

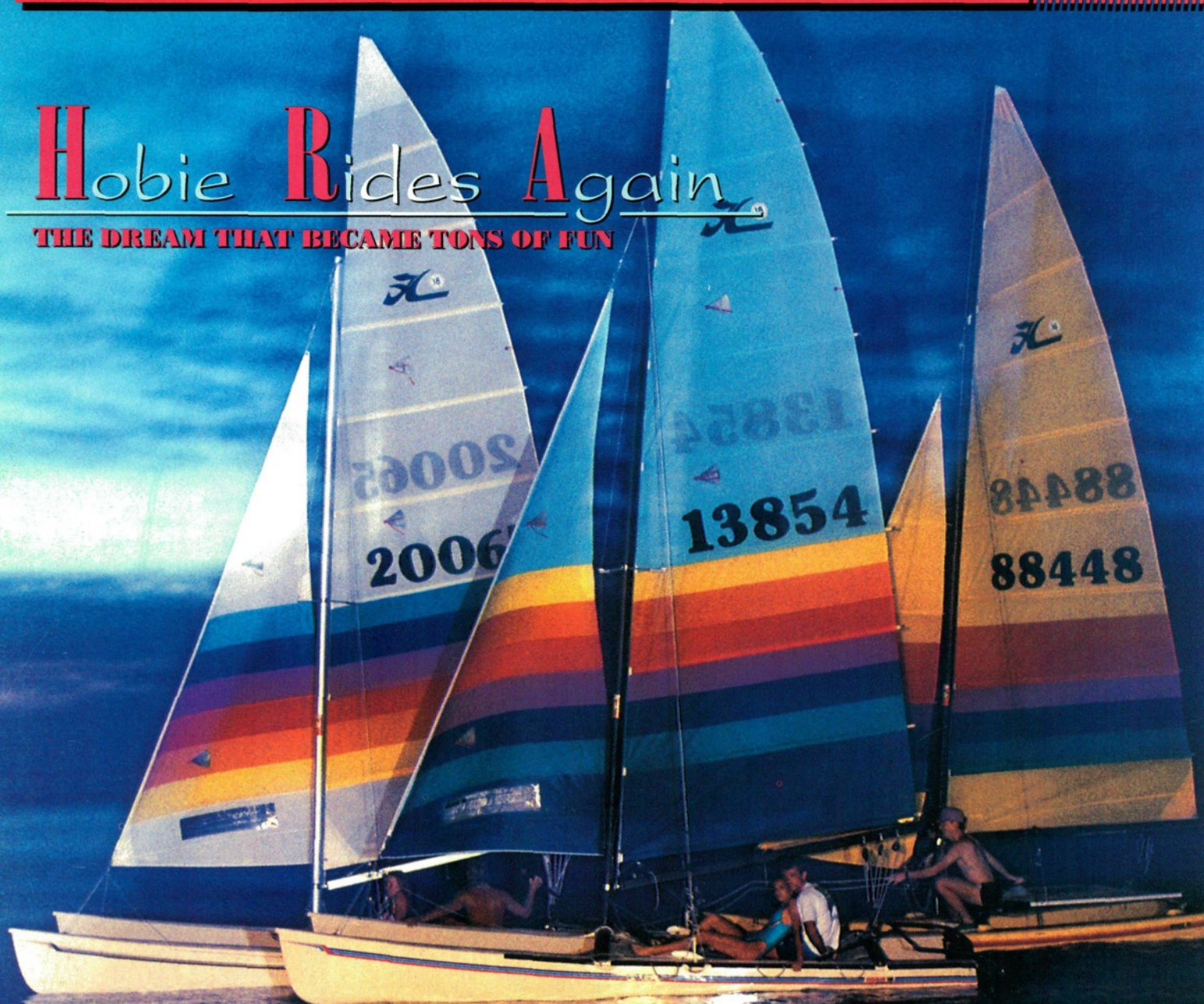
Hobie HOTLINE

SEPTEMBER/OCTOBER 1990

\$3.50 U.S./\$5.50 CANADA

Hobie Rides Again

THE DREAM THAT BECAME TONS OF FUN



In Strict Confidence

YOUR CHANCE TO TELL US ALL

Metcalfé Mania

THE FAMILY THAT TRAINS TOGETHER
GAINS TOGETHER



As Real As It Gets
Cold-filtered™ Draft Beer

Beer Brewed by Miller Brewing Co., Milw., WI

HERE'S HOW WE TEST OUR BOW RAILS.



When you can lift the entire boat and engine by the bow rail, what does that tell you about the rest of the boat? Tough. Very tough. Sure, you should be able to lift any small boat by a cleat or structural member, but a *bow rail*? Forget it. Except on a Hobie. Our hand laid-up, fully cored hulls and decks utilize the latest super strength materials like Kevlar, carbon fiber, and titanium. The Hobie Power Skiff is the toughest boat of its size. Period. Which means you'll have added safety, lower maintenance, higher resale, and *confidence* in the backcountry or blue water.

PICTURE A FORMULA 1 CAR THAT CAN BE DRIVEN ACROSS WATER.

Here's the way boating editors describe the Power Skiff after a test run: "Accelerates like a Ferrari" ... "Handling reminiscent of a race car" ... "Smooth and dry!" Born in California's big surf, a Power Skiff with only 7" of draft will take you almost anywhere: the Florida flats, Colorado River or Cuttyhunk. Fishing, skiing, diving, knee boarding, wave jumping, or just "cruisin' & lookin' good." You'll have more fun in a Hobie.



THE HOBIE POWER SKIFF. PROOF THAT AN "UNSYNKABLE" BOAT CAN HAVE A COMFORTABLE RIDE AND GREAT LOOKS!

We feel a boat should do more than "not sink." So, *our* unsinkable boat was also designed to *ride well*. Its modified deep V hull delivers a comfortable, secure ride, with excellent stability, even at rest. Ergonomics was a major consideration when the Power Skiff was created ... you'll feel comfortable all day, riding, or just sitting in a Hobie.

SERIOUS ABOUT A 12-17' BOAT? SEA TRIAL A HOBIE. YOU OWE IT TO YOURSELF

The only real way to gauge the quality and hi-performance of a Hobie is to sea trial one. There are four 13-15' models – two utilities, a fisherman and a racy center cockpit – waiting for you at your nearest Hobie Power dealer, all precision *factory* rigged with Yamahas. Compare a Hobie with *any* other boat you've been considering. You'll be the winner.



See your Hobie dealer or call us (619-758-9100) for the dealer nearest you.



4925 East Oceanside Boulevard, Oceanside, California 92056.



HOBIE 16



Hobie

Hobie Cat 16



IN MAUI: LAHAINA & KIHEI. IN HAWAII: KONA. IN CALIFORNIA:
DANA POINT, LAGUNA BEACH, IRVINE, & DEL MAR. AND VISIT
OUR NEWEST AT WHALER'S VILLAGE, MAUI.



Hobie

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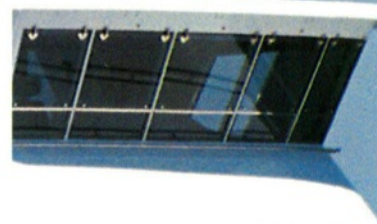
Maybe father really does know best.

DREAM BOAT 26

"The Big One" hits southern California - and it's another Hobie special.

THE GREAT ESCAPE 30

Hitch up your Hobie for an expedition into Pilgrim country.



REGATTA REVIEW

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Winds of change blow 17 Worlds into new decade.

BATTLE OF BUZZARDS BAY 42

Hobie Cats barge the Bay at 21 Nationals.

ON THE COVER

Moonlight sonata
in three-part harmony,
by Murry Sill.

Although HOTLINE photos may show models or sailors not wearing a personal flotation device, this magazine and Hobie Cat Company in no way condone or recommend sailing without life vests either on or in easy reach of every sailor, no matter what the level of experience.

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IT'S TIME FOR SHOW AND TELL

One of the things I love about my job is getting to know my readers. As strange as it seems, I feel like I actually do know you guys, even though I've never met most of you except through the pages of HOTLINE. Nevertheless, I've always cherished the fact that our relationship goes both ways ... our readers learn about us from the magazine and we learn about you from the letters to the editor and from the articles and photos you send in.

Every few years, we try to ascertain your feelings and opinions on a broader and more formal basis. That's right, it's time once again for the famous HOTLINE Reader Survey, which you'll find on page 11 of this issue. Inquiring HOTLINE minds want to know what you think of the magazine, the company and its products. Why? The better to satisfy your needs!

We conducted our last survey in 1987 and were delighted with the response, which was far above the two-three percent generally considered the measure of success. We used your answers to determine the strengths and weaknesses of the magazine, to learn exactly what readers would like to see more of and less of. We also carefully analyzed your comments to evaluate Hobie Cat's present product line as well as point the way toward future development.

This is your chance to tell us precisely what you think of us. (We do caution you that our design director is very sensitive, so if you didn't like his recipe for Hull Burnin' Chile, go easy on him or future issues of the magazine may look like chop suey!) It's like voting in local and national elections: if you don't make your opinions known, how can you expect to have them considered?

We're not saying put up or shut up; we're encouraging you to tell us how you feel so we can keep the company, the products and the magazine in tune with what you want.

It really is your HOTLINE, your Hobie Cat Company and your products - it's up to you to help us keep them all on an even keel!





Discover Lake Powell. America's Natural Playground.®



If you're ready for a vacation with no smog, no crowds, no freeways and no hassles, you're ready for Lake Powell. It's the nearby vacation spot that's so far from the ordinary.



For houseboating or guided tours, there's simply no finer lake in the world. And

we operate two lodges and five marinas to serve you year-round.

Enjoy water sports, find a private cove, catch some rays on a secluded sandy beach, or watch a dramatic canyon sunset from the comfort of the lodges. There are some things

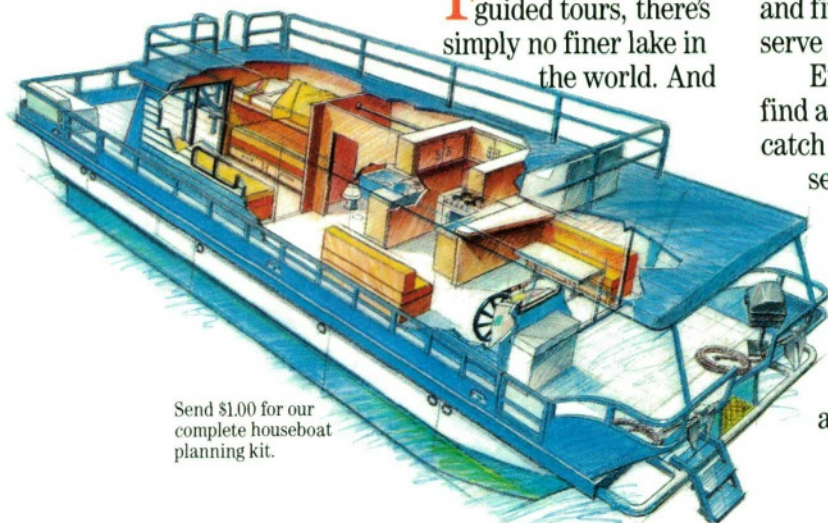
800-528-6154

Lake Powell is the center of the Grand Circle, which includes Monument Valley, plus Grand Canyon, Bryce, Zion and Mesa Verde national parks.



worth leaving home for, and Lake Powell is definitely one of them.

Arrange it all with one phone call: 800-528-6154. (In greater Phoenix 278-8888.) Lake Powell Resorts & Marinas, 2916 N. 35th Avenue, Suite 8, Phoenix, Arizona 85017-5261.



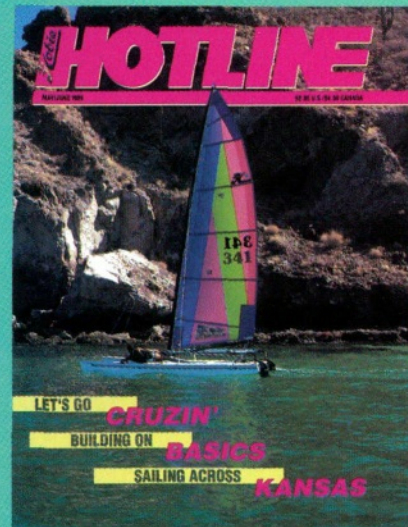
Send \$1.00 for our complete houseboat planning kit.


Lake Powell
America's Natural Playground.

Lake Powell Resorts & Marinas is operated by ARA Leisure Services, an authorized concessioner of the National Park Service, Glen Canyon National Recreation Area.

REACH

THE HOBIE **HOTLINE** IS YOUR LEADING SOURCE
TO AN OCEAN OF ACTION, EXCITEMENT,



The Hobie represents the outstanding qualities necessary for success in one of the harshest environments on earth.

THE POSSIBLE DREAM

HOBIE GAY
CONQUERS
THE NORTHWEST PASSAGE

STORY BY STEVE MACDONALD
PHOTOS BY NANCY BELL

O

On a morning in 1981, I sat at a table in the heart of Seattle, Washington, and watched a man named Gay, a former U.S. Navy SEAL, talk about his quest to sail the Northwest Passage. He was a man of few words, but his story was one of great courage and determination. He had spent years in the Navy, and now he was out there, alone, on a small boat, trying to make it through the ice.

A 400-YEAR-OLD DREAM

For the last 400 years, the Northwest Passage has been a dream. It's a route that connects the Atlantic and Pacific Oceans, and it's been the goal of many explorers. But it's also been a nightmare. The ice is too thick, the weather is too harsh, and the journey is too long. But now, it's time to try again. And this time, it's a man named Gay who's going to do it.

SEPTEMBER 1981 HOBIE HOTLINE

THE

DRAMA, HUMOR,
TECHNIQUE, TRAVEL,
ADVENTURE, INSPIRATION,

SOURCE

COLOR, HOW TO'S, HOT MOVES, STYLE, NEWS,
INFORMATION, AND INNOVATION.

SAIL CUTS AND KINDS

There's More To Choosing A Sail Than Meets The Eye

STORY BY DAVE CALVERT
ILLUSTRATIONS BY CRAIG LUBBE

Over the years, Dave Calvert has been making sails for a living. He's a sailmaker, and he's been at it for a long time. He's seen a lot of different sails, and he's learned a lot about them. He's also learned a lot about the people who use them. And he's learned a lot about the art of sailmaking.

FIGURE 1
LOAD LINES



Your old sail is starting to complain. The seams are fraying, the cloth is sagging, and the sail is no longer holding its shape. It's time to get a new one. But how do you choose the right one? There's more to choosing a sail than meets the eye.

There's more to choosing a sail than meets the eye. It's not just about the size and shape of the sail. It's also about the material, the construction, and the way it's used. And it's about the person who's using it.

Let's talk sailcloth. There are a lot of different types of sailcloth, and each one has its own characteristics. Some are made of cotton, some of polyester, and some of a blend of the two. Each one has its own strengths and weaknesses.

Let's talk about the construction of the sail. There are a lot of different ways to make a sail, and each one has its own characteristics. Some are made of a single piece of cloth, and some are made of several pieces. Each one has its own strengths and weaknesses.

Let's talk about the way the sail is used. There are a lot of different ways to use a sail, and each one has its own characteristics. Some are used for racing, and some are used for cruising. Each one has its own strengths and weaknesses.

Let's talk about the person who's using the sail. There are a lot of different types of people who use sails, and each one has its own characteristics. Some are experienced sailors, and some are beginners. Each one has its own strengths and weaknesses.

So, when you're choosing a sail, there's a lot more to it than meets the eye. It's not just about the size and shape of the sail. It's also about the material, the construction, the way it's used, and the person who's using it.

22 HOBIE HOTLINE

SUBSCRIBE TODAY !

MIDWEST SOLUTION TO A NATIONAL PROBLEM

Each year it seems the Nationals are held in September or October. Pre-registration must be submitted by July, the middle of the racing season, or a late fee is assessed. No one knows until the last day whether they prequalify, so it is difficult to plan vacations. With kids in school in those months, it is almost impossible to compete on such short notice. Although I have prequalified in 16s every year since 1982, I have only been able to participate in 1984 and 1989. Believe me, I hate missing out on the fun!

I suggest that Nationals be held in June or July of the following year. For example, one can earn points from January through December of 1991 in order to compete at the Hobie 16 Nationals held in June 1992. This would enable real people to plan vacations and bring their kids — who also might want to compete. In addition, if Nationals are to be open events in the future, regatta organizers would know well in advance how many people are coming. How about it? Are there any other sailors out there who feel this way?

Gordon Preller
Topeka, KS

Your suggestion has validity. We'd like to hear from other sailors. -Ed.

READ HIS LIPS

I'm allowing my subscription to HOTLINE to run out for a number of reasons. Mostly due to the content (or lack of it) of the last four or five issues. The last issue spends a lot of space (not to mention color photos) on swimsuits and other fluff. I'm also not happy with the new ruling on the COMPTIP™. I know you think you know what's best for us, but then so does the U.S. Government. Maybe in the future when you get your priorities more in line with the sport, I'll consider subscribing again.

Russ Morris
Santa Rosa, CA

It would appear that fluff, as with the validity of a position on controversial issues such as the COMPTIP or taxes or abortion, is in the eye of the beholder. -Ed.

MAIDEN VOYAGE MADE IN HEAVEN

Your article, "Charterboating in the Virgin Islands" (September/October 1989),

convinced me and my family to sail the Virgins. We completed our trip four weeks ago and had a fantastic time. Not having had much experience handling a large boat, we opted for a captain. Your article was most helpful in getting us started. Our friends, who had not taken this type of vacation, told us we were brave — but with the help of your article, the charter company and our captain, the trip was easy and we had the time of our lives!! Even my two girls who are dedicated downhill skiers said this was their best vacation ever!!

While we found many areas that rented windsurfers, my only regret was that we could not find anyone who rented Hobies. Do you know of any rental companies in the Virgin Islands?

I have subscribed to HOTLINE since I got my boat in 1979 and feel you are doing a great job. Keep up the good work — especially your articles on great vacations.

Please find enclosed my check for two more years.

David A. Cook
Essexville, MI

For rental information we suggest you contact your local Hobie dealer: Sailboat Supply, P.O. Box 1129, Christiansted, St. Croix, V.I. 00820, (809) 773-3666. -Ed.

SUPPORT AND SUGGESTIONS

I have unintentionally let my subscription expire. I am living overseas now and my relatives in the States have been forwarding my HOTLINEs with my other mail. With this situation it is easy to overlook renewal notices.

The last edition of the HOTLINE I received was March/April '89 and while I am tempted to ask you if you can reinstate my subscription as of that issue I feel the bulk of the issues will be "racing results." I must admit I, too, join the ranks of those who have been disappointed after opening one of your beautiful front covers only to find a distinct lack of meaty articles on Hobies and on sailing and racing techniques.

I look to the HOTLINE to continue my education in sailing through informative articles. Cracking open an issue of the leading monohull magazine supplements my learning, but it is not the same as reading Hobie-oriented material.

If I were to compare the HOTLINE to other publications, the HOTLINE seems to spend a lot of print on things not of interest to the majority of the world's Hobie sailors (that is, unless you are interested in local regatta write-ups or the competition for a Nationals or Worlds). Yes, it is fun to read a bit about local regattas or about the

conditions and competition for some of the major regattas. But, more than a few pages of this kind of material are skipped in my reading of the HOTLINE.

If you were to ask your readers which articles (or pages) they enjoyed the most, what would they say? I would bet the majority appreciate the fine articles on sailing tactics, techniques, tuning and general sailing more than anything else.

If the quantity of article submissions is a problem, perhaps inviting writers from the monohull scene to contribute articles general enough to apply to small boat sailing (Hobie or not) would add to your pool. The frequency of the HOTLINE is just right, but maybe you need to increase the subscription rate so that you can put more into each issue.

You might ask why your subscriptions are not dropping, if in fact the HOTLINE is not printing what people want to read. Hobie sailors are a supportive community and your publication is part of being a Hobie sailor. Your price is affordable. These reasons alone probably maintain subscribers, happy or not.

You are THE Hobie periodical. That is a big responsibility. The HOTLINE is more than a local fleet publication. I am sure maintaining publication quality is a challenge with your budget, advertising and distribution levels. I do believe you are putting out a nice publication. I just think your content should be re-evaluated in light of your main audience. Maybe I am wrong, but it would be interesting to see a survey.

For my part, I have presented my opinion and enclosed my check with my support. Please continue my subscription as of the current issue. Let me know if I have missed any issues that contain good articles of the type I mentioned above. I would consider buying those back issues separately.

C. J. Lucas
Norway

Thank you for your opinions and suggestions, and most of all for your support. We don't agree with you on our choice of subjects covered; we make a consistent effort to publish an even mix of racing and recreational material. All the issues you've missed contain good articles of the type you mentioned. Check the "Back Issues" ad on page 21 for more details. When you see the Reader Survey in this issue of the magazine, you may think we pulled out all the stops to respond to your request. We must admit it is a happy coincidence ... the survey had been editorially scheduled for some time, but we're

pleased to be able to comply with your request just the same. -Ed.

KIND COMMENTS

I am a subscriber to the HOTLINE and have several years of Hobie calendars to look back at when I am not sailing. Your hard work in putting together an outstanding magazine, covering many aspects of the "Hobie Way of Life," shows in every issue. Some people write in to complain about what they don't like, but I'm writing to tell you that I think you cover the wide range of Hobie activities with a great deal of class!

Paul DiMauro
Thomaston, CT

Speaking of class, you're at the head of ours when it comes to compliments. Thanks! -Ed.

A RUDDER GOOD IDEA

I would like to make a suggestion. My Hobie is eight years old. At this point I have replaced both rudder blades due to shearing off. I believe this is a result of the ABS deteriorating from sunlight. (I work in the mechanical trades — it has the same effect on thinner wall pipes left out in the sun; much quicker, maybe two months.)

I suggest you recut your rudder covers to cover the blade up to the lower casting, as this is where both rudders failed.

Have a Hobie Day!

Keith Bone
Brewerton, NY

Thanks for your suggestion, which will be passed on to the product development department. -Ed.

IF I-RAN THE SHOW

What about the opinion of the rest of us guys as to the recent inquiry in the last issue for more pictures of girls? (See the letter "Short and Sweet" on page 9 of the July/August 1990 HOTLINE. -Ed.)

Here I subscribe to HOTLINE expecting to find a magazine devoted to sailing in a quality wholesome atmosphere that promotes morality and traditional family values, and what do I get? A bunch of guys spending a weekend of sun, sand and sailing, doing nothing but swilling beer and thinking of sex. Then they have the nerve to ask to see more of the same in the pages of the HOTLINE. The very idea! Exploiting and parading half naked girls in a magazine that decent people might see. Horrors!

This sort of thing boils down to the lowest common denominator and that's just good old-fashioned LUST! And we all know what happens when lust and beer

get together!

Don't these people realize that in this era of enlightened artistic expression and sexual relationships, any showing of nude or semi-nude figures could possibly be construed as an act of pornographic display either being contemplated, already in process or just completed? It even could fall under the investigative jurisdiction of the Justice Department! Can you imagine the offices of the HOTLINE being raided by the FBI?

I have a solution to all this immorality. Let's stop promoting regattas held in such hotbeds of sin as California, Hawaii and Australia. Instead, hold them in places like Iran. The Hobie Cat Company could supply Hobie Cats with beige-colored sails to the Iranian "Propriety Police" to patrol the beaches for such evils as alcohol and exposed flesh. Just think! This could start a whole new trend in Hobie fashions: "Blimp Shrouds and Veils"!

Fred Zimmerman
Canoga Park, CA

Although we asked for the opinions of our women readers, we are passing on your fashion tip to the Hobie Apparel Company. -Ed.

HE'S PRO COMPTIP™ AND WE'RE PRO HIM!

Enclosed is a news clipping from the Tri-City Herald (Tri-Cities, WA) which appeared April 24, 1990. The grim reality this article points out is that despite everyone's best intentions and knowledge of sailing, deaths are continuing (and will continue) to happen with aluminum masts.

Opponents to the COMPTIP may feel this is something that would never happen to them, but how can they continue to stand by and watch their sailing brethren (and sistren) get mowed down in the prime of their lives?

The polarity the COMPTIP issue seems to produce among sailors is similar to that of the abortion issue. Each is a life-and-death issue that is emotionally charged. With the COMPTIP, though, there is one major difference. With a COMPTIP (whether you want it or not), you can still go sailing and enjoy life. When it comes to life, I'm pro-choice. When it comes to death, I'm pro-life!

Peter E. Nelson
Bend, OR

SHARING THE WEALTH OF INFO

On a Caribbean cruise this past winter we had the opportunity at some of our island stops to rent and sail catamarans. We are sharing these "pleasure spots" we found in the hope other sailors, too, can

enjoy them. We would like to hear from readers who have similar recommendations.

Our suggestions are:

St. Martin (French West Indies): Orient Bay, Orient Water Sports - \$65 per day.

Antigua: Blue Waters Beach Hotel - \$10 per person per day.

St. Thomas: Magen's Bay - independent beach rental - negotiated at \$50 per day.

All the above locations had boats in good-to-excellent condition which could be sailed unaccompanied by rental personnel.

Al & Cyndee Brown
Dublin, OH

A GAS, BUT WHERE'S THE TURBO?

A gas!! Just got my new 1990 calendar-12 months, 12 full color pages. Great!

But what about us 14 Turbo owners and avid sailors? Out of 12 months, don't you think we could have had one picture to represent us, or are we not part of the crowd anymore?

I think Hobie HOTLINE owes us an apology. We work real hard out there trying to keep up with the big guys. Sure, we're smaller and don't cost as much, but we're still Hobies and we think we count. (By the way, if November is supposed to be it - that doesn't get it.)

Response please.

Bill Boaz
Santa Cruz, CA

Calendar photos are selected on the basis of quality, not boat depicted. We love the Turbo, too, but we had no photo of high-enough quality to qualify for selection. -Ed.



READER SURVEY

Over the years, the HOTLINE has surveyed readers to find out more about them. Since the HOTLINE is meant to serve you, our readers, we need this information to continue providing you with the articles and stories you want to read. Understanding your likes and dislikes and hearing your praise and criticism help keep us on track.

Please take ten minutes to fill out this survey. When you're finished, return it by December 30, 1990 in the postage-paid subscription envelope you'll find bound in this issue. Thanks for helping.

1. How did you get introduced to Hobies?

- (1) ☐ Friend (3) ☐ Fleet (5) ☐ Ad
 (2) ☐ Saw on water (4) ☐ Boat show (6) ☐ Other, please specify _____

2. What model and year Hobie do you own?

- (1) Model _____ (2) Year _____

3. Did you buy your Hobie new or used?

- (1) ☐ New (2) ☐ Used

4. If used, from a dealer or private party?

- (1) ☐ Dealer (2) ☐ Private party

5. Have you owned other Hobies?

- (1) ☐ Yes (2) ☐ No

6. If yes, which model(s)? _____

7. How important was warranty in influencing your buying decision?

- (1) ☐ Very important (3) ☐ Not very important
 (2) ☐ Important (4) ☐ No factor

8. How would you rate your dealer's service?

- (1) ☐ Excellent (3) ☐ Satisfactory
 (2) ☐ Good (4) ☐ Poor

9. Does your dealer have what you want in stock?

- (1) ☐ Yes (2) ☐ No

10. Please rate the performance of your Hobie.

- (1) ☐ Excellent (3) ☐ Satisfactory
 (2) ☐ Good (4) ☐ Poor

11. Please rate the quality of your Hobie.

- (1) ☐ Excellent (3) ☐ Satisfactory
 (2) ☐ Good (4) ☐ Poor

12. Do you expect to buy another Hobie in the future?

- (1) ☐ Yes (2) ☐ No

13. If yes, which model(s)? _____

14. What brand or model of boat did you learn to sail on?

15. What type of sailing do you do most?

- (1) ☐ Recreational (2) ☐ Racing

16. What aspects of sailing are most important to you? (Check all that apply.)

- (1) ☐ Fun (5) ☐ Quality (9) ☐ Image
 (2) ☐ Speed (6) ☐ Hobie name (10) ☐ Hassle-free
 (3) ☐ Skill (7) ☐ Thrills (11) ☐ Performance
 (4) ☐ People (8) ☐ Events (12) ☐ Parts availability

17. How important is the Class Association to you?

- (1) ☐ Very important (2) ☐ Important (3) ☐ Not very important

18. Do you belong to a fleet?

- (1) ☐ Yes (2) ☐ No

19. If no, are you interested in joining a fleet?

- (1) ☐ Yes (2) ☐ No

20. Have you attended a Nationals?

- (1) ☐ Yes (2) ☐ No

21. If no, do you plan to now with the B.Y.O.B. format? (1) ☐ Yes (2) ☐ No

22. What material would you like to see more of in the HOTLINE?

- (1) ☐ Features (5) ☐ Photos (9) ☐ How to
 (2) ☐ Racing tips (6) ☐ People (10) ☐ Maintenance
 (3) ☐ Rules (7) ☐ Travel (11) ☐ Humor
 (4) ☐ Technical/tuning (8) ☐ New product (12) ☐ Other, please specify _____

23. How do you rate the HOTLINE?

- (1) ☐ Excellent (3) ☐ Satisfactory
 (2) ☐ Good (4) ☐ Poor

24. Rank these HOTLINE categories:

(A) Always read; **(B)** Read occasionally; **(C)** Never read.

- (1) ☐ Nationals & Worlds (6) ☐ Racing/Tuning (11) ☐ Cruising
 (2) ☐ Maintenance (7) ☐ Hobie Racing (12) ☐ Letters
 (3) ☐ New places to sail (8) ☐ Rules (13) ☐ Advertising
 (4) ☐ Photo essays (9) ☐ Product reviews (14) ☐ Wave Lines
 (5) ☐ Hobietorial (10) ☐ People profiles (15) ☐ Special interest

25. How long have you subscribed to the HOTLINE?

- (1) ☐ Less than a year (4) ☐ 5-6 years
 (2) ☐ 1-2 years (5) ☐ 7-10 years
 (3) ☐ 3-4 years (6) ☐ over 10 years

26. How many people, besides you, read your issues of HOTLINE?

- (1) ☐ 1-2 (2) ☐ 3-4 (3) ☐ 5 or more

27. Are you male or female?

- (1) ☐ Male (2) ☐ Female

28. How old are you?

- (1) ☐ 19 or under (4) ☐ 31-34 (7) ☐ 46-60
 (2) ☐ 20-24 (5) ☐ 35-37 (8) ☐ over 60
 (3) ☐ 25-30 (6) ☐ 38-45

29. What is your marital status?

- (1) ☐ Married (2) ☐ Single

30. What state do you live in? _____

31. What is your annual household income?

- (1) ☐ less than \$15,000 (4) ☐ \$50-75,000
 (2) ☐ \$15-24,000 (5) ☐ \$76-100,000
 (3) ☐ \$25-49,000 (6) ☐ over \$100,000

32. What is your occupation? _____

33. What other hobbies or sports do you participate in?

34. Please use this space for any comments or suggestions.

FOUNDATION GRANTS SAFETY WISHES

Recognizing boat owners as an important source of workable solutions to local boating safety problems, the BOAT/U.S. Foundation will award grants totaling \$35,000 to volunteer, community-based boating groups in 1991. Over 260 groups requested project funding during the program's first two years of operation, with \$60,000 awarded to 30 boating groups nationwide.

Most of the projects currently underway through Foundation grants are easily duplicated as well as innovative. Projects include public signs alerting boaters to local waterway hazards, original charts of previously uncharted lakes, mini-boats to teach school kids the basics of safe boating, and safe-fueling decals for gas docks and marinas.

Any non-government group is invited to apply for a maximum grant of \$5,000. The simple application procedure is designed to encourage people who have never before applied. The deadline to apply for a 1991 grant is November 2, 1990. If your group has an idea, call the BOAT/U.S. Foundation at (703) 823-9550 to request a grant application packet.

TAHITI AND HOBIE 21s TEAM UP

Hard days and luxurious nights will be served up by the Government of French Polynesia in the 1990 Tahiti Mondialcat Challenge. The race organization selected the Hobie 21 as the boat best suited to propel the champion-caliber cat sailors as they rise to the Challenge. Each of the 30 identical Hobie 21s provided will be equipped with a spinnaker and factory-equipped in accordance with the requirements necessary for this demanding race.

The numbers are impressive: seven legs, ten days, 480 miles and eight spectacularly exotic islands. The minimum prize money of \$50,000 U.S. is equally impressive to the famous sports catamaran sailors coming from as far away as the United States, France and Australia to compete in this event.

The Challenge begins amid the strong trade wind period on September 7, following a course designed to create an aggressive fast-contact race testing the skills of the elite contestants. Thorough and efficient logistic support will assure the high level of safety required for an event of this type. The Sofitel Hotel chain accommodations at every point along the route will offer the utmost in luxury.

Celebrated catamaran competitors

such as Jeff Alter, Brett Dryland, Carlton Tucker, Randy Smyth, Loick and Bruno Peyron will be ready for a lively bit of "R 'n' R" (racing and relaxation) in Tahiti this September. With frequent exposure to the open ocean, the event should be one of the world's most testing long-distance catamaran races.

CHILDREN ON BOARD



Enclosed is a photo of Brittany Horne, who is destined to be a real threat in Hobie 16 racing! She wasn't too sure how much to enjoy this practice trapezing, but she seems enthusiastic about going back to the "Classic." The picture was taken at the '89 event; Brittany lives in Oceanside, CA.

John & Julie Jeffries
Santa Barbara, CA

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1989 ACCIDENT STATS SHOW UPS AND DOWNS

1989 was a year of increased boating injuries, decreased boating deaths and probably about the same amount of overall accidents. As in the past, too many were preventable — caused by lack of a life jacket or presence of alcohol.

As noted in the July 1990 issue of "BOAT/U.S. Reports," the Coast Guard statistics for 1989 show fewer boating accidents reported than in previous years, due in (probably large) part to raising the minimum damage level from \$200 to \$500. The Coast Guard estimates only 10 percent of non-fatal boating accidents are reported.

On the bright side, fatalities (which must be reported, no matter what the financial loss) continued to decline, from 946 in 1988 to 896 in 1989. On the less bright side, close to one-third of boating deaths are estimated to be alcohol-related. Another dark statistic: 753 of the 896 fatalities were from drowning (falling overboard or capsizing). The vast majority of victims were not wearing life jackets.

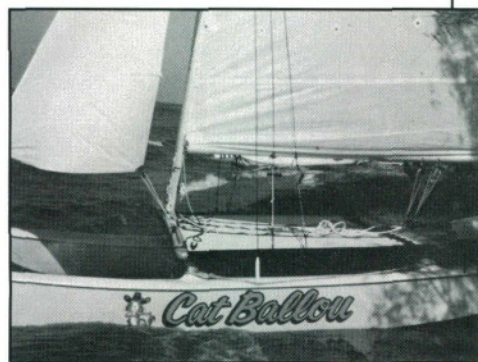
The report includes many interesting, if grim, statistics. Texas had the highest number of fatalities — 78. The most common type of accident was collision with another vessel. The most common cause was failure to maintain a proper lookout. Lastly, according to the National Safety Council, the second highest cause of accidental deaths for people under 44 currently is (you guessed it!) drowning.

NAME GAME CORNER

We're enjoying the "Name Game Corner." Enclosed you'll find a picture of our Hobie 16, "Cat Ballou." Keep up the good work.

Garry Joyce/Janie Spencer
Huntsville, TX

"Name Game Corner" is a recurring feature of Wave Lines. Keep those names and photos coming! -Ed.



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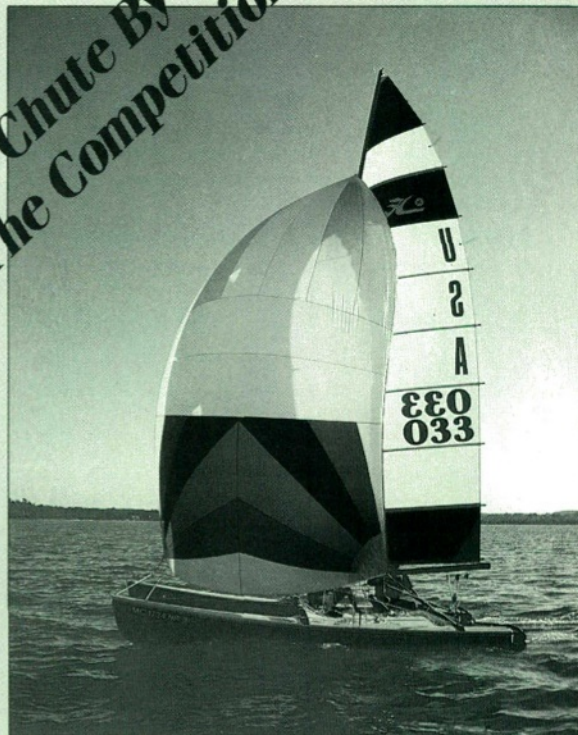
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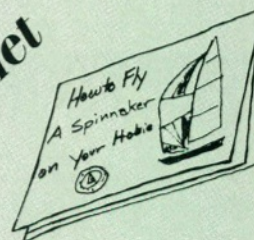
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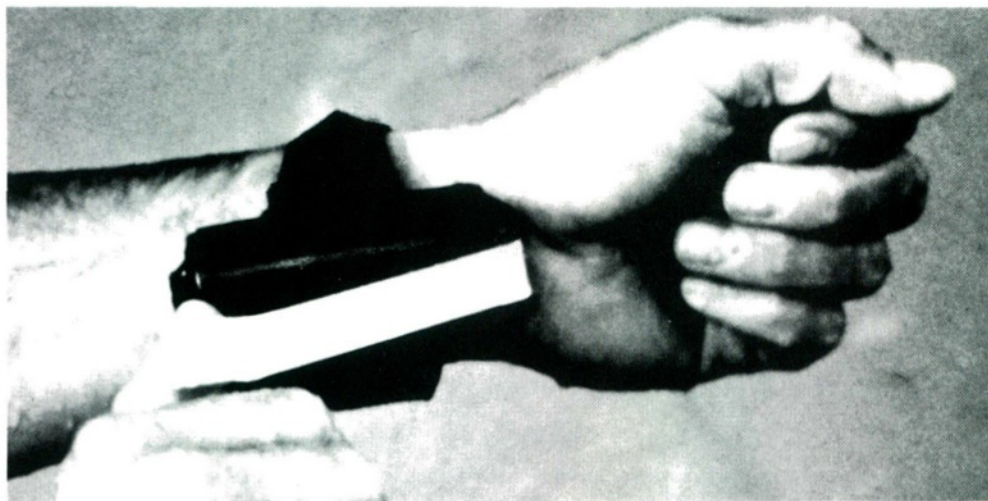
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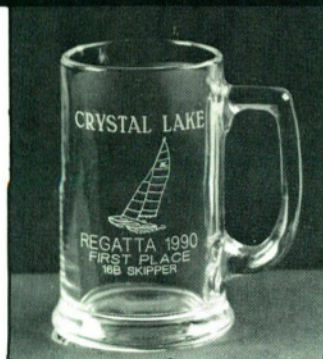


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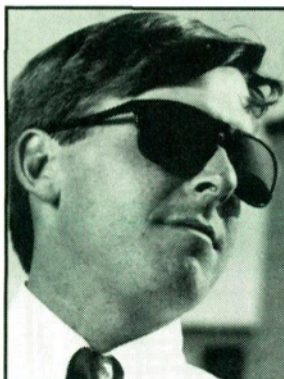
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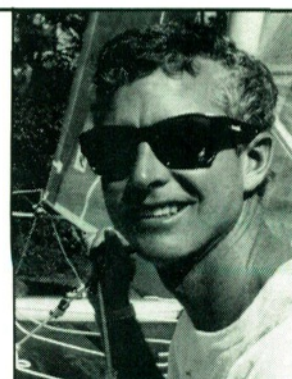


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Blade Aid

Steering Clear Of Rudder Problems

BY RICHARD BLOUNT
WITH TECHNICAL ASSISTANCE
FROM MATT MILLER

Let's talk about some common rudder problems. Several things contribute to steering problems; things such as rudder toe in and toe out, gudgeons, rudder pins, rake bolts, cams and cavitation.

Toeing in and out should be common knowledge by now, but in case you have forgotten, I'll quickly review the procedures. Rudder blades can be adjusted in and out by loosening the tiller crossbar adjuster bolt and making the tiller crossbar longer or shorter. For Hobie 14s and 16s, the recommended toe in is 3/16-1/4 inch. On Hobie 17s and 18s, neutral helm is most desirable.

When the rudders are not in proper alignment for the boat you are sailing, the result will be more rudder drag on the water — in other words, a slower boat — and poorer steering capabilities. With extensive sailing, your steering assembly can deteriorate, becoming sloppy. The slop is caused by metal-on-metal chafing and stress created by great force placed on the rudders. Left uncorrected, excess slop in the rudder system will give way to poorer boat speed, cavitation and at times an uncontrollable boat.

For a long time, Hobie 14 and 16 sailors made do with a less-than-perfect rudder gudgeon. Actually the gudgeon was designed well, but when sailors started raking their masts back for better performance, the gudgeons couldn't take the extra stress. I have a bag at home containing 15 broken gudgeons; that translates to a lot of DNFs and DFLs.

Thankfully, the factory fixed the problem. The Hobie 17 rudder gudgeon is great! It can be retrofitted for the Hobie 14 and 16, too, and is now standard on all new Hobie Cats. I am happy to say I have not broken one (although I've lost a great excuse for a poor finish). They are stainless steel and work so well, they pass along the stress to the next wear point.

Casting About For Solutions

The next wear point happens to be the rudder castings. The price I pay for raking my mast is evident when you look at my castings. The area where the rudder pins

go through the castings is getting wider. Over time, the castings become chafed from the constant movement of the rudder pins. To solve the problem, I have inserted white plastic shims around my rudder pins where they go into the castings. This technique tightens up the gap caused by the wearing away of the aluminum and is very cheap to do. (Your local Hobie dealer can supply the shims.) The alternative, which is far less cheap, is to buy replacement castings.

Another area of concern is rudder pins. For surfing waves, I use only plastic pins. Tearing off the back of your transom for one wave is too steep a price to pay for getting tubed. For all other uses, I recommend the standard Hobie aluminum rudder pins, but I find I go through them pretty fast, too. They wear at the point of contact with the gudgeon housings.

**Tearing off the back
of your transom
for one wave is too
steep a
price to pay for
getting tubed.**

One sure-fire cure for the pin problem is to continue buying replacements. If you're strictly a recreational sailor, another cure is to buy stainless steel shafts and make your own. They weigh more and cost plenty, but they do not wear out. I do know a great deal of rudder slop can be eliminated by a tight-fitting rudder pin.

The next area that can change rudder alignment is the cam adjuster plate and rake adjustment screws built into newer model castings. If you have never adjusted your rake before, you should soak the adjustment screws in WD-40 to increase mobility.

Once you have loosened the screws, you can change your rudder rake freely. You must situate the boat so that you can

lock your rudders in the down position. First, adjust the set screw in the lower casting until you achieve the desired rudder rake, with the rudder pushed up tightly against the screw. Then, set the upper casting cam plate until it will hold the rudder forward against the lower set screw when the cam is locked down. Tighten the bolt. In some cases, your rudder may not lock down because of the new angle. If this occurs, redrill your upper rudder hole to correct the problem. In most cases, you can easily change your rudder rake with only the set screw and cam plate.

To decrease weather helm, adjust the rudder forward. To increase weather helm, adjust the rudder further back.

Cam Scan

In case you don't know what rudder cams are, they are those little black plastic things that occasionally get stuck in the down position and prevent you from locking down your rudders. They operate on a spring and plunger system. If you look at the bottom of your rudder housing, you will see a white plastic screw that will increase or decrease the tension on the rudder cam and thus alter your rudder-locking ability.

Rudder cams get stuck in the down position because the spring tension is too tight and/or the internal plunger is depleted of grease. Removing the tension screw sometimes is an adventure in itself. After a few years, they do get stuck. When you try to back the screws out, the plastic screw heads often break.

To counter this possibility, grab the biggest screwdriver you can find, preferably one with a 1/2 inch head. Heat the screwdriver head in fire until it is red hot. Insert the hot screwdriver head into the white plastic screw. (Be sure to do this in a ventilated area because the fumes that come from the burning plastic are sickening.) As soon as the screwdriver has gone into the plastic about 3/8 inch, pour cold water on the plastic and the screwdriver. This magic trick will harden the plastic around the screwdriver and give you another try at removing the screw from the housing. Repeat the procedure if necessary.

If the cold shoulder technique doesn't work, you must either chip out or melt the remaining screw pieces. Either way, it can be a long, slow process. Be very careful not to damage the threads inside the housing; if you do, use a tap screw and redo the threads. When you install the new screw, use a waterproof grease on the threads and the cam plunger. To ensure proper cam operation, the grease should be checked regularly, at least every six months.

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While you are in the midst of making improvements, I would suggest switching to screw-in rudder cams to eliminate the press fit cam holder. I like the former better, because when I do break a rudder cam, the easy removal screw system is faster to fix than the other system.

Once you have replaced the grease, you can and should adjust your rudder-locking system. The rudders should be just tight enough so you can unlock them with one hand — any more than that and you will wear out your cams far too fast. One last suggestion in regard to cams: a little bit of grease placed on the top of the rudder cam will help the smooth operation of the cam in locking and unlocking.

Cavitation Consternation

Rudder cavitation is caused by an air pocket on one side of the rudder as the rudder goes through the water. To operate your Hobie Cat in all conditions, whether racing or just day sailing, a slow one-quarter turn of your rudders is plenty. Any more than that amount may cause your rudders to cavitate. The slower you are moving, the more you can turn the rudders.


A cavitating rudder will slow down the boat and greatly reduce steering ability. Often, a sailor will experience this reaction when he must make a sharp turn while the jib is still sheeted in tightly. The rudders turn, yet the boat still goes straight. Cavitation will prevent the boat from doing what you want. An accurate comparison is trying to turn a car sharply on ice or snow. The result is the same; the wheel turns but the car goes straight. Try releasing the jib to turn more sharply into the wind and release only the main to make a quick turn downwind.

If your entire rudder assembly is sloppy, you may experience cavitation. Performing the steps I have outlined will greatly reduce this problem.

Protecting your rudders with a good pair of rudder covers is a good idea. The covers protect your blades when the boat is not in the water. The cost is negligible when compared with the time it takes to fix a blade with a chip in it or to replace a broken one.

To take this notion a step farther, I always remove the rudders when towing my boat. The beating your rudder assembly takes while trailering is greater than when it is in water. Storing your rudders in a boat box protects all your hard work and guarantees quality steering every time.

A small amount of slop in one of these areas is no big deal. But add it all up and it can decrease your boat's performance and handling. Your rudder assembly is your steering mechanism. Your boat will not sail to its potential if you cannot steer smoothly.

I hope some of my tips will help you have better Hobie days on the water and less repairs in the garage. 

Trial By Water

New Hobie Rudder Blades Pass Test In Flying Color - White

BY RICHARD BLOUNT

The saga of rudder blades continues. In the early 1970s we had those wonderful ABS (plastic) blades on the Hobie 14s. Load them up by raking the mast back more than normal, and sure enough, after awhile they would break in two. I lost more than a few pair that seemed to break just at the waterline.

Thankfully, through testing, a replacement rudder came along. Lexan was its name. Lexan blades were stronger, but they would hum, warp, cavitate and cause serious racers to worry more about their blades than about the sailor next to them. Needless to say, a better blade was badly needed.

It was during these times the home tinkerers came out in force. The Class Association realized a solution had to be found, so they allowed sailors with the inclination to devise their own rudders. The rule was, as long as homemade rudders were of the same mold shape and weighed 5-1/4 pounds, they would be class legal.

Many inventive sailors tried to make a better rudder. Most failed. It took the Hobie brain trust to solve the problem. The company commissioned a top waterski maker by the name of O'Brien to manufacture a better blade. You and I know the result as EPO (epoxy) blades. Just like Henry Ford's automobiles, they were available in any color as long as you requested black.

The emergence of EPOs signified a major breakthrough in the field of rudders. They were stiff. They had a very high quality-control ratio out of the molds and were nearly perfect every time. They were fast, didn't cavitate much and if you wanted to rake the mast back to a horizontal position, they would take the stress.

EPOs had their problems as well. Almost all of them would hum. To correct this problem, guys would file the trailing edge and invariably file a bit too much, cutting into the internal foam. As a result, a few of the rudders would slowly take on water, delaminate, and gradually get thicker.

One particular drawback of EPOs that bugged me was the color. I could never tell if the leeward rudder had kelp on it, because of the black color of the blade. Even with close scrutiny, unless the water was really clear, it was never a certainty.

As with all good things, the EPO era was destined to come to an end. O'Brien stopped making the rudders, due to cost and space limitations, and we were back once again to square one.

Fear not!! Former Hobie Cat employee and longtime Hobie designer, Phil Edwards, was given the opportunity to build a replacement. The new Hobie "Racing Rudder" is now available at your favorite Hobie dealer.

Idiot's Delight

Testing these new blades was easy. The company simply had to find some idiot to put them through their paces.

The factory must have lost its mind ... or maybe not. Somehow, some way, a pair of new WHITE RACING RUDDERS landed on the back of my Hobie 16. Someone at Hobie Cat remembered my sailing skills over coral reefs during photo shoots in Mexico and decided that type (lack?) of mentality would come in handy.

When it comes to wrecking a boat, I'm the guy. I conducted a variety of water tests on these new blades, including ocean regattas and surfing waves as well as running up and over small boulders and reefs. Through all my testing, in winds from zero to 25 knots, these blades never once hummed, chipped or cavitated. Best of all, I found I would be able to see all of them in the water from top to bottom unless I sailed in a black inkwell.

These blades are ready to roll right out of the box. I have not sanded, filed or done anything other than drill two holes in each blade, lock the rudders down, and sheet in and go.

If you are in need of new rudders, be grateful Hobie Cat has the forethought and pride of craftsmanship to keep up with the latest technology.

When it comes to wrecking a boat, I'm the guy.

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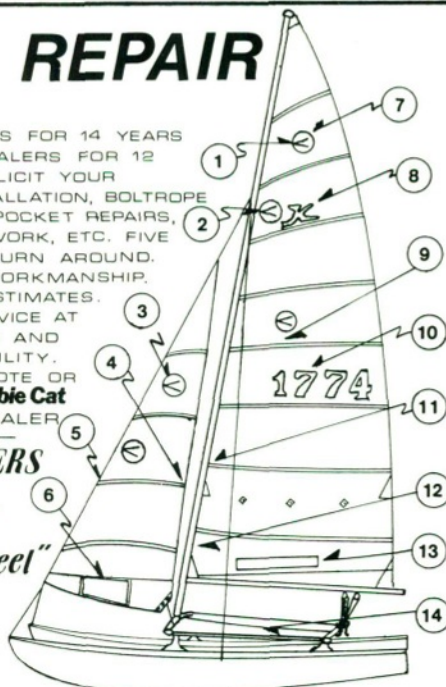
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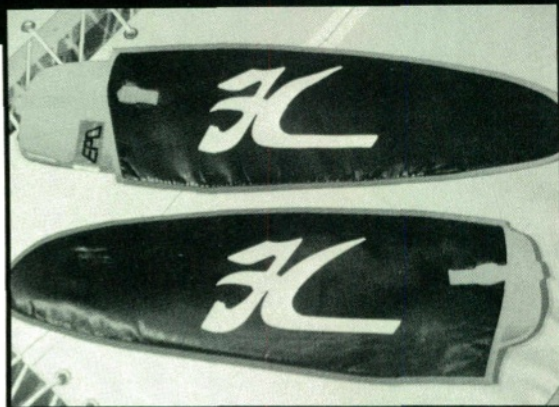
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ASK THE EXPERT

BY JOHN HACKNEY

Hobie Cat often receives calls and letters regarding technical aspects of its product line. From time to time we gather up these questions to be addressed in this column. Here are some frequently asked and interesting tech calls as answered by John Hackney, the expert of "Ask The Expert." Hackney, a longtime Hobie sailor who has worked with Hobies for many years, welcomes questions on subjects relating to Hobie Cats and how best to enjoy them. If you would like your question answered in print, send it to HOTLINE "Expert," P.O. Box 1008, Oceanside, CA 92054. -Ed.

CROSS PURPOSES

I took my Hobie 18 crossbars apart and now I can't put them back together. How can I re-attach them to the hulls properly?

You can attach the Hobie 18's crossbars to the hulls with little hassle if you follow some general tried-and-true techniques. As with most assembly processes, never tighten an individual bolt in an assembly until all bolts are loosely in place. It also is good practice to install the bolts using only fingertip force at first. Make sure the bolts are not cross-threaded before you attempt to use force on a wrench to tighten them further.

To attach the Hobie 18 crossbars to the hulls, first prop up the hulls so they do not fall over. Place a couple pieces of wood under each hull near the bow and stern to keep them from rocking fore and aft. The hulls also should be approximately aligned at the proper distance apart.

Let us begin with the front crossbar to illustrate the procedure, although either crossbar can be attached first. Take an inside bolt inserted through the "U" shaped anchor plate and put it through the hole under the deck lip with the bolt fully extended through the deck. At this point, teamwork with a friend is essential to align the bolt and crossbar properly. Your friend should lower the front crossbar over the bolt while you turn the bolt to start the threads. As the bolt is tightened, the crossbar should be lowered correspondingly to the hull.

The bolt head always should stay in contact with the deck lip; it should not be

forced down by the crossbar. Do not lay the beam on the hull to start these inside bolts; it is difficult to do and you might cross-thread the bolts by mistake or at the very least scratch the hull. Again, insert the bolt in the anchor plate and hull lip completely and then lower the crossbar onto the bolt (just the opposite of what you would naturally do). Once the inside bolt is started and snug, the outer "U" plate and nut should be put into position under the full lip, with the outer bolt inserted and tightened from the top.

Follow the same procedure on the other three crossbeam connections until all eight bolts are loosely in place. Once all eight bolts are in place, they can be evenly and fully tightened with a wrench.

These crossbar bolts should be checked about a month after assembly and at least once a season thereafter to make sure they stay tight.

HARKEN TO HIS ADVICE

I can't figure out how to string up my 6:1 Harken® without some of the lines crossing. What's the secret?

It's the eternal question: can your Harken 6:1 mainsheet blocks with the center jam cleat be led without lines crossing and causing undue friction? Fortunately the answer is YES. To promote reading in America an attempt to describe the system without illustrations will be made!

First, let us establish a mental picture of those blocks, one above the other, as we are sitting on the trampoline looking aft. One Harken triple block, which can swivel, is attached to the boom and aligned parallel with the bottom block. The Harken ratcheting triple block with a center jam cleat is attached to the main traveler car, with the jam cleat held forward toward us, which in use also will be allowed to swivel. We sit calmly on the trampoline, coiled mainsheet line firmly in hand, ready to proceed with this heartwarming event.

Take the end of the line and pass it through the jam cleat eye, continuing through the center ratchet sheave, exiting out the back of the bottom block. Proceed with the line to the top block going through the back side first of the left-most sheave. (Remember, we are looking aft and not referring to the boat's port side.) The line exits the front of the upper left sheave and is then fed into the back side of the left sheave of the bottom block. The line now exits at the front of the left bottom sheave, which is just to the left of the jam cleat.

Lead the line to the front of the center sheave in the top block over the sheave, exiting the back. Notice the top block is rotating on the boom at an approximate 45-

degree angle to the bottom block — this is fine. After exiting the back of the top center sheave, the line is fed through the right sheave from the rear of the bottom block, exiting the front.

The rest is easy. Feed the line into the top block entering the back side of the right sheave, exiting from the front. Proceed down to the eye strap and tie with a bowline or figure "8" knot.

Check it out: the line crosses over within the upper block, front to back and side to side, as the upper block swivels slightly to the bottom block. If for some reason you or I have failed on this verbal assignment, please feel free to ask your local Hobie dealer or fellow sailor how this is done. It's a good way to discover whether your expert keeps up with the finer points. By the way, the same task can be accomplished in other ways with some subtle changes, but this way seems to do the best job with the least amount of friction.

BRINGING UP THE REAR

Why do the grommets in the back of the trampoline pull out more than those in front?

Perhaps the trampoline grommets tend to pull out more in the rear of the trampoline because the skipper generally has the biggest behind ... well, maybe not. A more common reason for the rear grommets' demise is that stepping the mast requires a person to stand on the back of the tramp while lifting a very long and heavy aluminum extrusion. The resultant force exerted upon the rear of the tramp causes the aforementioned problem.

The solution? DO NOT STEP THE MAST. Yes, that's the ticket, don't step the mast, or have your local sailmaker add reinforcement to the area around the rear grommets, whichever is easier. Hobie Cat at one point did increase the reinforced area around the grommets to help eliminate this problem. Another way to minimize rear grommet strain is to put one foot on the rear beam when first lifting the mast, so all the pressure is not on the tramp. Please do not do anything that would upset your balance when stepping the mast. We need all the well-balanced Hobie Catters we can get.

OUT, OUT, DAMN SPOT

How do I get soils and stains out of my sail?


Dirt is dirt, but rust is not. Stains on sails may be visually displeasing, but dirt actually can decrease sail life. Keeping your sail clean is usually as easy as just hosing it off after each use to remove salt, dirt and plain old lake, bay or river slime. Clearly, salt and

sun are common culprits when it comes to shortening the life of your sail. Salt, with time, becomes trapped in the weave and between layers of sailcloth, acting like sandpaper slowly wearing away your sail.

The best care for your sail is washing it regularly with fresh water. (No, the last pitch-pole in the lake doesn't count.) Also, once a season, wash the sail with a mild soap and water solution to further prolong its life. The sail must be totally dry before storing to prevent mildewing, so lay it on the grass or just hang it by the luff until dry. Make sure the multi-layered corners and seams also are dry!

To learn the best way to remove rust stains, I turned to an authority on sails and their care, my local sailmaker. Most sail lofts or Hobie dealers will supply you with literature on how to deal with sail stains. The St. Petersburg, Florida Hood Sail Loft was kind enough to provide a chart detailing

how to remove various stains using easily obtainable cleaners. Keep in mind the stock Hobie 14, 16 and 18 sails are all dacron; the SX-18, 17 and Sport Cat sails are mylar with dacron reinforcement; and the Hobie 21 is all mylar. Reference the chart and start cleaning.

A variety of more intense industrial chemicals were intentionally left out of this chart. They too could be used to clean stains from your sails, but if used incorrectly they also can remove parts of you and your boat, so I just included the common, less-caustic cleaners. These products should remove most of the stains. Your local Hobie dealer or sail loft will assist, should you like to try more radical cleaning processes. Be forewarned, rust stains are very difficult to remove and may still be there, adding character to your sail, when the sail is worn out. Good luck and good sailing! 

HOOD SAILMAKERS, INC.

MILDEW

Nylon, Eclipse (common sail cover material), Mylar, Sail Covers: Make a paste using an enzyme presoak (see list below) and water. Scrub particularly bad areas. Then soak entire sail in water and enzyme presoak until mildew lightens. Wash with a detergent from list below. DO NOT USE BLEACH!!!

Dacron: Make up a paste using an enzyme presoak. Scrub bad areas thoroughly. Then soak entire sail in water and enzyme presoak. If mildew is still present, wash with bleach.

RUST

Nylon, Eclipse, Dacron, Mylar: Mix two tablespoons of table salt with one quart of lemon juice. Scrub solution on stained areas. Rinse with water only. Make paste of enzyme presoak and water. Scrub areas that were just rinsed. Wash with detergent. If stain still exists, then apply erusticator using great care.

OIL, GREASE, TAR

Nylon, Eclipse, Dacron: Scrape off any excess soil. Apply trichloroethylene to stain using an absorbent back cloth. Rub on the stain in a circular motion moving from center of stain to its outer perimeter. Repeat until stain has either disap-

peared or has lightened sufficiently. Wash with detergent.

MISCELLANEOUS STAINS

Nylon, Eclipse, Mylar: Make a paste using an enzyme presoak. Apply on stain and scrub vigorously. Keep repeating until stain is lightened or removed. Wash sail in detergent.

Dacron: Make a paste using an enzyme presoak. Apply on stain and scrub vigorously. Keep repeating until stain is lightened or removed. Wash sail in detergent. If stain is still visible, treat with bleach.

BRIGHT YELLOW STAINS

Eclipse: Soak in 2% acetic acid and water bath overnight. Wash with detergent.

DUROSEAM

To remove duroseam, scrub with methylene chloride.

SUGGESTED CLEANING AGENTS

Enzyme Presoaks: Amaze, Axion, Biz

Detergent with enzyme: Ajax, Bold, Drive, Fab, Gain, Tide XK

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HOBIE CATS HOTLINE TEAM

THE BOYS FROM DOWN UNDER RISE TO EVERY CHALLENGE

There isn't a current Hobie Cat World event on earth that at least one sailor named Metcalfe hasn't conquered. Whether it's a 14, 16, 17 or 18, wherever there's a major Hobie Cat title up for grabs, you can bet there's a Metcalfe waiting to grab it — and odds are, he will.

Who are these fabulous Australian brothers and what is the secret of their success? The boys are Gary, Mike and Chris. The secret is Keith Metcalfe, their father. Together, they're Team Metcalfe.

In an interview with Keith, *HOTLINE* took the bull by the horns and uncovered some of the mystery behind the magical family career.

Off To A Good Start

When the going gets tough, the Metcalfes get going.

Why did you start the boys sailing?

I did it to keep them off the streets. It's a clean sport. It just happened that they excelled at it. It's opened so many doors for them.

Would you change anything with the boys' development?

No. Hobies have been great! They have evolved into it naturally. It just happens that these three guys have an exceptional amount of talent to sail boats. The experience has been perfect. There is no doubt about it, we have learned so much racing Hobies. The competition level is extremely high.

What would you tell a parent with a son or daughter interested in sailing?

I would advise taking them to a sailing school as I did with my boys. I'll tell you why. I tried to play golf years ago and I was awful. I finally took a lesson from a pro. He asked if I ever used an ax. I said yes, often. He said I was swinging the club the same way. It took five years to break that bad habit. I consider sailing a similar pursuit. If you teach yourself and watch everybody else, you will pick up bad habits you can't break. If you go to a sailing school and are taught by a good teacher, you will learn the basics of sailing and tactics and you'll be far better off. The enjoyment will be greater and you will be a much better sailor. And you will do it a lot faster. I also would tell parents to go to

racers with their kids. Help them off the beach with their tactics. One of the great things about Hobies is they are for people of all ages. So often these days kids don't want to do anything their parents do, but Hobie Catting is not that way.

Sailing Savvy

Behind every famous Metcalfe is ... another famous Metcalfe.

Are your boys leaders among the sailors?

One story that comes to mind is when Gary was racing out of the club. He went the wrong way on the course and ended up pulling his boat onto shore. Meanwhile, half the fleet was with him just because he is Gary. Well, he went that way because he left his drain plugs out and he was heading for the closest beach to fix it. Half the fleet was over there watching him drain his boat.

What are local Australian races like?

Our Gold Coast Catamaran Club is all Hobies. The class racing is very strong. We get 25-30 boats on the line. If Gary goes out for a sail, everyone is out to beat him. If he loses, you never hear the end of it. He could care less in a fleet race, though.

Does your club do anything different to help competition?

Our club bases one race on time. All the year's finish times are collected and the last boat for the season will be the first starter in a race, then the next-to-last boat, and so on in reverse order. Sometimes my boys are 10 or 15 minutes back by the time they start. With the slow boats off first, it becomes a very good race.

Do the boys sail the same way?

Chris and Gary sail by the seat of their pants. Michael is very technical and he sails that way. Everything is proper. Michael is the best starter because it is so technical right down to being at the pin at the precise last possible moment. He will control the entire field by slowing it down or speeding it up. He tells me he takes control of the start line. He has the other boats doing what he wants them to do.

Who is the best sailor?

Gary is the fastest upwind and downwind. He has a feel of the boat in his hands. Michael sails with his telltales working perfectly. Chris is the best all-around sailor. He is an average starter, but pretty fast up and downwind. Actually he is pretty fast all over the place.

If the boys raced against each other on 14s, who would win?

Today, Chris would clean them up. Years gone by, Gary would have, but he has grown too big for the boat. At the age of 17, he placed third during the Worlds in Brazil.

What about Hobie 16s?

Gary.

Hobie 17s?

Chris or Michael. Chris has the edge on Michael because he has been sailing the 17 more lately. He and Michael placed first and second at the 1988 Worlds in Maui.

Hobie 18s?

Gary is able to pull the right strings. He knows where to put the rotator and just where to have the traveller and everything else.

The Race Is On

All the world's a stage ... and Metcalfes star in all the Worlds.

What has it been like traveling and racing with the family?

The people and places all have been great. We put a lot of effort into regattas. When the boys were coming up the ladder, we would drive 600 miles to Sydney, race, then drive back on Sunday night. We still do long ones. In fact, we have a 24-hour journey over to Adelaide.

What has been the best moment in racing?

Years ago the Sydney racing guys thought they were "kings." Although Gary was just 13 at the time, we took him down to Sydney and he won the state Hobie 14 title in their home water. We were so afraid they would steal it back we reckon we drove the 600 miles home in under an hour. Another great moment was the first World title at Fort Walton Beach on Hobie 16s. Gary was 19 and 14-year-old Chris was the crew. Up to this point, they were used to heavy boats. When they got on equal boats at the Worlds, they won firsts and seconds. Gary got in trouble in one start and had to do two 360s, mixing it up at the pin with someone. That scared him. He wanted to start back in the fleet more. I told him, "Look Gary, if you want to win this title you get down there and mix it up with those guys. You're not going to get another go at it, you just get in there and do your bloody hardest and go for it. Coming in second is no good. You might as well blow it, and go out in style." I kept the pressure on him and he went in there and pulled it off.

What do you tell the boys when they have a bad day?

At the 18 Worlds in Monterey, Gary and his crew had a poor racing day. They were lax. They never went over the

boats properly as they should have. The crew was young and the pressure was getting to him. He wasn't working the jib properly downwind. He was losing concentration. I got into the boy and I got into Gary. I blew them up that night and the next day I hyped them up. They sailed like hell. You have to do it. You just have to play it each time.



**Left to right:
Michael, Chris,
Gary and Keith.**

How do you prepare at home for big races?

Preparation is most of it. At home I watch them sail from the beach or a high point and look over the race course for tactics and tell them bluntly where they went wrong. They tell me other things, but I don't listen. From my vantage point, I can tell if they are flying a hull too high and losing boat speed, which from the water is difficult to tell. They usually say they are not. But the next time they go out, the hull will be in a better position. Hobby-horsing is another aspect I watch closely, especially on a Hobie 18. The weight balance is critical. If I tell them what they are doing wrong, it's up to them to fix it. When we train for a world event, we believe you can gain a minute going around buoys. Proper rounding is a must. When we go to a Worlds, we don't change a thing with our boats or our sailing style. We go trained as we are. We may make changes after, but we sail the boat as we practiced with it. The averages are with us that way, and we'll be up there. On the beach we practice techniques with the 18s - centerboards up and down, jib on - so everything is smooth. We work at coming back on the trapeze, so the jib has full power when you are on it, half on when you are coming off. All of it helps.

Tech Talk

Insider trading — of expertise keeps it all in the family.

What role do you play on Team Metcalfe?

I have done a lot of engineering. I really enjoy that part of boating, the technical side of setting a boat up with the boys. I don't race. I do sail now and again, but mostly I don't have the skill to really race. I like to refine the boat and make it go as fast as possible. We have become a team. The boys come back to

the beach and they say this is not doing this and it's not doing that, and I'll figure out the problem and the solution. Many arguments with Gary come down to, "Unless you can tell me what the boat is doing, I can't fix it up." Chris, on the other hand, can tell me specifically what is going on. Gary knows, but getting it out of him isn't easy. His translation is vague.

What is your theory on aligning the mast and sails?

You can get around all that. Batten tension becomes much more critical. To get the right tension on the batten for the shape you want, you must line up the sail to the mast. At home we set up the battens with a poundage scale. That is, we measure the pound strength to tighten the battens. You learn to do it by hand. For different winds on any given day, you can make them tighter or looser and that will certainly change your sail shape.

Sail cloth is different in Australia. Does that make a difference to your batten tension at World events?

We have used American sails too. It doesn't make any difference. At Worlds we must use what we get and we do practice with different sails. That is where we excel — at comprehensive practice.

What do you do with battens?

We are methodical. I do all the battens, setting them up at 40-45% bend. Battens on an 18 are not as critical, because of the rotator. On the 17, the battens must be spot on. The twigging or groove on a 17 is very slight, but it does make a beautiful sail. We are using a 17 sail that is four years old. It has only had the leach pinched up once.

What about your shrouds?

Wires do stretch, so we study that. A wire will stretch 3/8 inch. The first 1/4 inch is fairly fast and the remaining 1/8 inch takes some time. We measure all the time to see what is happening. We don't use the plastic-coated wire, because you can't see under it.

How do your boats at home measure up to Worlds' boats?

THE METCALFE

Due to our boat blueprinting techniques, our boats at home will kill these boats. Our boats are race boats; the steering is perfect, the weather helm is perfect. We buy only white ones with blue tramps. Actually gray is the lightest color, but for repairs white is best. Blue tramps cut down on glare from the sun.

What do you do to your boats at home?

When we get a new boat, we strip and rebuild it. We get the cat out of the box from the factory. We take it all apart. We blueprint it like a motor. We make it dimensionally perfect. We get the hulls and measure them up and make sure they are correct. If the hull isn't quite right, we refill the hole and redrill it as well. If a hull is too high, we cut off the part that is too high. (We will trim 5 mm to make it more correct.) It's not so much the extra weight, it's that one side of the boat won't square up properly. We glue all the parts together later, using silicone to help the ungluing process. It makes it a perfect fit, no slop. On all the rudder housings we use bushings and reassemble them using the perfect size stainless bolt and nylon nut. It takes more slop out. The gudgeons are all epoxied in so they never move, we never break a screw. If we need to remove a screw, a gas torch on the screw head makes the stainless steel react to heat very fast. The heat runs down the thread and melts the glue, so the screwdriver can remove the screw. We use the 17 gudgeons on everything, as they don't break. We file the rudder housing to remove the cast bumps so they are nice and smooth where the rudder makes contact with them. They won't get stuck this way. When the two cheeks come together, it is a very smooth transition. There is no wobble.

How much tow in do you use on your rudders?

For tow in, we go with the 1/4-inch method. For centerboard boats, we go lower, more toward neutral.

What do you do with your masts?

Not much, just make sure the fittings are all right and smooth.

In the states, a lot of people wet and dry sand their boats. What do you do?

We only polish them with Ajax. If we do a patch job, we would use some 1200 sandpaper. We don't go all mad about it.

How long does a boat last at your house?

Two years, then we sell it. Everybody wants to buy our used boats.

How long have you been doing this?

14 years.

How many boats have you gone through?

Over 25 boats. We just sold four in the last 12 months.

What is the best boat out on the market?

I like the Hobie 17 best! It's the most technical boat with more power, the modern mylar sail, the adjustments, and the centerboards that kick up when you hit the beach. I enjoy making the Hobie 17 go very fast.

Any suggestions for the Hobie factory?

Yes. Put a mast rotator on the Hobie 16 because the present system is always wearing down. Using the 17 or 18 system would be perfect. For \$50 it's great. The class association has done a great job regulating the boat. It's very competitive as is. However, sails are all different. You can cut them out computer-wise, but when humans sew them together there will always be slight differences. The luff is never the same. Proper mast rotation would solve that problem. I think the class would love it. I'd add a mylar sail to the 16, too.

Life Goes On

Metcalfe development shows great stock in the future.

What do you do on dry land?

We have formed our own development company. Gary is a project manager, Chris is a carpenter and Michael is a civil engineer. Previously Michael worked for a construction company. Gary has been in the building business for 10 years. Now, Gary is our project manager and Chris serves as foreman. At present we don't have enough work for Michael, so he continues to work with another firm. I pay them a wage and will share the profit with them. The incentive makes them work hard, very hard. We are building an office building to own and maintain.

How do you stay current on sailing?

I have learned a great deal about boats from others, even from people who some might say are mediocre sailors. I learn often through conversation on the beach or at a nightly barbecue. Even a novice sailor can teach you something if you simply listen. Some guys are amazing — they think about Hobie Catting 24 hours a day. Some of their theories are quite interesting.

Do you help the boys train now?

I am slowing down a bit on my involvement as they grow up. One has a wife, one is engaged and the other has a steady girlfriend.

What do the boys need to work on?

Gary doesn't listen during skippers meetings. Just the other day he sailed around the buoys the wrong way and 28 other boats went with him. They threw the lot of them out in a protest, which left only two sailors in the race.

Have you had any difficulties along the way to success?

Yes. We have run into problems trying to help others. We have been asked on occasion to set up other people's boats the same way we do ours. They sail them and often they will say it is the worst boat they have ever sailed. "Why is the boat not going for me?" The problem is, no two sailors sail exactly the same way. What works for our sailing style may not be appropriate for someone else's. We will persevere; we sail our boats the same way for several months and that is why we can make them go fast and others cannot. There is a groove that works. It takes time to learn. Often when racing we will only change one thing at a time and practice with it that way.

We have heard it said that we "don't give any information." If anybody comes to me or the boys and they ask for something, we will tell them. If they don't ask, we won't say anything.

The boys have sailed so well on Hobies. What next?

Gary is committed to a six-year program on the Tornado for the 1992 and 1996 Olympiads. We will be sailing the Tornado against other Australians for this season, and then going over to Europe to sail that circuit. The people we will be sailing against are very good. They are presently racing in Europe so they will be great competition for us. During the last Olympiad we sailed against each other, we jumped on a Tornado and had a go. This time we will do it the Metcalfe way — we will practice. We will give it more attention.

Chris and Michael will be practicing starts and more tactics on small monohulls. The fleets here can be over 150 boats on the line.

With all the boys' achievements, what gives you the most pride?

I am equally proud of my boys for their business skills and their sailing skills. Having one without the other wouldn't be quite right. You need a balance between the two. *XL*

For more Metcalfe-mania information, re-read "Club Metcalfe" in the March/April 1990 issue of *HOTLINE*. In it, you'll discover how Keith's theory on sibling rivalry has paid off in gold for his sons. Continuous match racing and videotape reviewing have been important steps along this family's path to phenomenal sailing success. -Ed.

1990 HOBIE CAT 18 NATIONAL CHAMPIONSHIPS

(MAGNUMS AND SXs INCLUDED!)

DAYTONA BEACH, FLORIDA

SEPTEMBER 17-22, 1990

LOCATION

- End your summer sailing season with us at Daytona Beach, site of the first ever Hobie 18 Worlds, and second Hobie 17 Nationals.
- Daytona is the mecca of racing; the "Birthplace of Speed" where Sir Malcolm Campbell set the land speed record in Bluebird, and where NASCAR makes its home at the Daytona International Speedway.
- A 26-mile expanse of beach epitomizes easy beach access and you'll be just one hour away from all the great central Florida attractions: Disney World, Epcot and the Kennedy Space Center. On the water, the racing will be terrific; on land, get ready for a week of classic beach partying. Come and join us for our traditional Summer Sizzler National Points Regatta, September 15-16, 1990, an excellent warm-up for the Nationals.

ACCOMMODATIONS

- **Hotel:** The host hotel is the Treasure Island Inn (for you old-timers, yes that's the same hotel you enjoyed at the 1980 18 Worlds). The hotel is on the beach, affording spectators excellent views of the racing from the pool deck. National rates are \$45.00 per night for ocean view rooms. Call 1-800-543-5070 or 904-255-8371 for reservations. You may also request them by writing to: Treasure Island Inn, 2025 South Atlantic Avenue, Daytona Beach Shores, Florida 32118.
- **Camping:** Campgrounds are located 10 miles from the race site. The cost is approximately \$18.00 per night for a hookup. Call Nova Campgrounds at 904-767-0095 or Orange Isles at 904-767-9170.
- **Airline and Car Rental:** For discounts on Delta Airlines and car rentals contact CAM-AM Tours at 1-800-367-9917 or 714-645-7171 (in CA).

RACES

- The 18, Magnum and SX classes are all B.Y.O.B. (Bring Your Own Boat). We are attempting to locate charter boats for interested sailors.

HOBIE 18

- To ensure all sailors get plenty of sailing, the following format will be used. Monday, September 17 will be a qualifying day for those not pre-qualified. The Championship Series will take place on Tuesday, Wednesday and Thursday, September 18-20. Finals will be held on Friday and Saturday, September 21-22. Those not qualifying on Monday will continue to sail Tuesday, Wednesday and Thursday in the bronze fleet. The Thursday evening cut party will divide the Championship fleet into silver and gold fleets. Both groups will sail on Friday and Saturday, with the winner of the gold fleet being declared National Champion.

HOBIE 18 MAGNUM AND SX

- Sailors will race Tuesday, September 18 through Saturday, September 22 for their respective National Championships.

RACE REGISTRATION

- Fill out the registration form. Be sure to give complete information. Send in your race registration and entry fee before the mail deadline date of August 17, 1990.
- All sailors, whether pre-qualified or not, must pre-register.

FEES

- The entry fee for the Hobie 18, Magnum or SX Championship is \$175.00 prior to August 17. After August 17, the fee is \$225.00.
- Note: No personal checks will be accepted on site for any entry fee.

COMPTI™ RULE APPLIES

HOBIE 18 NATIONAL CHAMPIONSHIPS

RACE REGISTRATION FORM

THIS FORM MUST BE POSTMARKED PRIOR TO AUGUST 17, 1990 TO AVOID LATE REGISTRATION FEES.

SKIPPER

ADDRESS _____

CITY/STATE/ZIP _____

PHONE (WORK) _____

(HOME) _____

LOCAL NEWSPAPER _____

CREW

ADDRESS _____

CITY/STATE/ZIP _____

PHONE (WORK) _____

(HOME) _____

LOCAL NEWSPAPER _____

Please enter me in:

☐ 18s

☐ 18 Magnums

☐ SX-18s

T-shirts (skipper & crew):

____ Medium

____ Large

____ X-Large

Weight: _____

Sail No: _____

☐ Check enclosed made out to the Hobie Class Association in U.S. funds for \$ _____

☐ Charge \$ _____ to my ☐ Mastercard ☐ Visa

CARD# _____

EXP. DATE _____

CARDHOLDER'S SIGNATURE _____

Mail to:

Hobie 18 Championships • P.O. Box 1008 • Oceanside, CA 92054
Phone (619) 758-9100, Fax (619) 758-1841

DRAFT



RAM

BOAT

Hobie Alter CATapults *Katie Sue* Onto The Waves

PHOTOGRAPHY BY
BOB COVARRUBIAS

If it's not on the shelf, build it yourself ... would be a good motto for the motivation behind Hobie Alter's product innovations. True to his name, he first altered the world of surfing, then the world of sailing; now he's taken a new tack with his one-of-a-kind, 60-foot power cat. Dig out your September/October 1988 HOTLINE to read about Katie Sue's conception in "A Legend Grows In Dana Point." For more about what Hobie Alter has contributed to the water sports industry, see "Hobie Era" in the May/June 1990 issue of HOTLINE. -Ed.



With a 26-foot beam, the cat sports two 450 horsepower diesel engines, one on each side.





Hobie even went so far as to build the refrigerator himself.

The woodwork was fashioned from Koa wood imported from Hawaii.

Each hull has its own bath and bedroom with a queen-size bed.



"What's new?" is a question Hobie Alter never has been at a loss to answer. There's always been something new brewing, from devising a better way to build surfboards to creating the fastest and most fun sailboats on two hulls. Welcome to his newest and biggest venture: Katie Sue, 60 feet and 65,000 pounds of power cat fun.

Katie Sue, named for Hobie's mother and his wife, is a dream come true for a dreamer. No idle dream, this, however idyllic; it took three and one-half years and a heck of a lot of hard work before the queen of cats could make her stately procession to Dana Point Harbor for her maiden journey to Orcas Island.

Off To A Slow Start

The dream began with a 46-foot Hatteras power monohull Hobie and his wife Susan used for fishing, scuba diving and motorboating to Catalina and San Clemente islands and other assorted hot spots in southern California. The Hatteras was adequate for pleasure cruising — at SLOW speed, that is. A couple years dilly-dallying at a cruising speed of 15 knots and a maximum speed of 18 knots gave Hobie quite a few hours on the water to think about what he really wanted.

As was the case with past Alter projects, Hobie couldn't find anything on the market that pleased him, so he decided to design it himself. In September 1986 he began building a four-foot model of his dream catamaran. He guessed the project would have one of two results. He explains, "I figured I either would get it out of my system, so I wouldn't have to go and build the real thing, or else it would be a good start for the real boat." Again, as with previous 'Altered to fit' projects, it turned out to be a good start for the real thing.

Hobie went to Australia to study the several large catamarans afloat in those waters. He commissioned famous Australian catamaran designer Lock Crawler to design the portion of the hull below the water line with bulb bows. The boat did not have this type of bow in its original design, but recent research on the efficiency of bulb bows convinced Hobie his boat would be the perfect application for them. By Christmas, Lock's plans were completed and Hobie was ready to begin.

The Fun Speeds Up At 60

In January 1987, Hobie and his team (varying from 9 to 13 people) got down to boat building business in one of Hobie Cat's old mold shops in Dana Point. Sixty feet is a lot of boat; nevertheless Hobie didn't yet know he was in for over three years of six- and seven-day weeks. He stuck with it as he does with everything, however, and using the model virtually

as his plans, he built the boat. The project was not only do-it-yourself; it was design-as-you-go. Without a full set of plans, many things changed throughout the building process.

First, in a nine-month project, 60-foot molds were built for the hulls. Then the glassers went to work constructing the hulls with the same secure fiberglass foam sandwich construction used in producing Hobie Cats. Once the hulls were completed later that year, they were taken by crane and stored under a large shed built while the hulls were being made. With foresight, Hobie set them on traintrack-style carts, enabling the boat to be pulled relatively easily in or out of the shed.

He found the boat would do a top speed of 24 knots, cruise at 22 knots and was stable as a rock under most conditions.

In the next phase, the wing was glassed together and a complete workshop was established for the building of cabinets, all the other necessities as well as all (and we do mean all!) the amenities. On the necessity side are chart navigation radar and depth finders, six batteries — each the size of four car batteries (most of the electrical power is 12 volt) and two generators. The props are five-bladed and two feet in diameter. Bow thrusters working off the main engine allow the boat to dock and maneuver easily.

The pilot house was built as an individual piece, so it could be transported to the water by truck separately; the boat simply was too tall to make the trip in one piece. The pilot house was tried on for size and taken on and off several times by crane, to be permanently joined at the launch ramp.

Big On Benefits

Katie Sue definitely is a queen-size cat, spacious above and below. Even if you shopped till you dropped in every port, you'd find ample room in the large storage spaces in the bows of the boat. With a 26-foot beam, the cat sports two 450-horsepower diesel engines, one on each side. Each hull has its own bath and bedroom — with queen-size beds,

of course. The woodwork was fashioned from Koa wood imported from Hawaii for that extra touch of class. Speaking of extra effort, Hobie even went so far as to build the refrigerator himself, and so naturally it boasts some unique Alter touches, too. It has four-inch-thick foam walls as well as cold plates that enable the unit to retain its cold without being turned on for up to three days. The cold plates, comparable to ice blocks in a cooler, avoid the running of the generator just to keep the refrigerator cold.

Hobie put absolutely everything into Katie Sue — including the kitchen sink! The boat was stocked with compressors to fill dive tanks, dive tank holders, wet lockers for wetsuits, a bait tank with a built-in barbecue, a washer and dryer, trash compactor, dishwasher, three TVs and a stereo/CD/cassette player.

Moving Day

At midnight on April 26, Katie Sue was loaded on a flatbed truck by crane and moved with care to her watery destination in a process similar to moving a house. The imposing home-away-from-home needed three hours to complete her four-mile promenade to Dana Point Harbor. There, in the dead of night, the pilot house was lifted up by crane and bolted on.

Power Launch

Katie Sue was backed down the launch ramp, where she sat patiently awaiting the tide. At 9:00 AM, after a four-foot tide change, she began to float by the rising tide. By 9:30 AM, Hobie was trying out his new 60-foot power cat. He found the boat would do a top speed of 24 knots, cruise at 22 knots and was stable as a rock under most conditions; it floated perfectly on its water line. He also found a few things to change and perfect.

Over the next two months, Hobie completed the final work on the interior and exterior. He elected to build and attach a third, V-shaped hull that would not actually touch the water. Instead, the 22 x 4 foot piece was designed to divert the inside hull wake water from the flat wing section while adding abundant strength to the wing.

On July 1, 1990, Katie Sue was ready to sail. On July 5, 1990, Hobie and Susan Alter were ready to sail. The three began their journey through Puget Sound up to Orcas Island in Washington, where they are happily spending two months cruising the inland waterways.

By the time you read this, Hobie Alter and Katie Sue will be great old friends. They'll know each other port to starboard, bow to stern, backwards and forwards — which is only natural. After all, they have a lot in common: they're both one-of-a-kind. *SL*



The pilot house was built as an individual piece and tried on several times by crane, before being permanently joined at the launch ramp.



Hobie oversees final preparation before move begins.



Loaded on a flatbed truck, it took three hours to move Katie Sue to the launch site.

THE GREAT



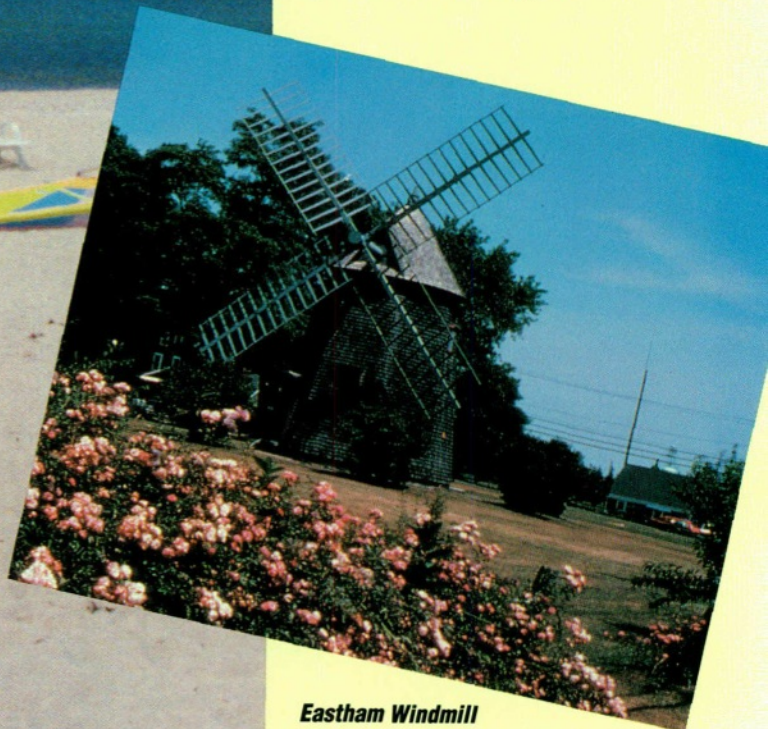
The seascape along Vineyard Sound and the magnificence of Old Silver Beach will leave you breathless.

ESCAPE

New England Keeps Cat Capers At Bay

BY CHRIS BROSCO, SR.
PHOTOS COURTESY OF CAPE
COD CHAMBER OF COMMERCE

History has proven that even as far back as 1620, folks were sailing the waters of Cape Cod. All right, maybe it was the Pilgrims on the Mayflower and granted, they were looking for Virginia. Nevertheless, Cape Cod was where they landed and decided to stay. Today, although your modern Mayflower is towed on a trailer behind your vehicle, you too may find yourself on the Cape, making that same decision to stay just a little while longer.



Eastham Windmill

Old Silver Beach



Cape Cod Canal

Cape Cod is an attractive refuge for today's pilgrim seeking to escape the stress and strain of city existence and the occupational woes of big business. It's a pine-scented, sea-swept peninsula that extends its arm 70 miles into the Atlantic Ocean from southeastern Massachusetts. The salty tang of the Cape's clean air derives from the surrounding warm waters of Buzzards Bay, Cape Cod Bay, Nantucket Sound, and of course the Atlantic. Awaiting a visitor's discovery are some 399 square miles of land, not to mention 300 miles of shoreline. The native population of 160,000 quadruples during the height of the summer season, due to vacationers who journey to enjoy the splendid climate, superb beaches and tranquility of historic Cape Cod. They also come to marvel at the area's extensive cranberry bogs, which provide a large share of our nation's cranberries.

The restaurants, activities, shops and attractions will keep you busy for a week.

The Cape's 15 towns comprise what is commonly referred to as Barnstable County. Some of the towns, established two and three centuries ago, are divided into villages. An interesting aspect of Cape Cod is that each village offers its own lifestyle and atmosphere. In many instances, villages within the same town

are entirely different in appearance and community interest. Broadly speaking, the villages along the shores of Cape Cod Bay retain more of the flavor of past centuries, while those along the shores of Nantucket Sound are livelier and indulge in commercial activity.

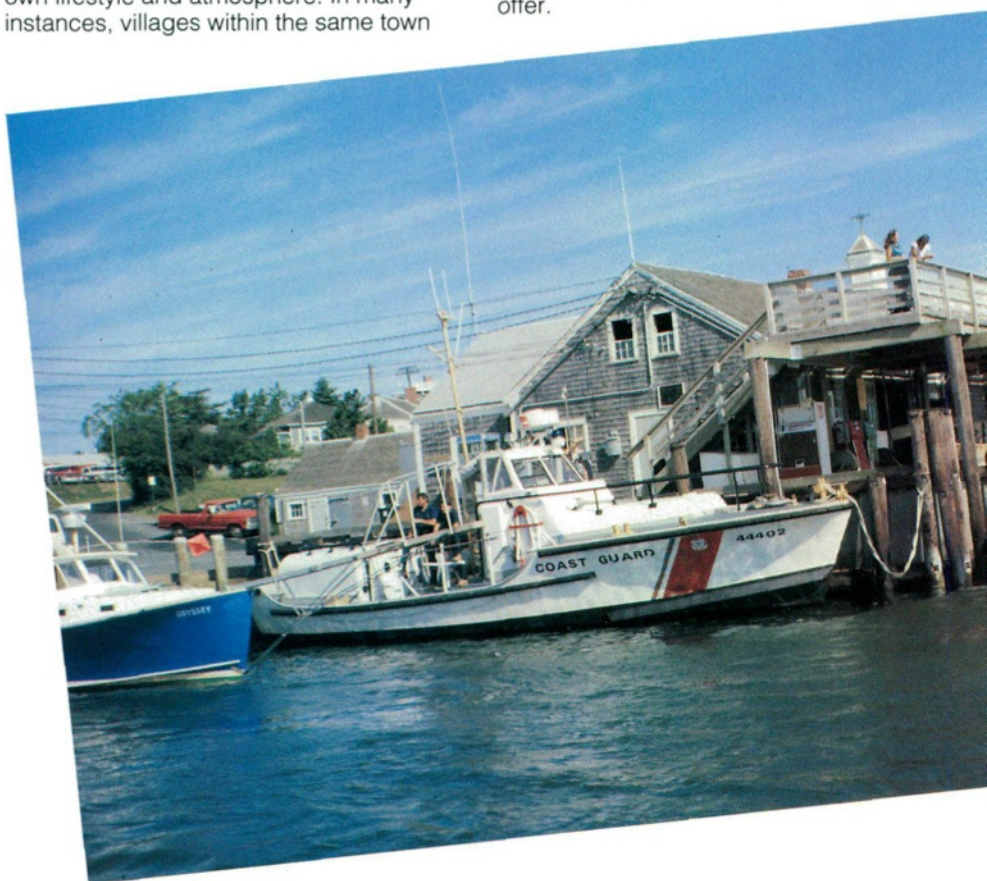
For reasons many of you will understand, I am more familiar with the latter than the former. These are the areas to which I will introduce you and your Hobie as we make our progressive pilgrimage around Cape Cod.

In A State Of Disrepair

Let's begin with where to find some Hobie parts, should you have a blowout on the water. Ensign Marine Specialties, off I-195 in Mattapoisett, can outfit your needs as you head into the Cape Cod area. It's located on Route 6, and owner Steve Ruel will make sure you hit the Cape ready to sail. Once on Cape Cod, Cape Water Sports, Route 28 Harwich Port, will be ready to handle your requirements as well. In addition to parts, Cape Water Sports also is the largest Hobie and sailboard rental operation on Cape Cod.

Where The Hull Am I?

Getting around the Cape is easy. It has only two major arteries, Route 6 (the Mid-Cape Highway) and Route 28. Route 6 will get you quickly where you want to go while Route 28 offers the chance to explore many of the villages, beaches, sights and nightlife Cape Cod has to offer.



The Canal/Falmouth/Woods Hole

Entering Cape Cod is easily accomplished by crossing the Cape Cod Canal via the Sagamore or Bourne bridge. The canal connects the waters of Buzzards Bay with those of Cape Cod Bay. Built by private capital, the Cape Cod Canal opened in 1914 and shortened the route between New York City and Boston by 75 miles. This picturesque canal is about eight miles long and has an enchanting bike path that follows along its banks, called the Rail Trail Bike Path.

We'll begin our journey heading south along Route 28 to what normally becomes my first stop at Falmouth. Woods Hole and Teaticket boast several locations at which to launch your Hobie. I guarantee the seascape along Vineyard Sound and the magnificence of Old Silver Beach will leave you breathless. The wind of Buzzards Bay will challenge you to harness its power and raise your hull in a salute to nature. This past June, Hobie sailors from around the country did just that when they participated in the 21 Nationals (see "Battle of Buzzards Bay" on pages 42 and 43 in this issue) hosted by Old Silver Beach and the Sea Crest Oceanfront Resort and Conference Center.

I suggest you stay in this area for a couple days. If you do, in addition to the great sailing you also can enjoy a cruise to the island of Martha's Vineyard from Falmouth Harbor or relax on one of Island Commuter's Moonlight Cruises.



Wellfleet Harbor

A MAGIC PLACE



Sandy Bay Yacht Club - Rockport, Massachusetts

STORY AND PHOTOS BY STAN PATEY

There is a magic place on the tip of Cape Ann, Massachusetts, where Hobie 16s routinely fly hulls 20 feet over the ocean. In this seaside art colony called Rockport, Hobie sailors have been known to step their masts once a season, sail every weekend, yet never set foot on a beach for the entire summer. It has been rumored that there is only one registered trailer for every three Hobies at this novel sailing club.

While Hobies at divisional regattas punch their way out through thundering surf, Sandy Bay Yacht Club's Hobie Fleet 197 slaloms gracefully to the ocean through moored columns of gleaming pleasure boats arrayed in picturesque proximity in a congested New England harbor. The wind that becomes entangled in the harbor careens off towering granite breakwaters and wharfs, regularly clocks 90 degrees, then backs 120 degrees in 30 second bouts of major anxiety. Sailors in this fleet always carry paddles to expedite emergency tacks and jibes.

While others travel the highways of New England in search of the excitement and heavy competition that divisional contests breed,

members of Fleet 197 sleep a little later, enjoy a leisurely breakfast, and maybe even mow the lawn. As the noon hour approaches, sailors gather their coolers, visors and sunglasses, and stroll down to the club for a leisurely lunch on the deck overlooking the activity in and around Rockport Harbor. After a final visit to the bathrooms, they gather sails and gear from lockers and catch a ride on one of the launches to a string of carpeted floats that berth the fleet of ready and waiting Hobies.

Up on the club's wharf, a couple who strayed to a division regatta the weekend before are connecting the chain of an electric crane to the four-point sling fastened to the corner castings of their cat, in preparation for lowering their boat to the harbor below. Depending on the tide, this vertical trip will cover some 15-25 feet.

A Hobie course sticker is no guide when racing with our fleet. The marks are a blend of club marks, inflatables and government bells and buoys. Some guests have alleged (although it has never been substantiated) that we even use lobster buoys. If you ever sail at our annual invitational



A crane lowers a boat from its trailer to the water.

regatta relax; we provide a chase boat to lead "out of towners" to the marks. The escort service helps us avoid protests over giving room when jibing at Uncle Bucky's red and blue striped lobster buoy.

The knowledge the regulars garner during repeated seasons of local sailing helps them ferret out the persistent lift that hides along the curved shore of the bay, and protects them from the sinister current at Halibut Point that will silently pull an unsuspecting victim into the magnetic "H" mark. Although an occasional outsider will sneak into our annual invitational and smuggle a trophy out of town, they certainly have to earn it.

After the races, and the challenge of sailing back through the harbor's maze of moored boats, we relax in the caned rockers on the club's porch and discuss mistakes made, successful tactics employed and successful mistakes. In this atmosphere new racers seem to learn quickly.

Every season a few of us threaten to "travel more." I suspect it's just too

effortless to continue sailing off the floats in Rockport, because we seldom manage to travel more than once or twice a season. It's a pleasure to have our boats waiting on the floats for a cooling after-supper sail with a friend, without having to step masts or drag trailers and beach wheels around.

Our fleet is small, we don't have a beach, boats are lowered from their trailers to the water with a crane, and our first gun is at 2:15 in the afternoon, but all members, past and present, have a special place in their heart for the Sandy Bay Yacht Club and Fleet 197.

Sailing Hobies out of Sandy Bay seems to suit most of us quite nicely. The subtle force that holds people here often blinds us to the wonderful uniqueness of our club, and the good fortune we have to be a part of this uncommon, magical place. If you are searching for your own special spot, you just might want to look up Fleet 197 and see if the magic can work for you.

Fares are generally under ten dollars — about half that for children or travelers on bicycles. Several factory outlets located nearby offer high-quality, inexpensive shopping.

In nearby Woods Hole you can visit one of the world's leading centers for marine study, the National Marine Fisheries Aquarium. Here you'll find display tanks containing regional fish and shellfish. You can take a behind-the-scenes visit of the research laboratory work area or get some hands-on experience using an aquarium microscope. During the summer months, the aquarium abounds with harbor seals.

Wave To The Kennedys

As you continue along Route 28, make sure your next stop is at Craigville Beach in Centerville. Here the waters will float you past the many handsome estates dotting the shoreline. If you're feeling ambitious, you may even undertake the sail to Hyannis Port, home to the famous Kennedy family. These pilgrims from Ireland found a mecca in Massachusetts and built a compound that is certainly a feast for the eyes. Craigville Beach offers you all this, and easy access, for a low entrance fee.

The Trek Continues South

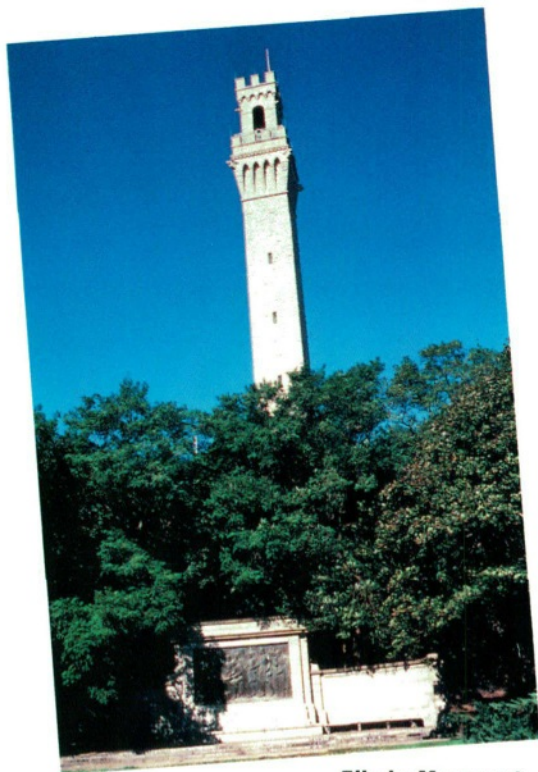
While you're loading the Hobie back onto its trailer, you'll probably have your sights set on an evening of great dining and lodging. I recommend a small southbound drive to Hyannis/South Yarmouth. Believe me when I tell you, this is where the action is! The restaurants, activities, shops and attractions located along this stretch of road will keep you busy for a week. Accommodations range from the fanciest establishments imaginable to quaint bed and breakfast inns. You also may opt for one of the choice camping facilities. Beckoning you as well is an endless number of harbor cruises, charter and sportfishing boats, airplane, seaplane and glider rides, and of course, white sand and blue water of nearby beaches. Water access for your Hobie is limited, but I can recommend two locations: Smuggler's Beach in Yarmouth and Bass River Beach in South Yarmouth.

Harwich, Dennis And Chatham

Catching our breath, we continue south along Route 28. Access for Hobie Cats becomes increasingly better, especially in and around the areas of Harwich, Dennis and Chatham. Not by coincidence, this also is where you'll find Cape Water Sports. Much of the trailerable boat access in this area has been pioneered by owners Dave Nolan and Pat Turner. They have attended countless town meetings fighting to establish access for Hobie Cats.



Carpeted floats berth Fleet 197's "always ready" Hobies.



Pilgrim Monument

West Dennis Beach in Dennis Port and Red River Beach in South Harwich are just two of several places where you can enjoy your Hobie for the day. Easy access and reasonable parking fees add to the fun. If you don't bring a boat to the Cape, Cape Water Sports can fix you up with a Hobie 16 or a sailboard for a half-day, full-day, or even a week. Traveling sans Hobie, combined with a list of rental areas, is an excellent way to enjoy the Cape's waters and still be able to tow a trailer for camping. Cape Water Sports also has several rental locations on some of the area's finest and most popular beaches, where you'll be able to rent a cat from one hour to one week.

My favorite beach to traverse by Hobie is West Chatham's Hardings Beach. The entrance fee entitles you to enjoy the fabulous waters of Nantucket Sound, while taking in the quaint surroundings of the town. Another little seafaring jaunt that may intrigue you would be to Monomoy.

Monomoy is best reached in a sailboat or in a dream. A thriving fishing village at one time, today this National Wildlife Refuge is truncated by storms, protected by angry nesting terns and visited by folks seeking solitude, even from Cape Cod.

Monomoy stretches for nine miles toward the island of Nantucket, which lies nine miles from Monomoy Point. It was once connected to Morris Island in Chatham, and old-timers will recall to you how they could walk across to its

northern tip at low tide some 50 years ago. A storm in 1978 cut the island in two, but the "new" south portion seems to be growing rapidly and may, in time, connect with its neighbor to the north.

Of Daydreams And The Final Miles

Aah . . . back on shore but still pondering the day's events that only sailing at Hardings can create. But these daydreams are best saved for another day, so a quick pack of the boat and once again we are on our way.

Route 28 rejoins Route 6 in Orleans. From this point on, the Mid-Cape Highway will enable us to complete our journey of the tip of Cape Cod, Provincetown. Boat access along this stretch is spotty due to the fragile shoreline that faces the Atlantic Ocean and the dunes of the Cape Cod National Seashore. Wonderful camping areas are everywhere, along with a couple Hobie launch sites in East Brewster, Wellfleet, and near Pilgrim Beach in Provincetown. Several miles of rental properties right on the water in Provincetown offer an ideal way to spend a week sailing or sailboarding. (Expect to pay \$450 and up per week for this luxury.)

Provincetown is full of great sightseeing opportunities. In addition to the hikes, walks and guided tours along the National Seashore, you can go on a whale watch off the coast or visit the Pilgrim Monument. Towering with pride high above the town, this edifice is the tallest all-granite structure in the United States. The nearby Provincetown Museum offers a taste of Cape Cod history, whaling lore, shipwrecks and the pre-Plymouth history of the Pilgrims.

One Last Look

Well, that's it! Our tour is all but over. Fortunately, because this is a peninsula, we'll be able to retrace our steps, explore a few side roads, and maybe even discover another place or two to sail.

Over 600 accommodations are ready to serve you on Cape Cod, with another 20 tent and camping facilities. Restaurants abound to cater to your every gastronomical whim, and local sea breezes never allow the air temperature to climb much higher than 80 degrees. Water temperatures increase from the 50s in May to near 70 in August and September.

Summers on the Cape are busy, congested and expensive. In contrast, the off-season offers great bargains and many more sailing opportunities because most of the area beaches and shops fold up right after Labor Day. The Chamber of Commerce has listings for over 50 public launch sites throughout the Cape Cod area, so no matter what the season, you should have no problem getting your boat to water.

In short, Cape Cod is sun, fun, surf, history and some of life's finest offerings. It truly is a little heaven in New England. Make sure this heaven isn't missing an angel . . . you! *SC*

For further information on Cape Cod write: Cape Cod Chamber of Commerce, Junction Routes 6 & 132, Hyannis, Massachusetts 02601, or call (508) 362-3225. For additional information on Hobie Cat and sailboard rentals write: Cape Water Sports, 337 Main Street, Harwich Port, Massachusetts 02646, or call (508) 432-7079. -Ed.

Whale watching off the coast of Provincetown.



WINDIE RACING

WINDIE



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IN THIS SECTION: *Major Regattas*
North American Region News
Fleet News
Regatta Schedule
Regatta Results

SEPTEMBER/OCTOBER 1990

MAJOR EVENTS

MAJOR REGATTAS

1990

Sept. 5-9	Hobie 16 Trapseat U.S. National Championship Whiskeytown Lake, Redding, California	Mike Strahle (916)221-7197
Sept. 17-22	Hobie 18 National Championship Daytona Beach, Florida	H.C.A. (619)758-9100
Sept. 27-29	Hobie 16 Women's National Championship Myrtle Beach, South Carolina	H.C.A. (619)758-9100
Sept. 30-Oct. 6	Hobie 16 Open National Championship Myrtle Beach, South Carolina	H.C.A. (619)758-9100

1991

Mar. 29-Apr. 6	Club Mykonos Hobie International South Africa	Roger Bartholomew Fax:04-27-21-455781
Apr. 7-14	Hobie 16 World Championship South Africa	Roger Bartholomew Fax:04-27-21-455781

PATRICK MCDOWELL

Although HOTLINE photos may show models or sailors not wearing a personal flotation device, this magazine and Hobie Cat Company in no way condone or recommend sailing without life vests either on or in easy reach of every sailor, no matter what the level of experience.

17 WORLDS BATTLE ELEMENTS OF REALITY BEFORE COMPETITORS FACE OFF

A WORLD OF

BY DAVID HOPPER, DOUG JOHNSON
AND WAYNE MOONEYHAM
PHOTOS BY MIKE WALKER

In 1985 when the Australians hosted the Hobie 18 Worlds, the race slogan was "Thunder Down Under." The 1990 Hobie 17 Worlds hosted by Fleet 183 at the Etobicoke Yacht Club in Toronto, Canada, probably will be remembered as "Slumber on the Humber," although the moniker is not completely deserved.

The 1990 Hobie 17 Worlds marked a major departure from the past. As a result of the radical downturn in the entire North American marine industry, Hobie Cat found it necessary to reduce the level of support offered to World and National events. In plain English, Hobie Cat no longer could supply the boats.

THE THREE Ws

An event's success depends on three key components: wind, water and welcome. The organizing committee in Toronto went into this event with its eyes open; it was essentially the same group that organized the 1987 Hobie 18 Worlds. However, even this battle-hardened group, led by Steve Reid, was not prepared for the events that transpired.

CRISIS

I.H.C.A. Director Doug Skidmore underwent his initiation by fire with this event. First, he had to call to say no boats would be made available from the factory. The enterprising committee, led by local dealer Stu MacDonald (Catamarine, Inc.), determined, "We'll borrow all the boats we need." There is a high concentration of 17s in the Toronto area, and since the 17 is a new boat none were more than four years old. In the end, a mixture of arm twisting, peer pressure and plain old-fashioned baksheesh was required to pry loose the 36 boats.

ANOTHER CRISIS

Next, Doug had to call to say the factory could not supply new sails. Pro-

tracted long-distance negotiations began. Thanks to Jim Salscheider (then Hobie Cat President), an overstock of old horizontal-cut sails was made available. They may not have been the latest cut or hottest new colors, but at least they were all the same. A few new numbers, some lettering, a red maple leaf and they were ready to go. Oops. Now the new battens would not fit the sails. Another scramble ensued, but battens finally were located.

To raise the extra cash an event always needs, a raffle was proposed. Hobie Cat donated overstocked sailboards, some waveskis, bags and jackets. Hobie Sunglasses also donated some of its wares.

As event time grew nigh, the major sponsor suddenly canceled all support. The disaster was taken in stride by the organizing committee, who set out to scrounge whatever assistance could be had.

and spring. Need space for the 36 boats? No problem ... just ask that the 90 catamarans in the club be moved elsewhere. Need a truckload of sand and instant beach? Need all 36 boats to be equal? No problem ... just get Paul Ulibarri and Dave Sarvis to spend the entire week prior to the event working from dawn to dusk rebuilding each one. Some rebuilds were major, but Paul and Dave are seasoned (some suggest Dave is an old salt and Paul is peppery) professionals who took it all in stride.

EVERYONE QUALIFIES FOR THE FUN OF IT

Qualifying was a three-day affair, including a qualifiers party and a welcome party. The first day, Saturday, was windy. Only two races were sailed, with bullets going to Carlton Tucker and Alan

In the end, a mixture of arm twisting, peer pressure and plain old-fashioned baksheesh was required to pry loose the 36 boats.

AND ANOTHER

One major crisis still loomed: NO BEER. At the last minute Molson's came through, guaranteeing that after a hot day of drifting, sailors always would find a cold refreshment available.

By now the three Ws gained a fourth: work. Need a race headquarters? No problem ... just build a new building. The concrete was poured in December on the coldest day of Toronto's winter (-31 degrees F) and the building was completed over the remainder of the winter

Egusa. Other name sailors in the qualifiers were Bob Seaman, Hobie Alter Jr. and Woodie Cope. Day 2 dawned cool and windy again. The committee had decided at this point to quell any beach bitching and try for five races. The sun set on the fifth race and the series was back on track. Collecting bullets were Bob Seaman, Bruce Fields, Bruce Fields (he was as surprised as anyone), Bruce Williams and Alan Egusa. Both of Bruce's bullets were the result of taking flyers to the extreme right corner of the course, earning him the nickname "Flyer." The

DIFFERENCE

three final qualifying races were won by Carlton Tucker, Woodie Cope and Bob Seaman. It is interesting to note that Carlton fell asleep and missed his last race. At the end of the series Carlton and Bob Seaman were tied, with Bob winning on the throwout. The crowd retired to the main clubhouse of the Etobicoke Yacht Club for steak dinners and the announcement of the qualifiers. To no one's surprise, everyone made it.

One of the more entertaining events occurred during the qualifying rounds. John Hooper (Team Australia) was assisting on the committee boat. During a start he was asked to hold up the individual recall flag. While holding the flag, John felt something on his hat. He reached up to brush what he thought was the flag off his hat, only to find a pigeon resting there. The pigeon appeared to be a racing bird who mistook John's head and beard for a nest. After several minutes of rest, the bird decided this was not a good home and flew away. Who says the race committee was for the birds?

An innovation tried at this Worlds was the use of an active, on-the-water jury. The jury recorded any mark or boat contact that was clearly observed, lodging protests against competitors. After the first day, the on-the-water behavior and acknowledgment of penalties improved drastically. The experiment proved successful. A fair, unbiased and tough jury was the key to that success.

RALLY ROUND THE WIND, BOYS

On to Tuesday and the start of the real racing: the round robin series. Because only 36 boats could be readied for racing, a 34-boat system was adopted, with the usual beach changes. The weather began to change and the worst fears of the organizing committee were realized as a large high-pressure system settled over the area. The net result was a shifty light breeze, with occasional 20-30 minute thermals with trapezing weather. It was a nightmare for the race committee and the competitors alike.

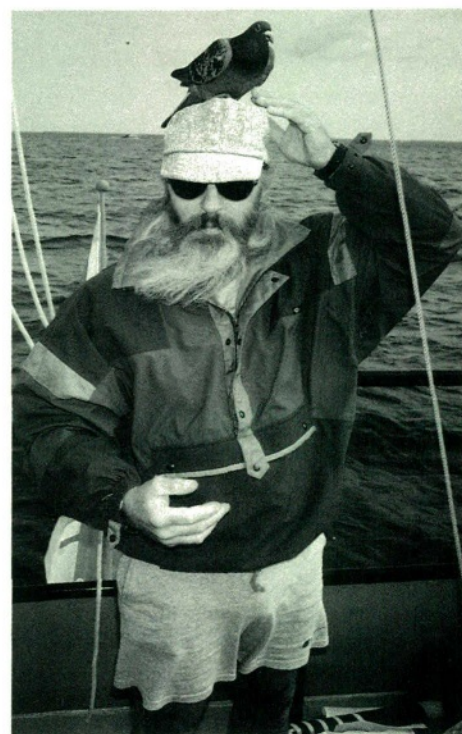
The first race was a hard-fought battle between Bob Seaman and Fred Niederquell, with Bob flying downwind and Fred clawing back upwind. In the

end Bob was victorious, followed by Fred, Alan Egusa, Paul Garlick and Phil Collins. Race 2 gave a new crowd a chance to show off with Bruce Bechtold taking the gun, chased by Hobie Alter Jr., Tom Korzeniewski, Stan Woodruff and Dexter Ploss. Race 3 displayed a tactic that often paid big dividends the rest of the week, especially when the winds were light and weird. Bill Jeffers rounded C mark in the pack and proceeded to hit the right corner hard. The move brought Bill into a solid first, which he maintained to the finish. The early race leader, Stan Woodruff, held on for second, ahead of Dexter Ploss, Greg Ursich and Fred Niederquell.

Race 4 featured a bit of trapezing and two winners. Carlton Tucker took the gun, but was sailing a makeup race. The real winner was Jim Glanden, followed by Hobie Alter Jr., Doug Johnson, Bob Seaman and Wick Smith.

Alan Egusa finally got untracked in the fifth race. Local 16 sailor Craig Burwell held a substantial lead throughout the race (a full trapezing affair), only to be passed by Alan on the last downwind leg. They were pursued by Roger Jenkins, Fred Niederquell and Doug Johnson. Race 6 belonged to Carlton Tucker, until the wind died on the last downwind leg. Carlton was passed first by Bruce Bechtold and then by Wick Smith. Carlton got Wick back and passed Bechtold at C mark. On the way to the finish, Bechtold passed through Carlton's lee at about five feet in a two-knot breeze. (How come when I try that it doesn't work?) Wick held onto third; Dexter Ploss and Wayne Mooneyham came in fourth and fifth.

Race 7 was the last race held on Thursday, the planned cut day. The race was started immediately after a 90-degree shift in a cold and foggy breeze. The initial mark rounding was very tight, with the first 25 boats around in 35 seconds. As you might expect, there was a bit of banging and crashing. This time the wind gods favored one Stan Woodruff, who passed the fleet on the last downwind to win. In the middle of the race, the Etobicoke Yacht Club repositioned the committee boat. In a mad rush all the crew and gear were transferred to the A mark boat and a finish line was set.



It was a triumph of conservative, long-series sailing .

Some competitors were a little confused to see the committee boat sail off into the middle of the lake. Stan was pursued to this makeshift finish line by Bruce Bechtold, Hobie Alter Jr., Carlton Tucker and Dexter Ploss.

OF TOMCATS AND HENS

One highlight of the evening entertainment was a hen-dance at an exhibition of traditional Canadian folk dancing. Particularly interested were Team Florida and Team Australia. They seemed to be falling in love as often as the dancers' costumes fell to the stage. A certain West German participant also had an excellent birthday celebration, courtesy of the local dancers.

EIGHT IS ENOUGH

The cut party turned out to be a cut-less affair. After an excellent meal of lobster, it was announced an eighth race was needed to complete the round robin. It was run in the light shifty Friday morning breeze. Bob Seaman gave another display of how to drive the 17 downwind as he collected his second bullet to match Bechtold's bullet count. He was followed by Clive Warwick, Wayne Mooneyham, Peter Patullo and Fred Niederquell. The committee scrambled to the beach and quickly tabulated the results. The cut was held on the beach at noon over hot dogs. With only 34 boats available, two sailors, Steven Chaples and John Paul O'Dowd, who normally would have made the cut missed.

After lunch, the sailors were sent out for another shifter and drifter on the Humber. Sailors who observed the huge gains made by sailing close to the beach were ready to try the same tactic. The race was won by Paul Garlick after a long, lonely, slow trek to the far right corner. Paul came from well back in the pack for the win, the first by a Canadian at a Hobie Worlds. Doug Johnson followed in second, with Woodie Cope, Bob Seaman and Carlton Tucker in succession.

HELP FOR THE NEEDY

Saturday dawned even stiller and hotter than previous days. It was beginning to be a bad joke. The committee decided to forgo boat swaps for the day and just try to run a couple races. After all the racers had congregated around the committee boat and played for a while, the course was moved out and a race started. Many sailors, realizing this would be the last race, began to plan accordingly.

Hobie Alter Jr. needed a bullet and poor finishes by the leaders to win. Carlton needed to beat Bob Seaman by three boats. Bob needed a good score. Bechtold and Niederquell also needed good races to stay in contention.

For most of the race Carlton looked like he could finally break his Worlds' jinx. (He has never taken the title at a Worlds. The phrase "always a bridesmaid, never a bride" comes to mind.) Within 100 meters of A mark the last time, disaster struck. Sometime earlier in the beat Hobie Alter Jr. and Bob Seaman had split tacks with Carlton, who, since he was almost laying A, ignored the split. As Carlton approached A, he and a pack with him sailed into a hole, while Hobie and Bob got into some wind (we are talking only three or four knots here) and rounded. The course was shortened and the fleet scrambled for the finish. Just above the finish line, the wind went truly weird. Some boats gybed for the finish and others ten feet away were beating. Hobie Alter Jr. prevailed in the race, taking the bullet he needed - but not getting the poor finishes from his competitors he needed as well. Carlton Tucker held on for second, leading Bob Seaman, Clive Warwick and Bruce Bechtold.


The 17 World Champion, Bob Seaman, richly deserves the honor. He sailed a tough, smart series. He never strayed far from the front and had no huge flyers to worry about. It was a real triumph of conservative, long-series sailing.

What can you say about Tucker? If you need someone to come in second (or stand up for a bride), call Carlton.

SPIRITED CANADIAN CLUB BRINGS SUCCESS TO TORONTO

An event of this scale requires a large, dedicated staff. We will mention only the four key players. Steve Reid was chairman of the organizing committee. His strong leadership and never-say-die attitude kept the event on the rails and moving forward. Race Committee Chairman, Mike Walker, proved he is ulcer-proof. Trying to set courses and run races under frustrating conditions was a nightmare. Every event such as this always needs one person that you know going in is competitive, but who under the heat of battle excels far beyond expectations. Laura Cobbett, five months pregnant, was that person at this Worlds. After a day on the water we would come in and throw paper at her: results, protests, mark roundings, lunch orders. By the time we turned around, it all was organized and the event was going forward again. Paul Ulibarri was his usual calm, efficient self. As beach captain he has to take all manner of guff from the sailors, even more with borrowed boats. As usual, Paul just smiled and solved problems. Literally dozens of other people also deserve mention (but space doesn't permit), including some who sailed each day and then worked each night keeping the event moving.

A special thanks also is due the Fleet 183 Commodore, Richard Lemoine, and members of the Etobicoke Yacht Club. Thank you for your tolerance and support. And finally, special thanks to all those sailors who loaned us their boats for the week. Without you there would have been no event.

Overall, in the midst of this new decade of reality, we note our appreciation of everyone who helps to keep the Hobie spirit and Hobie events afloat. You each helped change the tune of this event, from what could have been the "Maple Leaf Rag" into "What a Wonderful Worlds." 

See Regatta Results for final points.
- Ed.

PADDLE BATTLE

LET'S RACE ... OR ELSE

STORY AND PHOTO BY ROGER JENKINS

The fight for the Hobie 17 World title was not the only tournament of champions taking place in Toronto last June. Bubbling near the surface of the main event was a less organized but no less fierce battle for the brew: "The First Annual Unofficial International Hobie 17 Paddle Contest."

When the breeze let up, causing a lull in the official racing, the Hobie spirit of competition and camaraderie just kept gusting. Crews going for the brew (in this case a case of Molson's beer) were led by Team Texas, who signed up first in hopes no one else would enter and the prize could be won (and consumed) without a skirmish. As it turned out, teams from around the world were anxious to spirit away the spoils of the battle of the paddles. Soon, Team Texas was joined by Team Australia, Team Mutt (one New Zealander and two Americans), a very intense (as intense as their laid-back coastal lifestyle permits) Team California, and the host, Team Canada.

The object of the competition was to paddle a fully rigged Hobie 17 manned by two paddlers and one skipper from the start/finish line down the approximate length of a football field, around a mark and back through the finish line. In a bow to racing conventions, Captain Paul Ulibarri consented to command several chase boats to run interference. We soon discovered, however, this was to be a no-rules, no-holds-barred event.

THE PLAY-BY-PLAY BEGINS

First up was Team California, with two surfers in the front — Alan "Seduce Ya" Egusa, and myself, Roger Jenkins — and skipper Wayne "Spreader" Mooneyham at the helm. We vied against Team Texas in what was to be the only clean race, which we won to the cheers of boisterous onlookers.

The next heat was hot indeed. Team Mutt and Team Australia, both very

physical, engaged less in paddling than in hand-to-hand combat. Team Mutt growled ahead at the start, figuring since there were no rules, why not be over early. The Mutts quickly learned they were barking up the wrong tree when they were caught by the Aussies, who it seemed were trying to throw three hot dogs on the barbie. The scene resembled a barroom brawl, with each team trying to toss the other in the drink.



The chase boat intervened, imposing on-the-spot penalties by pushing the boats with their rubber avons across the finish.

California took on the eventual winner, Australia, winning the start with our surfer technique. All looked well until we realized Team Australia had no intention of following us as we rounded the mark, but instead were thrusting themselves directly at us. It looked as though push was definitely coming to shove. Confident we could out-paddle them, we yelled at Wayne to steer us away from the finish and the brawling Aussies toward the shore, from which, in a large, arcing course, we out-maneuvered them to the line.

TIME OUT ... PLEASE!

Meeting the "townies," Team Canada, in the final heat, we learned what is meant by home-field advantage. Shortly before the sounding of the gun, we discovered someone had sabotaged us by tying our stern to the dock. Even worse, an underwater demolition team had pulled our drain plugs and kicked up our rudders, and we were being bombarded by water balloons.

To no one's surprise, we found ourselves trailing Team Canada. Soon, however, we recovered and were able to close the gap, but as we prepared to overtake the Canadians, we were attacked by Team Mutt, still snarling over its earlier elimination.

We fended off all would-be bandits and boarders except for one Mutt-ering pirate, Greg Ursich, who was determined to divide and conquer the Californians. Ursich was repeatedly dunked and splashed as he came up for air; when Wayne stood on both Greg's shoulders and sank him, it became a matter of survival. We knew another passenger would slow us down, so we continued to submerge him in the chilly Canadian water. As Greg went down for the last and final time, we decided we'd better get back in the race. (Don't worry, the human popsicle was later rescued from the frigid lake.)

It was penalty time again and the avon chase boats evened us up for the final sprint to the finish. Team California overcame all obstacles to win the world-classless event. Our victory was short-lived, however; we hardly had recovered our energy or been able to sample our prize when we heard the formal battle cry, "The wind is filling off the beach!"

The next time we enter an event such as this, we're bringing along a pro. As a matter of fact, we've watched him carefully on the baseball diamond and the football field, and have the utmost faith in him. We're sure when it comes to paddling a Hobie, Bo knows!

21 NATIONALS BREEZE THROUGH FALMOUTH

BATTLE OF

BUZZARDS BAY

STORY BY CHRIS BROSCO, SR.
PHOTOS BY CHRIS BROSCO, SR.,
BRUCE HILTUNEN AND STEVE RUEL

It had been many a year since the Nationals were held in Falmouth, Massachusetts on Cape Cod. In fact, the year was 1976 and the boats were Hobie 16s. Now, some 14 years later, competitors had gathered again on the waters of Buzzards Bay, racing on a boat that didn't even exist in the '70s, or for that matter, most of the '80s ... the Hobie 21.

The site was Old Silver Beach at the Sea Crest Oceanfront Resort and Conference Center in Falmouth. Seventeen teams from 13 states, including some from the ProSail circuit and one from as far away as Colorado, had come to match their wits and skills against fellow competitors and "The Buzzard."

"The Buzzard" is a term affectionately used by local sailors to describe the wind of Buzzards Bay. Prevailing from the southwest, The Buzzard seldom blows at much less than 15 knots. Racers arriving early to test this theory often found themselves in battle with The Buzzard. Some battles were won, others lost.

Sizing Up The Races

Bob Gleason, area Hobie representative and race committee chairperson, watched as the crowd gathered before him on Wednesday, June 27, for the first skippers meeting of the week. Bob announced a four-day schedule that called for seven short races, one long-distance race and two parties. After the brief orientation and "Thank You" to our sponsors (Hobie Cat, Bacardi, O'Neill and Ensign Marine Specialties), skippers and crews were turned loose to ready their boats for the 11:30 gun.

The wind had continued to build during the meeting and was now hovering at 18 knots. Whitecaps and heavy chop were present on the bay as a postponement flag was hoisted on the beach. Apparently a race committee member had broken her ankle while transferring from the chase to the committee boat. After getting her safely

to the hospital, RC raised the white flag and racing got underway shortly after noon.

Sailors were treated to a course 7 while spectators along the shore got a glimpse of some great racing amid beautiful 21 spinnakers. As the boats rounded B mark, New Hampshire Hobie/Windsurf's team of Bill Finn and Mac McCarthy had built a 1-1/2 minute lead over John Cutillo and Greg Ferrara. Following closely behind were George and Bryan Wooten.

By the third rounding of A, Bill and Mac found themselves with nearly a four-minute lead. Most speculated we'd see no chute from these guys on the final leg. Much to our amazement, up came the spinnaker, protecting their lead and giving them the first bullet of the day.

After a brief lunch break, racing resumed and the committee handed down a 4. The wind and chop continued to be major forces to contend with, and it wasn't long before two boats limped back to shore with mechanical failures. Meanwhile, capitalizing on a misjudged layline by skipper Bill Finn, Robbie Daniel from Florida overtook the lead. Having finished the first race in sixth place, Daniel was bent on winning this one. The neck-and-neck competition continued as the two boats made their way to C, but a missed takedown of the kite, Finn and McCarthy's second mistake of the day, proved too fatal for recovery. Robbie Daniel and crew Chris Webster captured the lead and the eventual win.

Later that evening, all teams were treated to free Bacardi Breezers and cocktails, courtesy of Bacardi. Drinks were served on the beachfront patio at the Sea Crest by our barmaid, Suzanne, and the Bacardi lady. As everyone mingled, one could hear strategies and tales being shared. A common denominator in all this conversation was heard: everyone was committed to better sailing and fewer mistakes the next day.

On The Morrow

The morning brought bright sunshine, improved visibility and an 8-knot westerly breeze. Marks were set closer together and by 10:30 the group had begun the first leg of a course 3. Taking nearly 50 minutes to complete the course, Robbie Daniel continued his winning streak by scoring another first. Scott Fox and Jim

Allen, Team Maine, finished in second while the Wootens rounded out the third slot.

The boats adjourned to shore for a lunch break during which the course was reset to accommodate the clocking wind. While on shore, sailors began to note a sharp increase in wind velocity and quickly exchanged their light gear for full wet and drysuits. Now, with a 20-knot wind flexing its muscle, everyone was ready to return to the water and do some serious sailing.

The committee gave the fleet two more starting guns for the afternoon: a course 7, which took over one hour to complete, and a course 5. Daniel and Webster took yet another bullet, raising their total of firsts to three. New York's John Cutillo came back a strong second after finishing a disappointing eighth in the previous race. Bill Finn continued to make errors on starts and on the course, adding to his discontent and slowly eroding his team's hold on first place.

Quickly getting their act together, Finn and McCarthy accomplished a 45-minute win on course 5, giving them their second bullet of the event and a slight overall lead heading into Friday's long-distance race. The team of Daniel and Webster, with three wins in its war chest, was looking ahead for the kill. Cutillo continued to sail consistently well and was shadowing the leaders a little too close for their comfort. George and Bryan Wooten, who had racked up a couple third-place finishes, took a DNF in the fourth race and a DNS in the fifth. Problems with their boat had plagued them all day.

Seventeen teams from 13 states had come to match their wits and skills against fellow competitors and "The Buzzard."



The Long And Winding Road

The long-distance race was the only scheduled event for Friday, June 29. This race would count toward 20 percent of the overall score. Weatherwise, the day was far from picture-perfect. Overcast skies, a light breeze and the threat of an afternoon thundershower were just some of the factors with which the teams would have to contend.

The course covered over 22 nautical miles of Buzzards Bay, with rounding points at Weepecket Rock, Nye Ledge, Nyes Neck and the Cleveland Ledge Lighthouse. The boats were to finish at a line set about 200 yards off the low water mark at Old Silver Beach.

Racing began shortly after 11:00 and immediately turned into a drifter. Spinnakers were raised but were hard-pressed to remain full. Approaching the first mark, sailors recalculated as the wind began to shift slightly but remained well under 10 knots.

Robbie Daniel had skippered his boat to a sizable lead as he headed to the second mark but slowly watched that lead disappear when he found himself trapped in a large, windless hole. By the time Robbie maneuvered to clean air, his lead was in the hands of another team. Nearly three hours into the race, most skippers had rounded only the second point of sail.

By 2:00 skies had become ominous and the race committee began to monitor the local marine forecast closely. The weather held out, though, and shortly before 3:00 radio communication between the chase and committee boats was heard back at the beach. Word was the race would continue, but with a slightly shortened course.

As the caravan of Hobies appeared on the horizon, it became apparent that Barry Burgess and Mitch O'Hara had volleyed their boat into a slight but comfortable lead and were on their way to a first. Tagging behind were Daniel and Webster, who finished in second place. Joe Tomlinson and Garrett Norton, who at one point found themselves nearly two miles off the pace, pulled out all the stops and wound up in third. As Tomlinson put it, "The Buzzard was very kind to us out there."

As the final boat made its approach to the beach, my own, unofficial, scoring

indicated Finn and McCarthy had turned their overall lead over to Daniel and Webster. These guys would be the ones to beat come Saturday. But for now, packing up the boats and getting ready for the evening party were the only immediate concerns.

A Break In The Action

The nighttime activity shifted five miles south to the center of Falmouth and the local V.F.W. hall. Here, everyone was treated to salad, lasagna, meatballs, bread and rolls, and a free Bacardi Breezer T-shirt. The bar dished out the spirits and added to the relaxed atmosphere. Certainly there was little indication of the stiff competition existing among the sailors. Music from the Bose boom box kept the evening festive until the crowd began to thin out sometime after 9:00. Those staying at the Sea Crest indulged in several more hours of merriment before grabbing some shut-eye.

As night waned, reality dawned on the racers. Saturday would be the final opportunity to make good on the goals they had set for themselves on day one.

The Buzz Is Back

The Buzzard made an early wake-up call as the teams gathered for the last day of this event. Skies remained overcast and the air temperature had dropped nearly ten degrees from the previous day. Seas were relatively flat and the course had been set deep into Buzzards Bay, allowing everyone the opportunity to capitalize on a clean, 15-knot wind.

The Wootens' string of bad luck continued when they awoke to find their boat had washed away overnight and was now several hundred yards down the beach. George and Bryan were not fully aware of the damage until they hit the water. Caked-in sand and pebbles rendered the daggerboards useless. After some bright moments earlier in the week, the disillusioned Wootens took two DNS's, losing all hopes for a trophy.

Race one, a course 7, saw the lead change hands several times. Robbie Daniel was the early leader but soon lost ground to Bill Finn. Finn worked his lead to about 30 seconds, until a rip in the spinnaker considerably slowed his boat. Cutillo and Ferrara, who had been close

behind from the start, overtook Finn. The slowing of Bill and Mac's boat continued and soon Daniel and Webster passed them by as well. The three teams finished the race in that order.

Bob Gleason served up the seventh and final race, a 4, twice around. Finn and Mac exchanged their torn spinnaker, Bill Maheris swapped a badly torn jib and Joe Tomlinson threw in the towel, due to needed repairs and too little time to do the work.

John Cutillo, who had sailed consistently well all week, certainly found his stride on this final day and became the guy to beat. Again, the lead changed hands several times, but Cutillo finally locked onto first and held it for the duration. With two bullets in his pocket and an eight for a throwout, John and Greg had guaranteed themselves one of the top slots at the awards ceremony.

Thanks For The Memories

At the awards ceremony, the top sailors were treated to some great trophies. Each trophy included matted and framed pictures recounting some of the team's efforts during the week. The event and the team's placement were written below in calligraphy.

Top honors went to the new Hobie 21 National Champions, Robbie Daniel and Chris Webster from Florida. They received their trophies to the sound of thunderous applause from the spectators and those they had competed with all week. Their sailing had been virtually flawless and I can't think of anyone who deserved the honor more than these two guys.

The 17 teams that had started the week headed back to their vehicles prepared to make the long journey home. There were no ESPN cameras to record the event, no big-money jackpots to be won, and only a handful of the names that have become synonymous with Hobie racing. Still, the competition was some of the best I had ever witnessed and the Hobie spirit was certainly alive and well among these fine men and women. Some dreams were realized on that last week of June; others, for now, were shattered. Nevertheless, the crowning of a new 21 champion had taken place and Hobie history was re-written once again. *SC*

NORTH AMERICAN REGION NEWS

I've just returned from the second Hobie 17 Worlds in Toronto, Canada. What a great time! Since the winds were light a great deal of the time, and since we spent a lot of time under the postponement flag, I was able to talk with many of the sailors, as well as listen to what they had to say. Everyone is concerned about the future of our sport, and the "Hobie Way of Life."

Thankfully, there are things we all can do to ensure the continued existence of this great pastime. To begin with, there are two things you should do automatically. Although I take these for granted, evidently there are still some of you out there who are a little slow to jump on the bandwagon.

First of all, **SUBSCRIBE TO THE HOTLINE!** The HOTLINE is your direct pipeline to what is going on with Hobie Cats: all the regattas, National and World events, places to sail, new products and rules updates. Plus, there's lots of great pictures! Subscribing to the HOTLINE is one of the easiest, least expensive and most worthwhile means of supporting the Class Association, the Hobie Cat Company and Hobie sailing in general.

Second, join a fleet! The Hobie fleets are the basic building block for the entire Hobie concept. With a few exceptions, it is always more fun to do things with a group, and the fleets need more members, so join a fleet.

Third, from my own experiences, and from those I've talked to, I would like to throw out some ideas and suggestions. Many, you may be familiar with, have tried before, or are already doing. Basically there are three categories. The categories do overlap, but hopefully, there will be at least a few things you can try.

FIRST TIME BUYER

Hobie Fleets: The fleet organization and racing program sells Hobies. When you buy a Hobie Cat you buy a lot more than a boat. You gain thousands of new friends all over the globe and the I.H.C.A. has established the best racing program in the history of sailing, something no other manufacturer can offer.

New Boats: Hobie is making the boats more high-tech. They started with the Hobie 17, followed by the 21, then the SX-18. These new boats are getting more

people to buy a Hobie! The down side for us is that it seems to subdivide the racing classes even further. Please remember though, that once upon a time, there was only the Hobie 14. Where would we be now if the company had stopped with just that one very successful design?

STRENGTHENING FLEETS/RECREATIONAL SAILING

Hobie Dealers: Dealers and fleets must work together. In many areas dealers depend on the fleet to give potential customers "free rides," important in finalizing the sale. Once sold, a fleet member can take the new owner through the first time setup, takedown and offer a sailing lesson. The dealer will show appreciation to the fleet by helping the fleet in some way, possibly by paying the new owner's first year's fleet dues, making a cash contribution or providing help with a regatta. Fleets often need more exposure. Ask your dealer for permission to put up notices and newsletters. Work with the dealer at boat shows, etc. When the dealer and fleet work together, everyone wins ... the dealer, the fleet and the new boat owner.

Prospecting: Try putting "Come Join Us" fleet notices on Hobies you see in driveways and apartment parking lots. Many boat owners have no idea that there is organized Hobie sailing in their area. An invitation with a few phone numbers and information on meetings is all that is necessary.

Telemarketing: Making a personal phone call with an invitation to a fleet activity really is effective and works wonders in getting people to attend.

New Sailor Involvement: As soon as possible, get new people involved on a committee of some kind. Working the registration table at regattas, helping with the upkeep of fleet property, or hosting a fleet meeting are all good ways to immerse someone in the "Hobie Way of Life."

Family Bonding: Involve the entire family. Schedule events with special activities for non-sailors and the kids.

Young Blood: The youth are the Hobie sailors of tomorrow. We need young blood. The Explorer Sea Scouts have been very successful in our area. How does your fleet encourage the younger sailors?

New Events: Don't get stuck in a rut with the same old fleet races and regatta circuits with the same old tired racers. Non-sailing and semi-sailing events are especially big in my area. Try things like scavenger hunts, cook-offs, fun races, obstacle courses, theme parties, clinics and even stuff like horseshoes, croquet and bowling.

Fleet Representatives: In the Dallas, Texas Fleet 23, my 17A Rep is always calling me to remind me of fleet

races, meetings, parties, seminars, as well as provide info on regattas and other events. Fleet members also call their fleet rep with questions about the boat, events or to find a crew, and sometimes just to talk sailing.

STRENGTHENING HOBIE CLASS RACING PROGRAMS

Seminars: Seminars are great in the winter. They are usually held once a week and cover one topic each session, followed by questions and answers. Topics include: boat setup and tuning, starting, going to weather, downwind, mark rounding and rules. Another popular seminar is boat maintenance. Here you can learn to properly inspect, tighten and tweak your boat for best performance, as well as scary stuff like re-drilling your rudders and installing portholes. Novice to expert sailors all benefit from these seminars, but the greatest benefit comes in giving a sailor the confidence to attempt that first regatta.

Sailing Camp: This spring we organized an intensive weekend race-training camp, patterned after Rick White's. The less experienced sailors got a year's worth of starts and mark roundings in just one weekend, while the experienced sailors got a head start on the rest of their competitors. The camp was so successful that we plan on repeating it each spring.

Smaller Class Leniency: If three Hobie 14s and a Hobie 21 show up at your regatta, let them race! We can't afford to lose anyone.

Go For The Gold: Set your sights on attending a Nationals in 1990 or 1991. With the "Bring Your Own Boat" format, anyone can attend, you will get plenty of sailing, meet exciting (and famous) people, plus have a great time too!

Non-racer Regatta Packages: With this option you encourage people to sample the regatta experience without the racing chills. They get the great T-shirts, meals, parties, camaraderie and fun without actually racing. The host fleet benefits too, and eventually the non-racer may be won over and try racing.

REACH OUT AND SHARE

I'm sure there's lots that you and your fleet have done which has raised the level of participation in your area. Share your ideas, suggestions and programs. Send them to the HOTLINE. Send them to the NAHCA. Remember, for our sport to survive, it must grow. Let's work together!

Jane Sherrod

Jane Sherrod
NAHCA Vice Chairperson

Attention Fleet Officers!

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

Regatta Dates

9/1 to 11/3 are due
11/4 to 1/5 are due
1/6 to 2/27 are due
2/28 to 5/5 are due
5/6 to 7/7 are due
7/8 to 8/31 are due

Due Dates

11/9 will appear in
1/12 will appear in
3/7 will appear in
5/11 will appear in
7/13 will appear in
9/7 will appear in

Issues

Jan/Feb
March/April
May/June
July/August
Sept/Oct
Nov/Dec

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

Please note that this schedule is subject to change.

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

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

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

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

THE YACHT CLUBS OF LONG BEACH

proudly present the 4th Annual

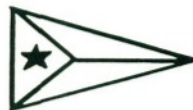
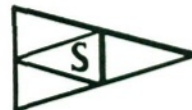
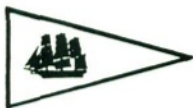
CHARITY REGATTA

in benefit of the Long Beach Children's Clinic

**SUNDAY, SEPTEMBER 30 —
LONG BEACH, CALIFORNIA**

Hobie catamarans are cordially invited to participate in this festive fund raising regatta. Racing will take place in Long Beach Harbor off Claremont Ramp and a post race Burger Bash will be held at Seal Beach Yacht Club.

For more information including a notice of race, please write, The Yacht Clubs of Long Beach Charity Regatta, c/o ABYC, 7201 E. Ocean Blvd., Long Beach, CA 90803



FLEET NEWS

Cinco de Mayo Regatta Fleet 66, Division 2 Puerto Penasco, Mexico

MAY 5-6, 1990

BY RICK & LINDA HANKINS

On May 5th and 6th, 1990, Hobie Fleet 66 and the Sailboat Shop hosted the Cinco de Mayo Regatta at Puerto Penasco (Rocky Point), Mexico. For well over ten years, Fleet 66 had hosted the Ides of March Regatta, but participation was sagging so it was time for a change. Through the efforts of Fleet 66 member Ted Lindley and the cooperation of Division 2 Chairman Udo Winkler, the regatta was rescheduled to a warmer, windier time of year and no longer back to back with Midwinters West.

The schedule change paid off as almost 50 Hobies showed up on the Friday before the regatta and another 25 for the race. The early arrivals participated in a racing and boat tuning clinic instructed by Udo Winkler and Wayne Schafer. Udo and Wayne gave classroom instruction on everything from preparing for a regatta weekend to crossing the finish line.

After a lunch break, the class resumed on the beach with a rigging and tuning clinic by Udo and Ted Lindley. Then the class moved out on the water for a starting clinic. Successive starts were practiced and critiqued.

Many tips, clues and even personal secrets were shared with the students. It was a great way to kick off the weekend and we are sure that the skippers and crews who took the time to attend gained some valuable knowledge.

Saturday morning the marks were set and the committee boat was in position early. Seventy-four Hobies were ready to race, but the winds would not cooperate. The problem was not wind strength, it was direction.

About the time the race course was set, the wind had clocked around. Only two races were started on Saturday and the wind in the second race was as shifty as a lake breeze.

All the frustration from the race was forgotten when the sailors reached the beach and enjoyed free margaritas and nachos. The margarita party was still going strong when a fabulous fajita dinner was served. The fiesta and raffle ended about 10:00 PM and the activities adjourned to the campfire on the beach.

Sunday we tried to get a jump on the wind shift but to no avail. Mother Nature usually has the last word and this regatta was no exception. However, we did manage two more races.

The 16Cs and 16 novices really showed their stuff. It seems that Wayne Schafer told them at the Friday racing clinic that "if you're not over early once in a while, you're just not being aggressive." On the last race of the weekend, they had it dialed in and were going for broke - would you believe a general recall? It was every bit as impressive as an A fleet start and they should all be congratulated!

Many sailors took the time to fill out the "Rate-a-Regatta" form. We really appreciate your interest and effort in helping Fleet 66 make next year's Cinco de Mayo Regatta even better.

Hobie Day In Benicia Fleet 194, Division 3 Benicia, CA

MAY 6, 1990

BY JIM SADJAK

Hot off the SAN FRANCISCO CHRONICLE PRESS, front page Sports Section, Hobie Fleet 194 is at it again. "Hobie Day in Benicia," a semi-annual event aimed at giving the public a chance to fly a Hobie was successfully held on May 6th at Benicia, California. Hobie Fleet 194, a small fleet of only a dozen active members, joined together with Sacramento Hobie Fleet 17 and California Hobie dealers: Seabird Sailing of Berkeley, Inland Sailing of Sacramento and The Main

Sail of San Jose, to put on an attraction to match the Colossus at Great America.

As interested sailors arrived, the first step was filling out a waiver similar to that on a regatta registration card. Step two was to the beach to suit up in the "usual" gear. Many appeared as if they were going to San Francisco's infamous Exotic Erotic Ball. Step three was to assign a skipper to them depending on which Hobie they wanted to try. At one point they were backed up 30 deep wondering how long before their turn. Feed them more hot dogs, talk Hobie and pray they stay maintained as to not leap on the next boat in.

Seventy people experienced a touch of the "Hobie Way of Life." No one wanted to return to the beach, but when they did, there was an ear-to-ear smile from the excitement.

The purpose of this event was to introduce Hobie sailing to those who never get the chance, throw a free barbeque, show them the Hobie life style and camaraderie and strengthen our fleet.

New members were added to the fleet and many people talked to the dealers about new and used boats.

A follow-up fun sail has been scheduled September 8 for those who attended Hobie Day to introduce regatta sailing.

Expand Hobie sailing in your area by scheduling a Hobie Day soon!

Bodega Bay Sharkfeed Regatta

Fleet 281, Division 3 Doran Park, CA

MAY 19-20, 1990

BY SUZETTE JORDAN

After a week of 20 knot winds we looked forward to some exciting sailing. But as luck would have it, a small front had moved in with moderate to light conditions.

While overcoming a few minor obstacles, Mike Montague, race committee chairman, was able to organize three races on Saturday. The winds were very light;

however, despite the weather report, 50 boats covering all classes were able to make for an exciting day.

The third race on Saturday was greeted with a small rainstorm. The heavy rains held up just long enough for everyone to get their sails down and pack up for the day.

Camping Saturday night was yet another experience. The high winds returned along with heavy rain. Sometime in the early morning, the winds abated and the fog moved in. While we waited for the fog to clear, Mike Montague put together two small clinics, where A fleet skippers and crew shared the wealth of their experiences with C fleet counterparts. We were able to get off one race on Sunday. The most exciting part of Sunday was sailing through the surf in light air.

We concluded the weather-filled weekend with our trophy ceremony and a great raffle supported by our many sponsors. A special thanks goes out to Windtoys, Teevax, Spec Eyewear Studio, Apple Apple, Cleek Print and Fleet 281 members who pulled this all together.

Gorge Hobie Classic Fleet 72, Division 4 Home Valley, WA

JUNE 2-3, 1990

BY PETER NELSON

The results are in! The second annual running of the Gorge Hobie Classic was an unqualified success. Forty-four Hobie Cats competed at Home Valley the weekend of June 2-3 and experienced a wide range of sailing conditions and entertainment. With Hobie 17 and 14 Nationals coming to the Gorge in August, many of the sailors were obviously present to "tune-up" for the main event. Sailors arrived from as far away as California and Canada. None were disappointed.

Saturday was so calm that the race committee cancelled all races for the day. That left the racers with little else to do but head for the shore and partake of the four kegs of ale supplied by Full Sail Ale and Bridgeport Ale and the 15 cases of Koala

soft drink.

Sunday morning welcomed the groggy sailors with overcast skies, light rain and light wind. After a short skippers meeting with more raffle prizes, a course was set and the race was on. In 10-15 mph winds, the cats quickly finished the first race to set up the second and third races. The usually consistent Gorge winds were replaced with oscillating shifts which added to the strategies of the racers.

With three races under the belt, a fourth race was started. But before the last fleet could cross the start line, a squall came through which had everyone scrambling fast. Boats went over like toothpicks as the race committee scrambled to lend assistance to the most needy. The squall brought 40-50 mph blasts which lasted about a half hour. After it passed, everyone had the opportunity to assess the damage. To everyone's relief no injuries or major damage occurred, save for some shattered nerves and a blown sail.

Despite the atypical winds of the Gorge — no wind one day and oscillating gusts the other — nearly all contestants agreed that the regatta was one of the best ever. Lots of sponsorship support in the form of registration giveaways contributed. Great raffle prizes helped make the event a financial success. But in the end, there was no substitute for some good organization and a lot of help from dedicated volunteers and sailors — people like Bill & Denise Seaman, Maria Williams, Kelly Havig, the five chase boat drivers and a cast of thousands!!

The Home Valley site has proven to have all of the essential ingredients necessary for a successful regatta. The local community of Stevenson enthusiastically supported the event. The park has a sheltered location for launching and beaching boats. The party area is away from campers so the party can be loud and go late, and still not bother those who want to sleep. Best of all, it is

in the Gorge — site of strong, consistent winds. Although the winds didn't cooperate this year, there is a 90% chance they will next year. To all the California, Nevada, Utah, Idaho and Canada sailors, we would like to extend an invitation to join us next year and experience Gorge "Nuclear" winds!!

**Longneck Regatta
Fleet 128, Division 6
Jacobs Creek Park, TX
MAY 19-20, 1990
BY GAYLE GLEESON**

Fleet 128 out of San Antonio, Texas was ready and waiting with their pink flamingo mascots, toys, banners and burgees, for the 86 boats that came for the 14th annual Longneck Regatta held at Jacobs Creek Park, Canyon Lake. The traditional thunderstorm that seems to accompany Longneck arrived on the eve of the regatta, so great weather was assured for the weekend.

Betty Reeh, chairwoman, had things under control from the start with the help of fleet members, Fleet Commodore Stephen Acquart and first mate Stella Alvarado. The registration packets included aqua T-shirts bearing the names of the sponsors and an abstract flamingo and sail design done by Kenny Rourke. Racing committee was expertly handled by Ray Seta with the help of his wife, Michelle. Charlie Mayer was in charge of the latest and most up-to-date in racing scores by means of radio and computer set-ups on the committee boat and beach.

Spectators had an excellent view as the marks were easily seen from the rolling shores of the lake. Three races were held Saturday in favorable winds which left everyone in a favorable humor by late afternoon. Alas, not all was perfect as some spectators were diverted from the action on the water by the action on the screen as they witnessed the defeat of our San Antonio Spurs by the Trailblazers in a play-off game. Avid fans insisted the TV, hooked to a generator, be moved to the roof of a van when the table it was sitting

on was requisitioned for food preparation.

Strutting around the two very large barbecue pits all afternoon were Seta and Son. Carl and Tony were the head flamingos as far as the grilling went. Attired in his inflatable flamingo apron, Pa Seta was a sight some say they come to Longneck year after year to see.

As sailors unwound with the Lone Star beer and soda provided, the serving crew went into action donning the hot pink polka-dotted aprons made by Lucille Seta, and setting up the serving lines of food prepared by her, her family and helpers. A feast of chicken fajita tacos, Spanish rice, beans, sauteed peppers and onions, picante sauce and tortilla chips was relished by all and chased with plenty of iced down Lone Star beer and soda. A dessert bar was a hit following the meal.

Stephen Acquart's son, Richard, did a great job keeping the numerous coolers replenished and iced. Richard's private school, Children's Learning Center, was the recipient of this year's regatta proceeds.

Many donations collected during the previous months were received for the raffle held at sundown under the regatta tent. Fleet 128 member, Bill Frye, rented the tent for us.

As participants claimed chaise lounge rights around the tables of prizes, Robert McGonigle put on quite a show and rivalled Bob Barker as promoter, hawker of raffle tickets, and ticket caller (with some help reading the numbers). One of the most sought prizes was a pink flamingo wind-flapper with mirrored wings. Not the most monetarily valuable, not even sought by many, was the winning ticket number for the first swing in "the pregnant flamingo bashing" (read on animal rights activists, it's not as bad as it seems). A second and third striker were also chosen just in case the first couldn't get the job done. Strung high between two masts was a pink flamingo piñata filled with candy. It served as the last organized entertainment for the night as

it finally "laid" its candy upon the sandy beach where it was quickly gathered by the youngsters in attendance.

Fleet 128 members were treated to Frozen Flamingo drinks blended from pink lemonade, Lone Star beer, tequila and ice. One taste of the drink convinced even the most hardened margarita drinker that beer made an excellent secret ingredient. David Hall accidentally sacrificed one bottle of tequila "on the rocks" to the wind gods of Canyon Lake.

That sacrifice was well rewarded as the next day proved to be another great one. Two races were run back-to-back, racing was super, and the 100 handcrafted ceramic trophies were awarded to the many winners and sponsors. The trophies were made by Denise Porter Martin and were, of course, pink flamingos. As much fun as this was, Betty and the regatta committee breathed a sigh of relief as the last trailer pulled out Sunday evening.

**Jetty Park Ocean Regatta
Fleet 45, Division 8
Cape Canaveral, FL
MAY 26-27, 1990
BY ED LEGRAND**

A windy weekend, a rolling ocean, sunny weather and a great turnout of catamaran racers; what better formula for a Division 8 regatta? Memorial Day weekend, 1990, saw Hobie Fleet 45's presentation of their 17th Annual Jetty Park Ocean Regatta in Cape Canaveral, Florida, play to a full house.

Nearly 100 boats blasted off the beach at "launch central" for the U.S. space program, amidst the port callings of cruise ships and Trident submarines from this east coast, Port Canaveral locale. Crowds of holiday campers, fishermen and sun worshippers were presented an eyeful of the flashy Hobie lifestyle as the top sailors in Florida vied for "top gun" standing, on the road to the 18 Nationals/Daytona Beach and the 16 Nationals/Myrtle Beach later this year.

Our Florida family was also ecstatic to welcome the

return of Michael Staley to our fold. Michael, our Division 8 Commodore, had suffered severe injuries at Daytona Speedway during his duties there as a safety official.

While attending to a driver whose collision had ended him on the grassy infield, Michael never saw an out of control car which had spun from the high bank turn following a beeline path to the disabled car and himself. Michael was thrown "ragdoll" style through the air as the spinning car crashed into the car he was aiding. Michael ended up nearly 140' from his position only seconds before, and now halfway beneath this other vehicle, as his personal photo album will attest.

Michael has been undergoing therapy in order to regain muscle control from broken bones and treatments for burns for some months now. It was great to have him at our event and even greater to hear him say it would be only a short time before he'd be back on the water with us all.

Parts is parts, and when they break honey, it's hard for the rest of the machine to operate properly. Many racers were to find this out on both Saturday and Sunday as a medium surf and still conditions played havoc on rudder pins, hotsticks and nerves. Most of the sailors were delighted to finally get to deal with some wind and waves though, as previous outings this year had proved drifting to light. With the year progressing towards the Nationals, heavier weather is on the horizon.

Thanks to sponsors such as our county parks system for use of Jetty Park for the race site, Caroll Distributors for Michelob, Bunkies for T-shirt help, The Brewery for chicken wings, Pepsi for the soft drinks, cash from Tuttle-Armfield-Wagner Appraisers, a treasure chest full of giveaways from Hobie Cat, Murrys, Kisme, Space Coast Sailing Center (especially the parts van), and a tent from the Melbourne Jaycees to conduct business under. With this kind of support, our event put a smile on everyone's face, including our own.

After all racing was com-

plete, protests heard, giveaways presented and scores tallied, a final surprise awaited Fleet 45. Finishes by new members of our fleet, and a few old-timers whose regatta duties had been completed days before the event, provided us with the regatta "Go-Fast" trophy. This icing on the cake only happens once in a blue moon to our fleet as the rest of Florida can attest. Thanks gang.

Fleet 45/Brevard County has been a true supporter of Division 8, providing an annual outing for 17 consecutive years. We'll be here for 17 more years. Come join us!!!

The Great Mistakes Fleet 97, Division 9 Kerr Lake, NC

MAY 5-6, 1990
BY FRED HOLT

Warm sunshine greeted Friday afternoon arrivals to the Great Mistakes NC Hobie Championships 1990 points regatta. Many of the early birds arrived for a COMPTIP™ party hosted by Doug Graham of Boats for Sail in Charlotte. In all, one-half dozen COMPTIPs were installed by boat owners with Doug's supervision and help.

Major sponsorship for this year's regatta was provided by Great Mistakes Inc., a specialty catalog liquidator with outlet stores in the Carolinas. Great Mistakes has sponsored a Hobie 21 in the ProSail series and the Great Mistakes 21 was the flagship of the regatta. WTRG FM 100.7 was our co-sponsor and did an excellent job of publicizing the event.

Saturday morning dawned with a stiff breeze and a forecast of thunderstorms moving through the area, so race committee Wick Smith urged racers to watch the skies as the boats left shore. Fleet 97's usual committee boat had suffered a breakdown, so fleet members Jon and Marsha Petersen donated the service of their 24-foot sailboat and the race was on. Saturday saw four good races with stiff competition in all classes. Winds reached 20 knots and the rain held off for the afternoon.

Quite a few boats capsized, especially in the first two races.

Saturday evening the participants were treated to an all-you-can-eat dinner of North Carolina barbeque and fried chicken with all the trimmings. Pepsi Cola of Henderson kindly donated enough Pepsi to satisfy competitors' thirsts throughout the weekend. After dinner, door prizes were given away thanks to the generosity of Great Mistakes, WTRG 100.7, Murrys Marine, Grifgrabers, Kisme, KMart, Layline Inc., Hobie Apparel, Hobie HOTLINE, The Cat House, Gail Hales Promotions and Harken.

After dinner many sailors gathered to attend a seminar on starting tactics and rules given by Wick Smith. This seminar was informative, entertaining and above all, useful to the competitors. I understand that Sunday's starts were much more competitive as a result.

Sunday morning, racers ate ham and sausage biscuits before heading out to the water for two more races. The wind had moderated, but there was still enough for some double trapping to weather in the first race. Competition in 16A was tense as last year's winner, Bob Poteat, mounted a challenge against Saturday's leader, Ron Lasater.

After the races were completed and boats packed up, competitors gathered for a pizza party before getting down to the trophy presentation. This was kicked off giving away the final door prize of a 13" color TV donated by WTRG. Bob Poteat presented Ron Lasater and crew Jon Petersen with the first place 16A trophies as he placed second. Other class winners were: 21, George Wooten; 18A, Tim Stator; 17, Ed Bush; SX-18, Tom Edwards; 16B, Tim Carney; and 16C, Dan Turner.

Overall, this year's regatta was a big success for all the participants who braved the forecast as everything, including the weather, turned out nearly perfect. Thanks go out to all the sponsors who made this event

possible, and to the racers for the excellent competition.

Cape May Classic X Fleet 416, Division 11 Cape May, NJ

JUNE 23-24, 1990
BY JIM GIANNINI

Cape May, a beautiful Victorian town located in Southern New Jersey, hosted the Cape May Classic X. Members of Fleet 416 arrived there on Friday to set things up for the weekend. On that day there was not a breath of air. News had it that a front was moving in with the possibility of storms for the weekend. By Friday night the wind was blowing and a few sailors took advantage of the situation. It appeared that the wind was going to stay for two great days of racing on Saturday and Sunday.

Saturday morning did not look very promising. The air was calm and thunder could be heard in the distance. "The calm before the storm"? Luckily the storm never came, but unfortunately, the calm never left. Fleet 416 was very good at getting 82 boats off the beach for a prompt 11:00 AM white shape, but the wind never cooperated. A 6 knot wind and an 8 knot current were not easily handled by the sailors and our chase boats were very busy pulling Hobies back to the race site before they ended up in Wildwood, a few miles north of Cape May. At times the wind would cooperate and the race committee attempted to start a race only to postpone it due to the lack of wind. Finally, by 3:30 PM, a race was started and finished. After the race on Saturday, the beer, soda and cookout were a pleasant welcome to a long day.

Sunday proved to be better with some sailors double trapping in 10 to 15 knots of wind. The race committee took advantage of this and quickly put on three more races. The regatta turned out to be a success even with the inconsistent weather on Saturday.

Cape May this year proved to be a challenge with different types of conditions. A good place for the Division

11 Championship where each sailor had to adapt to both the winds and the tricky currents of Cape May.

**Glenora Cup 1990
Fleet 86, Division 16
Seneca, NY**

JUNE 1-3, 1990

BY CHRISTINE PELKAUS

Fleet 86 is back on the regatta scene and definitely have their act together! They have a great new campsite complete with HOT showers, easy access beach and yes, they allow dogs!

Without having sailed there before this weekend, I could only hope that the "war" stories told about the lake were a mere exaggeration of the truth! Wrong! On Saturday, I found myself trapped on a Hobie with a skipper in the throes of madness as "slightly" light and shifty conditions were being handled considerably better by others! Billy and Janet Jeffers were having a field day with the competition - doing their best to horizon job the fleet repeatedly! Juli and Bob were another shining star in a day of starboard mark roundings with A mark to the left of B mark and lee committee boats! Rob Jerry and Mimi also had a good set of races to their credit!

Steve Becraft would like to personally thank Mimi for going beyond the average friend and rigging his boat for him early Saturday AM. OK, so she meant to rig Rob's! Gotta love her!

In the 16Bs, Pat Bisesi and Pat Dugleby teamed up to give the local favorites some stiff competition. In the 18 fleet, Bill Gamble and crew Paul were definitely not tied to the dock!

The ever incredible race committee head, Dave Block, got off four races on Day 1. What luck!

Later Saturday evening, we had a good chicken BBQ complete with cake and wine. Gotta love those sponsors!!! Just ask any of the 204 crowd! Hazlets' "Red Cat" seemed to be a crowd favorite - even Janet and Steve were partaking!

On Sunday, the predicted thunderstorms loomed

on the horizon along with considerably heavier winds, but this weekend luck was with the racers! The first race started on time (no surprise, this is Block we're dealing with!) at 10:00 AM sharp and this was a different day. Team Becraft tried desperately to pull a rabbit out of their harness by getting two bullets (but we needed more). Mark Amico and new crew Sue Anstey also charged back from the depths to pull a terrific 1st, 2nd and 3rd place that day. Juli had the start to A mark down pat! But nothing could stop the Jeffers!

There was a "nothing less than astronomical" reaching leg from A to B and then again from B to C - I just love the suicide line! There were a couple brief but blinding rain spurts, but it all cleared away to end the racing under sunny skies.

Through it all the 16s remained hungry dogs at the starts. The 18s were another story. QUOTE OF THE REGATTA: the 18s won the award for late starters. And Dave Block recognized this fact over the PA system with this beautiful comment: "Pathetic, people. Absolutely pathetic!"

So, another terrific regatta on the finger lakes was pulled off by Fleet 86. And Fleet 204 says thanks!

**The Madcatter #14
Fleet 204, Division 16
Syracuse, NY**

MAY 18-20, 1990

BY CHRISTINE PELKAUS

Where it always blows ... and blows and blows and blows! True to form, this year's Madcatter was no exception wind-wise!

Friday night brought in a steady stream of brave souls coming out for the first regatta (not to mention the T-shirts!) of the season despite dire weather predictions. The Friday night party was a change of pace from the black tie affair of the past: this time we were treated to palm trees, leis (you know what I mean!) and an assortment of tropical treats passed around by beautiful native lasses. And the Big Kahuna,

Pat Bisesi, sported some sexy calves as well!

At the close of registration Saturday morning, there were 94 boats getting rigged for the 11:00 AM white flag. Our fearless race committee head, Jim Perks, got through the skippers meeting and the toughest part of the job - reading the starting sequence! Then it was time to leave the beach. The committee boat was steady (we racers didn't know just HOW steady!), the chase boats had set the marks, and the three races of the day (and regatta!) began. For anyone who missed it or may have forgotten, recall that it was a balmy 50-some degrees with winds of 20-25 knots with puffs of 30+!!! You couldn't overdress! It was also a perfect testing day for righting lines, PFDs and any piece of equipment that hadn't been stressed recently! Starting lines were hit on the wire, crews rediscovered the joys of blocking waves and skippers wished they had Arnold's biceps! Sometimes it was the borderline survival sailing that A fleeters live for and unfortunately tends to ground B and C fleeters!

The 16As saw a familiar face in the lead for all three races: Cliff McCarty and crew Jennifer. Steve Becraft and crew Christine attempted to challenge them and occasionally led the pack. Tom Korz and crew Ann were persistent in third place. Each team in the end had three firsts, three seconds and two thirds respectively! To say nothing of the other A fleeters duking it out. Just remaining upright was a definite accomplishment!!!

The 17s and 18s were also fighting the same elements. Just ask Erik on Dave Hopper's 18 about their almost fantastic finish ... well it was great fun for the spectators anyway. We love seeing crews jump ship! And Brian Howe also was discovering the joys of a 17 - upside down at the start! Never a dull moment!

The B and C fleets (including our own Future Force members) saw some heavy air action and did a great job of sticking it out. The best pile

driving demo of the day went to Bill Orecki and crew's core sample - and it's just amazing how deep you can bury a mast!

The "QUOTE OF THE REGATTA" has a unanimous source, but was of great consequence for the sanity of the committee boat owner who was more than a little concerned about the line twisted around the prop: "Bill Whalen, he's our hero!!!"

All in all, the race committee and chase boats were heroic in their efforts to keep all the racers on or at least near their boats (ay, Micky!). The beach crew, headed by Captain Mimi with support from Bob Perry, Vickie and others, did a terrific job of coordinating shore events, damage reports, and hot fluids for all. It was an action-packed day both on, off, and in the water. By the time boats, crews and skippers were derigged and cleaned up, everyone was more than ready for the famous Arturo's Italian feast. Not to mention the Molson Golden!

This would be a good place to mention that there were no protests! Sunday morning brought with it the added bonus of rain with strong winds. The down side was the winds had clocked around to the East and after many attempts and a postponement, the race committee wisely had to cancel the racing for the day. The committee boat couldn't anchor and the chase boats would have had a tough time rendering assistance in the 6+ foot swells (and there would have been need for assistance!). So it goes! As painful as it was to call the races because of too much wind, there may have been a few carefully hidden faces of relief!

So, the donuts were followed up by hot dogs and the simply amazing raffle/trophy ceremony began in the only large and relatively dry room available - the MEN'S ROOM! Talk about convenience! This could be the start of a new trend! All in all, everyone made the most of the regatta and yet another successful Madcatter enters the history books.

REGATTA SCHEDULE

DIVISION

			INFORMATION CONTACT	
FLEET	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
6	Sept. 23-24 1990	State Championships KMCAS	David McFaul	808/946-3361
6	Oct. 13-14 1990	Duka Kahanamoku Regatta Waikiki	David McFaul	808/946-3361

DIVISION

			INFORMATION CONTACT	
FLEET	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
514	Sept. 1-3 1990	Labor Day Cruise Rocky Point, Mexico	Mike Saunders	602/881-1566
3	Sept. 8-9 1990	17/18 Divisionals Long Beach, CA	Tom Materna	818/784-4500
	Sept. 15-16 1990	Beachcomber Regatta Malibu Yacht Club, CA	Mike Klubock	213/650-8143
66	Sept. 15-16 1990	Fall Series I & II Lake Roosevelt, AZ	Lee Prosser	602/863-2615
15	Sept. 22-23 1990	Blue Water X Ventura, CA	T. German	805/985-9463
66	Sept. 29-30 1990	Fall Series III & IV Lake Roosevelt, AZ	Lee Prosser	602/863-2615
4	Oct. 6-7 1990	Dual Regatta San Diego, CA	Doug Cook	619/272-7642
514	Oct. 6-8 1990	Columbus Day Regatta San Carlos, Mexico	Ron Palmer	602/299-0609
514	Oct. 13-14 1990	Assault on Rocky Point Sonora, Mexico	Brian Dolan	602/888-5765
180	Oct. 20-21 1990	Women's Regatta Lake Castaic, CA	Jeri Bowen	818/363-0418
66	Oct. 27-28 1990	AZ State Championship Rocky Point, Mexico	Lee Prosser	602/863-2615
	Oct. 27 1990	Division 2 Pic-nic Cana Point, CA	Udo Winkler	714/867-2864

DIVISION

			INFORMATION CONTACT	
FLEET	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
537	Sept. 5-9 1990	H16 Trapezeat Nationals Whiskeytown Lake, CA	Mike Strahle	916/221-7197
537	Sept. 15-16 1990	Twisted Skippers Whiskeytown Lake, CA	Sherri Hunt	916/244-7857
222	Nov. 3-4 1990	Turkey Monterey Bay	Bud Robinson	408/449-6682

DIVISION

			INFORMATION CONTACT	
FLEET	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
214	Sept 1-3 1990	Canadian Nationals Harrison Hot Spgs., Can	Ted Blaha	604/588-6147
95	Sept. 22-23 1990	Fort Warden Regatta Port Townsend, WA	Todd Christensen	206/632-1764

DIVISION

			INFORMATION CONTACT	
FLEET	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
48	Sept. 1-3 1990	Labor Day Races Heron Lake, NM	Julie Hauser	505/891-0405

DIVISION

			INFORMATION CONTACT	
FLEET	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
50	Sept. 8-9 1990	Last Gasp Jackson, CO	Mike Koliha	303/224-2014
48	Sept. 15-16 1990	Fall Race Series #1 Elephant Butte Lake, NM	Julie Hauser	505/891-0405
48	Oct. 6-7 1990	Fall Race Series #2 Elephant Butte Lake, NM	Julie Hauser	505/891-0405
61	Oct. 6 1990	Oct-Hobiefest Cherry Creek Res., CO	Julie Cooley	303/972-4915
48	Oct. 27-28 1990	Octobie Fest Elephant Butte Lake, NM	Julie Hauser	505/891-0405

			INFORMATION CONTACT	
FLEET	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
99	Sept. 1-2 1990	Ruff Riders Regatta Pt. Isabel to Corpus Christi	Gene Marksbury	512/850-8177
8	Oct. 20-21 1990	Wild Bill Regatta Texas City Dike	Alan Davis Billy Richnow	713/497-6504 713/645-8704

DIVISION

			INFORMATION CONTACT	
FLEET	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
515	Sept. 1 1990	Burton Cup Wayzata Yacht Club	Chuck Leekley	612/473-8448
149	Sept. 8-9 1990	Pitchpole Cat Regatta Lake Perry, KS	Greg Hausmann	913/642-1205
515	Sept. 14-16 1990	10,000 Lakes Regatta Excelsior Commons Beach	Chuck Leekley	612/473-8448
192	Sept. 15-16 1990	Nebraska St. Hobie Champ. Branched Oak Lake	Rod Phipps	402/572-8029
515	Sept. 15-16 1990	10,000 Lakes Regatta Lake Minnetonka, MN	Charles Leekley	612/473-8448
515	Sept. 22-23 1990	Fall Color Series Wayzata Yacht Club	Chuck Leekley	612/473-8448
515	Sept. 29 1990	Commodore Cup Series Wayzata Yacht Club	Chuck Leekley	612/473-8448
515	Oct 6 1990	Commodore Cup Series Wayzata Yacht Club	Chuck Leekley	612/473-8448
515	Oct. 13 1990	Commodore Cup Series Wayzata Yacht Club	Chuck Leekley	612/473-8448
515	Oct. 20 1990	Commodore Cup Series Wayzata Yacht Club	Chuck Leekley	612/473-8448

DIVISION

			INFORMATION CONTACT	
FLEET	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
36	Sept. 1-3 1990	Div 8 Championships Key Biscayne, FL	B. Pecknord	305/221-2022
80	Sept. 15-16 1990	Daytona Beach Pts. Regatta Daytona Beach, FL	K. Hunter	904/761-7076

DIVISION

			INFORMATION CONTACT	
FLEET	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
221	Sept. 15-16 1990	12th VA State Championships	Russell Dixon Stewart Walker	804/264-9417 804/747-8305

REGATTA SCHEDULE

DIVISION

10

INFORMATION CONTACT				
FLEET	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
108	Sept. 3 1990	Annual Offshore Cat Race Muskegon, MI	Rich Devon	616/457-0052
18	Sept. 8-9 1990	Higgins Lake Regatta Higgins Lake, MI	Rick Hutchins	517/793-9386
85	Sept. 8-9 1990	Alum Creek Pts. Regatta Columbus, OH	John Mitchell Michael Teets	616/489-2962 614/666-1110
219	Sept. 22 1990	50 Miler	David Nelson	502/443-7408
18	Sept. 22-23 1990	Elk Lake Regatta Elk Rapids, MI	Rick Hutchins	517/793-9386
123	Sept. 22-23 1990	Muddy Waters Regatta Carlyle, IL	Jim Antonacci	314/522-8314

DIVISION

11

INFORMATION CONTACT				
FLEET	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
250	Sept. 8-9 1990	Sandy Hook Sandy Hook, NJ	Dan Kulkoski	201/222-1429
54	Sept. 15-16 1990	Maryland State Championship Elk Neck State Park, MD	Ron Kvech	301/442-5587
250	Sept. 15-16 1990	NJ State Championship Sandy Hook, NJ	John Maddox	201/872-0442

DIVISION

12

INFORMATION CONTACT				
FLEET	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
56	Sept. 8-9 1990	Long Island Championship Westport, CT	Colin Walklet	203/454-0241
28	Sept. 15-16 1990	Powder Point Regatta Duxbury, MA	Scott Baker	617/665-2219 617/231-5579
231	Sept. 15-16 1990	Autumn Bash No. Windham, ME	Steve Walker	207/892-5485
208	Sept. 22-23 1990	Salisbury State Park Salisbury, MA	Mac McCarthy	603/964-5344
31	Oct. 6-7 1990	Candlewood Regatta Candlewood Lake, CT	Barry Burgess	203/792-0048
231	Oct. 13-14 1990	Last Chance Regatta Sabago Village, ME	Greg Harwood	207/773-4643

DIVISION

13

INFORMATION CONTACT				
FLEET	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
133	Sept. 1-3 1990	Copa de Palmas Palmas del Mar	Gloria Adelardi	809/723-1892 809/726-5985

DIVISION

14

INFORMATION CONTACT				
FLEET	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
145	Sept. 15-16 1990	Short Mountain Shootout Kerr Lake, OK	Susan Langston Sally Bracken	918/775-4522 501/646-7180
23	Sept. 22-23 1990	3rd Annual Hobie Sail Fair	Peter Pattulla Tom Slettebo	214/422-0025 214/394-1339
23	Oct. 13-14 1990	The Dallas Regatta	Judy Fuller Tom Slettebo	214/416-0659 214/394-1339

INFORMATION CONTACT				
FLEET	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
131	TBA 1990	Oklahoma State Championship Oklahoma City, OK	Pam Curtis Debbie Taylor	405/348-4501 405/341-7845

DIVISION

15

INFORMATION CONTACT				
FLEET	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
249	Sept. 15-16 1990	Music City Regatta Nashville, TN	Gary Lamborn Bill Hart	615/859-3167 615/794-4489
134	Sept. 29-30 1990	Septeoberfest Regatta TBA	Marc Dickenson Gerry Wilder	901/795-8440 901/755-5464
484	Oct. 13-14 1990	Po' Ol' Kowaliga	Bruce T. Johnston	205/244-9600 205/277-0440

DIVISION

16

INFORMATION CONTACT				
FLEET	EVENT DATE	EVENT NAME/LOCATION	NAME	PHONE NO.
	Sept. 1-3 1990	Long Distance Race Erie, PA to Angola, NY	Dave Block	716/549-3628
256	Sept. 8-9 1990	Hamburg Beach Hamburg, NY	Sharon Chamberlin	716/773-3369
183	Sept. 22-23 1990	Ben Hur Open Toronto, Ont., Canada	Stuart Crabb	416/272-1198

DANGER

**EXTREME CAUTION MUST BE
OBSERVED WHEN LAUNCHING
OR SAILING NEAR OVERHEAD
WIRES. A MAST NEAR A WIRE
COULD BE FATAL !**

DANGER

REGATTA RESULTS

DIVISION 2

**SAN DIEGO CLASSIC
FLEET 4, DIVISION 2
SAN DIEGO, CA
JUNE 16-17, 1990**

HOBIE 21	POINTS
1. Lundberg/Sermora	4.25
2. Miller/deVenecia	5.50
3. Vandervort/Curtis	12.00
4. Ketterer/Shol	16.00

HOBIE SX-18	POINTS
1. Douglas/Hamelmann	3.00

HOBIE 18A	POINTS
1. Parizeau/Thomas	4.25
2. Kimball/Anerea	5.50
3. Timm/Timm	13.00
4. Nelson/Wong	15.00
5. Parks/Didon	17.00
6. McGraw/McGraw	19.00
7. Lewis/Elaine	25.00
8. Heffernan/Henon	26.00
9. Lindley/Lindley	33.00
10. Gira/Gira	37.00
11. Miller/Meder	44.00
12. Tschakowsky/Tschakowsky	45.00
13. Hansen/Vandehy	46.00
14. Brown/Hawkins	54.00
15. Charleston/Mo	58.00
16. McKee/McKee	64.00

HOBIE 18B	POINTS
1. Dan Veenbaas	6.75
2. Fischer/Fischer	12.75
3. Savage/Burns	14.50
4. Waugh/Waugh	15.75
5. Bowen/Bowen	18.00
6. Hillmann/Hillmann	24.00
7. Hankins/Hankins	26.00
8. Palmer/Palmer	27.00
9. Kohr/Snyder	29.00
10. MacDiarmid/Hess	29.00
11. Irwin/Bandura	34.00
12. Wadsworth/Smith	37.00
13. Blum/Blum	46.00
14. Harper/Harper	54.00
15. Ryan/Ryan	57.00
16. Carlson/Clark	64.00

HOBIE 18C	POINTS
1. Wuelpern/Jones	10.50
2. Mitchell/Carl	10.50
3. Nichols/Chalk	14.00
4. Maybeno/Burnett	20.75
5. Colvin/Colvin	26.75
6. Overdevest/Beck	29.00
7. Ryan/Ryan	29.00
8. Simon/Tripp	32.00
9. Greenwald/Hedgecock	39.00
10. Lingeman/Lingeman	47.00
11. Johnson/Chris	57.00
12. Carlisle/Lisares	59.00
13. Guenther/Janine	63.00
14. Roseberry/Roseberry	67.00
15. Boar/Nackel	75.00

HOBIE 18N	POINTS
1. Gillett/Carey	3.75
2. Margetts/Brewer	15.00
3. Hodgins/Gasen	18.00
4. Maddox/Maddox	20.00
5. Williams/Lyman	22.00
6. Coats/Reuth	23.00

HOBIE 17A	POINTS
1. Roger Jenkins	4.25
2. Jeff Conner	7.50
3. Steve Leo	11.00
4. Carl Nunes	12.00
5. Wayne Schafer	19.00
6. Tom DeLong	22.00
7. Jack Linn	23.00
8. Steve Kerckhoff	30.00
9. Kirk Wells	36.00

HOBIE 17B	POINTS
1. Eric Bescoy	6.25
2. Tom Runyon	9.75
3. Michael Kramer	11.75
4. Peter Patch	15.75
5. Kaysey	22.00
6. Tim German	31.00
7. Geoffrey Dave-Isra	37.00
8. Dave Bode	39.00
9. John Richardson	45.00

HOBIE 16A	POINTS
1. Alter/Kelly	10.00
2. Myrter/Linda	10.50
3. Katterman/Cerini	11.00
4. Christensen/Shala	12.50
5. Materna/De	15.75
6. Petrom/Underwood	22.00
7. Forgrave/Moore	27.00
8. Winkler/Seaman	27.00
9. Newsome/Kim	31.00
10. Ross Tyer	37.00
11. Hauser/Hauser	38.00
12. Blount/Alter	45.00
13. Bjerring/Miller	49.00
14. DeLave/Rhodes	49.00
15. Takacs/Sanjurio	50.00
16. Hiltch/Hammond	58.00
17. McGrath/Newsome	62.00
18. Hammond/Hammond	67.00
19. Billy Rendler	72.00
20. Team Ladies/Div 11/Linda, Jan75	72.00
21. Ward/Goddard	76.00
22. Ashley/Runyon	77.00
23. Gantweg/Mohill	87.00
24. Wagniere/McLeod	96.00

HOBIE 16B	POINTS
1. Acuna/Speigel	4.25
2. Froeb/Froeb	6.50
3. Orrantia/Cordere	15.00
4. Moe/Chase	16.00
5. Campbell/Campbell	32.00
6. Dixon/Dixon	32.00
7. Roding/Herting	40.00
8. Moseley/Moseley	41.00
9. Delfino/Erison	46.00
10. Howard/Howard	47.00
11. Williams/Risher	50.00
12. Don Strazabosco	53.00
13. Christoffels/Christoffels	55.00
14. Perlmutter/Perlmutter	57.00
15. Clay/Bennett	57.00
16. Duesy/Engelhardt	58.00
17. McFadden/Morasco	59.00
18. Payne/Payne	60.00
19. Hurst/Hurst	61.00
20. McGraw/Shawn/lan	64.00
21. Orton/Orton	65.00
22. Krauss/Krauss	66.00
23. Paddock/Underwood	72.00
24. Roberson/Roberson	73.00
25. Hendrix/Hendrix	82.00
26. Miller/Miller	87.00
27. Bishow/Hayes	89.00
28. DeCurtis/DeCurtis	91.00
29. Gilb/Uanga	96.00
30. Hoffman/Hoffman	98.00
31. White/Biller	104.00
32. Deschamps/Klein	121.00
33. Paul Bolas	126.00
34. Smith/Tardiff	136.00
35. Brooks/Brooks	139.00
36. Elder/Elder	144.00

HOBIE 16C	POINTS
1. Sapper/Juriso	10.75
2. Zimmerman/Zimmerman	16.50
3. Nicole/Nicole	24.00
4. Overdevest/Bowen	26.50
5. Cole/Cole	28.00
6. Kuebler/Jared	28.75
7. Hornby/Ard	31.00
8. Landers/Baker	35.00
9. Cassidy/Casida	45.00
10. Miller/Devenecia	46.00
11. Kocka/Tuckey	47.00
12. Freeman/Freeman	53.00
13. Hoimgram/Hale	62.00
14. Gordon/Ward	63.00
15. Purciel/Marianne	65.00
16. Larimer/Cargill	69.00
17. Garland/Griffith	70.00
18. Baade/White	80.00
19. Oroz/Oroz	87.00
20. Doug Cook	90.00
21. Henderson/Daly	95.00
22. Betsy/Morgeh	104.00
23. D.A./Cox	125.00
24. McCloy/McCloy	129.00
25. Lowrey/Kristina	129.00

HOBIE 16N	POINTS
1. Posner/Nace	3.00
2. Wei/Wei	6.75
3. Runyan/Van Raden	14.00
4. Harmon/Dios	15.00
5. Hanke/Marsh	18.00
6. Brykczynski/Whitehead	22.00
7. Checkon/Woodridge	27.00
8. Searcy/Griffe	28.00
9. Brawner/Brawner	36.00
10. Schrader/Schrader	40.00

HOBIE 14T	POINTS
1. Bob Heyer	3.75

HOBIE 14	POINTS
1. Burt Sheriff	3.75
2. Jim Lantz	11.00
3. Dick Lantz	11.75

**CINCO DE MAYO REGATTA
FLEET 66, DIVISION 2
PUERTO PENASCO, MEXICO
MAY 5-6, 1990**

HOBIE 21	POINTS
1. Hammelmann/Peto	2.25

HOBIE SX-18	POINTS
1. Douglas/Hammelmann	2.25

HOBIE 18A	POINTS
1. Brown/Montgomery	3.50
2. Miller/Killebrew	6.00
3. Lindley/Lindley	7.75
4. Heffernan/Heu	7.75
5. Hansen/Vandehy	12.00

HOBIE 18B	POINTS
1. Ray/Ray	4.75
2. Knipp/Mulay	7.50
3. Prosser/Prosser	10.00
4. Fischer/Fischer	11.00
5. Waugh/Waugh	11.00
6. Smith/Donnelly	12.75
7. Palmer/Palmer	14.00
8. Mulay/Mulay	20.00
9. Stanger/Kopla	21.00
10. Bomberg/Bomberg	29.00

HOBIE 18C	POINTS
1. Blum/Sorrells	3.50
2. Mire/Waigaman	4.75
3. Weipert/Jones	10.00
4. Roseberry/Soule	10.00
5. Colvin/Heilman	11.75
6. Marengo/Marengo	14.00
7. George/George	17.00
8. Jacobson/Jacobson	20.00
9. Randy/Rand	25.00
10. Rensik/Rensik	26.00
11. Jehring/Jehring	33.00

HOBIE 17A	POINTS
1. Wayne Schafer	3.50
2. William Myrter	4.50
3. Bruce Fields	6.00
4. Kirk Wells	11.00

HOBIE 17B	POINTS
1. Tom Runyon	3.50
2. Peter Parich	3.50
3. Michael Ferguson	10.00
4. John Binnall	12.00

HOBIE 16A	POINTS
1. Hauser/Hauser	4.75
2. Winkler/Hankins	4.75
3. Dolan/Dolan	6.75
4. Newsome/Dakroob	7.75
5. Ashley/Carbajal	14.00
6. Wagniere/McLeod	20.00
7. Miebach/Tran	21.00

HOBIE 16B	POINTS
1. Moseley/Moseley	3.50
2. Diaz/Robert	4.50
3. Krauss/Krauss	7.00
4. Miller/Richard	10.00
5. Levett/Eddings	11.00
6. Perlmutter/Perlmutter	14.00
7. Gwinn/Gwinn	21.00

HOBIE 16C	POINTS
1. Haneman/Haneman	10.00
2. Phelan/Phelan	11.00
3. Ginton/Ginton	11.75
4. Bader/White	12.00
5. Zimmerman/Zimmerman	12.50
6. McClanahan/McClanahan	13.00
7. Kirschner/Kirschner	13.75
8. Youngwerth/Youngwerth	20.00
9. McMaster/Stuessy	21.00
10. Hornby/Ard	21.00
11. Grandbois/Chase	29.00
12. Novak/Novak	30.00
13. Freeman/Freeman	33.00
14. Little/Martin	35.00
15. Walschlagier/Kevin	36.00
16. Purciel/Purciel	37.00

HOBIE 16N	POINTS
1. Foxwell/Diaz	6.75
2. White/White	9.00
3. Schutt/Schutt	9.75
4. Noa/Johnston	9.75
5. Bucklin/Godwin	10.00
6. Schrader/Schrader	10.75
7. Bruchhauser/Bruchhauser	12.00
8. Delacey/Finkbine	24.00

DIVISION 3

**ROUND TREASURE ISLAND
FLEET 194, DIVISION 3
CROWN BEACH, CA
JUNE 24-25, 1990**

HOBIE 18A	POINTS
1. Mike Rayfuse	2.25
2. Jack Hill	4.75
3. Rafi Yahalom	8.00
4. Chris Harris	10.00
5. Bob Cockcroft	18.00
6. Phil Heberer	18.00
7. Al Leonard	19.00
8. Ron Johnston	20.00
9. Rick Hogue	21.00

HOBIE 18B	POINTS
1. G. Pedrick	2.25
2. Pat Hopley	4.75
3. Mike Harr	7.00

HOBIE 18M	POINTS
1. Kit Wiegman	2.25
2. H. van Dijk	4.75
3. Steve Pincha	9.00

HOBIE SX-18	POINTS
1. Lois Stamos	2.25

HOBIE 17	POINTS
1. W. Mooneyham	2.25
2. D. Johnson	6.00
3. Baumgartner	10.00
4. Ron Kiltowski	11.00
5. Chuck Dotson	13.00

HOBIE 16A	POINTS
1. Pat Porter	5.75
2. S. MacDonald	7.75
3. John Hauser	8.75
4. M. Montague	12.75
5. V. Parseghian	16.00
6. M. Skavaria	17.00
7. Eric Rodal	18.00
8. Ron Katz	21.00
9. Paul Hess	21.00
10. Bob Fecowicz	24.00
11. Wes Weber	25.00
12. Lew Stark	27.00
13. M. Harris	33.00
14. Gary Rall	41.00
15. Dave Hinds	43.00
16. Mike Forbert	43.00
17. Jean Tully	49.00

HOBIE 16B	POINTS
1. Chuck Schroyer	3.25
2. Dave Byrd	7.75
3. John Schroyer	8.75
4. Bud Robinson	9.00
5. Lyn Schratz	13.00
6. Steve Klein	16.00

HOBIE 16C	POINTS
1. Dale Apple	2.25
2. Gene Powers	8.00
3. Chris Hawthorne	8.75
4. Ron Cassero	9.00
5. Michael Martin	12.00
6. Mike Pratt	16.00

**OTTER REGATTA
FLEET 222, DIVISION 3
MONTEREY BAY, CA
JUNE 16-17, 1990**

HOBIE 18A	POINTS
1. Mike Rayfuse	5.90
2. Jack Hill	8.75
3. Bob Cockcroft	14.00
4. Rafi Yahalom	15.75
5. Bob Leslie	23.00
6. Bart Goodell	28.00
7. Al Leonard	28.00
8. Phil Degaa	30.00

HOBIE 18B	POINTS
1. Phil Heberer	7.25
2. Steve Kiefer	9.75
3. Bob Gardner	12.75
4. Paul Rogerville	20.00
5. Pat Hopley	25.00
6. Don Oiler	25.75
7. Adam Anderson	29.00
8. Rick Pareno	35.00
9. Tony Binder	37.00
10. Tom Perry	39.00

HOBIE 18M	POINTS
1. Kit Wiegman	3.00
2. Hubert van Dijk	8.75
3. Dave Collier	12.00
4. Gary Apple	14.00

HOBIE SX-18	POINTS
1. L. Stamos, Jr.	3.00
2. Steve Lawlor	8.00

HOBIE 17	POINTS
1. D. Baumgartner	5.25
2. Chuck Dotson	5.50
3. Rich McMillin	9.00
4. Ron Souza	14.00
5. Bob Frost	22.00

HOBIE 16A	POINTS
1. Pat Porter	5.25
2. Mike Montague	11.75
3. Paul Hess	13.00
4. Paul Tobie	14.00
5. Scott MacDonald	16.75
6. Van Parseghian	22.00
7. Mark Skavaria	25.00
8. Eric Rodal	27.00
9. Hans Peter	32.00
10. Jim Sajdak	34.00
11. Ed Reese	40.00
12. Wes Weber	41.00
13. B. Fecowicz	44.00
14. Mike Duane	47.00
15. Lew Stark	56.00
16. Mike Americh	59.00
17. Mike Forbert	61.00
18. Jim Douglas	62.00

HOBIE 16B	POINTS
1. Bob Petersen	4.25

REGATTA RESULTS

HOBBIE 16A POINTS

1. Hess/Hess	3.50
2. Porter/Robertson	5.75
3. MacDonald/Hill	9.00
4. Tully/Tully	11.00
5. Eric Roda/Hutson	18.75
6. Skavaria/Ward	19.00
7. Katz/Loveslett	20.00
8. Peter/Peter	23.00
9. Fecowicz/Cosentino	24.00
10. Sajdak/Adcox	24.00
11. Reese/Rampage	26.00
12. Tully/Klein	26.00
13. Weber/DeFransien	27.00
14. Stitt/Stitt	41.00

HOBBIE 16B POINTS

1. Glaze/Tenzel	2.50
2. Petersen/Alson	5.75
3. Schroyer/Hodgkins	7.00
4. Miller/Mike	11.00
5. Gallagher/MacDonald	15.00
6. Byrd/Long	17.00

HOBBIE 16C POINTS

1. Pratt/Schrader	3.50
2. Jordan/Jordan	6.75
3. Long/Marshall	6.75
4. Little/Martin	8.00
5. Dabney/Stevens	12.00
6. Petty/Petty	15.00
7. Murphy/Murphy	17.00

DIVISION 4

YALE LAKE BLOW-OUT FLEET 72, DIVISION 4 YALE LAKE, WA JUNE 30-JULY 1, 1990

HOBBIE SX-18 POINTS

1. Blaha/Blaha	5.50
2. Courter/Courter	5.50
3. Pagan/Truth	9.75

HOBBIE 18A POINTS

1. Ling/Ling	5.25
2. Marshack/Marshack	9.00
3. Breed/Zukerman	11.50
4. Jolibois/Falconer	15.00
5. Davis/Moore	23.00
6. Auger/Griffith	23.00
7. Gorman/Wesson	28.00

HOBBIE 18B POINTS

1. Lawrence/White	3.00
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HOBBIE 17 POINTS

1. Paul Uilbarri	4.25
2. Scott Cohn	5.75
3. Lonnie Byers	7.75
4. Dan Carpenter	8.00
5. Greg Ursch	12.00
6. Zop	15.00
7. Jon Vurik	16.00
8. Bob Whisler	23.00
9. Mike Bowen	27.00
10. Jim Symington	28.00
11. David Eckelman	30.00
12. Brian Owen	33.00

HOBBIE 16A POINTS

1. Skene/Shaver	7.50
2. Corrie/Stamborsky	10.00
3. Nelson/Farris	12.75
4. Haller/Haller	14.00
5. Petranek/Janders	20.75
6. Ruggies/Kranz	21.75
7. Baker/Baker	24.00
8. Kaster/Kaster	28.00
9. Gaddis/Tempel	33.00
10. Robinson/Robinson	33.00
11. Young/Blackner	34.00
12. Dingle/Williams	42.00
13. White/Farris	45.00
14. Havig/Stuckey	49.00
15. Holford/Rogers	50.00
16. Purdie/Dandurand	53.00
17. Roundy/Steale	62.00
18. Eggleston/Eggleston	63.00

HOBBIE 16B POINTS

1. Pappin/Pappin	3.50
2. Parker/Curt	3.50
3. Williams/Williams	8.00

HOBBIE 16C POINTS

1. Van Patten/Van Patten	2.25
2. Gertz/Gertz	4.75
3. Lowery/Mellinger	8.00
4. Stevens/Effler	14.00
5. Becraft/Lulow	14.00
6. Griggs/Griggs	16.00
7. Beckley/Jackson	18.00
8. Rioux/Rioux	21.00
9. Griffin/Lowther	30.00
10. Archer/Archer	31.00
11. Himes/Hewitt	32.00
12. Davis/Roberts	36.00

HOBBIE 14 POINTS

1. Dave Wilder	2.25
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1990 GORGE HOBBIE CLASSIC FLEET 72, DIVISION 4 HOME VALLEY, WA JUNE 2-3, 1990

HOBBIE 21 POINTS

1. Hodgson/Hodgson	2.25
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HOBBIE 18A POINTS

1. Marshack/Marshack	3.50
2. Breed/Marshack	7.75
3. Jolibois/Dandurand	9.00
4. McKarns/Canby	10.00

HOBBIE 18B POINTS

1. Lawsence/Leistriz	2.25
2. Putnam/Putnam	6.00

HOBBIE SX-18 POINTS

1. Courter/Courter	2.25
2. Williams/Williams	7.00
3. Elliot/Elliot	8.00

HOBBIE 17 POINTS

1. Greg Ursch	4.50
2. Paul Carter	9.00
3. Paul Uilbarri	9.75
4. Bob Whisler	14.00
5. Dan Carpenter	15.00
6. Tom Tareltin	17.00
7. Lonnie Byers	18.00
8. Kaleb Tareltin	22.00
9. John Vurik	25.00

HOBBIE 16A POINTS

1. Dingle/Williams	2.75
2. Petranek/Janders	3.75
3. Skene/Shaver	5.00
4. Roundy/Steale	9.00
5. Young/Young	10.00
6. Myke Holford	14.00
7. Stucky/Havig	14.00
8. Robinson/Robinson	15.00
9. Spoor/Woods	16.00
10. White/Farris	21.00
11. Arneson/Arneson	22.00
12. Purdie/Dandurand	26.00
13. Kaster/Kaster	28.00
14. Haller/Lowe	28.00

HOBBIE 16B POINTS

1. Snover/Griggs	3.50
2. Hunter/Myer	6.75
3. Parker/Curt	7.00

HOBBIE 16C POINTS

1. Porterie/Porterie	3.50
2. Stevens/Fredricson	8.00
3. Dawitt/Lynn	9.00
4. Hills/Rosanski	12.75
5. Davis/Ledyard	18.00
6. Cunningham/Lulow	18.00

HOBBIE 14 POINTS

1. Dave Wilder	2.25
2. Traci Williams	6.00

DIVISION 5

MEMORIAL DAY POINTS REGATTA FLEET 48, DIVISION 5 HERON LAKE, NM MAY 26-27, 1990

HOBBIE 21 POINTS

1. Gutdrie/Pam	3.00
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HOBBIE 18A POINTS

1. Zabel/Ford	4.25
2. Shedd/Puckett	10.00
3. Campbell/Duda	12.75
4. Eckhardt/Hyer	16.00
5. Clark/Shar	20.00
6. Hammer/Becky	20.75
7. Kwaskiewski/Renata	25.00
8. Foote/Foote	27.00
9. Pearce/Debbie	27.00
10. Howser/Primozich	35.00
11. Bustamante/Osborn	35.00
12. Fowkes/Jean	42.00

HOBBIE 18B POINTS

1. Cook/Jim	8.50
2. Kuhns/Starlene	8.75
3. Hester/Donahue	8.75
4. Kuhns/Richard	11.00
5. Snow/Reece	11.75
6. Coyle/McKinnon	29.00
7. Jim Parkinson	30.00
8. Pasternack/Dawn	32.00

HOBBIE 17A POINTS

1. John Cox	4.25
2. Bryan Frahm	8.00

HOBBIE 16A POINTS

1. Shearer/Marilyn	4.25
2. Langford/Barry	12.75
3. Shearer/Olson	14.00
4. Simpson/Marcus	14.75
5. Adams/Leslie	16.00
6. Nelson/Dolan	21.00
7. Ackerman/Schraishuhn	23.00
8. Schnackenberg/Guest	30.00
9. Brems/Humble	34.00
10. Tarsar/Weimer	35.00
11. Harper/Garrison	35.00
12. Wiseman/McCree	38.00
13. Fulton/Sweet	38.00

HOBBIE 16B POINTS

1. Benton/Shaw	5.50
2. Smith/Pat	10.75
3. Emmel/Wolf	15.75
4. Clark/Laurie	16.75
5. Achten/Marilyn	17.00
6. Cox/Deborah	18.00
7. Hughes/Harris	19.00

HOBBIE 18B POINTS

8. Domenick Wade	30.00
9. Davis/Brook	35.00
10. Langway/Lynn	43.00
11. Betts/Klee	44.00

HOBBIE 16C POINTS

1. Delluca/Debbie	10.75
2. Ware/Bird	11.75
3. Petree/Alien	12.75
4. White/Mathews	17.00
5. Jaramillo/Belinda	19.00
6. Charles Steele	20.75
7. Lamont/Murphy	21.75
8. Neis/Nancy	24.00
9. Newman/Weir	32.00
10. Seneca/Coulter	35.00
11. Rumill/Quintrall	35.00
12. Galway/Wallace	35.00
13. Parker Beckman	37.00

DIVISION 6

1990 DIVISION 6 CHAMPIONSHIPS FLEET 8, DIVISION 6 GALVESTON, TX JUNE 23-24, 1990

HOBBIE 21A POINTS

1. Hamilton/Roucha	3.00
2. Booker/Mayo	8.00

HOBBIE 18A POINTS

1. Richnow/Richnow	4.25
2. Johnson/Ashworth	9.50
3. Yurinak/Cooke	11.00
4. Snieder/Singley	14.00
5. Crouch/Sandlin	17.00
6. Farrar	17.00
7. Hawkins/Hawkins	23.00

HOBBIE 18B POINTS

1. Cowan/Fuller	3.00
2. Stuck/Sheppard	7.75
3. Gaar/Thenhaus	10.00

HOBBIE 18C POINTS

1. Bolen/Mills	6.50
2. Bohannon/Rooney	7.50
3. McInnis/Helms	8.75
4. Rigg/Purcell	11.00
5. Morley/Robinson	19.00

HOBBIE 17A POINTS

1. Koons	4.25
2. Humphrey	5.50
3. Hamilton	12.00
4. Marquez	16.00

HOBBIE 16A POINTS

1. Rourke/Brown	8.50
2. Shaw/Shaw	10.00
3. Collins/Collins	10.75
4. Trotter/Trotter	12.50
5. Whittington/Williams	16.00
6. Kuc/Wyatt	20.00
7. Hardy/Smith	24.00
8. Eckenroth/Eckenroth	29.00
9. Goodman/Hockenburg	30.00
10. Wilson/Jean	34.00
11. Bach/Brown	39.00
12. Ashworth/Bob	42.00
13. Welch/Scott	42.00
14. Thomas/Stubbs	45.00

HOBBIE 16B POINTS

1. Reeh/Brown	5.25
2. Wright/McNally	7.75
3. Larchar/Bacon	10.75
4. Nute	14.00
5. Stout/Pierce	15.00
6. Deckard/Clark	21.00
7. Corcoran/Hastings	22.00
8. Laverne/Laverne	27.00

HOBBIE 16C POINTS

1. Wright/Wright	3.50
2. Biggs/Dornick	4.75
3. McKay/Hill	10.00
4. Lindemann/Sager	10.00
5. Vesale/Porter	13.00
6. Thomas/Harris	14.75
7. Fair/Collins	16.00
8. Hennessey/Roscher	16.00
9. Rieuf/Masquelier	23.00
10. Snieder/Laverne	27.00
11. McCowan	28.00
12. Knowl/White	31.00
13. Pierpoline/Pierpoline	32.00
14. Pedersen/Pedersen	39.00
15. Gassaway/Finch	48.00
16. Bronson/Roth	48.00

HOBBIE 14T POINTS

1. Morrison	5.50
2. Foreman	8.00

DIVISION 8

MEMORIAL DAY OCEAN REGATTA FLEET 45, DIVISION 8 CAPE CANAVERAL, FL MAY 26-27, 1990

HOBBIE 21 POINTS

1. Robbie Daniel	3.00
2. Don Bergman	8.00
3. Ken Wilson	12.00

HOBBIE SX-18 POINTS

1. David Griese	3.00
2. Geoff Pecknold	7.75
3. Andy Keyser	11.00
4. Glenn Gelatt	13.00

HOBBIE 18A POINTS

1. Dave Dunn	6.75
2. Chris Lebel	7.50
3. Bob Dees	11.75
4. Bob Johnson	19.75
5. Mike Phillips	23.00
6. Jim Cunningham	24.00
7. David Duke	24.00
8. Dean Bell	30.00
9. Clive Mayo	41.00
10. Larry Mondragon	41.00
11. Marc Newlyn	47.00
12. Dave Carlson	48.00
13. John Russell	51.00
14. Michael Wiley	51.00
15. Greg Boone	52.00
16. Walter Thompson	54.00
17. Cyril Kidder	55.00
18. Cheryl Johnson	63.00
19. Donald Harper	65.00
20. Simon Fuger	66.00
21. Nancy Calfee	70.00
22. Harry Wheeler	77.00
23. Clay Hansen	85.00
24. Walter Braun	89.00
25. Gene Martin	91.00

HOBBIE 18B POINTS

1. Scott Hubel	5.50
2. Dave Miller	7.50
3. Geoff Moehy	7.75
4. Thomas Mullianx	13.00
5. Roman Gasties	19.00
6. Harry Hoffman	24.00
7. Kurt Iffinger	28.00

HOBBIE 18M POINTS

1. Dennis Jones	6.50
2. Wayne Dewitt	9.00
3. Robert Murph	17.15
4. Tom Sutterfield	18.00
5. Chris Cooper	19.75
6. John Ross Duggan	21.00
7. Michael McGowan	24.00
8. John Hamiet	31.00
9. Jim Graves	33.00
10. Chuck Secard	36.00
11. Bear Lemley	43.00

HOBBIE 17A POINTS

1. Brett Moss	3.00
2. Greg Henry	8.00
3. Mark Liebel	9.75
4. Scott McMillen	17.00
5. Courtney Voehl	18.00
6. Cliff Roche	19.00
7. Chester Scott	21.00
8. John Kidder	26.00
9. Pat Wily	31.00

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REGATTA RESULTS

HOBIE 16B

1. Carney/Carney	7.25
2. Williams/Williams	13.75
3. Bush/Hanbach	15.00
4. Hall/Hall	18.50
5. Byrd/Reinland	26.00
6. Simmons/Simmons	27.00
7. Atwell/Austin	31.00
8. Miller/Carmichael	32.00
9. Schuster/Faths	34.00
10. Thaxton/Fath	45.00
11. Burris/Holeman	55.00

HOBIE 16C

1. Turner/Turner	11.25
2. Merrill/Peele	12.75
3. Moore/Roessler	14.50
4. Ruba/Ruba	16.00
5. Baars/Nisbet	18.00
6. Schode/Schode	19.00
7. King/Nass	30.00
8. Neal/Neal	40.00

DIVISION 10

MAY DAY REGATTA FLEET 47, DIVISION 10 COWAN LAKE, OH MAY 5-6, 1990

HOBIE 18A

1. Brian Ross	5.00
2. Gordon Isco	10.50
3. Tim Nixon	16.00
4. Dave Fort	16.00
5. David Sullivan	19.00
6. Judy Szabo	27.00
7. Tom Kinney	30.00

HOBIE 18B

1. Donald Stumpf	6.25
2. Mike Teets	7.50
3. Richard Huber	13.75
4. Douglas Wilkins	17.00
5. Jeff Coleman	22.00
6. Dave Crall	30.00

HOBIE 16A

1. Jerry Mohney	3.75
2. Phil Wadsworth	19.00
3. Mike Wier	19.00
4. Don Fecher	19.00
5. John Buchert	19.00
6. Jamie Diamond	20.00
7. Bill Molleran	23.75
8. Jerry Williamson	34.00
9. Rick Overbaugh	39.00

HOBIE 16B

1. Dave Tacos	3.75
2. Mark Camden	11.75
3. Jannet Hoff	13.00
4. Larry Johnson	15.00

HOBIE 14

1. Gloria Traylor	3.75
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METRO BEACH REGATTA FLEET 276, DIVISION 10 LAKE ST. CLAIR, MI JULY 7-8, 1990

HOBIE 18A

1. Don Rose	3.00
2. Rick Mette	10.75
3. Jim Fredrick	12.00
4. Ron Lehman	13.00
5. Celusnak	20.00
6. Greg Ferree	21.00
7. Tyler	22.00
8. Sullivan	33.00

HOBIE 18B

1. Shields	3.00
2. Casey	9.00
3. Obrien	10.00
4. Donette	14.00

HOBIE 17A

1. Briggs	4.25
2. Warden	6.50

HOBIE 16A

1. Craig Burwell	8.50
2. Stan Woodruff	9.50
3. Matt Bounds	10.00
4. Joe Kuchinbach	14.00
5. Bruce Williams	14.75
6. Jamie Diamond	19.00
7. Koenigbauer	23.00
8. Rick Overbach	27.00
9. Phil Wadsworth	28.00
10. Baidas	43.00

HOBIE 16B

1. Adamowski	4.50
2. Avery	4.75
3. Janet Hoff	7.75

HOBIE 16C

1. Aaron	5.25
2. Sail 94671	8.00
3. Bohm	8.75
4. Nunn	11.75
5. Thomson	20.00

RE/MAX ASSOCIATES DAM REGATTA FLEET 300, DIVISION 10 HOOVER RESERVOIR, OH JUNE 2-3, 1990

HOBIE 18A

1. Greg Ferree	5.00
2. Rick Mette	14.00
3. Don Rose	14.75
4. Tom Tannert	16.75
5. Jim Fredrick	18.00
6. Mike Teets	29.00
7. Dave Fort	29.00
8. Rick Roten	30.00
9. Judi Szabo	41.00
10. Ray Deucher	48.00

HOBIE 18B

1. John Frey	3.75
2. Jerry Haas	8.75
3. Bruce McConkey	15.00
4. Doug Wilkins	19.00
5. Dan Longacre	25.00
6. Randy Meeker	32.00
7. Mitch Alvarado	34.00

HOBIE 17A

1. Lance Warden	6.25
2. Tom Snodgrass	7.50
3. George Fecher	11.75
4. Earl Holland	18.00

HOBIE 16A

1. Jerry Mohney	7.25
2. Matt Bounds	9.50
3. Joe Kuchinbach	12.00
4. J&J Diamond	14.75
5. Mark Demetry	23.00
6. Don Fecher	30.00
7. Rick Overbaugh	31.00

HOBIE 16B

1. Bruce Rhine	3.75
2. Janet Hoff	10.00
3. Rob Fluke	12.75
4. Karren Kovach	20.00

HOBIE 16C

1. Harry Suttmiller	3.75
2. Tod Noethen	12.00
3. Bob Prehoda	14.00
4. Dave DeSantis	21.00
5. T. Shera	25.00
6. Dave Hupp	25.00
7. Rick Wicker	35.00
8. T. Malone	39.00

HOBIE 14

1. Bob Wall	6.25
2. Gloria Traylor	8.50
3. Roger Griebing	13.75
4. Ashok Ashok	20.00

DOMINOS REGATTA FLEET 519, DIVISION 10 AUSTIN LAKE, MI MAY 20-21, 1990

HOBIE 18A

1. Chris Sunberg	6.25
2. Don Rose	10.50
3. Greg Ferree	11.75
4. Ron Lehman	16.00
5. Richard Mette	26.00
6. Gordon Duncan	28.00
7. Tom Celusnak	30.00
8. Dave Sullivan	37.00
9. Al Bourdo	40.00
10. Doug Wilkins	46.00

HOBIE 17A

1. Paul Garlick	3.75
2. Stan Woodruff	8.75
3. Dave MacHardy	17.00
4. Kathryn Garlick	19.00
5. Greg Smith	24.00
6. Lance Warden	27.00

HOBIE 16A

1. Bruce Williams	10.75
2. Jerry Mohney	12.00
3. Matt Bounds	14.50
4. Steve Field	19.50
5. Joe Kuchinbach	21.75
6. Ron Swanson	27.00
7. David Stiemma	32.00
8. Jim Kuk	38.00
9. Craig Burwell	43.00
10. Phil Wadsworth	46.00
11. John Seelman	48.00
12. Jon Ahlbrand	54.00
13. Greg Enders	60.00
14. Glenn Koenigbrauer	60.00
15. Andy Lenczycki	62.00
16. Aaron Whymant	63.00
17. Bruce Williams	75.00

HOBIE 16B

1. Jeff Gray	10.50
2. Dave Dunlap	11.50
3. Faith Akert	11.75
4. Ken Stiemma	13.75
5. Tom Adamowski	22.00
6. Bill Hoenes	27.00
7. Janet Hoff	30.00
8. Chuck Botsis	37.00
9. Howard Damian	39.00

CLEMENTINE'S FLEET 519, DIVISION 10 LAKE MICHIGAN, MI JUNE 16-17, 1990

HOBIE 18A

1. Don Rose	3.00
2. Jim Frederick	14.00
3. Larry Carter	18.00
4. Greg Ferree	20.00
5. Bob Thiesen	22.00
6. Gordon Isco	23.00
7. Roger Frakes	23.00
8. Carl Roberts	25.75
9. Ron Lehman	27.00
10. Rick Mette	27.00
11. Mike Mitchell	35.00
12. Tom Campbell	43.00
13. Dave Sullivan	45.00
14. Stuart Crabbe	48.00
15. Russ Schutz	51.00
16. Tom Celusa	53.00
17. Al Bourdo	64.00

HOBIE 18B

1. Scott Kogge	4.25
2. Gordon Duncan	7.50
3. Rich Devon	9.00
4. Doug Wilkins	16.00
5. Bruce VanMeter	16.00
6. Matt Kurtz	18.00
7. Bruce Bonh	28.00

HOBIE 17A

1. Chris Sprague	4.25
2. Jim Kartz	6.75

HOBIE 16A

1. Matt Bounds	8.75
2. Jerry Mohney	11.00
3. Joe Kuchinbach	12.75
4. Keith Schwark	23.75
5. Steve Chapman	25.75
6. Jamie Diamond	28.00
7. Dave Stiemma	28.00
8. Ron Swanson	31.00
9. Phil Wadsworth	34.00
10. Jim Kuk	35.00
11. Andy Grootendorst	37.00
12. Mark Mehall	39.00
13. Steve Field	39.75
14. Greg Enders	44.00
15. Matt Petersen	45.00
16. Aaron Whymant	46.00
17. Matt Bounds	53.00
18. Dave Dunlap	55.00
19. Glenn Koenigbauer	70.00
20. Dan Brewer	72.00
21. Don Duncan	74.00
22. John Allbrand	75.00

HOBIE 16B

1. Bob O'Neil	5.50
2. Bill Mack	10.50
3. Chuck Botsis	15.00
4. Tom Cronin	17.75
5. Janet Seigler	18.00
6. Tom Adamowski	19.00
7. Virgil Gassoway	22.00
8. Janet Hoff	34.00
9. Dale Vanlopik	34.00
10. Jon Maletic	38.00
11. Kent Greener	39.00
12. Greg Avery	43.00
13. Doug Rohrer	43.00
14. William Hoenes	49.00

HOBIE 16C

1. Faith Akert	5.50
2. Wynn Hensel	12.00
3. Damian Howard	13.50
4. Jack Stenger	15.00
5. Robert Cavanaugh	16.00
6. Mike Beverline	16.75
7. Mark Medos	20.00
8. Francis Wilhelm	32.00
9. Jody Williams	35.00
10. John Vanaspereen	37.00
11. David Stephen	44.00

DIVISION 11

MID ATLANTIC CHAMPIONSHIPS FLEET 54, DIVISION 11 GUNPOWDER FALLS STATE PARK, MD MAY 19-20, 1990

HOBIE 18A

1. Mark Schleicher	9.25
2. Tim Stater	9.25
3. Bill Shea	12.75
4. Gary Patterson	28.00
5. Dan Tyska	29.00
6. El Taubee	33.00
7. Hal Arata	37.00

HOBIE 18B

1. Barry Grim	7.00
2. Harry Murphy	13.50
3. Fred Myer	20.00
4. Bob Chase	21.00
5. Dennis Baumgardener	34.75
6. Scott Bunting	32.00
7. Robert Ziegler	46.00

HOBIE 17

1. George Schmidbauer	7.00
2. Doug Ackroyd	14.50
3. James Travis	19.75
4. Roger White	26.00
5. John Krause	28.00

6. Mick Roberts	30.00
7. Tom Viers	36.00
8. Gray Holland	42.00
9. Gerard Blom	53.00
10. Mike Burley	57.00
11. Rob Wagner	64.00
12. Brad Fisher	67.00

HOBIE 16A

1. Jim Glenden	7.00
2. Wally Myers	16.50
3. Rob Stering	19.75
4. Randy Payne	24.00
5. Robert Hamilton	37.00
6. Gary Corkin	42.00
7. Randy McConnell	42.00
8. Ron Kvech	44.00
9. Warren Theis	45.00
10. Rich McVeigh	55.00
11. Charlie Akers	62.00
12. Ben Ackerman	63.00
13. John McLaughlin	70.00
14. John Matzner	74.00
15. John Schwind	74.00
16. John Flanagan	82.00

HOBIE 16B

1. Yates Dowell	21.75
2. Mel Lynch	27.75
3. Greg Szakmeister	32.75
4. Chris Kita	34.00
5. Bernie McMahon	36.50
6. Ed Thompson	37.00
7. Chuck Woodworth	37.75
8. Barry Ainsworth	42.00
9. Danny Flanigan	44.00
10. Dan Deitemyer	46.75
11. John Krause Jr.	52.75
12. Walt Witt	52.00
13. Ray Hook	65.00
14. Jim Giannini	67.00
15. Walt Blakeslee	69.00
16. Craig Simmons	74.00
17. Clark Shimp	75.00
18. Ken Melson	96.00

HOBIE 16C

1. Jim Smart	10.00
2. Ray L'Altrelli	19.75
3. Dan Turner	27.75
4. Bert Van Zest	29.00
5. Ed Lambert	31.00
6. Chris Bolton	35.00
7. Blake Sloan	42.00
8. Lori Sickenberger	42.75
9. A. Sasson	53.00
10. Graham Redfern	55.00
11. Tim Blaverty	68.00
12. Michael Zarecky	69.00
13. Ken Duncan	75.00
14. Calvin Back, Jr	78.00
15. Joe Kudrewicz	84.00
16. Barney Root	92.00
17. Greg Turk	96.00
18. Ken Frick	104.00

CAPE MAY CLASSIC X FLEET 416, DIVISION 11 CAPE MAY, NJ JUNE 23-24, 1990

HOBIE 18

1. Stater/McCambridge	2.25
2. Schlecker/Schlecker	4.75
3. Hayward/Hayward	11.00
4. Panik/Hobbel	11.00
5. Patterson/Muller	12.00
6. Taubee/Leonard	19.00
7. Ross/Murphy	19.00
8. Grim/Grim	21.00
9. Myer/Barry	27.00
10. Panik/Hobbel	27.00
11. Kulcoski/Villa	36.00
12. Valenti/Gibb	36.00

HOBIE 17

1.	George Schmidbauer	2.25
2.	Rob Wagner	8.00
3.	Mick Roberts	9.75
4.	Douglas Ackroyd	11.00
5.	James Travis	13.00
6.	Roger White	13.00
7.	Bernie Villa	19.00
8.	Gray Holland	22.00
9.	Mike Burley	24.00
10.	John Krause	26.00
11.	Gerard Blom	26.00
12.	Brad Fisher	36.00
13.	T. Kimmel	40.00
14.	Martin Levy	43.00

REGATTA RESULTS

WINNIPESAUKEE REGATTA FLEET 209, DIVISION 12 ELLACCOYA STATE PARK, MA MAY 26-27, 1990

HOBIE 21	POINTS
1. Finn/McCarthy	5.00
2. Maharis/Milford	11.75
3. Manganello/Ferrara	12.00

HOBIE 18A	POINTS
1. Burgess/Burgess	7.50
2. Shea/Barry	8.50
3. Harwood/Corbin	13.50
4. Flaherty/Gee	20.00
5. Beckwith/Robbins	23.00
6. Prouty/Prouty	29.00
8. Miller/Williams	31.00

HOBIE 18B	POINTS
1. Shappert/Shappert	6.25
2. Dionne/Hackett	17.00
3. Norton/Bednowiz	15.00
4. Shanks/Shanks	16.00

HOBIE 17	POINTS
1. Scott Newton	5.00
2. Gerard Blom	11.75
3. Mitt Dinhofer	12.75
4. Jim Dillon	17.00
5. Tom Kustes	23.00
6. Bob Pickett	25.00

HOBIE 16A	POINTS
1. Baker/Hotte	8.75
2. McCarty/Boatspede	10.50
3. Baker/Thornton	15.75
4. Boulay/Boulay	16.00
5. Yates/Doucet	20.75
6. Kagan/Novak	20.75
7. Christopher/Quigley	33.00
8. Stanley/Stanley	37.00
9. Larkin/Williams	41.00
10. Hoefler/Lori Lee	42.00

HOBIE 16B	POINTS
1. Coultermarsh/Clarke	5.00
2. Keyes/Keyes	7.50

HOBIE 16C	POINTS
1. Leger/Phea	13.75
2. Richmond/Flanders	19.75
3. Hanselman/Hanselman	19.75
4. Rizzo/Cormier	22.75
5. Manners/Young	22.50
6. Coleman/Martine	25.00
7. Sahr/Mayo	28.00
8. Kirk/Kirk	28.00
9. Parkinson/Parkinson	28.00
10. Fleming/Freeborn	33.00
11. Doucet/Doucet	65.00
12. Green/Lambert	59.00

HAMPTON BEACH REGATTA FLEET 496, DIVISION 12 HAMPTON BEACH, NH JUNE 9-10, 1990

HOBIE 21	POINTS
1. Finn/McGrath	3.00
2. McCarthy/Finn	7.75
3. Manganello/Ferrara	10.00
4. Joe Valente	16.00
5. Maharis/Milford	19.00

HOBIE 18A	POINTS
1. Adleman/Maynard	6.75
2. Burgess/Nichols	7.50
3. Shea/Barry	8.50
4. Adelman/Smith	15.00
5. Ferrara/Latowski	17.00
6. Godbey/Godbey	20.00
7. Erickson/Goodwin	25.00
8. Druan/Sullivan	35.00
9. Latham/Latham	38.00
10. Baker/Sherman	38.00
11. Prouty/Prouty	44.00
12. Beckwith/Robbins	45.00
13. Shear/Hassenger	48.00
14. Harwood/Corbin	48.00
15. Sullivan/Brooks	52.00
16. Sculley/Sculley	55.00
17. Cowder/Cowder	59.00

HOBIE 18B	POINTS
1. Schappert/Schappert	5.50
2. Dionne/Hackett	6.50
3. Hart/Hart	9.75
4. Shanks/Shanks	12.00
5. Globbons/Kelley	20.00
6. Sahr/Mayo	21.00
7. Shear/Norton	22.00

HOBIE SX-18	POINTS
1. Norton/Norton	5.25
2. Cook/Siocum	6.50
3. Haile/Haile	11.00
4. Kalinowski/Kalinowski	15.00
5. Tarini/Tarini	18.00

HOBIE 17	POINTS
1. Gerard Blom	7.50
2. Tom Kustes	9.75
3. Ted Knowlton	9.75
4. Jim Gable	12.75
5. Bob Pickett	15.00
6. Scott E. Newton	16.00
7. Scott Branciforte	24.00

HOBIE 16A	POINTS
1. Coale/Ladd	9.75
2. Christopher/Quigly	11.50
3. McCarty/Boatspede	13.75
4. Baker/Thornton	13.75
5. Baker/Hotte	14.00

6. Snyder/Snyder	14.00
7. Barnard/Barnard	21.00
8. Stanzione/Stanzione	25.00
9. Najjar/Cross	28.00
10. Larkin/Williams	39.00

HOBIE 16B	POINTS
1. Keyes/Keyes	5.25
2. Samaras/Ciesluk	12.00
3. Coultermarsh/Richmond	14.00
4. Tarallo/Guradossi	15.00
5. Reynolds/Reynolds	15.75
6. Weeks/Woods	16.75
7. Parkinson/Parkinson	21.00
8. Hackett/Sullivan	24.00

HOBIE 16C	POINTS
1. Pastore/Nadeau	4.25
2. Child/Child	10.75
3. Hanselman/Hanselman	12.00
4. Amera/Gulla	15.00
5. Kirk/Kirk	20.00
6. Paul Gelaznik	21.75
7. Lami/Minimas	27.00
8. Kip Pare	27.00
9. Michaud/Robie	36.00

HOBIE 14A	POINTS
1. Sam Coes	3.00

DIVISION 14

THUNDERING HULLS FLEET 63, DIVISION 14 NORMAN, OK MAY 12-13, 1990

HOBIE 18A	POINTS
1. Young/Mattingly	5.00
2. Davenport/Bryan	11.75
3. Cannon/Cannon	18.00
4. Holmes/Hess	20.00
5. Palmer/Palmer	23.75
6. Jacob/Hockenberry	25.00
7. Bates/Bates	25.00

HOBIE 18B	POINTS
1. Griffin/Cyndi	8.75
2. Night/Lewis	10.25
3. Allen/Rogers	12.75
4. Hugel/Litteral	13.75

HOBIE 17A	POINTS
1. Phil Collins	6.00
2. Dexter Ploss	7.50
3. Boyd Bass	14.00
4. Steve Chaples	19.00
5. Jane Sherrid	25.00
6. Peter Pattullo	30.00
7. John Curtis	31.00
8. Kirby Crowe	34.00
9. Jim Humphrey	34.00
10. Debbie Taylor	46.00

HOBIE 17B	POINTS
1. Norman Cole	5.00
2. Greg Diehl	8.75
3. Troy Lee	15.00

HOBIE 16A	POINTS
1. Balthaser/Summers	5.00
2. McCredie/Hadley	10.75
3. Trotter/Trotter	23.75
4. Loeffelholz/Grissom	24.00
5. Regester/Regester	24.00
6. Sparks/Burris	24.00
7. McIntosh/McIntosh	29.00
8. Means/Means	30.00
9. Goodman/Beeler	36.00
10. Bridgeman/Means	40.00
11. Wolfe/Wolfe	48.00
12. Fuller/Hasty	49.00
13. Hadley/Wacherly	60.00
14. Ettner/Gaither	62.00

HOBIE 16B	POINTS
1. Keeler/Keeler	7.50
2. Saneman/Stachmus	7.50
3. Harvey/Hill	10.50
4. Cheatham/Cheatham	19.00

HOBIE 16C	POINTS
1. Richards/Richards	9.50
2. Seljeseth/Mulder	15.75
3. Vaughn/Mullen	16.00
4. Riley/Riley	16.75
5. Stump/Stump	19.00
6. Fuss/Fuss	20.75
7. Garza/Gotielvez	21.75
8. Wyatt/Webb	37.00

HOBIE 14A	POINTS
1. Ron McDowell	5.00
2. Bob Schwartz	7.50

HOBIE 14T	POINTS
1. Kent Shirley	5.00
2. Michael Bush	8.75

DIVISION 16

MADCATTER REGATTA FLEET 204, DIVISION 16 SYRACUSE, NY MAY 19-20, 1990

HOBIE 18A	POINTS
1. Murray/Murray	7.00
2. Hopper/Vangemer	7.50
3. Eisenchmid/Gamble	11.00
4. Masse/Robitaille	11.75
5. Eliot/McDonald	13.00
6. Eist/Brady	20.00
7. Nixon/Shockey	22.00
8. Shear/Hassenger	24.00
9. Crabbe/Farrar	25.00
10. Weiss	31.00
11. Ogren/Ogren	33.00
12. Harwood/Harwood	37.00

HOBIE 18B	POINTS
1. Mercer/Verruto	5.50
2. Demming/Demming	5.75
3. Anderson/Anderson	11.00
4. Stumpf/Gutkowski	13.00
5. Gauthier/Turner	14.00
6. Froelich/Rose	24.00
7. Haillock/Hansel	25.00
8. Borg/Goodenough	30.00
9. Doud/Davidson	33.00
10. Hill/Sullivan	34.00
11. Chamberlain/Deans	35.00
12. Clinkunbroomer/M	42.00
13. Davis/MBride	42.00

HOBIE 17	POINTS
1. Karam	2.25
2. Snodgrass	7.00
3. Bradley	14.00
4. Howes	15.00
5. Smith	15.00
6. Duggeby	17.00
7. McGregor	20.00
8. Klahr	24.00
9. Ulfon	24.00
10. Paulson	27.00
11. Rosenberg	35.00
12. Korzenewski	39.00

HOBIE 16A	POINTS
1. Clifford/Boatspede	2.25
2. Beechcraft/Becraft	6.00
3. Korz/O'Conner	13.00
4. Walker/Taylor	15.00
5. Jeffers/Jeffers	17.00
6. Pesane/Abrams	19.00
7. Caster/Caster	22.00
8. Magin/Magin	23.00
9. Inventash/Young	31.00
10. Gramont/Gramont	33.00
11. Quatrone/Ahrt	37.00
12. Kuscho/Wilson	41.00
13. Barlkowski/Lusty	43.00
14. Amico/Bullinger	44.00
15. Davidson/Davidson	44.00
16. Ransley	48.00
17. Ashley/Eitler	55.00
18. Kiefer/Smith	57.00
19. Elve/Elve	66.00
20. Nixon/Block	66.00
21. Zimmerman/Tyra	69.00
22. Dittmar/Dittmar	78.00
23. Stanley/Ostrowski	78.00
24. Dasson/Fairchild	78.00
25. Rook/Rook	78.00

HOBIE 16B	POINTS
1. Sweet/Sweet	9.75
2. Galletta/Ramsay	11.00
3. Blockin/Carhar	12.75
4. Witzel/Littler	13.00
5. Mace/Fenner	13.00
6. Davidson/Bolier	13.75
7. Bises/Crowley	15.00
8. Hacher/Lian	33.00
9. Thames/Hutchison	33.00
10. Fregelette/Martin	35.00
11. Froelich/Morgan	38.00
12. Harmon/Prusack	39.00
13. Wilson/Dumpey	39.00
14. Orecki/Tsujimoto	48.00
15. Borchess/Huron	48.00

HOBIE 16C	POINTS
1. Tryon/Tryon	0.75
2. Witmer/Witmer	2.00
3. Howard/Santo	3.00
4. Morrison/Oscar	4.00
5. Kitt/Kitt	15.00
6. Sack/Morse	15.00
7. Wilson/Wilson	15.00
8. Schader/Whalen	15.00
9. Gross/Schneider	15.00
10. Florczyk/Besaw	15.00
11. Axelrad/Smith	15.00
12. Anderson	15.00
13. Roulston/Samuelsen	15.00
14. Anderson/Anderson	15.00

NATIONALS

HOBIE 21 NATIONALS FALMOUTH, MA JUNE 27-30, 1990

TRIANGLE	POINTS
1. Daniel/Webster	9.25
2. B. Finn/M. McCarthy	13.50
3. Cuttito/Ferrara	15.50
4. Muth/deGersdorff	41.00
5. Maharis/Baker	42.00
6. Tomlinson/Norton	44.00
7. Guthrie/Guthrie/Watkin	46.00
8. Rhodes/Johnson	50.00
9. Fox/Allen	53.00
10. Burgess/O'Hara	54.00
11. J. McCarthy/D. Finn	57.00
12. Settle/Glawitsch	57.00
13. Manganello/M. Ferrara	62.00
14. Druan/Lussier	63.00
15. Wooten/Wooten	73.00
16. Fischer/Yeldhuzen	77.00
17. Valante/Blood	78.00

LONG DISTANCE	POINTS
1. Burgess/O'Hara	0.75
2. Daniel/Webster	2.00
3. Tomlinson/Norton	3.00
4. Maharis/Baker	4.00
5. Manganello/M. Ferrara	5.00
6. Cuttito/G. Ferrara	6.00
7. Fox/Allen	7.00
8. B. Finn/M. McCarthy	8.00
9. Druan/Lussier	9.00
10. Settle/Glawitsch	11.00
11. Muth/deGersdorff	12.00
12. Guthrie/Guthrie/Watkin	13.00
13. Wooten/Wooten	14.00
14. Valante/Blood	15.00
15. J. McCarthy/D. Finn	15.00
16. Rhodes/Johnson	16.00
17. Fischer/Yeldhuzen	17.00

OVERALL	POINTS
1. Daniel/Webster	6.00
2. B. Finn/M. McCarthy	16.00
3. Cuttito/G. Ferrara	18.00
4. Maharis/Baker	24.00
5. Muth/deGersdorff	27.00
6. Tomlinson/Norton	27.00
7. Guthrie/Guthrie/Watkin	40.00

8. Burgess/O'Hara	40.75
9. Fox/Allen	43.00
10. Rhodes/Johnson	48.00
11. Manganello/M. Ferrara	57.00
12. Settle/Glawitsch	58.00
13. J. McCarthy/D. Finn	59.00
14. Druan/Lussier	65.00
15. Wooten/Wooten	73.00
16. Fischer/Yeldhuzen	81.00
17. Valante/Blood	84.00

WORLDS

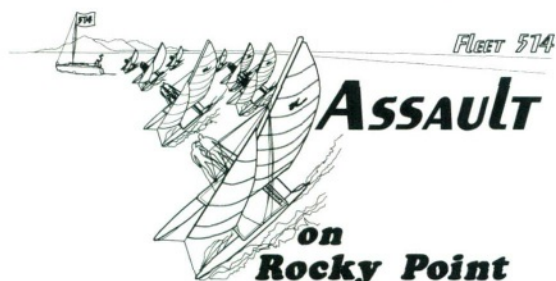
HOBIE 17 WORLDS TORONTO, CANADA JUNE 9-16, 1990

NAME	COUNTRY	POINTS
1. B. Seaman	USA	12.50
2. Carlton Tucker	USA	14.75
3. Bruce Bechtold	W. Germ.	16.50
4. Hobie Alter, Jr.	USA	16.75
5. Fred Niederquell	W. Germ.	25.00
6. Dexter Ploss	USA	30.00
7. Doug Johnson	USA	31.00
8. Paul Garlick	Canada	31.75
9. Woodie Cope	USA	33.00
10. Stan Woodruff	USA	33.75
11. Alan Egusa	USA	41.75
12. Wayne Mooneyham	USA	44.00
13. Clive Warwick	Canada	44.00
14. Wick Smith	USA	57.00
15. Terry Karaim	Canada	51.00
16. Phil Collins	USA	54.00
17. Tom Korzeniewski	USA	54.00
18. William Jeffers	USA	54.75
19. Jim Glanden	USA	55.75
20. Mike Garrett	USA	57.00
21. Tom Snodgrass	USA	63.00
22. Peter Pattullo	USA	64.00
23. Simon Jacques	France	69.00
24. Tim Carney	USA	70.00
25. Jane Sherrod	USA	72.00
26. Craig Burwell	Canada	74.00
27. Bruce Williams	USA	74.00
28. Greg Ursich	USA	78.00
29. Liam Orford	Australia	80.00
30. Michael Teiken	W. Germ.	80.00
31. Roger White	USA	81.00

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	Sm. Sailboard	59.95	32.95

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LOCATION

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ACCOMMODATIONS

• **HOTELS** - The host hotel is the Tropical Seas Resort, 2807 South Ocean Blvd., Myrtle Beach, SC 29577, (803) 448-1171 or 800-438-5015 east of the Mississippi River. Rates are \$36 for a side view or \$41 for ocean front.

Secondary lodging is the Sea Oats Motel, 702 South Ocean Blvd., Myrtle Beach, SC 29577, (803) 448-8494 or 800-368-9135 east of the Mississippi River. The rate for all rooms is \$22.

There is an August 1 deadline for all reservations and a 5 night minimum stay. Reservations are based on space available. A deposit of \$75 is required. The deposit will be applied to the last night's stay. Requests for refunds must be received at least 14 days prior to scheduled arrival date. The service charge for cancellations is \$15. No refund will be given for early departures. Credit cards accepted are: Visa, Mastercard and Discover.

Alternate lodging located adjacent to or within one block of the host hotel is available.

• **CAMPING** - The Pirateland Campground is located two miles south of the race site. Ocean front sites are \$17 per night, all other sites are \$13 per night. Call (803) 238-5155 or 800-443-CAMP.

The Myrtle Beach State Park is located 1/2 mile south of the race site with a rate of \$10 per night. Call (803) 238-2224 or (803) 238-0102.

• **AIRLINE AND CAR RENTAL** - CAN-AM Tours is offering 5% to 40% discounted air fares on U.S. Air. Special weekly car rental rates

are available upon request.

For further information or assistance in making your reservations call Jodi at CAN-AM Tours at 800-367-9917 or (714) 645-7171 (in CA).



Myrtle Beach, South Carolina

Women's: September 27-29, 1990

Open: September 29-October 6, 1990

HOBIE 16 NATIONAL CHAMPIONSHIPS

RACE REGISTRATION FORM

THIS FORM MUST BE POSTMARKED PRIOR TO AUGUST 27, 1990 TO AVOID LATE REGISTRATION FEES.

SKIPPER

ADDRESS _____

CITY/STATE/ZIP _____

PHONE (WORK) _____

(HOME) _____

LOCAL NEWSPAPER _____

CREW

ADDRESS _____

CITY/STATE/ZIP _____

PHONE (WORK) _____

(HOME) _____

LOCAL NEWSPAPER _____

Please enter me in: ☐ Women's National ☐ Open National

T-shirts: ☐ Medium ☐ Large ☐ X-Large

Weight: _____ Sail No.: _____

☐ I have enclosed a check made out to the Hobie Class Association in U.S. funds for \$ _____.

☐ Charge \$ _____ to my ☐ Mastercard ☐ Visa

Card# _____

Exp. Date _____

Cardholder's Signature _____

Mail to:

Hobie 16 Championships
P.O. Box 1008, Oceanside, CA 92054
Phone (619) 758-9100, Fax (619) 758-1841

COMPTIP™ RULE APPLIES

RACES

Both the Women's and the Open are B.Y.O.B. (Bring Your Own Boat) events. We are attempting to locate charter boats. The decision on which skippers will get an available charter boat will be made July 20, 1990.

Doug Skidmore will be race chairman for the Women's Championship and gold/silver fleets for the Open Championship. Paul Ulibarri will be race chairman for the bronze fleet.

• HOBIE 16 WOMEN'S CHAMPIONSHIP

Registration will be Thursday at 10:00 AM. There will be a practice race Thursday afternoon. The Championship series will be Friday and Saturday.

• HOBIE 16 OPEN CHAMPIONSHIP

The schedule is as follows: Registration on Saturday; Qualifying on Sunday and Monday; Championship series Tuesday, Wednesday and Thursday; Finals on Friday and Saturday. Those not qualifying will continue to race Tuesday, Wednesday and Thursday. A skippers' meeting will be held at 10:00 AM each day.

RACE REGISTRATION

Fill out the registration form. Be sure to give complete information. Mail your race registration form and entry fee before the deadline date of August 27, 1990.

NOTE: All sailors, whether pre-qualified or not, MUST pre-register!

FEES

ENTRY:

16 Women's - the entry fee is \$100 prior to August 27, 1990. After August 27 the fee will be \$125.

16 Open - the entry fee is \$175 prior to August 27, 1990. After August 27 the fee will be \$225.

ADDITIONAL T-SHIRTS:

Two T-shirts (one each for skipper and crew) are included with your entry fee. Additional shirts may be purchased for \$10.95 each. Please specify quantity and size(s) of shirt(s) ordered on your registration form. Payment for additional shirts must be included with your entry fee.

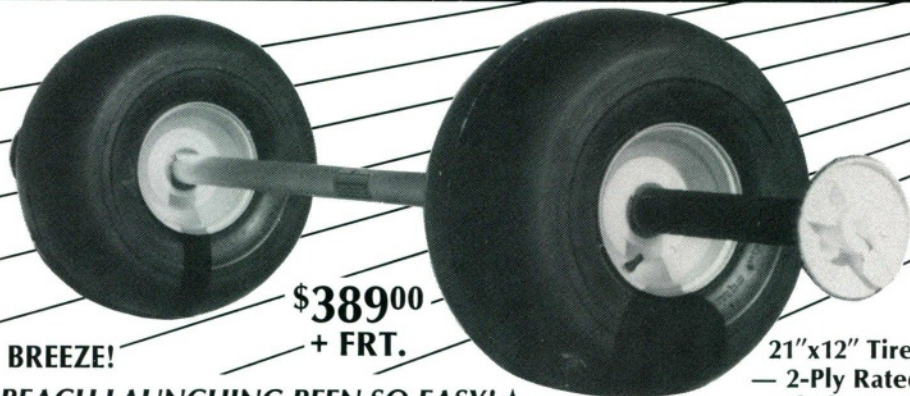
NO PERSONAL CHECKS WILL BE ACCEPTED ON SITE FOR ANY ENTRY FEES!

CAT TRAX INTRODUCES **Big-Foot**

THE NEW **SUPER** CAT TRAX

THESE REMARKABLE
Big-Foot TIRES PUT
MORE TREAD AREA ON
THE SAND — MAKE HEAVY
CATAMARANS ROLL LIKE A BREEZE!

★ NEVER BEFORE HAS SOFT BEACH LAUNCHING BEEN SO EASY! ★
Big-Foot comes with all the original CAT TRAX features.

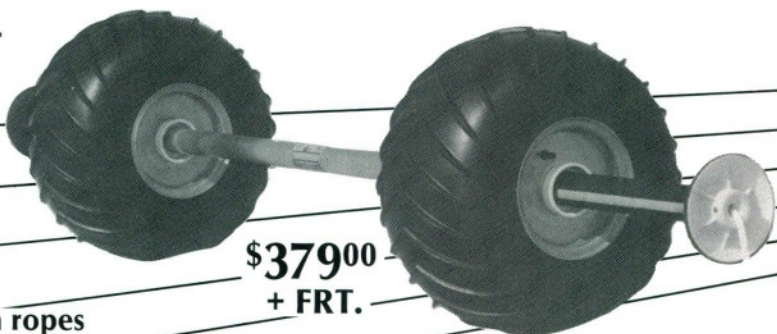


\$389⁰⁰
+ FRT.

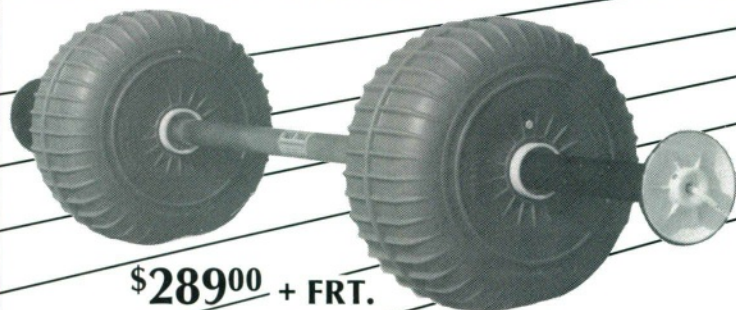
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— 2-Ply Rated
— Tubeless
— Smooth Tread

— THE ORIGINAL — CAT TRAX

- Most popular beach dolly since 1977
- Big chevron ATV 2-ply tires
- 20 Delrin roller bearings per wheel
- Anodized aluminum axle and wheels
- Padded end stops — Dacron tie-down ropes



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\$289⁰⁰ + FRT.

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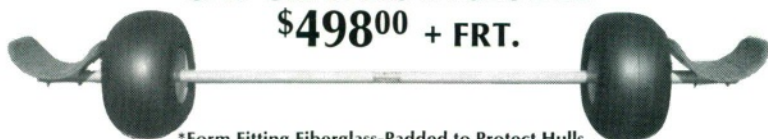
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- Tough blue polyethylene wheels
- No air required — color won't fade
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- Same roller bearings as CAT TRAX
- Easy rolling on firm beaches.

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Now with **Big-Foot** Slick Tires!
— CAT CRADLES INCLUDED* —

\$498⁰⁰ + FRT.



*Form Fitting Fiberglass-Padded to Protect Hulls

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A HOBIE 21 IN SOFT SAND
WITH **Big-Foot** SLICKS.

YOU'LL BE AMAZED!!!

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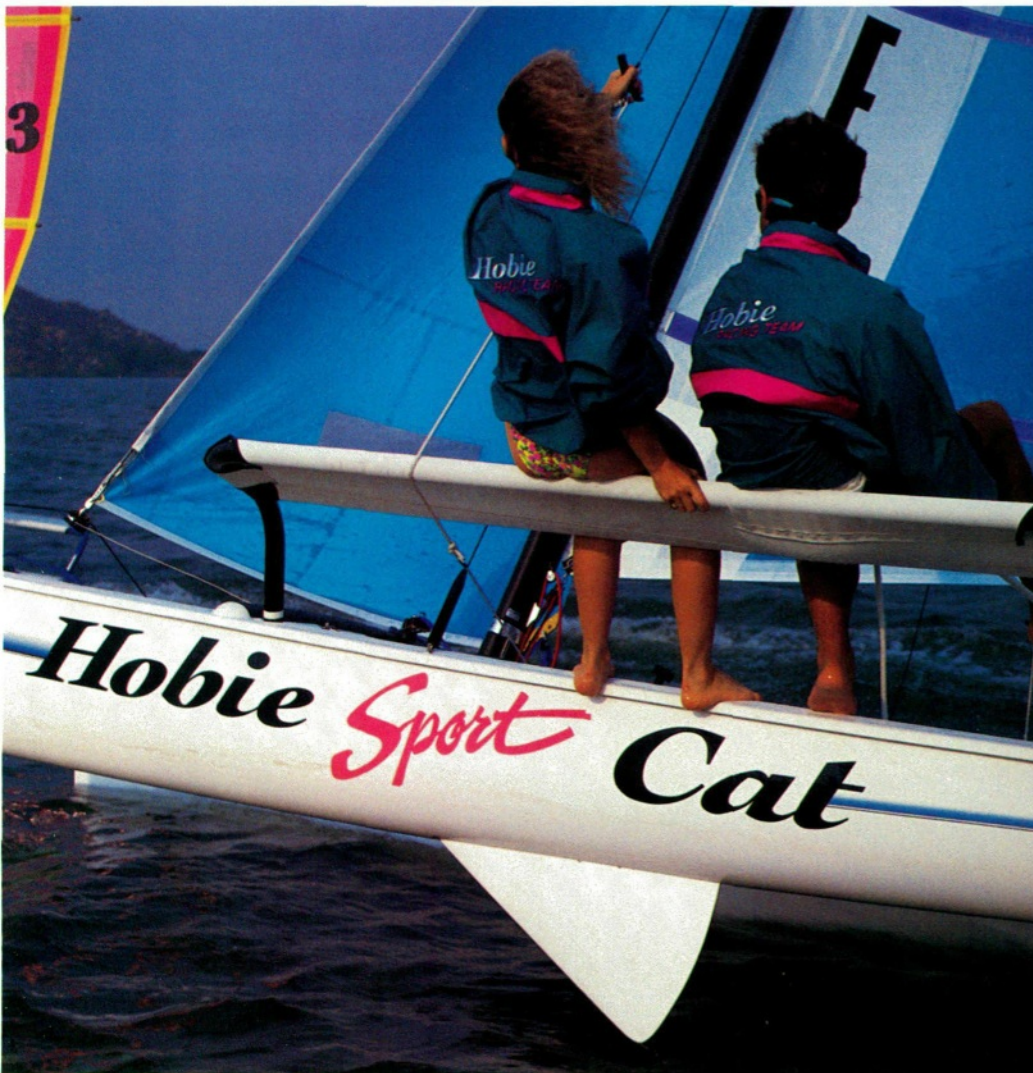
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**TELL A
FRIEND ...
WIN A
JACKET !!!**



The Hobie Cat Company and Hobie Cat dealers are teaming up to encourage and reward Hobie sailors who pass the good word about a great product. We thank you in advance for helping sign up a new member to the Hobie Cat team.

.....
Color	Insignia	Unisex Sizes	Retail Value
Teal	Magenta	S, M, L, XL	\$80.00



That's right, you can be the proud owner of a hot-looking Hobie Cat jacket, complete with the "Hobie Racing Team" insignia embroidered on the back. All you have to do is tell someone about how great Hobie Catting is ... and you probably do that all the time, anyway.

Getting your own "Hobie Racing Team" jacket is simple; as a matter of fact it's as easy as 1, 2, 3:

1. Refer a prospective Hobie Cat buyer to a Hobie Cat dealer.
2. When that customer buys a Hobie Cat, the dealer will ask if a referral was made. The customer will submit your name and address to the dealer.
3. The dealer will contact you to verify the referral and present you with the jacket.

HOTLINE Dealer Menu

ARIZONA

Sailboat Shop Inc.
Tempe (602)894-5494
Ship's Store
Tucson (602)795-4857

AUSTRALIA

Coast Catamaran Australia
Erna 61.43.891085

CALIFORNIA

Sailboats of Bakersfield
Bakersfield (805)322-9178
Seabird Sailing
Berkeley (415)548-3730
Pine Knot Landing
Big Bear Lake (714)866-2628
Hobie Sports Center
Dana Point (714)496-1251
Sail Away
Eureka (707)443-0125
Sailing Center
Friant (209)822-2666
Action Sailing Center
Marina Del Rey (213)827-2233
Performance Sailing Int'l
Newport Beach (714)673-5774
Long Beach (213)493-5774
Inland Sailing Co.
Sacramento (916)454-3966
Wind and Sea Sports
San Diego (619)276-1244
Main Sail
San Jose (408)436-0422
O'Neill Yacht Sales
Santa Cruz (408)476-5202
Wind Toys
Santa Rosa (707)542-7245
Windy Sails
Van Nuys (818)997-6494

CANADA

Northern Sail Works
Winnipeg, Man. (204)957-0770
Catamarine, Inc.
Toronto, E. Ont. (416)368-2287
Adventure Sports
Regina, Sask. (306)522-5509

COLORADO

Rocky Mountain Marine
Denver (303)399-2824

CONNECTICUT

Candlewood East Sailing Ctr
Brookfield (203)775-2253

Bud's Sailing Center
East Windsor (203)627-7776

DELAWARE

Spirit Marine
Milford (302)422-7835

FLORIDA

Playground Sails
Ft. Walton Beach (904)244-2722
Ocean Connection II, Inc.
Jensen Beach (305)334-1515
Caribbean Watersports
Key Largo (305)451-3113
Tropical Sailboats
Key West (305)294-2696
Nautical Ventures South
Miami (305)255-3292
Sailing Store
Orlando (407)291-2345
Key Sailing
Pensacola Beach (904)934-3465
Gulf Breeze (904)932-5520
Ultimate Sail
Pompano Beach (305)946-2080
Space Coast Sailing Center
Rockledge (407)632-4351
G and R Sailboats
South Naples (813)793-2012
The Cycle Shop
Tallahassee (904)576-6326

FRANCE

Hobie Cat Europe SA
Toulon 33.94.08.11.88

GEORGIA

Ocean Motion Surf Co.
St. Simons Island (912)638-5225

HAWAII

Froome's Sailing Co.
Kailua (808)261-2961

ILLINOIS

Carlyle Sail and Surf
Breese (618)526-4770
Marine Mart, Inc.
Downers Grove (312)968-6477

INDIANA

Sailboats, Inc.
Westfield (317)896-2686

IOWA

Jim's Sailing Center
West Des Moines (515)255-4307

JAPAN

Cat Park
Tokyo (81)3-440-6770

KANSAS

Action Marine Inc.
Andover (316)733-0589
C & H Sailcraft
Chanute (316)431-6056

MAINE

Sebago Hobie
North Windham (207)892-4009

MARYLAND

Backyard Boats
Annapolis (301)263-2900

MASSACHUSETTS

Cape Water Sports
Harwichport (508)432-7079
Ensign Marine Specialties
Mattapoisett (508)758-3636

MEXICO

Veleros S.A. De C.V.
Mexico D.F. (905)540-3047

MICHIGAN

Sail Place
Cedar Springs (616)696-0250
Summit Haus of Michigan
Jackson (517)787-7080
Sailboats, Inc.
Mt. Clemens (313)468-6622
Midwest Aquatics Group
Pinckney (313)426-4155
Torch River Bridge Sailboat Shop
Rapid City (616)322-6180
Miller Sport Inc.
Richland (616)629-4507

MINNESOTA

Seven Seas Yachts
Minneapolis (612)879-0600
Hi Tempo Ski and Sail
White Bear Lake (612)429-3333

MISSOURI

St. Louis Sailing Center
Bridgeton (314)298-0411
Sailing the Wind
Springfield (417)965-4230

NEBRASKA

Main Sail Loft
Omaha (402)331-0776

NEVADA

Las Vegas Watersports
Las Vegas (702)898-0520

NEW HAMPSHIRE

Wilderness Sail
Amherst (603)673-4563
New Hampshire Hobie Cat
Seabrook (603)474-3661

NEW JERSEY

Cranford Boat and Canoe
Cranford (201)272-6991
Dasil's Sport Center
East Kearsburg (201)787-0508
South Shore Marina
Hewitt (201)728-1681

NEW YORK

4 C's Sailing Center
Angola (716)549-5060
Bellpat Marine
East Patchogue (516)286-8368
Boat Works
North Syracuse (315)458-8523
Electra Sport
Schenectady (518)393-9363

Slide & Glide Sports
Utica (315)733-9609

NEW ZEALAND

Performance Sailcraft NZ
Takapurna 596.925

NORTH CAROLINA

Skyland Sailcraft
Arden (704)684-2296
Boats-For-Sail
Charlotte (704)596-4533
Sailboats, Ltd.
Greensboro (919)852-4433
Ships Store
Wilmington (919)256-4445

OHIO

Strictly Sail, Inc.
Cincinnati (513)984-1907
Dayton (513)984-1907

OKLAHOMA

Tulsa Sailcraft
Tulsa (918)663-2881

PENNSYLVANIA

Wind & Water Boat Works
Butler (412)586-2030
Clews and Strawbridge
Frazer (215)644-3529

RHODE ISLAND

Megrews Boats
Charlestown (401)322-1150

SOUTH CAROLINA

Timeout's Sailing Center
Charleston (803)577-5979
The Sailing & Ski Connection
Myrtle Beach (803)626-7245

TENNESSEE

Rooke Sails
Memphis (901)744-8500

TEXAS

Sailboat Shop
Austin (512)454-7171
Houston (713)645-5010
San Antonio (512)657-2222
Mastercraft of Corpus Christi
Corpus Christi (512)992-4459
Mariner Sails
Dallas (214)241-1498
Sanford Part Sales
Odessa (915)363-0014

UTAH

Utah Sail and Sport
Salt Lake City (801)487-7952

VIRGINIA

Backyard Boats
Alexandria (703)548-1375
Trail 'N Sail
Richmond (804)262-7931
Trafton Marine
Virginia Beach (804)460-2238

WASHINGTON

Sports and Sail
Richland (509)735-8557
Sports Creel
Spokane (509)924-2330

WISCONSIN

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Middleton (608)831-7744

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Key Sailing

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Pensacola Beach, FL 32561
(904)932-5520

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Hobie 21, 18, 17, 16, 14 Turbo;
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Vacation packages - room and boat
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and the Best Friend Your Sails
Ever Had!**



TOY BOX

THE

BY HOBIE CAT

ONLY \$250!

Why settle for a sail box that only holds a sail, when you can have a big one for just a little more money?

The Hobie Cat Toy Box is large enough for sails, daggerboards, booms, rudder assemblies, and a lot of the other "stuff" you like to carry (11' x 18" x 14" at the bucket end).

New durable three-piece construction is tough enough to stand on and is "UPS shippable"!

Easy access from both ends through a sturdy roto molded end closure (that doubles as a wash bucket), or a hinged door at the front.

Ultra smooth snag-free interior; nothing for your sails to get caught up on.

The Hobie Cat Toy Box has drain channels to promote drying during transport, while tight hatches keep water, dirt and dust out.

The Hobie Cat Toy Box comes complete with ten stainless steel screws and nuts; that's all the hardware you'll need for the simple assembly it requires. Hardware for attachment to trailer also included.

The Hobie Cat Toy Box is the one that features leak-proof joints. All joints are designed to include an overlap and have neoprene sponge gasket seals on the bucket end and hatch.

See your local Hobie Cat dealer!

(For the dealer nearest you call Hobie Cat at 1-619-758-9100.)

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Let us know six weeks in advance so you won't miss an issue. Just attach your mailing label and write out your new address.

Attach Mailing Label Here.

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Mail to: **HOTLINE**, P.O. Box 1008
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Your condo will overlook the new Hobie beach just one year old. Windsurf, surf, or launch your Hobie from this island beach. (Tether fee: \$75/season.) We are offering several units for purchase as condominiums. We will continue to rent other units.

Average price: \$70,000. Tax advantages possible.

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(609) 522-9184

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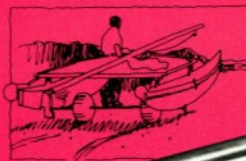
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And, CAT WALKER is quality. Durable and lightweight. Innovative and proven tread design for superior rolling. Extra tough 21" high, 12" wide polyethelene (non-pneumatic — won't go flat) tires. Stainless steel shaft. Hull protectors. Tie-down system.

Standard Unit fits 14'-18' (12' and 19' units available by request)

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Hobie's crotchless harness was a best seller in its first season. This year it's even better!

The foam padded leg straps attach at the lower back, and the curves of the seat bottom are tucked to match YOUR curves. These features keep the harness from creeping up your back.

Available in Full-Back or Half-Harness Styles

Our half harness offers simplicity and freedom of movement while still providing support through the small of the back. The full-back crotchless harness is Hobie's best! It offers superior back and shoulder support for these long rides out on the wire. The wrap-around shoulder straps are fully padded and feature a simple easy-release buckle.

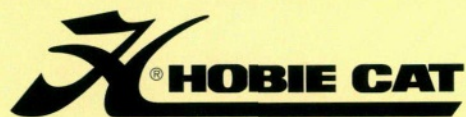
The Ultimate in Comfort and Performance

The Hobie Ultimate Harness is available in your size and is highly adjustable. You don't even need to wear a wetsuit to be comfortable in the Ultimate Harness. It's the best seat in the house!



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About the
only thing it
can't do is
leap tall
buildings in
a single
bound!



Hobie Sport Cat




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It's faster than the Hobie 16. Priced less than the Hobie 18. It's a two-person, 17-foot catamaran with wings comparable to the 21 and a Formula 40-style boomless rig.

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