? Well, we did, and more than once. With strong winds, gusts to 30 mph, at least 12 Hobies tipped that day. We all learned from the right tacks and groaned with the bad ones.

Come Sunday, Mother Nature stabilized so I went back to racing. We finished tenth in our fleet and were pleased with the day's results.

As usual, the trophies were outstanding. Skipper and crew received a carved replica of a Hobie in the waves. Obviously, we didn't win one, so we'll have to wait for the next regatta. Rats!

Successful regattas depend upon good wind and a well-organized race committee. We had both. Greg Hardee, regatta chairman, was well prepared. The race course he set was accurate, the courses challenging, and he kept us all on schedule. While casualties varied from major people injuries to minor Hobie damage, spirits were high and, thanks to Coors, flowed freely.

By 3:00 Sunday, our regatta was Hobie history. We thank Pepsi Cola for being our major sponsor and WWMT for providing local coverage. We had a good turnout and a lot of fun. I can hardly wait 'til next year . . . and don't forget your first-aid kit.

The Folly Landing Points Regatta

Fleet 448, Division 12
Greenwich Bay, Rhode Island
May 16-17, 1987
by Chris Brosco

New England had seen only six clear days since spring had begun, you can believe that sunshine and blue skies were the guests of honor as Saturday morning got underway for Rhode Island's Fleet 448 and their second hosting of the Folly Landing Points Regatta.

Ninety-four pairs of hands were eating donuts, drinking coffee and juice, and readying the 52 boats they had brought with them—boats from Canada, Long Island, and every New England state. Some couldn't remember their sail numbers at registration, but genuinely, all were re-acquainting themselves with an old friend who they had tucked away for a long winter's nap.

Mike Lemme, commodore of Fleet 448, conducted a beginner's skipper meeting to help those new to racing feel more at ease to ask questions. Brian Franco, division commodore and our race committee chairperson, got the regular skipper's meeting off at 10 a.m. sharp with the boats in the water by 11.

The wind, which earlier in the morning had been blowing off the 49-degree water and making the day rather brisk, had diminished quite a bit and shifted as well. It would remain unpredictable for the rest of the day. The marks and starting pegs had to be moved several times during the day as the committee boat literally made two 360 degree turns on its anchor chain during the races. Seas were choppy and a few sudden gusts of wind helped to topple 10 cats, most of which needed help to get righted. A few 18 sailors said "How do you do?" to a submerged rock via their daggerboards, but the two favorite stories as day one wound down were of Mike Lemme and his crew Patrice Franco double trapping themselves onto a sandbar. Talk about hitting the brakes! And of course, Larry the pho-

FLEET NEWS

tographer from WLNE Channel 6, was starting to get a little green while filming the race for the six o'clock news from the committee boat.

Many wound up the evening using their complimentary drink tickets provided by Folly's Landing Restaurant and then enjoying some of the fine area dining using a list of restaurants and directions provided by the fleet.

Sunday was warmer, yet winds remained much the same as on Saturday . . . fluky. The race committee was able to get off two more races bringing the total to four for the weekend. Many thought we were lucky to have accomplished that.

After giving everyone about an hour to tuck away their boats, the hosts asked everyone to meet at the park's main gazebo for a wonderful buffet of salads, luncheon meats, roast beef, breads, fruits, and more. It was a good forum for everyone to talk about the weekend and to get to know one another a little better. The grand finale was the awarding of trophies. These trophies consisted of Hobie silhouettes stenciled on stained glass and mounted on a hand cut and oiled teak base. They had been made entirely by Fleet 448 with a lot of sweat and patience.

As the last boat made its exit, our fleet gathered for some hand shakes and thanks. We'll fine tune some areas for next year, but we were proud to put our name on this regatta. We were also proud and thankful to our sponsors, Folly Landing Restaurant, for the drink tickets

and the beautiful Sunday buffet as well as the Coca-Cola Company for their tremendous effort to provide banners, T-shirts, and drinks. They both deserve our heartfelt appreciation.

Hampton Beach Division 12 Championships 1987

Fleet 496, Division 12
Hampton Beach, New Hampshire

June 20-21, 1987

by Chris Brosco

One has to think that Massachusetts and Maine thought themselves to be pretty smart all those years back when their boundaries were being formed. They took lots of Atlantic shoreline for themselves and left New Hampshire with only a few miles of coastline. But New Hampshire seems to have gotten the last laugh as they have transformed their chunk of sand and surf into a Mecca of sun, fun, entertainment, and Hobie sailing called Hampton Beach. This beautiful spot together with some of the coldest water temperatures in New England, lots of hard work from the dedicated members of Fleet 496 and their sponsors, was the site of the 1987 Division 12 Championships.

The boats began arriving from all over New England and eastern Canada on Friday afternoon. The beach crew, with the help of some beautiful Dodge 4X4 trucks donated by Foss Motors, got each boat on the beach while skippers and crews were given the time to

check in at their various lodgings. And as the sun set for the evening, 60 boats surrounded the yellow and white tent that would serve as headquarters throughout the weekend.

The Saturday morning skipper's and beginner's meetings went off like clockwork and by 11 a.m. the fleet, which had swelled to 90 boats, had taken to the water. The wind had clocked around and held in a southeasterly direction, and though it was desperately trying to fill in, it would stay between five and seven knots all weekend.

Three races were held before an alert race committee, who had been monitoring weather conditions all day, abandoned any further racing for the day as a severe thunderstorm watch was issued for the area. As everyone dismantled their boat for the evening, it was pretty much a consensus that weight, sail shape, and helmsmanship had been the key factors to the leaders at this point.

By nightfall, nearly 200 people had taken Fleet 496's invitation to "Have more fun than people are allowed to have with their clothes on." DiMitri's on the beach came alive with Hobie stories, an unbelievable buffet, great drinks and music for dancing all courtesy of WERZ-FM. In fact, the dancing got so wild at one point that the deejay could hardly keep the needle on the record. And despite a one-man rally by Tom Sullivan of Fleet 209 to hold the drawings earlier, 11 p.m. was the final showdown as Larry Foss and his wife drew Noreen Powell's name to receive a

\$1,500 sailboard with accessories from Wet Fun of Portsmouth, New Hampshire.

Sunday morning. An ominous fog was waiting to greet everyone from about 100 yards off shore. It would make for a spectacular view from the beach as the boats would appear from out of nowhere, round C mark and disappear into the eerie mist. The wind remained light, and by their second and final race of the day, an AC course would be sailed twice around as B mark had to be removed because of worsening visibility.

When scores were finalized for the five-race series, few surprises were found. Steve Smith in the 14s, Al Campbell in 16A, and Ted Knowlton on his 17 had the only perfect scores of the weekend. They, along with Jack Lannamann, Les Perry, Scott Fox and Ed Prouty walked away with their beautiful first place trophies for their classes.

Jim "Mac" McCarthy could not even begin to thank everyone enough. He and his fleet pulled off a mega regatta without a hitch. From the beach to the computerized results, everything was perfect. Of course, Larry Foss, of Foss Chrysler-Plymouth-Dodge and Dodge Trucks cannot be thanked enough for the three 4x4s, the new fleet marks and the stained glass trophies. He and his dealership were the financial backbone to the success of the regatta. Much appreciation to WERZ-FM for the deejay and record and tape giveaway. Wet Fun for the sailboard and accessories, and to all who showed up. We'll be seeing lots of them at the nationals.

REGATTA RESULTS

DIVISION 1

MICHELOR NEW DAY REGATTA
FLEET # DIVISION 1
HARU
MAY 23, 1987

HOBIE 18A POINTS

1. McFaul/Levin 5.00
2. Goodman/Goodman 15.00
3. Myler/Levin 15.00

HOBIE 18B POINTS

1. Durkin/Kelly 6.30
2. Pevic/Pevic 7.50

HOBIE 17 POINTS

1. M. Metzger 3.80
2. D. Everett 5.20
3. M. Stevens 16.80
4. S. Blanco 17.90

HOBIE 16A POINTS

1. Wythes/Riemel 6.30
2. Jacobs/Bowle 6.30
3. Kain/Feyersman 17.00
4. Rodriguez/Weather 18.00
5. Leonard/Leonard 25.00

DIVISION 2

SAULA CLASSIC
FLEET # DIVISION 2
SAN DIEGO, CA
JUNE 13, 1987

HOBIE 18A POINTS

1. S. Kimball 6.75
2. C. Wright 12.75
3. S. Tamm 15.00
4. C. Lewis 20.00
5. P. Perceau 27.25

HOBIE 18B POINTS

1. M. Haderstadt 4.25
2. P. Haderstadt 8.75
3. C. Cora 13.75
4. W. Neal 20.00
5. J. Charleton 24.00

HOBIE 18C POINTS

1. R. McKee 5.00
2. S. Anthony 7.50
3. J. Nichols 22.00
4. J. Delmore 22.00
5. J. Fischer 24.00

HOBIE 17 POINTS

1. F. Fogarty 3.00
2. S. Lee 14.00
3. J. Legg 16.00
4. W. Myrner 16.75
5. J. Cramer 18.00

HOBIE 16A POINTS

1. K. Christensen 9.75
2. M. Shearer 11.75
3. L. Duckstader 13.50
4. S. Myrner 13.75
5. T. Matena 20.00

HOBIE 16B POINTS

1. T. Birch 8.25
2. C. Weaver 10.75
3. C. Piper 16.75
4. B. Sanders 22.75
5. L. Lumborg 27.00

HOBIE 16C POINTS

1. D. Roberts 5.50
2. M. Demkus 15.75
3. M. Livingston 15.75
4. S. Smith 22.00
5. B. Lewis 28.00

HOBIE 15N POINTS

1. A. Schulte 8.50
2. D. Erney 10.25
3. B. MacDiarmid 10.75
4. T. Louden 15.00
5. B. Knick 21.00

HOBIE 14 POINTS

1. B. Sheriff 3.75
HOBIE 14T POINTS
1. C. Willard 3.75

DIVISION 3

1987 WET FUN REGATTA
FLEET # DIVISION 3
WOODWARD RESERVOIR, CA
MAY 9, 1987

HOBIE 16A POINTS

1. Ray/Rea/Tracy 3.00
2. Johnston/Johnson 11.00
3. Hill/Hill 11.00
4. Howard/Horback 11.00
5. Reming/Reming 15.75
6. Cheney/Prater 20.00
7. Leonard/Nazel 25.00
8. Cockcroft/Cockcroft 25.00
9. Boren/Boren 25.00
10. Bennett/Stone 44.00

HOBIE 16B POINTS

1. Bose/20 6.50
2. McFarland/McFarland 17.75
3. Murphy/Sheets 17.75
4. Haskins/Jelms 19.75

5. Schroyer/Schroyer 20.00

6. Hall/Sheer 22.00
7. Renfrew/Shanfer 24.00
8. McDowell/Dowdell 28.00
9. Hetherington/Balduzzi 32.00
10. Lord/Anderson 33.00
11. Healy/Healy 35.00
12. Eustace/McGillan 42.00
13. Utchell/India 48.00
14. Duane/Glaze 58.00
15. Ridd/Boardman 58.00
16. Clarke/Crankite 59.00
17. Duane/Duane 60.00
18. Sowers/Heart 63.00
19. Tully/Tully 66.00
20. Smith 66.00
21. Simpson/Sayer 69.00
22. DeRito/Thompson 71.00

HOBIE 15C POINTS

1. Cloutches/Graham 2.75
2. Wili/Vaughan 8.75
3. Keenan/Pargason 12.75
4. Jones/JC/Clay 19.00
5. Henshaw/Morham 15.00
6. Lenny/Lenny 16.00
7. Yoke/Ruggieri 16.00
8. Sauer/Duane 17.00
9. Lee/I 31.00
10. Spens/Spens 31.00

REGATTA RESULTS

HOBIE 16A	POINTS
1. Parker/Parker	3.50
2. Worsham/Worsham	5.75
3. Schultberg/Kurtz	12.00
4. Saboon/Brown	16.75
5. Olson/Criswell	17.50
6. Old/Sabroski	18.00
7. Kidding/Wiley	21.00
8. Uline/Uline	27.00

HOBIE 18B	POINTS
1. Collier/Anderson	6.50
2. Wainwright/Branger	10.75
3. Dyer/Habing	12.00
4. Zandell/Zandell	14.75
5. Stames/Stames	17.50
6. Treacy/Treacy	22.00
7. Anus/Sharp	25.00
8. Gerber/Tam & Brian	26.00

HOBIE 17A	POINTS
1. Drew Riddle	7.75
2. David Baumgartner	8.50
3. Doug Johnson	8.75
4. Bill Carney	10.75
5. Dan O'Donnell	21.00
6. Tony Probst	26.00
7. Mike Ell	28.00
8. Tony Bateman	31.00
9. Dennis Sullivan	32.00
10. Chuck Dalton	36.00
11. Dave Williams	38.00
12. Vic Thry	40.00
13. Steve Kieffer	48.00

HOBIE 18A	POINTS
1. Porter/Robertson	6.75
2. Montague/Laustanen	9.00
3. MacDonald/JacDonald	11.75
4. Houser/Brown	17.00
5. Sloan/Sloan	20.00
6. Peterson/Hullane	26.00
7. Skavira/Ward	27.00
8. Tobler/Hatcock	27.75
9. Reese/Ramage	28.00
10. Heath/Hill	28.00
11. Hess/Hess	28.00
12. Montague/Montague	30.00
13. Brown/Brown	30.00
14. Brown/Brown	31.00
15. Layer/Hill	31.00
16. Stark/Ramage	31.00
17. Stitt/Stitt	31.00
18. Bush/White	40.00
19. Clacher/Patrice	48.00
20. John Manzer	48.00
21. Yabatos/Rich	51.00
22. Garcia/Sweeney	51.00
23. Clara/Lewer	62.00
24. Moore/Moore	62.00
25. Arnerich/Arnerich	62.00
26. Gravel/McKay	68.00
27. Busch/Fearse	78.00
28. Heath/Heath	78.00
29. Weber/Weber	83.00

HOBIE 18A	POINTS
1. Porter/Robertson	6.75
2. Montague/Laustanen	9.00
3. MacDonald/JacDonald	11.75
4. Houser/Brown	17.00
5. Sloan/Sloan	20.00
6. Peterson/Hullane	26.00
7. Skavira/Ward	27.00
8. Tobler/Hatcock	27.75
9. Reese/Ramage	28.00
10. Heath/Hill	28.00
11. Hess/Hess	28.00
12. Montague/Montague	30.00
13. Brown/Brown	30.00
14. Brown/Brown	31.00
15. Layer/Hill	31.00
16. Stark/Ramage	31.00
17. Stitt/Stitt	31.00
18. Bush/White	40.00
19. Clacher/Patrice	48.00
20. John Manzer	48.00
21. Yabatos/Rich	51.00
22. Garcia/Sweeney	51.00
23. Clara/Lewer	62.00
24. Moore/Moore	62.00
25. Arnerich/Arnerich	62.00
26. Gravel/McKay	68.00
27. Busch/Fearse	78.00
28. Heath/Heath	78.00
29. Weber/Weber	83.00

HOBIE 18A	POINTS
1. Porter/Robertson	6.75
2. Montague/Laustanen	9.00
3. MacDonald/JacDonald	11.75
4. Houser/Brown	17.00
5. Sloan/Sloan	20.00
6. Peterson/Hullane	26.00
7. Skavira/Ward	27.00
8. Tobler/Hatcock	27.75
9. Reese/Ramage	28.00
10. Heath/Hill	28.00
11. Hess/Hess	28.00
12. Montague/Montague	30.00
13. Brown/Brown	30.00
14. Brown/Brown	31.00
15. Layer/Hill	31.00
16. Stark/Ramage	31.00
17. Stitt/Stitt	31.00
18. Bush/White	40.00
19. Clacher/Patrice	48.00
20. John Manzer	48.00
21. Yabatos/Rich	51.00
22. Garcia/Sweeney	51.00
23. Clara/Lewer	62.00
24. Moore/Moore	62.00
25. Arnerich/Arnerich	62.00
26. Gravel/McKay	68.00
27. Busch/Fearse	78.00
28. Heath/Heath	78.00
29. Weber/Weber	83.00

HOBIE 18A	POINTS
1. Ron Klotz	7.25
2. Kim Throwing	9.50
3. James Sisk	14.00
4. Richard Apple	16.00
5. Ron Fikes	16.00

HOBIE 18A	POINTS
1. Scott Sothe	5.25
2. Don Burback	12.00
3. Merrill Beldeman	12.00

HOBIE 18A	POINTS
1. Coodell/Vaughan	3.50
2. Johnston/Johnson	12.00
3. Ray/Frey	13.75
4. Hill/Frey	13.75
5. Yabatos/Yabatos	14.00
6. Remington/Remington	16.00
7. Davis/Davis	21.00
8. Cook/Cook	21.00
9. Hamer/Hamer	28.00
10. Leonard/Ross	28.00

HOBIE 18B	POINTS
1. Murray/Borges	5.50
2. Davison/Freeman	5.50

HOBIE 17	POINTS
1. Carvett	4.25
2. D. Johnson	8.75
3. Mooneyham	9.00
4. Carney	9.00
5. Balasam	22.00
6. Kieffer	25.00
7. Thry	25.00
8. Moore	25.00
9. Ulrich	33.00

HOBIE 18A	POINTS
1. Montague/Candies	4.50
2. Tobler/Grades	11.25
3. Skavira/Ward	14.75
4. Reese/Ramage	16.00
5. MacDonald/JacDonald	16.00
6. Peterson/1	21.00
7. Jovin/Sloan	21.75
8. Stitt/Stitt	26.00
9. Kati/Lovickson	26.00
10. Neathery/Hall	31.00
11. Hess/Hess	33.00
12. Arnerich/Arnerich	40.00
13. Robinson/Holton	41.00
14. Bone/Multistay	41.00
15. Bush/Vaughan	51.00
16. Hurd/Landers	55.00

HOBIE 18B	POINTS
1. Nichols/Dodge	4.25
2. Egolfson/Cooper	9.75
3. R. Gross/Brown	13.75
4. Peterson/Dian	15.00
5. McDonald/Delanton	22.00
6. Wall/Subagats	22.00
7. Maran/Trudy	22.00
8. Huxley/Huxley	42.00

HOBIE 18C	POINTS
1. Westeringham/Fugate	4.25
2. Merriman/Campbell	16.00
3. Parker/Parker	16.00
4. McKinley/McKinley	16.00
5. Wilkinson/Wiley	21.75
6. Roderick/Roderick	28.75
7. Schrey/Holter	28.00
8. Braw/Franco	38.00
9. Cronema/Cronema	42.00
11. Hall/Ballard	42.00

HOBIE 18A	POINTS
1. Murnie	3.00

HOBIE 18A	POINTS
1. Freeman	3.25

HOBIE 18A	POINTS
1. Cery/Link	3.00
2. Hill/Hill	7.75
3. Crockett/Crockett	12.00
4. Austin/Austin	13.00
5. Johnson/Johnson	17.00

HOBIE 18A	POINTS
1. Wheeler/Wheeler	19.00
2. Gruber/Gruber	28.00
3. Wason/Mitovich	23.00
4. Anderson/Thibert	28.00
5. Kambal/Weatherly	25.75
6. Place/Place	27.00
7. Alberici/Balchewer	27.00
8. More/Lesaul	28.00
9. McCamba/McCamba	28.75
10. Griswold/Gary	29.00
11. Krieger/Krieger	29.00
12. Aspl/Hughes	33.00
13. Satal/Rogers	36.00
14. Torenstein/Rudolph	36.00

HOBIE 18B	POINTS
1. Leonard/Thorn	28.00
2. Boren/Stiles	27.00
3. Wagner/Devonson	27.00
4. Bennett/Stone	27.00

HOBIE 18B	POINTS
1. Penfield/Lash	2.50
2. Treacy/Treacy	3.50
3. Diller/Weber	5.75
4. Murray/Borges	5.75
5. Morris/Ballas	12.00
6. Dyer/Thorne	15.00
7. Adams/Cox	16.00
8. Sharp/Jacquet	23.00
9. Arfah/Spanels	25.00
10. Glasper/Rosati	38.00

HOBIE 18B	POINTS
1. Stamos/C. 11	2.25

HOBIE 17	POINTS
1. T. Probst	2.25
2. M. Sargue	4.00
3. J. Sparks	9.00
4. M. Carvel	11.00
5. D. Lavey	14.00
6. B. Carney	17.00
7. D. Johnson	17.00
8. C. Ulrich	21.00
9. S. Kieffer	27.00

HOBIE 18A	POINTS
1. Porter/Robertson	3.50
2. Preece/Paragham	3.50
3. Skavira/Ward	4.00
4. MacDonald/Gallagher	14.00
5. Neathery/Hill	15.00
6. Ruser/Cantlay	17.00
7. Jaffee/Walker	23.00
8. Taber/Smith	23.00
9. Hess/Hess	25.00
10. Sloan/Sloan	25.00
11. Peterson/Rockwell	25.00
12. Skavira/Ward	25.00
13. Reese/Ramage	31.00
14. Hill/Hill	31.00
15. Stitt/Stitt	40.00
16. John Manzer	41.00
17. Brown/Brown	41.00
18. Glase/Cornick	46.00
19. Arnerich/Arnerich	46.00
20. Weber/Diane	52.00
21. Hinds/7	52.00
22. Gustin/Lovickson	61.00

HOBIE 18B	POINTS
1. Weatherington/Gallager	7.50
2. Ranford/Shahner	7.75
3. Davaley/Trey	11.75
4. Tully/Tully	12.75
5. Sudd/V. 11	15.00
6. Sengen/Mayer	18.00
7. McFarland/Herman	33.00
8. Kardi/Sullivan	37.00

HOBIE 18C	POINTS
1. Witkowsky/Ethel	2.25
2. Bark/Bark	4.00
3. Schneider/Brown	4.00
4. Yarka/Ruggieri	11.00
5. Davis/Edna	11.00
6. McKinley/McKinley	17.00

HOBIE 18A	POINTS
1. Mike Hafford	14.25
2. Mark Brown	15.00
3. Mark Kirsch	15.00
4. Saki/Stancos	24.00
5. Conrad/Hoffester	24.00
6. Ron Shinnier	25.00
7. Bill Krum	29.00
8. Jerry Elliott	29.00

HOBIE 18B	POINTS
1. Tom Ling	5.50
2. Seavers/Rees	7.00
3. Morbach/Marshall	7.00
4. Marshall/Rees	7.00
5. Graham/Drivied	12.75
6. Frasco/Crisa	21.00
7. Fred/Ryerson	22.00
8. Marshaw/Sampson	22.00
9. Elsha/Danien	25.00
10. Parsons/Hershey	25.00
11. Davis/Davis	30.00
12. Anderson/Hatcock	35.00
13. Dunn/Dunn	35.00
14. Corran/Kate	36.00
15. Stock/Stock	36.00
17. Stanley/Rhett	41.00

HOBIE 18B	POINTS
1. Colwell/Pearson	2.50
2. Faudon/Faudon	4.75

HOBIE 17	POINTS
1. Dan Carpenter	6.00
2. Cate/Tarleton	6.50
3. Paul Gilbray	6.75
4. Keith Fuller	6.00
5. Ted Cross	9.75
6. Mark Rappap	18.00
7. Gail Coughlin	28.00

HOBIE 18A	POINTS
1. Christenson/Rusoff	9.00
2. Baker/Baker	9.00
3. Knight/Dan	19.75
4. Corrie/Samborsky	19.75
5. Carter/Cosbie	21.00
6. Smith/Smith	24.00
7. Allen/Samborsky	24.00
8. Williams/Williams	37.00
9. Rounly/Thomas	37.75
10. Larson/Emily B.	38.00
11. Skidmore/Gruber	42.00
12. Byer/Beyer	43.00
13. Barnett/Marshall	47.00
14. Carter/Fenish	47.00
15. Stewart/Stewart	47.00
16. Ruggles/Fenish	48.00
17. Petrusak/Storkwell	52.00
18. Hill/Hill	56.00
19. McCashan/Schubert	59.00
20. Smith/Smith	59.00
21. Shere/Shaver	60.00
22. Nelson/Rucka	61.00
23. Carter/Carter	61.00
24. Hople/Hopkins	64.00
25. Butler/Clerke	64.00
26. Shyne/Lock	64.00
27. Nelson/Graham	72.00
28. Reinheimer/Reinheimer	74.00
29. Kardi/Ward	76.00
30. Blankenship/James	88.00

HOBIE 18B	POINTS
1. Wilson/Wilcox	7.75
2. Baskin/Baskin	9.75
3. Mitchell	12.00
4. Egan/Ash	13.75
5. Arnerich/Young	17.00
6. Arnerich/Young	17.00
7. Dingle/Bennett	18.00
8. Taylor/Packard	21.00
9. Chien/Lew	21.00
10. Jett/Lewitt	26.00
11. Laws/Laws	31.00
12. Freeman/Winge	34.00

HOBIE 18C	POINTS
1. Wheeler/Wheeler	19.00
2. Gruber/Gruber	28.00
3. Wason/Mitovich	23.00
4. Anderson/Thibert	28.00
5. Kambal/Weatherly	25.75
6. Place/Place	27.00
7. Alberici/Balchewer	27.00
8. More/Lesaul	28.00
9. McCamba/McCamba	28.75
10. Griswold/Gary	29.00
11. Krieger/Krieger	29.00
12. Aspl/Hughes	33.00
13. Satal/Rogers	36.00
14. Torenstein/Rudolph	36.00

HOBIE 18B	POINTS
1. Porter/Robertson	3.50
2. Preece/Paragham	3.50
3. Skavira/Ward	4.00
4. MacDonald/Gallagher	14.00
5. Neathery/Hill	15.00
6. Ruser/Cantlay	17.00
7. Jaffee/Walker	23.00
8. Taber/Smith	23.00
9. Hess/Hess	25.00
10. Sloan/Sloan	25.00
11. Peterson/Rockwell	25.00
12. Skavira/Ward	25.00
13. Reese/Ramage	31.00
14. Hill/Hill	31.00
15. Stitt/Stitt	40.00
16. John Manzer	41.00
17. Brown/Brown	41.00
18. Glase/Cornick	46.00
19. Arnerich/Arnerich	46.00
20. Weber/Diane	52.00
21. Hinds/7	52.00
22. Gustin/Lovickson	61.00

HOBIE 18B	POINTS
1. Porter/Robertson	3.50
2. Preece/Paragham	3.50
3. Skavira/Ward	4.00
4. MacDonald/Gallagher	14.00

REGATTA RESULTS

3. J. Cunningham	16.75
4. C. Keyser	18.00
5. P. Vasiliadis	18.00
6. B. Reasberry	18.00
7. G. Boone	26.00
8. B. Kagan	26.00
9. M. Callagher	28.00
10. B. Stubbins	37.00
11. D. Russell	48.00
12. V. Kufic	48.00
13. M. Detrick	47.00
14. P. Callagher	52.00
15. D. Jones	51.00
16. C. Catell	52.00
17. D. Muller	57.00
18. J. Sammons	58.00
19. G. Kowalski	67.00
20. J. Champ	71.00
21. C. Cassidy	76.00
22. D. McDonald	78.00
23. B. Myers	84.00
24. B. Dickinson	86.00
25. S. Merritt	90.00

HOBBIE 140	
POINTS	
1. B. Barry	7.75
2. J. Shupe	8.75
3. B. Bailey	11.50
4. R. Lewis	14.00
5. J. Graves	23.00
6. D. Crisane	23.00
7. B. Bachopff	24.00
8. J. Stouffer	25.00
9. A. Cronbach	25.75
10. B. Berner	26.00
11. K. Goodman	26.00
12. S. Burdick	27.00
13. J. Jesse	42.00
14. T. Arant	48.00
15. C. Wolfe	52.00
16. D. Maline	64.00

HOBBIE 140	
POINTS	
1. M. Grabowski	5.25
2. C. Neal	16.75
3. C. Cole	18.00
4. B. Ranson	18.00
5. J. Reed	21.00
6. D. Lufford	23.00
7. B. Bowman	26.75
8. B. Lechman	28.00
9. B. Casey	31.00
10. W. DeWitt	35.00
11. J. Francis	38.00
12. A. Keyser	43.00
13. J. Talarini	53.00
14. P. White	61.00
15. J. Niles	63.00
16. J. DeAngelo	77.00
17. B. Mackey	82.00
18. M. Eicher	86.00
19. D. Mann	98.00
20. C. Gough	108.00
21. J. Archer	114.00
22. L. Whitehead	116.00
23. R. Corn	116.00
24. J. Ehrhart	116.00
25. R. R. Rivard	116.00

HOBBIE 140	
POINTS	
1. D. Mohl	3.00
2. T. Lusk	8.00
3. J. Lusk	10.00
4. B. Brooks	17.00
5. S. Henry	19.00

HOBBIE 140	
POINTS	
1. M. Vex	3.00
2. B. Wertz	7.75
3. V. DeWick	11.00
4. C. Keyser	14.00
5. P. Criss	18.00
6. B. Bailey	18.00
7. H. Hubbell	27.00
8. S. Crampton	32.00

14TH ANNUAL CAT V REGATTA	
FLEET 81A, DIVISION 8	
POKANO BEACH, FL.	
JULY 10-12, 1987	

HOBBIE 140	
POINTS	
1. Rodgers/Cook	3.00
2. Coffee/Henry	8.75
3. Dunn/Dwyer	12.00
4. W. Jones	14.00
5. Coffee/Coffey	18.00
6. Varano/Varano	22.00
7. Wiley/17	24.00
8. White/Hill	25.00
9. Wiley/Dobson	33.00
10. Peckford/Crest	33.00
11. Whidden/Hall	33.00
12. Espinoza/Lemay	33.00
13. Wheeler/Wheeler	46.00
14. Sturkey/Williams	57.00

HOBBIE 140	
POINTS	
1. Russell/Brandt	7.50
2. Murphy/Tyler	7.50
3. Newell/Balagay	8.50
4. McKnight/Elab	14.00
5. Peckford/Crest	14.00
6. DeLee/Henry	18.00
7. Michael/Carroll	21.00
8. Graham/Candrick	27.00
9. Manderson/Schroder	31.00
10. Klemke/Rodriguez	34.00
11. Floyd Jones	34.00
12. Robinson/Brethauer	34.00
13. Harper/Fair	34.00
14. Marchese/Grant	34.00
15. Coffman/Calk	60.00

HOBBIE 140	
POINTS	
1. Bergman/Bergman	5.50
2. Clayton/Garrison	6.50
3. Rapp/Jean	7.75

HOBBIE 140	
POINTS	
1. B. Curry	3.00
2. C. Drysdale	10.00
3. C. Bird	13.75
4. L. Ashton	18.00
5. J. Reuter	19.00
6. B. Moss	19.00
7. M. Samsam	21.00
8. H. Waller	31.00
9. J. Raman	35.00
10. D. Fox	36.00
11. C. Roche	37.00
12. E. Watters	47.00

HOBBIE 140	
POINTS	
1. Carson/Watney	8.50
2. Dams/Show	9.50
3. Borne/Schaefer	17.00
4. Camp/Archer	15.75
5. Merritt/Merritt	26.00
6. Jones/Jones	29.00
7. Catell/Davine	32.00
8. Kuffus/Schane	36.00
9. Sammons/Sammons	36.00
10. Dickson/Sloan	36.00
11. Solberg/Solberg	36.00
12. S. Williams	36.00
13. Callagher/Bald	43.00
14. Corwell/17	47.00
15. Bortol/17	47.00
16. Callagher/17	48.00
17. Vasiliadis/Brem	53.00
18. Andrews/Andrews	53.00
19. Russell/Sutton	71.00
20. Novak/17	74.00
21. Brownfield/Bra	84.00

HOBBIE 140	
POINTS	
1. Bailey/Bailey	6.75
2. Schuman/Schuman	9.75
3. Nordstrom/Cahill	10.00
4. Krutick/Tomert	28.00
5. Dickinson/Schiff	28.00
6. Birnka/Schuman	28.00
7. Leach/Leach	28.00
8. Ward/Silver	28.00
9. Leughin/Garrison	30.00

10. Detrick/Malen	31.00
11. Reed/Bell	39.00
12. Norwell/Westberg	39.00
13. Sammons/St. John	40.00
14. Berner/Berner	40.00

HOBBIE 140	
POINTS	
1. Lechman/Lech	9.00
2. Bowman/Butcher	11.75
3. White/Anderson	13.00
4. Niles/McPherson	13.50
5. McKenna/Century	17.50
6. Francis/Carell	20.50
7. White/Helling	21.00
8. Elly/Halder	26.00
9. Craven/Pace	28.00
10. Benson/Comer	40.00
11. Cole/Kutler	40.00
12. Sumner/Puls	47.00
13. Keyser/Kees	48.00
14. Seiler/Seiler	56.00
15. Toland/Anne	58.00
16. Crockett/VanVaden	59.00
17. Clark/Whitmore	62.00
18. Custer/Wigard	62.00
19. Lable/Lable	67.00
20. Ehardt/Elli	71.00
21. Niles/17	72.00
22. Niles/Duggers	75.00
23. Hahn/Debbie	75.00
24. Brandt/Clark	75.00
25. Shewer/Clarke	75.00
26. Brandt/Bira	100.00
27. Shewer/17	106.50
28. Urcia/Johnson	106.50

HOBBIE 140	
POINTS	
1. A. Santor	3.00

HOBBIE 140	
POINTS	
1. S. Crampton	4.25
2. C. Keyser	5.50
3. B. Malley	10.00

HOBBIE 140	
POINTS	
1. M. Schuckler	3.00
2. R. Harwood	8.00
3. T. Staker	12.00
4. M. Arata	12.00
5. K. Cox	18.00
6. T. Yano	24.00
7. B. Lippmatt	24.00
8. D. Aden	24.00
9. T. Rick	30.00
10. Albrecht	30.00
11. C. Ellis	37.00

HOBBIE 140	
POINTS	
1. Hicks/Pill	4.50
2. Myers/Loverance	5.75
3. Myers/Alexander	7.50
4. Harper/Harper	11.00
5. Clark/Crabbe	11.00
6. Berrington/Crue	15.00
7. Ellis/Bauer	20.75
8. Armstrong/Armstrong	23.00
9. Webster/Wooten	24.00
10. English/Nancy	24.00
11. Williams/Poland	24.00
12. Winks/Herman	24.00
13. Yates/Vales	33.00
14. Hall/Hall	33.00
15. Bishop/O'Neal	43.00

HOBBIE 140	
POINTS	
1. Lefner/Janosa	2.25
2. Coffey/Coffey	6.75

HOBBIE 140	
POINTS	
1. Weatherford	2.25
2. Elford	6.00
3. Bush	8.75
4. Wiley/17	24.00
5. Nelson	14.00
6. Poplar	17.00

HOBBIE 140	
POINTS	
1. Poles/Poles	4.75
2. Lasker/Stephens	9.75
3. Fowler/Fowler	10.00
4. Humphrey/Carter	12.00
5. Aycock/Aycock	12.75
6. Klenck/Klenck	14.00
7. Heilich/Helrich	14.75
8. Hayes/Grey	17.00
9. Brittingham/Hawks	20.00
10. Smith/Tatum	24.00

HOBBIE 140	
POINTS	
1. Bush/Bush	5.75
2. Lasker/Petersen	6.75
3. White/White	10.00
4. Klenck/Klenck	12.75
5. Walker/Walker	17.00
6. Schuster/Schuster	17.00
7. Dupree/Dupree	17.00
8. Atwell/Austin	19.00
9. Collins/Richburg	20.75
10. Price/Russell	21.00
11. Karsch/Karsch	21.00
12. Neal/Neal	26.00
13. Cabell/Martin	26.00

HOBBIE 140	
POINTS	
1. Wagner/Kalping	2.75
2. Moody/Moody	9.75
3. Williams/Chapman	10.00
4. Miller/Parsons	12.00
5. Olshansky/Herrnheiter	14.00
6. Poling/Cambeth	17.00
7. Schott/Schott	17.75
8. Dixon/Dixon	18.00
9. Webb/Motokai	21.00
10. Cicola/Sault	21.00
11. Logan/Dougherty	24.00
12. Hines/Clark	26.00
13. Holcomb/Holcomb	26.00
14. Vredenburg	26.00
15. Keys/Swanen	35.00

HOBBIE 140	
POINTS	
1. Merrill	2.25
2. Price	6.00
3. O'Connell	8.00

5. John Fischer	45.00
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HOBBIE 140	
POINTS	
1. Bill Wania	6.00
2. Nick Roberts	12.00
3. Ralph Kibbe	12.00
4. Gray/Maher	15.50

HOBBIE 140	
POINTS	
1. Randy Viper	6.50
2. Randy Viper/Connell	15.50
3. Brad Carpenter	21.00
4. John Flanagan	23.75
5. Tom Kuch	24.00
6. Jan Glendon	25.75
7. Ken Kuch	30.00
8. Bruce Strauss	37.00
9. John Taylor	38.00
10. Susan Pesene	43.00
11. Doug Ackroyd	47.00
12. Tom Garris	57.00
13. John Kuehn	58.00
14. Ron Kuehn	62.00
15. Auden DeFuria	67.00
16. George Schuchbauer	67.00
17. Bill Wagner	70.00
18. Clark Brown	74.00
19. Gary Clark	80.00
20. Bob Hock, Jr.	87.00

HOBBIE 140	
POINTS	
1. Randy Viper	6.25
2. Rick Rayburn	7.75
3. Bob Fawcett	15.50
4. Dave Nott	19.00
5. Tom Hoptenstall	24.00
6. Walter Will	29.00
7. Chuck Westworth	30.00
8. Bob Wagner	36.00
9. Tom Viers	40.00
10. Yano/Dewell	40.00
11. Tom Lefebvre	50.00
12. David Bels	54.00
13. Carl Wherry	58.00

HOBBIE 140	
POINTS	
1. Mal Lynch	11.25
2. M. J. Parnell	14.00
3. Dury Englehardt	14.00
4. K. K. West	14.00
5. Jim Smith	19.75
6. Craig Halberger	22.00
7. Harry Collins	24.00
8. Bob Dwyer	26.00
9. Edgar Lusk	26.00
10. Charlie Joseph	29.00
11. Tom Welsch	31.00
12. Joe Swerick	42.00
13. Chris Schwaner	44.00

HOBBIE 140	
POINTS	
1. M. Schuckler	3.00
2. R. Harwood	8.00
3. T. Staker	12.00
4. M. Arata	12.00
5. K. Cox	18.00
6. T. Yano	24.00
7. B. Lippmatt	24.00
8. D. Aden	24.00
9. T. Rick	30.00
10. Albrecht	30.00
11. C. Ellis	37.00

HOBBIE 140	
POINTS	
1. G. Schuchbauer	3.00
2. R. White	6.75
3. Roberts	10.00

HOBBIE 140	
POINTS	
1. J. Clendon	3.00
2. W. Carpenter	8.75
3. Flanagan	11.00
4. D. Kulkarni	24.00
5. D. Ackroyd	24.00
6. A. Huff	24.00
7. R. Strauss	24.00
8. R. Tracy	31.00
9. G. Rick, Jr.	31.00
10. T. Morris	31.00
11. J. Yates	40.00
12. W. Jones	40.00
13. B. Alexander	42.00
14. A. Dufane	48.00
15. T. Wallfischer	57.00
16. J. Thorne	57.00
17. C. Brown	57.00
18. J. Campbell	58.00
19. D. Wiegand	64.00
20. W. Winters	64.00
21. J. McLaughlin	81.00
22. W. Rick, Jr.	81.00
23. J. Elson	97.00

1. D. Deitmyer	6.75
2. M. Fernald	7.00
3. D. Bello	18.00
4. M. Lynch	20.00
5. M. Goeman	28.00
6. K. Smith	28.00
7. M. McBrinn	29.00
8. R. L'Altrelli	30.00
9. B. Slavin	37.00
10. C. Holberger	41.00
11. R. Zelesnick	41.00
12. T. Cottes	50.00
13. G. Szakmeister	53.00
14. M. Taylor	55.00
15. J. Speakman	56.00
16. K. Frick	56.00

REGATTA RESULTS

1. Lawson/Lawson

5. Hawkins/Hawkins

HOBIE 18C

1. Kautz/Gorge

2. Van Sickle/Jane

3. Griffin/Griffin

4. Cannon/Cannon

5. McCune/??

6. Hanson/Kathara

7. Rance/Race

8. Mu/Jt Night

9. Smith/Griffith

HOBIE 17A

1. F. Perram

2. P. Pettulu

3. J. Sherrod

4. J. Barnett

5. J. Tiger

6. L. Stolt

7. C. Hamilton

8. J. Allen

9. S. Lucke

10. S. Chaplin

11. D. Clidwell

12. A. Stowe

HOBIE 16A

1. Trotter/Trotter

2. Walsh/Fulter

3. Whittington/??

4. Freed/Freed

5. Kelly III/Kellan

6. Young/Young

7. Sparks/Harrison

8. Wilson/Wilson

9. Hess/Hess

10. Holmes/Holmes

11. Bourke/Bourke

12. McIntosh/McIntosh

13. Kacin/Kacin

14. Sullivan/Sullivan

15. Welch/Campbell

16. Vackradt/Vackradt

17. Balzhiser/Summers

18. Hamilton/Hamilton

19. Loefelholz/Grissom

20. Bridgman/Stien

21. Saxby/Saxby

22. Wade/Mosley

HOBIE 16B

1. Cuhrt/Cuhrt

2. Bourke/Bourke

3. Oiler/Oiler

4. Smith/Kuhn

5. Purnan/Purnan

6. Saggi/Saggi

7. Smith/Healy

8. Borden/Borden

9. Messersmith/??

10. Thornton/Edwards

11. Schuyler/Diehl

HOBIE 18C

1. Neuhouse/Gunsman

2. Roth/Sewell

3. Fisher/Sawyer

4. Mantia/Mantia

5. Atrop/Whithead

6. Ernst/Ernst

7. Orrison/Huallie

8. Frango/Frango

9. Condie/Goodie

10. Keeler/Keeler

11. Oliphant/Burnette

12. Chandler/Dwight

13. Mack/Burrows

14. Willford/Gibson

15. Blankenship/Craytor

16. Ruesson/Singleton

17. Peterson/Stevenson

18. Peterson/Tighefrist

19. Arke/Kather

20. Lippard/Adamsbrun

21. Flaherty/Peterson

22. Little/Burr

HOBIE 14A

1. M. Miller

2. G. Blackwell

3. B. Schwartz

4. J. Clark

5. F. Ryan

6. R. Crow

HOBIE 18B

1. M. Merck

2. V. Benton

3. B. Richardson

4. C. Stone

HOBIE 14T

1. T. Fuller

2. M. Smith

3. G. Lawer

4. S. Seydel

5. G. Trent

6. D. Taylor

7. S. Spertel

TULSA CATFIGHT

1. Cuhrt/Cuhrt

2. Bourke/Bourke

3. Oiler/Oiler

4. Smith/Kuhn

5. Purnan/Purnan

6. Saggi/Saggi

7. Smith/Healy

8. Borden/Borden

9. Messersmith/??

10. Thornton/Edwards

11. Schuyler/Diehl

HOBIE 18A

1. Bass/Walter

2. Young/Mattingly

3. Holmes/Holmes

4. Selke/Hadley

5. Kautz/Gorge

6. Troutman/Troutman

7. Bright/Bright

8. Blanchat/Blanchat

9. Mower/Mower

HOBIE 18B

1. VanSickle/VanSickle

2. Wuchmeyer/Powers

3. Henry/Perry

4. Mighl/Mighl

5. Pratt/Bullen

6. Caldwell/Caldwell

HOBIE 17A

1. Alden

2. Sherrod

3. Pettulu

4. Tiger

5. Stolt

6. Sowe

7. Barnes

8. Montgomery

9. Dellyther

HOBIE 16A

1. Hess/Hess

2. Loefelholz/Grissom

3. Kelley/Keaton

4. Vackradt/Vackradt

5. McIntosh/McIntosh

6. Reyes/Schuman

7. Hamilton/Hamilton

8. Bridgman/Stien

9. Hestley/Hestley

10. Young/Young

HOBIE 18B

1. Neuhouse/Williams

2. Allen/Beatty

3. Oiler/Oiler

4. Eisner/Clidham

5. Carter/Carter

6. Schuyler/Diehl

HOBIE 18C

1. Rieth/Sweeten

2. Dulohanty/Dulohanty

3. Johnson/Gentry

4. Swanson/Swanson

5. Oliphant/Barnett

6. Cox/Mark

7. McDowell/McDowell

8. Mantia/Grimesse

HOBIE 16A

1. Boka

2. Blackwell

3. Drullinger

4. Welch

5. Schwartz

HOBIE 14T

1. McDowell

2. Lawer

3. Trent

4. Fuller

5. Walters

6. Taylor

7. Dancer

8. Bradley

9. Uhlrich

10. Barringer

DIVISION 16

MILLER MADCATTER REGATTA

FLUET FOR DIVISION 16

ONEIDA SHORES PARK

SYRACUSE, NEW YORK

MAY 15-17, 1987

HOBIE 18A

1. Marner/Lake

2. Masse/Hobert

3. Gunner/Morrin

4. Howe/Smith

5. Hopper/Marner

6. Whitten/Coleman

7. Howe/Howe

8. Barbee/Barbee

9. Cowe/Ralph

10. Smith/Smith

11. Scauliger/Scauliger

12. Gamble/Turnbull

13. Jeyer/Zimmerman

14. Elson/Cradstock

15. Danneren/Barnes

16. Wells/Wells

17. Veltauer/Veltauer

18. Shaw/Walsh

19. Goulet/Goulet

20. Lyngard/Lyngard

21. Webster/Jenkins

22. Kratz/Kratz

23. Caster/Donaldson

24. Lebus/Poirier

25. Peck/Morris

HOBIE 18B

1. Dauvergne/Horan

2. Ogren/Ogren

3. Hallac/Hallac

4. Margenhausen/Slatery

5. Davies/Baltesen

6. Moore/Post

7. Doud/Davidson

8. Sullivan/Sullivan

9. Slatery/Slatery

10. Morris/Stubble

11. Schippers/Hewitt

HOBIE 17

1. Terry/Karam

2. Tracy/McGregor

3. Dave/Block

4. Mike/Harris

5. Tom/Snodgrass

6. Stan/Korzeniowski

7. Pat/Dugan

8. George/Rosenberg

9. Brian/Altman

HOBIE 16A

1. Kiefer/Dan

2. Caster/Fitzgerald

3. Jaffers/Jaffers

4. Pesane/Perry

5. Chamberlain/Chamberlain

6. Quatone/Ahart

7. Davidson/Davidson

8. Perkins/Perkins

9. Walker/Hrus

10. Kusche/Kusche

11. Elve/Elve

12. Pfender/Pfender

13. Amico/Stape

14. Mizal/Mizal

15. Baccari/Mollath

HOBIE 18B

1. Zimmerman/Claiborne

2. Koniaczek/Lane

3. Danner/Muches

4. Rook/Campier

5. Sweet/Kaine

6. Ramsey/Ramsey

7. Dewey/Crowley

8. Calucci/Calucci

9. Miller/Donaldson

10. Donnelly/DiPietro

11. Maschal/Konius

12. Meyer III/Brown

13. Zimmerman/Steman

14. DeCaria/Segrall

15. Knight/Chamberlain

16. Shear/Will

17. Ashley/Moff

18. Thomas/Schowski

19. Appel/Appel

20. Bartle/Howak

21. Sweeney/Akemon

22. Blacklin/Casner

HOBIE 18C

1. Pilotti/Kinmonth

2. Harmon/Pr

REGATTA RESULTS

NATIONAL

HOBBIE 17 NATIONALS
DAYTONA BEACH, FLORIDA
JUNE 1-4, 1987

NAME	POINTS
1. CURRY, BOB	11.50
2. DRYLAND, BRETT	15.00
3. EGUSA, ALAN	38.50
4. ALTER, JR. HOBIE	44.00
5. FROONE, DEAN	45.00
6. SEAMAN, BOB	50.00
7. TUCKER, CARLTON	52.50
8. BIRD, CHARLIE	55.00
9. KIRBY, ALEX	64.00
10. DUKE, JOHN	64.00
11. HALEY, PETE	68.00
12. COPE, WOODY	75.00
13. SMITH, KEVIN	83.00
14. MUGGLETON, ROBERT	85.00
15. MOONEYHAM, WAYNE	114.00
16. FOGERTY, FRED	116.00
17. KARAIM, TERRY	119.00
18. DUNN, DAVE	121.00
19. BENFRO, JULIE	121.00
20. MOSS, BRETT	124.00
21. ASHTON, LARRY	128.00
22. SMITH, WICK	129.00
23. LIPKA, JOHN	137.00
24. SCHAEFER, WAYNE	139.00
25. THOMPSON, WALTER	142.00
26. HAY, BRUCE	142.00
27. FIELDS, BRUCE	150.00
28. BERGSTEDT	154.00
29. CARRETT, MIKE	159.00
30. LEGGE, JIM	160.00
31. SULLIVAN, ERIC	167.00
32. NELSON, ANNE	171.00
33. JOHNSON, DOUG	171.00
34. POST, DICK	173.00
35. CARLSON, DAVE	181.00
36. KORZENIEWSKY, TOM	182.00
37. BELL, DEAN	186.00
38. SULLIVAN, ROBIN	211.00
39. SNODGRASS, TOM	216.00
40. PECORIC, BOB	216.00
41. EFLAND, DOUG	216.00
42. SPARKS, JOE	225.00
43. ACQUART, STEPHEN	225.00
44. VARAND, JERRY	252.00

International/Worlds

1987 HOBBIE 18 WORLD'S
FLEET + CHCA + WICA
TORONTO, ONTARIO, CANADA
JUNE 13-26, 1987

SKIPPER/CREW	COUNTRY	POINTS
1. DRYLAND, B./DRYLAND, K.	AUSTRALIA	29.25
2. TUCKER, C./PESANE, S.	FLORIDA, USA	29.50
3. LARUFFA, M./SCOTTIE, P.	HOLLAND	30.00
4. LUTON, C./BUTLER, M.	AUSTRALIA	30.00
5. EGUSA, A./BLOUNT, R.	CALIFORNIA, USA	40.50
6. SEAMAN, B./OLTMANS, D.	CALIFORNIA, USA	50.75
7. RIDGWAY, P./DILLON, S.	AUSTRALIA	58.75
8. BARNETT, J./JANVIS, F.	TEXAS, USA	64.00
9. VAN DAELEN, A./AL, Y.	HOLLAND	76.75
10. MC REEDIE, D./PEREN, S.	TEXAS, USA	84.00
11. ROBERTS, C./SCHAEFER, T.	CANADA	85.00
12. PALEST, C./REYNOLDS, E.	AUSTRALIA	85.00
13. OWEN, W./WOODROW, V.	AUSTRALIA	89.00
14. PALMER, N./KAREN, S.	SWITZERLAND	91.00
15. MUGGLETON, B./PALEST, W.	AUSTRALIA	91.00
16. WARNER, P./LAKE, R.	CANADA	94.00
17. VAN DERT PLANT, D./SMITS, T.	HOLLAND	96.00
18. BIAKANJA, K./HIGH, B.	CALIFORNIA, USA	96.00
19. DUKE, D./DANNY, J.	USA	99.00
20. KENNEDY, C./KENNEDY, D.	AUSTRALIA	100.00
21. NORRIS, S./NORRIS, T.	AUSTRALIA	101.00
22. SUNBERG, C./KOGGE, S.	MICHIGAN, USA	104.00
23. RAYFUSE, M./JIM, J.	USA	105.00
24. HORIE, D./KEVIN, J.	CANADA	112.00
25. SCHLECKSER, W./RIVERA, C.	CANADA	112.00
26. ZIMMERMAN, H./KUEHNERT, M.	GERMANY	135.00
27. HORICH, P./WITTEY, R.	SWITZERLAND	143.00
28. KARAIM, T./MC CREOR, T.	CANADA	144.00
29. JOHNSON, B./CHERYL, J.	USA	145.00
30. MARSHACK, K./DEBBIE, E.	USA	152.00
31. SULLIVAN, E./SULLIVAN, J.	USA	155.00
32. MADGE, M./JIM, J.	USA	164.00
33. YAKALOH, R./JIM, J.	USA	167.00
34. CASTER, J./KEEN, M.	USA	176.00

1987 HOBBIE 18 WORLD'S
FLEET + CHCA + WICA
TORONTO, ONTARIO, CANADA
JUNE 13-26, 1987

SKIPPER/CREW	COUNTRY	POINTS
1. ALTER, J./SEAMAN, J.	CALIFORNIA, USA	1.50
2. SEAMAN, B./OLTMANS, D.	CALIFORNIA, USA	9.75
3. TUCKER, C./PESANE, S.	FLORIDA, USA	9.75
4. ALTER, JR., R./JIM, J.	CALIFORNIA, USA	10.75
5. EGUSA, A./JIM, J.	USA	10.75
6. LUTON, C./BUTLER, M.	AUSTRALIA	11.00
7. DRYLAND, B./DRYLAND, K.	AUSTRALIA	13.00
8. RIDGWAY, P./DILLON, S.	AUSTRALIA	16.75
9. LARUFFA, M./SCOTTIE, P.	HOLLAND	16.75
10. VAN DAELEN, A./AL, Y.	TEXAS, USA	26.00
11. PALMER, N./KAREN, S.	CANADA	26.00
12. BARNETT, J./JANVIS, F.	TEXAS, USA	26.00
13. SUNDFERG, C./KOGGE, S.	MICHIGAN, USA	26.00
14. OWEN, W./WOODROW, V.	AUSTRALIA	26.00
15. MUGGLETON, B./JIM, J.	AUSTRALIA	26.00
16. MC REEDIE, D./PEREN, S.	TEXAS, USA	26.00
17. BARNETT, J./JANVIS, F.	TEXAS, USA	26.00
18. ROBERTS, C./SCHAEFER, T.	CANADA	26.00
19. BIAKANJA, K./HIGH, B.	CALIFORNIA, USA	26.00
20. HORIE, D./KEVIN, J.	CANADA	27.00
21. ZIMMERMAN, H./KUEHNERT, M.	GERMANY	27.00
22. PALEST, C./REYNOLDS, E.	AUSTRALIA	28.00
23. KENNEDY, C./KENNEDY, D.	AUSTRALIA	32.00
24. SCHLECKSER, W./RIVERA, C.	CANADA	33.00
25. RAYFUSE, M./JIM, J.	USA	35.00
26. DUKE, D./JIM, J.	USA	37.00
27. HORICH, P./WITTEY, R.	SWITZERLAND	37.00
28. YAKALOH, R./JIM, J.	USA	38.00
29. JOHNSON, B./JIM, J.	USA	38.00
30. SULLIVAN, E./SULLIVAN, J.	USA	38.00
31. NORRIS, S./NORRIS, T.	AUSTRALIA	39.00
32. VAN DERT PLANT, D./SMITS, T.	HOLLAND	40.00
33. MARSHACK, K./DEBBIE, E.	USA	42.00
34. CASTER, J./KEEN, M.	USA	42.00
35. KARAIM, T./MC CREOR, T.	CANADA	44.00
36. RAST, S./JIM, J.	USA	44.00
37. RENAUD, D./JIM, J.	USA	44.00
38. MADGE, M./JIM, J.	USA	44.00
39. MC DONALD, S./FRANKIE, K.	CANADA	45.00
40. TERPSTRA, J./JIM, J.	USA	47.00
41. LINDLEY, J./JIM, J.	USA	47.00
42. PASCOE, P./JIM, J.	USA	49.00
43. PAULIER, V./CUMMINS, T.	FRANCE	49.00
44. FRANCIS, D./WRIGHT, J.	AUSTRALIA	50.00
45. HOPPER, D./STARK, J.	CANADA	50.00
46. NOAKES, S./BLACK, J.	AUSTRALIA	52.00
47. THESAN, B./JIM, J.	USA	53.00
48. GREGOR, D./WESLOH, S.	CANADA	53.00
49. CURTIS, J./JIM, J.	USA	53.00
50. GLOVER, K./WATTS, T.	AUSTRALIA	55.00
51. FINN, R./JIM, J.	USA	57.00
52. SCHANNINGER, B.	USA	62.00
53. GELOWITZ, L./JIM, J.	USA	62.00
54. MC INNES, J./JIM, J.	CANADA	63.00
55. ALEXANDER, J./MERLIN, J.	CANADA	67.00
56. ANDREWS, R./VARELLA, J.	USA	68.00
57. SMITH, C./SMITH, S.	CANADA	71.00
58. RUSLEY, C./JIM, J.	CANADA	73.00
59. HOUSE, J./JIM, J.	CANADA	73.00
60. HOBES, B./HOBES, M.	CANADA	76.00

61. SPREEN, J./STUURMAN, L.	HOLLAND	77.00
62. GIBSON, M./GADD, G.	AUSTRALIA	78.00
63. LECRANO, C./JIM, J.	CANADA	78.00
64. ISCO, G./JIM, J.	USA	79.00
65. HILL, J./JIM, J.	USA	81.00
66. WHITTEN, S./SWEENEY, L.	CANADA	83.00
67. DALLAIRE, D./NORIN, J.	CANADA	85.00
68. FREDRICK, J./JIM, J.	CANADA	87.00
69. ALLEN, S./JIM, J.	USA	92.00
70. WARNER, B./JIM, J.	USA	94.00
71. ANDERSON, B./MC MAHAN, M.	CANADA	96.00
72. CLAVINA, J./JIM, J.	CANADA	97.77

INTERNATIONAL
FRENCH 1987 HOBBIE CAT NATIONAL TITLES
MAY 28-31, 1987

SKIPPER/CREW	POINTS
1. Laurent/Grandien	2.25
2. Descom/Dufourcq	17.00
3. Bresson/Ducloux	28.00
4. Robert/Inot	28.00
5. Fabre/Fabre	28.00

INTERNATIONAL
FRENCH 1987 HOBBIE CAT NATIONAL TITLES
MAY 28-31, 1987

SKIPPER/CREW	POINTS
1. Priguer	6.75
2. Lantieroff	8.00
3. Aguerre/Charol	8.75
4. Lenoir	11.50
5. Fulgini	12.00

INTERNATIONAL
HOBBIE 16 EUROPEAN CHAMPIONSHIPS
JUNE 15-21, 1987

SKIPPER/CREW	POINTS
1. Burden/Ziller	15.75
2. Spiker/Spiker	20.75
3. Legrain/Lorenzen	21.00
4. Mahr/Mahr	25.00
5. Laurent/Grandien	25.25
6. Napergaard/Christensen	30.00
7. Vasser/Vasser	40.00
8. Pandian/Bellon Lago	54.00
9. Garjean/Olsen	61.00
10. Veebe/Burt	62.00

INTERNATIONAL
HOBBIE 16B EUROPEAN CHAMPIONSHIPS
JUNE 15-21, 1987

SKIPPER/CREW	POINTS
1. Samoy/Choulet	8.25
2. Pannetier/Mesch	12.50
3. Burt/Burt	16.00
4. Duizend/Chapman	18.00
5. Freyting/Sunderlin	21.83
6. Rosens/Naser	28.00
7. Pralon/Pralon	32.00
8. Nordgren/Rose	33.00
9. Rolland/Baise	36.00
10. Bourne/Dupuy	35.00

INTERNATIONAL
FRENCH 1987 HOBBIE CAT NATIONAL TITLES
MAY 28-31, 1987

SKIPPER/CREW	POINTS
1. Coster/Pelou	4.50
2. Garin/Sauvage	5.75
3. Pelou/Gastard	9.00
4. Chetoui/Pommerel	11.00
5. Pissot/Bringer	16.00

INTERNATIONAL
FRENCH 1987 HOBBIE CAT NATIONAL TITLES
MAY 28-31, 1987

SKIPPER/CREW	POINTS
1. Rivek	1.50
2. Simon	7.75
3. Soudry	8.00
4. Soudry	14.00
5. Soudry	16.00

THE HOG'S BREATH 1988
LONG DISTANCE RACE
KEY BISCAYNE, FLORIDA
TO FORT WALTON BEACH
MAY 22

PLACE	TEAM AND MEMBERS	TIME IN HOURS/MIN./SEC.
1.	FOSTER'S #3 - AUSTRALIA Ian Spauldon, Bob Vaggster, Bill Sykes	57:44:21
2.	PLYMOUTH - CALIFORNIA Jeff Alter, Hobe Alter, Pat Porter	97:46:36
3.	SLIDER'S CALIFORNIA Alan Egawa, Bob Seaman, Paul Proulx	98:14:28
4.	EMERALD COAST - FLORIDA Carlton Tucker, Enrique Figueroa, Tony Lewis	98:14:15
5.	FOSTER'S #4 - AUSTRALIA Gret Dryland, Rod Waterhouse, Keith Glover	98:46:41
6.	WYERS COTE D'AZUR FRANCE Tony Laurent, Robert Nance, Andre Sabre	99:24:59
7.	NAT'L TRUCKS & EQUIP. TEXAS Rick Edmonson, Chuck Miller, Dean Frame	99:22:03
8.	SAC VIDEO CLOTHING CO. - N.J. Andre Springfield, Bruce Page, Derek Cassels Brown	104:01:26
9.	E. F. HUTTON - BELGIUM Harry Michel Peeters, Fred Dillray Patrick Demmecker	103:25:26
10.	HEIDELBERG HAUS - GERMANY Thorsten Wyolik, Andreas Hartens, Jochen Stephan	103:27:37
11.	YOUNG AMERICANS - FLORIDA Kevin Smith, Brian Lambert, John Letman	102:26:34
12.	NATIONAL ASSOCIATES - GILRS Patricia Kewee, Linda Leon, Kelly O'Brien	107:05:25
13.	VIRGIN AIRWAYS - U.K. Trevor Annels, Chris Thomas, Soren Morgan	111:33:11
14.	SUNSET BAR & GRILL Jan Lange, Peter Stijker, Solney Van Zon	109:36:38

Aussies Do It Again!



Mike Walker/John Hooper

1987 HOBIE 18 World Championship

BY DAVID HOPPER

The 1987 Hobie 18 World Championship held in Toronto, Canada will be remembered for the beautiful warm weather, the surprisingly cold lake, the variable and somewhat shifty winds, and Brett Dryland's dream day.

As the teams from around the world began to trickle in they were greeted with open arms by the boat assembly crew, handed tools and told to start assembling boats. Some, like Jack and Jackie Hill of California, put together enough boats to be awarded staff T-shirts for their efforts. A frantic Friday afternoon, most boats got assembled and ready to go.

When Miles Wood welcomed everyone to the regatta he handed out all of his Canada-as-the-Great-White-North jokes, like "When do Canadian sailors stop sailing? When the water's too hard!"

In fact, it was interesting to watch the reactions of competitors from the more tropical locations when they dipped their feet into the lake for the first time. With an air temperature of 85 degrees, a lake temperature of 50 degrees was a surprise. It was also fun explaining to the Australians that you could have walked from the beach to the breakwater across the ice just five short months ago.

This championship was a bit different from previous major Hobie championships in that it was not held at a major beachfront resort hotel. Instead, the beach was a public park adjacent to the Boulevard Club, one of Toronto's major yacht clubs. The contestants were billeted with local families or stayed in hotel or student dormitories in downtown Toronto. Soon, Australians were learning the intricacies of Toronto's transit and taxi system all the while speaking that strange language of theirs.

The organizing of the Hobie 18 World Championship was composed of local sailors, most of whom have never made the cut at a major event (Paul Marner being the exception). Because of this, the entire program was designed to maximize the sailing and partying for the on-site qualifiers and those who missed the cut. The schedule called for three days of the championship round robin and two days of finals. Now, if we could only get the weather to cooperate.

The qualifying series was a huge success. Saturday dawned bright and sunny and the eager skippers ran around getting the boats ready for the first race. Eventually, Miles Wood, the race committee chairman and director of the Hobie World Class Association, decided there was enough wind. Beach captain Paul Ulibarri and cohort Kym Kymlicka called the boats off the beach.

The first group of qualifiers proceeded out through the maze of anchored monohulls, through the relatively small gaps in the seawall and to the starting area. The

course was set and the starting line laid. Stu MacDonald, the local Hobie dealer who was responsible for so many things at the event, decided to check the line. As he sailed up to the line and sheeted in, the swivel at the top of the mast parted ever so gracefully and his mast fell down. It was a good thing it happened to such an easy going guy. It could have driven an uptight racer mad. After attempting a start in dying, shifty wind, Wood gave up and the boats returned to the beach. A day of watching and waiting ensued.

Saturday night a welcome and qualifier's party was held at the Boulevard Club. This party, like all others, started with a Captain Morgan's rum punch drink or drown contest and then proceeded to an excellent dinner. Just as everyone was relaxing and winding down after a hard day of relaxing and winding down, the music came on. All that pent up energy became obvious and soon the dance floor was covered with dancing fools.

Sunday and Monday of the qualifying round brought what Wood called the "Toronto Nurse," not to be confused with the Freemantle Doctor. Toronto's nurse turned out to be a fickle lady indeed. These excellent winds allowed Wood to run four races each afternoon as the thermal kicked in.

Following a second day of hard racing in the qualifying series, the party moved to Pat and Mario's, a downtown bar, for the opening party. Again, rum punch was provided, the lubricant that got tongues wagging about the exploits on the race course. It was at this point that some of the famous Aussie desire to live it up came to the fore. It was particularly gratifying to assist Clive Kennedy in guarding the punch bowl and serving up the punch (one for the line, one for me). Wood moved to the head of the dance floor and started to slowly announce the qualifiers.

On Tuesday, the first day of the round robin, the same kind of weather pattern appeared: hot, sunny and still in the morning with the thermal kicking in in the afternoon. Four races were held with Jeff Alter winning a pair, Allen Egusa winning one and Dutch sailor Alwin van Daelan winning one. With the nice wind and the hard, concrete shores of Toronto, Humber Bay was at its washing machine best. Waves coming from all directions made downwind sailing a wet and bumpy ride. After four hard races, a large and filling lunch on the front lawn of the Boulevard Club, and Molson's Beer, most people decided to retire early.

Wednesday also started hot, sunny and still, and we expected the thermal in the afternoon. But this day it was not to be. The first race was run in light, shifty winds. As the fleet approached the final rounding of C mark on a Course 3, bad things started to happen. First, Hobie Alter, Jr. and Brett Dryland rounded and carried

on to the finish. The rest of the fleet noticed a substantial lightening of the wind and a huge mass developed at C. Two or three more boats got around cleanly and got to sit in the hole and watch thirty other boats bob at C. The boats gradually drifted around while the skippers and crews conversed in hushed tones as to where the next puff would come from, right or left. Finally, a small puff appeared from the right and the fleet proceeded in lock step to the finish. Alan Egusa, who had chosen the left side, was immortalized. He had managed to finish first and last in succession, thus fulfilling the biblical prophecy. [For more about Egusa's troubles see "The Hole That Wouldn't Go Away."]

With the wind back up to a respectable three or four knots, the next race was started. Right from the start, Paul Ridgeway of Australia played the left side of the course. Again, it was a Course 3 and Ridgeway built up a good lead on the first AC leg. At the C mark rounding, Ridgeway again carried on out to the corner on port tack. It took nerve to ignore the challenge of Jeff Alter and not to tack onto starboard to cover. By the next A mark, Paul's lead was substantial and at B it appeared to be in the seven-to-eight minute range. As he carried on toward C, the wind began to die, shift and then fill in from behind and die again. Once again, the entire fleet clustered at C. Eventually, Bob Seaman broke out and slowly squeezed a win. Because there was also a long, persistent 90-degree shift as the fleet left C mark for the finish getting away from the mark early left sailors on a lift that couldn't get them to the line. Those who left a bit later rode the lift to the line. Ridgeway salvaged a tenth place.

On Wednesday night, the crowd was treated to a slide show describing one of the world's greatest sailing adventures. Jeff McInnis of Toronto is attempting to become the first to cross the Northwest Passage across the top of North America entirely by sail. [More about McInnis' trip will appear in a later issue of HOTLINE.] Jeff's slides were greeted with awe and respect for his courage and concern for his sanity. The most enthusiastic view belonged to Norris Palmer of Texas. The only place Norris ever sees ice is when it's floating in his drinks, but boy did Jeff's slides capture his imagination. Norris kept repeating, "You could die doing that," while Jeff just smiled.

Thursday again brought hot and sunny skies and light winds. However, a number of sailors and spectators had discovered a new sport: Team Europe leering. It seems certain members of Team Europe preferred the comfort of sailing naked under their wetsuits. Being from the more liberal areas of Europe, changing on the beach seemed quite natural. So, Paul

Ulibarri would yell, "Off the beach!" and everybody would run to watch Team Europe dress, then run back to their boats and go out to sail. Team Europe also had their choice of a dozen chase boats whenever they needed a tow.

After racing, everyone adjourned to Pat and Mario's for some more rum during the traditional cut party. After a massive, all you can eat feast, the cut was announced. The top five were all Americans led by Jeff Alter, Bob Seaman and Carlton Tucker, followed by four Australians with van Daelan breaking the American/Australian hold on the top ten. As each team was announced, Wood saluted them with a shot of peppermint schnapps. At boat 30, he was in trouble and by 35, he was escorted out the door to the loo by John "Mad Dog" Barnett. Meanwhile, everybody else drank and danced into the evening.

Luckily for Wood, there was no wind Friday morning. Wood, you see, was still down for the count. In fine Hobie tradition, alternate sports were arranged, the first being the paddle boat race. Team USA women and Team Florida won the best looking contest (depending on your sexual preference), but team Florida prevailed in the race, thus proving that beauty and brawn can go together. A tug of war followed. Teams were composed of six women and two men or twelve women. Team Femme tore through the competition, including the macho Team Australia. They faced Team 10 in the finals which was headed by Carl Roberts who weighed in at 220 pounds and stood over six feet tall. At the head of the other line was Meagan Marner at five feet four and 115 pounds. The look of disbelief on Robert's face as he was dragged huffing through the sand was worth the entry fee.

Saturday was cooler and windier. Since Friday saw no racing at all, Wood, now fully recovered, promised an early start. "Off the beach" was called at nine. Wood wasn't kidding. The first race was a long Course 3. Right from the start Brett Dryland broke into the lead with fellow Aussies Mark Laruffa and Gavin Luxton on his heels. Then, in Race 2, another Course 3, Dryland again dominated followed by Egusa and Laruffa.

On the way out to the third race, Ridgeway solved one of the great mysteries of the sailing world. The Australians had bragged all week about their prowess in heavy air. Some even claimed that an Australian wouldn't flip unless the wind exceeded 70 knots. On his way to the start of Race 3, Ridgeway flipped in a hefty two-knot breeze. This solved the mystery of the Australians' high-wind speed by proving that 35 Australian knots equals one true knot.


Dryland proceeded to take the third race. He was obviously in control and only had to finish in the top ten to clinch his

second world Hobie 18 title. The crowd on the beach watched the leaders sail to A mark. Familiar faces like Tucker, Laruffa, Hobie Jr. and Luxton were all there. Dryland wasn't. Finally, he rounded way back in 26th place, the result of a dismal start. On the next downwind leg, a few boats were passed and then, around C mark, a small wind shift put Tucker firmly in front and moved Dryland past most of the fleet and into sixth. He eventually finished fifth and clinched yet another Hobie title. Tucker finished second overall, followed by Mark Laruffa and Gavin Luxton. Hobie Alter, Jr. rounded out the top five. [For complete results, see "Hobie Racing."]

Remarkable sailing by Dryland and Laruffa lead to major place improvements while Tucker's consistency allowed him to hold onto fifth. Inconsistency cost the early leaders dearly.

After Dryland's sailing exhibition, the awards ceremony was anitclimactic. Another excellent dinner and still more rum punch was served and solid dancing topped off the evening. The 25 top finishers received beautiful photo posters

while the top three received Captain Morgan's trophies. The new Hobie 18 perpetual trophy went to Dryland.

A vote of thanks is owed to all of the sponsors whose contributions made this event possible, to all the helpers who made the event run smoothly, to the organizing committee for leaving no stone unturned in their efforts to make this a great championship, to spouses and families who tolerated the absence of loved ones who worked on the organizing team and to all the competitors. Your smiles and warm handshakes told us that we had done the job well. Thanks. 

Editor's Note: David Hopper is the commodore of the Toronto Catamaran Club, the host fleet for the championship. He is also an active racer who was the Division 16 points champion in Hobie 18s in 1986. Hopper was a member of Team Canada for the Hobie 18 World Championship. In real life he is an environmental engineer specializing in turbulent atmospheric flow.

THE HOLE THAT WOULDN'T GO AWAY

BY DICK BLOUNT

The race started much like all the others had. It was a Course 3 and we were not winning but among the pack. Our other finishes had been a first, a second and an eighth. Anyway, we were going to C mark when sailing as we knew it, stopped. We saw a flag on the beach sticking straight out. Naturally, being on a lake, any wind off the shore usually holds, right?

As we approached C, two boats escaped the fleet and went on toward the finish. The remaining 34 boats stayed put like they were tied together. Our boat was 50 yards from C. Or, in technical terms, we were 50 yards short of having buoy room on 33 boats. The water was so still we could see a perfect reflection from the sails. Not a ripple to be seen. But the flag on shore showed it was coming. We jibed at the layline and appeared to be closing the gap. Before we knew what hit us, we were now going to weather. We had to foot off. Whoops, we couldn't lay it. We had to tack. Jib cars had to be reset. The tack

looked good, we sailed a little and tacked back. We were looking good with the rest of the fleet only...50 yards away! The wind changed again downwind so we did, too, readjusting the boat, daggerboards, out-haul, downhaul, mast rotation, rudders and traveler cars. As if to test our patience, we were now going to weather, but on the wrong tack! Reset and go. Believe me, I'm not making this up! The wind shifted again. The wind indicator did an entire revolution. We were on port when it looked like it would hold. Oops, it turned into a reach, so we jibed to reach into the mark. We started pinching up and got headed again. We tacked for the eighth time and were still not around C.

After two more tacks we were safely around C and receiving a standing ovation from the spectators on the dock. Boat handling at its finest? We were well-placed at the finish. The other boats were only 50 yards in front of us. By the way, that flag on the beach? It was made of cardboard.

EVOLUTION



of a Species

BY KEAN ROGERS

Ever since Norman Neanderthal discovered the crude origins of the wheel man has possessed an insatiable appetite for speed. Initially, men raced around the Coliseum in chariots entertaining the Romans. On the water, Vikings raced their longboats across the North Sea, eager to rape, pillage and plunder.

The annals of history contain many pages devoted to man's egotistical quest for the title of "da fastest." Whether the

sport be motor racing, skiing, sailing or any other sport with an element of motion, the crowning achievement is the possession of the world speed record.

Inevitably, windsurfing is becoming crazed by the need — the need for speed. An essential element of our sport is the sensuality of speed imparted to the participant, novice or expert.

Since our first tentative splashes across a rippled lake we've become excited by each surging motion of the board through

the water. The faster we travel the more heightened our glee.

As we've grown with the sport, our craving for speed has swollen. How many times do we now find ourselves scanning each and every body of water, searching for those elusive whitecaps?

Man, being a naturally curious animal, aspires to know just how fast he's traveling. Whether this is a yearning for personal achievement or just a desire to have something to boast about later in the

bar, it needs to be satisfied.

Speed trials evolved to satisfy the need. In 1977, a bizarre craft traveled across the waters of Portland Harbor, Weymouth, England. This was the first sailboard entered in a speed trial. It managed only 15 knots, but it was a start. Sailboards began arriving *en masse* in Weymouth during the early 1980s. In 1982 Pascal Maka, one of a determined band of speed-crazed French sailors, rode his board to a new record of 27.82 knots.

In 1983 a new generation of specialized speed equipment began to emerge. Fred Haywood appeared with Wing mast sails and narrow 18-inch boards, eventually skimming across Portland Harbor to record a new world record of 30.82 knots. With news of the 30-knot barrier being broken, the windsurfing world went crazy. Events began evolving all over the globe, culminating in the now famous Canary Speed Trials of 1986. Finally, a windsurfer was to settle the argument, once and for all, over which was the fastest wind propelled craft. Maka blazed over the 500-meter course at an unbelievable 38.86 knot average, obliterating the previous record of 36 knots held by the monstrous catamaran, Crossbow.

As the sport of speed sailing evolved, specialized equipment was designed specifically for the demands of the legions of speed crazed sailors. The overwhelming prerequisite for a speed board is maximum velocity on a course more than 100 degrees off the wind. The ability of the board to jibe or ride waves is not a consideration.

The current stage of evolution has stopped at a projectile of approximately nine feet or less with a width of between 13 to 18 inches. With a volume of about 0 to 80 liters, the boards are naturally classed as "sinkers."

Initially speed boards were the domain of custom shapers and were available only to an elite few. Alpha, recognizing the growth and potential of this segment of the windsurfing market, designed and began production of a new generation of speed board.

Designed by Walter Feldtanzer and manufactured in Alpha's unique epoxy sandwich compression molding process, the Alpha 60 Needle measures in at nine feet long, 17 inches wide and displaces a meager 60 liters. Already, the board is developing a legendary reputation.

In the United Kingdom a poll was conducted among the top pro sailors. Each was asked which equipment they would choose to use on the pro circuit. In the category of speed sailing, their overwhelming choice was the Alpha 60 Needle. This was surprising since the board was not even available in the U.K. at that time, so the sailors had not even had a chance to test it. Not long afterwards the Alpha Needle had the opportunity to justify

this confidence.

In Port St. Louis, in southern France, in the company of the world's finest speed sailors and the latest in high-tech speed boards, the Needle exceeded all expectations. On this fateful May day in the cold biting Mistral winds prevalent in that region, the Alpha obliterated the production board speed record of 30.96 knots. The Needle's new record stood at an amazing 32.93 knots. What was even more incredible was that the fastest speed of the event, achieved on a custom board, was a mere nine percent faster than the Alpha.

Dieter Bechtel was on board the Alpha for the record breaking run. Bechtel is a West German businessman and member of the Gaastra Sails team. [See "Briefs" for information on Bechtel's new record on the Alpha 60N.] Recently I had the opportunity to test out the Needle at Cabrillo Beach, one of Southern California's few windy locations. Thanks go to Lars and Nick at San Pedro Sailboards for the use of their Alpha 60 Needle, which, as it happens, was autographed by Maka, the world speed record holder.

Conditions on the day were a gusty west/northwest wind of 20 to 25 knots. The sea was a combination of short, confused chop and areas of flat water close to the kelp beds.

On first acquaintance the Needle seems aggressive, it's dormant potential obvious from the flowing, integrated design. But a word of warning for those of you contemplating investing in a Needle. You should be able to water start 100 percent of the time in all conditions. Even then you'll be in for one hell of an experience.

On the beach, the Alpha spurs comments from all manner of people, incredulous about its size and appearance. By rigging a 5.0 sqm. Gaastra Speed Trail sail, identical to the one used by Dieter to shatter the record, and fitting the mandatory Curtis Speed Fin, I made the Needle ready for action.

You've got to have at least a minimum wind of 15 to 20 knots before venturing onto the water with this type of board. Once under way, however, the Alpha is relatively easy to ride — if you've sailed a sinker before. Getting the board onto the plane is the tricky part; trimming the board out and getting the power on immediately is the key.

It's always advisable when first piloting a speed board to get as far upwind as possible. There are two reasons for this. First, if you do happen to fall off or fluff your jibe and haven't quite mastered water starts with this type of board, you'll find yourself drifting downwind quickly. Secondly, speed boards are designed to work on a broad reach, so, unless you plan on walking a long way back up the beach to your launching spot it's best to get a good distance upwind then bear off to have a screaming reach back to where you

started.

The beauty of the Needle is its ability to go to windward quite well, thanks to its sharp boxy rails. Railing the board to windward digs in the rail engaging extra resistance and pointing you a few extra degrees toward the wind.

The underwater design of the Alpha varies somewhat from the norm for custom speed machines. Rather than a single concave with bevel rails, the Needle combines double concaves with a "V." The utilization of the "V" in the underwater shape blesses the board with a steady cushioned ride through the worst of chop and adds a little extra bite when going to windward.


Understandably, the board's worst maneuver is its jibing, being extremely tricky in all but the flattest of water. With such sharp boxy rails it's very easy to catch one when turning in chop. It's best to jibe the Needle tight and fast while trying not to lose ground to windward, and banking the board hard into the turn.

The Alpha accelerates rapidly off the wind by riding up on its progressive rocker profile until only the rearmost foot or so of the board remains in contact with the water. Again the sharp boxy rails come into play by providing sufficient bite, in conjunction with the fin, to keep the board tracking arrow straight. The other feature of the sharp rail line is the excellent water release. A fine spray shoots sideways, clear of your feet, as the board's velocity increases.

At close to maximum speed, the Alpha rides smoothly, thanks to the way the "V" of the hull skims over the crests of wavelets. Concentration is needed to keep the Needle flat on the water; any tilting of the board to windward or leeward could easily catch a rail and cause a catastrophic fall. Hitting the water at anything over 30 knots, a speed familiar to the board, is far from comfortable.

The essence of speed sailing is maintaining a high average over the length of each run. Every gust needs to be brutally utilized and each lull caressed, gliding through with maximum possible velocity.

For the weekend speedster or the seasoned pro, the Alpha is easily a highly competitive speed machine, without the fragility or temperament of a custom board. For those of you wishing to claim the title of "da fastest" on your stretch of water, this may well be the weapon for you. Don't be surprised if the Needle ups the record again in the near future.

Its popularity is already guaranteed through the performance; the only other subject left in question is whether you can meet its challenge and perform as well as the Alpha 60 Needle does! 

Editor's Note: Kean Rogers, a top boardsailor in his own right, is part of the Gaastra Sails research and design department.



BOARDSAILING FOR

WOMEN

BY NANCY K. CROWELL





.....

In a recent issue of *Esquire*, which bills itself as a magazine for "Man At His Best," writer John Poppy introduced readers to the pleasures of the sport of boardsailing. He did this via the experiences of a friend of his—a female friend. This friend, who is reputedly an avid boardsailor now, took up the sport two years ago at the age of 38. As he describes her, she was a miraculously athletic woman, seriously into water skiing and sailing, and holder of a black belt in aikido—in fact, a co-owner of a martial arts studio. In taking up the sport of boardsailing she chose the aggressive route, opting to skip lessons and teach herself in the legendary winds of San Francisco Bay. In fact, as the story is told, she seems to display all the characteristics of machismo—stubbornness, independence, unwillingness to fail—that contemporary men, and women to a certain degree, admire. No wonder he chose her as a vehicle to explain the attraction of this independent sport to America's male population.

Fortunately, however, her experience is not only atypical, it is entirely unnecessary. I'll go so far as to say it was downright foolish. By attempting to learn the sport on her own, without proper instruction, in an overly windy location, she put herself in an unnecessarily dangerous situation and set herself up for long, exhausting hours of frustration. If she hadn't let pride and stubbornness get in her way, she could have been happily sailing within a couple of hours.

So, if you're a woman interested in learning how to boardsail, but not interested in proving how macho you are, take heart. You have a myriad of options that weren't available just a few years ago. When veteran professional boardsailors, such as Rhonda Smith, learned the sport they had to teach themselves—no one had yet written the instruction book! Today, however, there are several good certification programs for instructors as well as a number of independent, experienced professionals who offer clinics.

Beth Powell, a United States Yacht Racing Union (USYRU) certified instructor from Cocoa Beach, Florida has spotted a growing trend in her classes this year. "By and large," says Powell, "the classes are predominantly women. I don't know whether it's because they've found a female instructor, or there are just more women interested in the sport now."



Guy Mott



Judging by the growing marketing trend of board companies to gear advertising toward women, my guess is that both influences are at work. There are more women interested in learning the sport, and women are less intimidated by female instructors.

Let's back up a little and return to the issue of lessons. Regardless of your previous sailing experience, it is better to take lessons than to ask a friend to teach you. That's lesson number one: seek professional instruction. Certified instructors have spent years learning which simple tricks can most quickly teach a person the maneuvers to learn the sport. They have honed their teaching methods over the years, and they can spot typical problems more readily due to experiences with a variety of students. Trust me, everyone who learns this sport has certain unavoidable experiences that can at least be pared down, if not entirely eliminated, by taking lessons from a certified instructor. I'm talking about things like being able to sail in one direction only. And things like falling backwards off the board 10,000 times as you try to raise the sail. And things like going home with massively bruised shins from climbing on the board. These things happen to everyone. It can be humiliating if they happen in front of friends. (I've known people who took private lessons, just to avoid such humiliation.) It is a humili-

ating sport to learn, especially if you consider yourself at all coordinated. A qualified instructor can relieve some of this humiliation by reassuring you that it's part of the learning process.

Now that you're relieved of the pressure of learning from your husband or boyfriend, you might still be holding back for a different reason. Lesson number two: you don't have to be strong to learn to boardsail!

"Women tend to finesse it," says Powell. "They're not strong enough to muscle the equipment around like the men do, so they use finesse. And the truth is, it's much better to use finesse than muscle, so they usually do better. Once the guys learn to stop trying to overpower the equipment and relax more, they generally do much better."

Powell isn't the only instructor who's noticed this phenomenon. I've talked to dozens of instructors across the globe who always say the same thing. Not being strong enough to muscle the equipment right away is actually an advantage, so if you've never done anything harder than hit an occasional tennis ball, be grateful! You're starting off ahead!

Invariably, women are far less intimidated by this difference when not confronted with it. If a woman is in a class with a lot of men, who are pushing their equipment around like it weighs nothing,

she might feel intimidated by not being able to do the same. However, if she's in a group of women only, she won't notice whether or not she's strong. That's probably the reason clinics "for women only" are popping up around the country and experiencing phenomenal success. If you can't get in to one of the more popular women's clinics, why not start one of your own?

That's right, you can simply get together a number of women who want to learn the sport, hire an instructor and split the cost. And Hobie Cat sailors have a golden opportunity to do this. Newly converted Hobie sailor Annie Gardner Nelson, of San Diego, is a former professional boardsailor who's given dozens of all-women clinics on all types of sailing. Her husband Bruce Nelson was one of the designers of Dennis Conner's "Stars and Stripes," and Annie's been racing sailing craft all her life. [For more on Nelson, see her story "You Never Forget Your First Time" in this issue.] Why not try to sneak in one of Annie's clinics at the next big Hobie event? You know the women will be together, and it's a perfect opportunity.

If that doesn't work out for you, check the sidebar box for information about other clinics offered around the country.

Fear of Technology

Getting women to try boardsailing is a lot easier than convincing them that choos-

ing equipment isn't a nightmare. In fact, it is a nightmare, thanks to technological advances that have created as many options as there are sailors. For a long time, the appeal of this sport was its utter simplicity: one board, one sail, one person. Now that's changed, and a person can have as many boards as she has moods, and just as many sails.

However, equipment doesn't have to be the technological nightmare of, say, buying a stereo. It's only as complicated as you want it to be, and when you're first starting out that's not going to be very complicated at all.

I guess I'm typical. I bought a top-notch stereo about 10 years ago that I'm ready to update. However, I keep waiting for the technology to settle down, so I'll have the best new equipment. Of course it doesn't slow down, and I keep sitting in the wings, waiting. I've done the same thing with my sailboard equipment, in a sense. I have an ancient one-design board that I bought years ago. I keep it around because it's great for lake sailing, and it's easy for friends who are new to the sport to sail. I also have a short wave board, which is what I sail most often because I prefer high winds. I have three sails, and if I can't use one of them, I don't sail. I can't justify updating my equipment every year, the way many people I know do, because I simply don't get to sail that often. I have plans to purchase a slalom board this year, and at least one more sail, but that's about it. And I've been doing this sport for at least five years.

The point is, I started out with some very simple equipment, and you can, too. Don't listen to your boyfriends or husbands who are dedicated "boardheads." They're the ones who know what the latest, greatest fin is before it's even on the market. They're always looking for the newest gadget. I say keep it simple. Concentrate on your sailing first, then gradually learn about the technological advances. You won't even notice the subtle difference a new fin can make until you've mastered the maneuvers. I have a friend who's a typical "tech-head," and he's always showing me the latest, greatest gizmo to improve his equipment. The trouble is, I still sail better than he does, no matter how updated his equipment is compared to mine.

Powell has some great advice for women who are looking to purchase their own equipment: "Don't listen to the men! Control and lightness are the keys for women choosing equipment. A lot of the stuff guys choose is just too heavy for beginning women. Pick what's light and what you can control, and don't worry about the other stuff just yet."

When I used to edit a national boardsailing magazine, I always gave the same advice. First, choose your price range. Second, check out your options within that range. Third, test sail everything you like. And finally, buy the one you liked best,

even if it's last year's model! Don't be intimidated into buying something just because it's new or has pretty graphics. Sail it. If it's easy for you to handle, it's light, and you feel like you can go fast on it, then that's the board for you.

When I go to purchase any new item that I don't know a lot about, the first thing I do is head to the library to read Consumer Reports. Unfortunately, you can't really do this with sailboard equipment. That magazine did do a sailboard test a few years back, but their methodology was downright laughable. A few of the boardsailing consumer publications also do tests. My only comment about that is that one should keep in mind that those magazines depend on advertising revenue to survive, and board companies are their biggest advertisers.

Luckily, most of the products on the market are pretty good these days. If you don't know anything about boards at all, take along a friend who does. He or she will be able to ask intelligent questions and interpret the answers in a way you'll understand. In general, polyethylene boards are fairly indestructible. Epoxy boards are lighter, and better performers, but a little more fragile. Check the board and rig guarantees. Ask the dealer about services for repairs to the board, rig and sail.

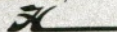
The Younger They Are, The Harder They Fall

Interestingly, most of the women who are actively seeking to learn the sport of boardsailing are older, professional women. And many of them are not coming from sailing backgrounds. Often they are water skiers or even gymnasts. Powell says that more than anything, "they have an attitude. They're open to new experiences, and they're willing to fail before they succeed." Perhaps that's why there seem to be so few younger women, especially teens, learning the sport. The truth is, the younger a person is when she learns the sport, the more options she'll have within it. Boardsailing is an Olympic sport, having made its debut as a new yachting class in the '84 games. There is a United States team which trains young talent for the Olympics.

There are also plenty of professional events for women that are wide open for up and coming superstars. Boardsailing lessons might be a perfect fit for a young sailor looking for the best way to improve her talents. And taking lessons with a daughter or niece might be a way to motivate oneself to try the sport.

The Final Argument: Vanity

Okay, now that you know you can learn the sport, and how to go about it, you might still need some convincing. Well, remember when I told you that women

don't need to be strong to learn this sport? That, in fact, it's an advantage if you don't start out strong? There's another part to that story I neglected to mention. The truth is, while you may not start off strong when you learn to boardsail, there's a very real physical benefit to this sport. The more you sail, the stronger you'll get. And the resulting muscle tone and overall fitness should be enough to convert the laziest boat sailor. Honest. One look at the bodies of the top professional women in this sport will give you a clue—they're gorgeous. And a lot of them didn't come by it naturally. I can't think of another sport that works you so hard, while being so much fun that you don't even know you're working. I don't need to sell you on the aesthetics of the sport, the one-on-one with nature, the exhilaration of harnessing the wind in a hand-held sail. If that hasn't convinced you, then all you need to do is look around. Board sailors are by and large among the best looking people on the water! So, come on, take the plunge . . . 

Nancy K. Crowell was the editor of a national boardsailing magazine for four years. She is now a freelance writer based in Orlando, Florida.

If you don't know where to look for instructional clinics, the following is a list of sources. Some are professional women who give clinics every summer, some are sources for year-round instruction.

Betty Birrell High Performance Clinics
Hood River Windsurfing
Hood River Village
Hood River, Oregon 97031
503-386-5785

Nancy Johnson Clinics
Island Windsurfing
86 Aquidneck Ave, No. 2
Middletown, Rhode Island 02840
401-846-4421

Beth Powell
Banana River Sailing School
P.O. Box 1272
Cocoa Beach, Florida 32931
305-784-0166

Rhonda Smith Clinics
P.O. Box 921
Hood River Oregon 97031

U.S. Boardsailing Team
Major and Sue Hall
P.O. Box 360804
Melbourne, Florida 32936

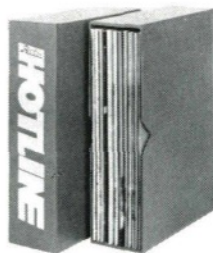
International Women's Boardsailing Association
c/o Frieda K. Wildey
4640 S. 4th Street
Arlington, Virginia 22204

Also check current listings in your regional boardsailing magazines and the telephone book. Remember to ask your local dealer. He'll know of several places to learn in your area.

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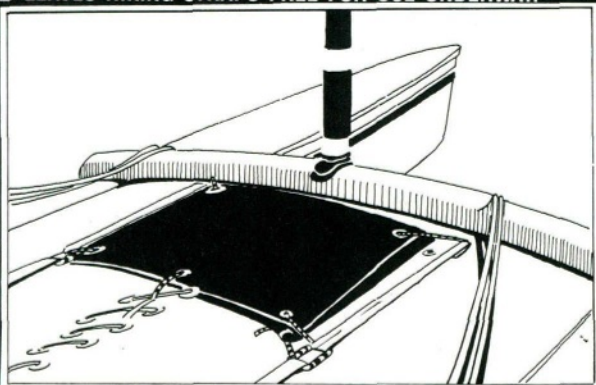


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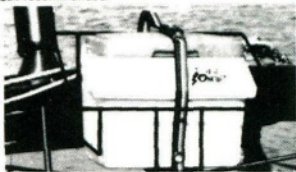


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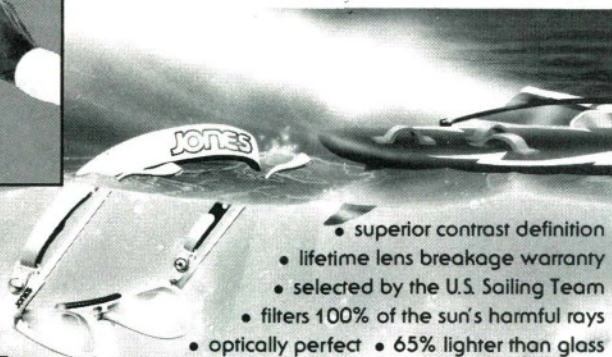
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C.

*3rd Hobie 17 U.S. National Championship,
June 4-11, 1988*

High rollers will be amused.

Name that place _____.



D.

*?? Midwinters West, San Felipe,
Mexico February 28-March 1, 1988*

*Including 1988, how many years has
this regatta been held in San Felipe?*

Number of years _____.

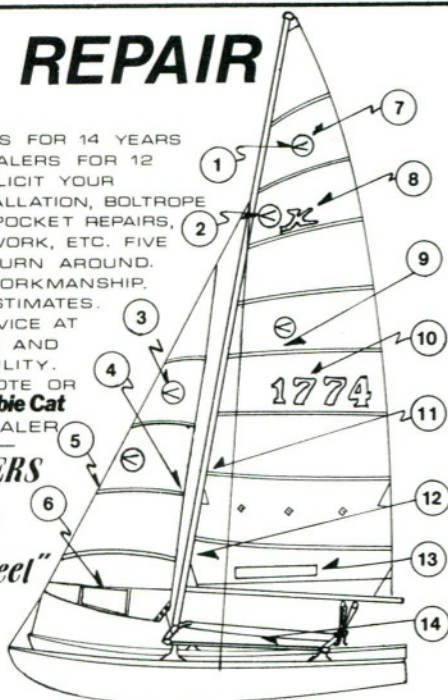
See page 70 for the answers.

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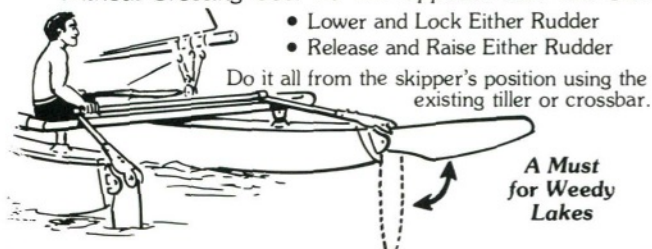


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Hot Products

Tillers and Photos from Murray's

Murray's Marine has introduced the Big Grip hiking stick grip which the company states can solve skipper concerns about thin, slippery tiller extensions. The Big Grip adds half an inch to the diameter of the stock Hobie tiller extension to increase the diameter to just over an inch over a length of four feet. The grip is firm but not hard and features a non-slip texture. The grip is installed with glue and pressurized air. The grip floats and will not absorb water. It is available in black only and is priced at \$9.95 (glue not included).

Murray's has also begun distributing *Impact Zone Hawaii* by Jonathan Weston. It is a book of photos and illustrations depicting the sailboarding exploits of those who sail this stretch of Hawaii. The book features color photography in 121 pages. It sells for \$14.95. For more information about Murray's Marine products, write Murray's Marine, P.O. Box 490, Carpinteria, California 93013. Or, call 805-684-8393.

Mast Assistance

Safe-T-Products has announced their newest product, Safe-T-Step, a mast step device that eases raising and lowering of the mast without additional straps or equipment. The aluminum device contains a Harken 150 CamMatic cleat which is attached to the forestay with Avibank pins provided by the maker. A sheave is attached to the forestay with another pin, and a shackle is attached to the forestay above the main. The forestay extension line is then run through the shackle, sheave and CamMatic to permit single-handed raising or lowering of the mast. The Safe-T-Step is priced at \$59.95 plus \$2 for postage and handling. To order or obtain more information, contact Safe-T-Products, P.O. Box 2007, Grove, Oklahoma, 74344.

Free Offer from Kisme

Kisme is offering Hobie sailors free Slop StoppersTM which the company claims "stops the slop" between gudgeons and rudder pins. According to the company, Slop StoppersTM are simple, easy to install, class legal, and require no modifications. They are intended for all Hobie Cats that are using the new Hobie 17 rudder gudgeons which are class legal for all Hobie classes. To receive your free set of Slop StoppersTM send a self-addressed stamped envelope to: Slop Stoppers, Kisme, Inc., 118 Millridge Road, Universal City, Texas, 78148.

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New Sea Spray Tramp Cleaner can help! Sea Spray restores faded tramp color to near new! Wash away last summer's dirt on the tramp surface and clean mildew on the underside, too! Just spray on and flush off. Cleans instantly! \$5.95

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Answers
A. Maui, Hawaii
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C. Wildwood, New Jersey
D. 13 years

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