

The background of the cover is a photograph of a sailboat with a large yellow and blue sail, sailing on a blue sea with white-capped waves. The boat is angled towards the viewer. In the background, there are dark, forested hills under a clear blue sky. The mast of the boat has the number '18637' and '18685' visible. The title 'Hobie' is in a script font, and 'HOTLINE' is in a large, bold, red sans-serif font with a black outline.

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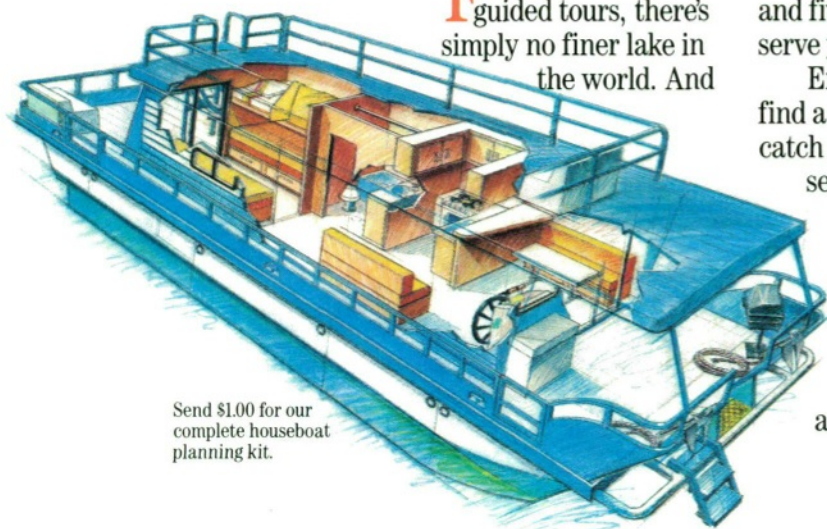
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SEPTEMBER/OCTOBER 1991 • VOLUME 20 NUMBER 5



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An original trio still playing the "Hobie Way Of Life"; photography by Guy Motil.

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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Hanging Ten On A Hobie Cat

PUBLISHER

Bonnie Hepburn



EDITOR

Marilyn Campbell

EDITORIAL ASSISTANT

Kelly Mesko



CIRCULATION MANAGER

Jean Stein

FULFILLMENT

Pat Powell



DESIGN DIRECTOR

Miles Burke, Da Biz Grafix

ART ASSISTANT

Geneen Montgomery, DBG



CONTRIBUTORS

MATT BOUNDS • N. LUCINDA COOK
JOHN HACKNEY • BILL BALDWIN
PETER CARRAS • GORDON KNOWLTON III
JIM CUNNINGHAM • TED SCHADOW
MIKE STALEY • WICK SMITH
GUY MOTIL • PAT MCDOWELL



INTERNATIONAL HOBIE CLASS ASSOCIATION

Jeff Alter, Director Hobie Racing

NORTH AMERICAN HOBIE CLASS ASSOCIATION

Paul Ulibarri, Chairman



PRINTER

American Web, Denver, CO



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As I sat down today to reflect on what to write about for this issue's Hobietorial, I realized this very day marked my ten-year anniversary at Hobie Cat.

A lot has happened to me, my career, the magazine and the company since Paula Alter (then-editor of HOTLINE) hired me in July 1981. I've shared my "humble beginnings" with HOTLINE readers before; about how, coming to work here as a temporary data entry clerk, I initially surmised the Cat in Hobie Cat stood for caterpillars, as in earth-moving equipment. Now, here I am, publishing the magazine I fell in love with at first sight.

My editor, taking the cat analogy in a different direction, jokingly accuses me of having "clawed" my way to the top. I am where I am — and where I love to be — because of all the support I've had, right from the very beginning.

Six years ago, then-president Doug Campbell opened the door and gave me the opportunity to fall on my face or succeed with the magazine. I must admit I came close to falling a few times — leaning perilously over the brink of small disasters that looked the size of the Titanic at the time — but I've grown with and through HOTLINE.

It's all been thanks in large part to many people. Who, you ask? A fabulous and supportive in-house and free-lance staff, to start with. The people who keep me well-anchored to reality, who laugh (and sometimes cry) with me as we work our way through the inlet over rocky times and huge waves to reach our mark of another great issue.

Who else? Contributors such as Bill Baldwin, John Hackney, Wick Smith, Matt Miller and Dick Blount, who freely (catch the double entendre, guys?) give so much of their wit, wisdom and whimsy to the magazine. And all who contribute stories, photos, thoughts, and yes — even witticisms and criticisms. You lift us up and keep us on our toes, that's for sure!

Who else? All of you who subscribe to HOTLINE, who read it and pass it around to friends and fellow sailors (although we encourage you to tell them to buy it for themselves!) — you deserve a huge round of applause. Remember the old riddle? If a tree falls in the forest and no one hears it, was there a noise? Well, if no one reads the HOTLINE, what good is it? With you, we're everything. Without you, just a bunch of unread pages.

It's important to me to keep the magazine relevant, interesting, dynamic — precisely like the people who read it — making each issue better than the last; the best it can possibly be.

We've all come a long way together, haven't we?

Ten years ago, I thought Hobie Cat was an earth-moving company. Now, a decade later, I realize it really is!

It's moved all of you out there to heights of fun and glory. And, although it may not have moved me to the fleeting fanfare of "fame and fortune," it has allowed me to achieve something far more satisfying and enduring: the genuine thrill and fulfillment of producing a publication that reaches across the waters, spreading waves of enjoyment around the world.

Thanks guys, for a great ten years!





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MORE SOUTHERN EXPOSURE

I am 57 years of age and have been sailing Hobies for 10 years. I am the proud owner of a Hobie 16 and a Hobie 17, both of which I enjoy thoroughly.

Last year Carlton Tucker, a past contributor to *HOTLINE* and a good friend, suggested I accompany him to South Africa to watch the Hobie 16 National event. Carlton and I spent a delightful two weeks together in that country. I enjoyed it so much that I returned with Carlton this past April to attend the Hobie 16 World Championship held at Langebaan Bay near Cape Town.

I found the South African people to be the most hospitable anywhere. They are friendly and generous to a fault. In addition, truth be known, they probably have the largest single Hobie fleet in the world. I have never before seen so many Hobie Cats in one place, nor such enthusiasm for the boat. The race was a joy to behold. It was efficiently run, and went off without a hitch.

In view of the foregoing, why is it we never read a word in *HOTLINE* either about South Africa's annual Hobie 16 National event or about the 1991 Hobie 16 World event? Why are we not reading of these races in your "Major Events" section? Why are we not reading feature articles with many photos applauding such sailors as Blaine Dodd, Belinda Klaasse, Carlton Tucker, David Kruij (the current World Champion), and many others who race there? Mick Whitehead and his son, Colin, have a place in the South African Athletic Hall of Fame because of their feats as a father-and-son team on a Hobie 16.

Treat your Hobie readers to articles from South Africa; it would make fascinating reading. It seems a shame to totally exclude such enthusiastic people.

J. Bayard Snowden, III
Destin, FL

We're always happy to treat our readers to accounts of racing events held throughout the world, but we first have to turn the trick of getting participants to provide eyewitness reports. For information on the recent Hobie 16 World Championship in Langebaan Bay, see "RSA Tops USA" in the July/August 1991 HOTLINE. To all our readers, please remember: When it comes to racing stories, we only can give as good as we get. -Ed.

SAILING IN THE STORM

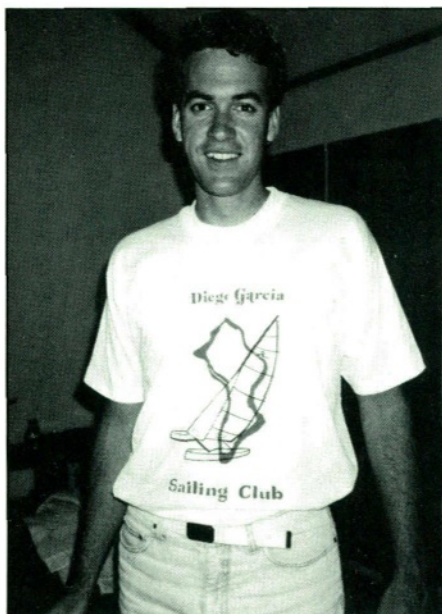
I thought you would be interested in the enclosed photo of my son, Sgt. Jeff Hayes, and his new shirt. Jeff and his fellow

crewmen of the 340th Bomb Squadron spent many hours sailing Hobie Cats in the bay of Diego Garcia Island to relieve the stress and tension of their long flights delivering messages to Saddam Hussein.

Sailing was a perfect outlet between missions, and they were fortunate Hobie Cats were available for them. Although fighting a war by alternating days of bombing missions and Hobie Catting in the South Indian Ocean sounds crazy, the tension release provided by the sailing after 15-17 hour missions made the crews more effective.

Just wanted to tell you of Hobie's contribution to our recent victory in the Persian Gulf.

Harold Hayes
Chagrin Falls, OH



I'm writing to let you know the end of the Gulf War signaled the beginning of sailing Hobie Sport Cats in Israel. On the March 1991 weekend the cease fire was announced, two boats were in the water. Although they were ready over a month before that, sailing was impossible because of the war; among other things, because gas masks should not get wet.

Yoram Gross
Tel Aviv, Israel

A FLY-BY-NIGHT FAN

Don't renew my subscription. After reading the *HOTLINE* for years, the last issue (May/June '91) did it for me. I'm selling my two Hobie 16s and all my equipment and going *SOARING*.

Hope I can find a *SOARING* magazine that has a few articles on sailing. I've read some dume (sic) things over the years in *HOTLINE*, but this *SOARING* was icing on the cake.

Howard E. Martin
Norfolk, VA

Everyone is, of course, entitled to his or her opinion. However, the maxim "Don't throw the baby out with the bathwater" does come to mind. Although HOTLINE would love it if every subscribing sailor lived and breathed only Hobie Catting, we realize our well-rounded readership enjoys a variety of interests and activities. That's why we occasionally highlight the related pursuits of your fellow Hobie Catters. -Ed.

LET'S RACE

The latest issues have been excellent — a lot of racing information. I think the area championships, open to all levels of sailors, will benefit the class.

Please help the fleets promote racing and get more new people to try it out. A Hobie regatta is a great way to spend a weekend.

Ed Magin
North Rose, NY

COMPTIP™ SAVES TWO LIVES

This last weekend we had another great regatta, this time at Holmes Harbor, on beautiful Whidbey Island in Puget Sound. The weather on Sunday had improved to continual sunshine, and a steady 10-15 knot breeze. In the series of six races our places had been better than usual. My new crew, Jennifer, and I were very happy.

Back at the beach were the usual stories to be shared with good friends amid the typical commotion and camaraderie of breaking boats down and getting things packed and ready for the trip home. Many trailers were parked in a grassy area on the opposite side of a cable and post barrier, and a number of us opted to carry our boats from the beach the short distance to the trailers. Teams of six soon had several boats on the trailers.

The position of my boat and trailer did not allow me to drop my mast where we were parked, so Jennifer and I, with some grunting, hoisted the tongue and pulled the trailer some 50 feet to a spot where the mast could be lowered clear of other boats.

Continued on page 62

CAPTAIN HOOK, BEGONE!

Disneyland may have glamorized the profession in a quasi-Caribbean ride, but if you're the proud owner of a beautiful Hobie Cat, pirates mean more than fun and games — they could mean the untimely loss of your boat. Trailers, equipment, wet suits, life jackets, even the entire boat itself — all are "fair game" to the ruthless thief. Easily transported boats such as Hobie Cats are in constant danger of being stolen, stored and re-sold, unless owners remain aware and wary.

Boat thieves are serious about their business and will go to great lengths to burglarize your unprotected Cat and anything on, in or near it. Helping to make their by-hook-or-by-crook jobs easier is ... YOU, the Hobie Cat owner. Law enforcement agencies agree boat owner apathy about preventive measures is a prime cause of boat theft.

The Pennsylvania Fish Commission, Bureau of Boating Education Section, shares these thief-thwarting tips.

- If someone offers to sell you a boat cheap, be suspicious. If the price is too low, you may be buying someone's stolen treasure.
- Use theft-warning decals, locks and alarms. Although these devices are not foolproof, they can buy time a crook doesn't have.
- Protect your Hobie Cat on the trailer by adding a wheel lock or by removing a wheel and adding a hitch lock to prevent a fast getaway.
- Don't tie up at unattended or poorly lighted docks.
- When not using your Cat, remove the sails.
- When the boat is moored, keep extra equipment and sails locked up in your Cat Box, or take equipment home.
- At home, store your boat out of sight behind your house or in the garage.
- Run a hardened steel chain or cable through a fixed part, such as a pylon or crossbar. Be sure that what you chain your boat to is as secure as what you chain it with.
- Paint your Cat's name on the hull or transom.
- Mark all equipment and keep a complete inventory of everything you use when sailing.
- Along with photographs of your boat and equipment, record the hull identification number and keep in a safe place.

When it comes to boat security, sailors should harken back to the advice of John Paul Jones: "Don't give up the ship!"

USER FEE UPDATE

Passage of the new federal boat "user fee" is a clear abuse of recreational sailors and misuse of governmental powers, asserts BOAT/U.S., the nation's largest organization of recreational boaters. According to vice president Michael Sciulla, implementation of this tax could legally clear the way for government agencies to levy user fees on millions of Americans engaged in a wide variety of everyday activities — even if they receive no direct benefit from government regulations or use any government services.

He explains, "Imagine if the federal government told millions of Americans that they had to pay a federal fee to listen to a radio or watch TV because both are regulated by the FCC, or pay a fee to buy groceries because food is inspected by the USDA."

Either ignorant or oblivious to the fact it would be the first federal agency engaging in what amounts to a federal personal property tax, the Coast Guard is going full steam ahead with its plan to collect a \$25-

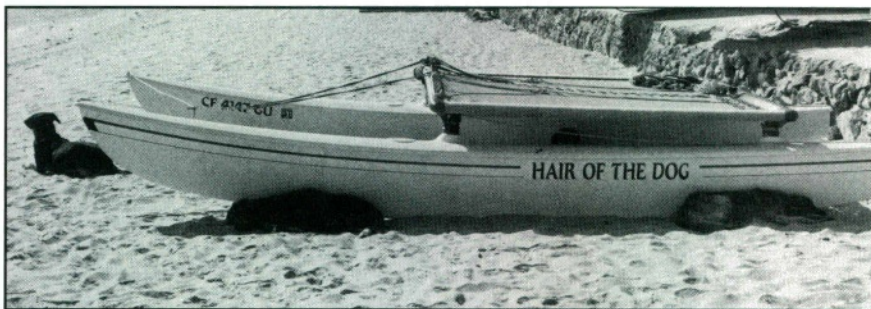
100 fee from all boat owners, despite the lack of reimbursement in terms of services provided. Meanwhile, back at the House of Representatives, a bill introduced by Representative Bob Davis (R-MI) to repeal the fee has been co-sponsored by 205 members of the House and has won approval by the House Merchant Marine Committee.

U.S. HOBIE ROUNDUP

We're putting together a great color photo spread on Hobie Cats across the United States. That doesn't mean just Texas or California or Florida (although we welcome photos from every state); that means Iowa, Tennessee, North Carolina — all points north, east, south and west.

Please send us color photos (35 mm slides preferred), including your name, address and daytime phone number as well as the location and state. The deadline is December 1, 1991. Package your photo with care and mail to: U.S. Hobie Roundup, HOTLINE, P.O. Box 1008, Oceanside, CA 92051.

NAME GAME CORNER



I'm Mike, and my crew's name is Mike. This is the San Felipe dog patrol: Spotter, Spotso, Spot, Spotsey, and my Cat trying to blend in.

Mike Little, Stockton, CA

With a name like "Rainbow Pusher," many a question has been asked by spectators! Those on the race course know the colorful boat as a fast competitor with a skipper who spends most of his week dispensing pharmaceuticals as a pharmacist.

The only time to catch this boat is on shore, where it here poses for a picture with skipper Dave "RYP" and crew Sue, commodore and treasurer for Hobie Fleet 472 of Madison, Wisconsin.

Dave and Sue Repyak, Cambridge, WI



"Name Game Corner" is a recurring feature of Wavelines. Keep those names and photos coming to: Name Game, HOTLINE, P.O. Box 1008, Oceanside, CA 92051. -Ed.

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Here's looking at 'em, kids!

ISLAND OF DELIGHT

"Twenty-six miles across the sea; Santa Catalina is waiting for me; Santa Catalina, the island of romance." If you're as old as your HOTLINE staff, you remember the song. Even Hobie Cat sailors who never heard of Bobby Darin get to sample the fantasy funland of Santa Catalina on a September sailing and camping trip put on by Hobie dealer Action Sailing & Watersports in Marina Del Rey, California.

The 1990 weekend escapade, first of many to come, got underway with sailors, two chase boats and a small airplane to capture the classic beauty of the four-hour crossing. After an afternoon spent hiking on the island and sailing to cozy coves up and down the island's coast, sailors indulged in a hull-flying contest while their Hobie hosts cooked up a sensational rib and corn barbeque.

After a starlit meal and a beautiful night camping in tents or on tramps, the sailors enjoyed a hearty breakfast before setting off on their colorful parade back to Marina Del Rey. All participants agreed the jaunt made the perfect southern California adventure; proving one doesn't have to go far to get far ... away.

The next Santa Catalina great escape is scheduled for September 28-29, 1991. For more information, contact Neil at Action Sailing & Watersports, (213)827-2233.

SKIP THE BOOZE

Here's a sobering statistic: Last year, more than half the 1,000 boating crash fatalities involved alcohol. The U.S. Coast Guard estimates non-fatal boating crashes to number above 60,000, with alcohol a culprit in many of them as well.

We've been hearing for years that drinking and driving don't mix, and an increasing number of people are taking the message to heart. But drinking and boating? Natalie Greetzman, president of the San Diego County chapter of Mothers Against Drunk Driving (MADD), states, "Many people who would never think of driving in their vehicles after drinking think it is perfectly safe to operate their boat while drinking."

MADD, the National Safe Boating Council and BOAT/U.S. encourage boaters to appoint a "designated skipper" who will take a holiday from consuming alcohol. According to Richard Schwartz, president of BOAT/U.S., "The concept of a sober, designated driver has been effective on the highway, and we're urging boaters to adopt it on the water."

For those still unconvinced, here are a couple of reasons behind the rationale.

Drinking While Boating Shows And Results In Poor Judgment.

Each drink lessens the ability to make decisions quickly, as well as the ability to maintain balance. Most boating deaths occur when people fall out of boats.

Drinking While Boating Can Be Costly.

Boating while intoxicated (BWI) is not only dangerous, but illegal. BWI is a federal offense subject to a \$1,000 fine, with criminal penalties reaching as high as \$5,000.

With holidays and other special occasions coming up throughout the year, the smart sailing consensus seems to be the designated skipper concept is an idea whose time has come.

TWO GREAT TOPPERS


If you want to be left high and dry (or low and dry, for that matter), consider the new Douglas Gill smock. The newest addition to the Pacific foul-weather gear wardrobe, the smock makes an effective alternative to the traditional jacket or dry suit top.

It's easy to pull on and off, comfortably snug and watertight, with a self-draining front cargo pocket backed by a fleeced handwarmer pocket. Made of Hydrocote™ nylon, the same medium-weight highly waterproof nylon used in Gill dry suits, this top should keep even the crew dry.

You will have to dish out a few smackers for this smock, which is available in all sizes from XS to XL: it retails for about \$156. If you sail in inclement climates, however, the smock may prove to be the fairest of your foul weather friends.

Also constructed of Hydrocote, Douglas Gill's new Pacific one-piece suit is a tough-wearing, completely waterproof overall with double reinforced seat and knees and an optional detachable hood. It offers freedom of movement, colorful comfort in white and royal blue or red and is available in sizes XS to XL, for about \$209.

Douglas Gill calls the one-piece the ultimate in protection wear. It's designed for the active sailor, with a handy self-draining front leg pocket large enough to hold gear and race instructions. If you're looking for gear that's really tough to top, try the Pacific one-piece suit.

For more information on this new foul-weather apparel, visit your favorite Hobie dealer or contact Douglas Gill USA, 6087 Holiday Road, Buford, GA 30158, (404)945-0788. 

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DEAR JOHN

BY JOHN HACKNEY

ILLUSTRATION BY BILL BALDWIN

Tech expert John Hackney delights in providing practical, workable solutions to Hobie sailors' questions. His hands-on expertise, in-depth knowledge and love of the sport give him an excellent vantage point. If you have a Hobie question you would like answered in print, send it to: HOTLINE "Expert," P.O. Box 1008, Oceanside, CA 92051 -Ed.

PROBLEMS WITH YOUR LIP

My Hobie 14 has cracks around one of the rudder pin holes. Is this something I should be worried about, such as a structural problem that could cause more damage if I don't fix it before taking the boat out on the water again? How do I fix the problem?

Cracks developing where the rudder pin passes through the transom deck lip on Hobie 14s and 16s are a common yet harmless problem. Although unsightly, a crack is seldom symptomatic of a structural problem. Through the years, the Hobie factory has enlarged the aforementioned deck lip hole so the rudder pin is less apt to cause annoying deck lip cracks and raise concerns among sailors. The rudder gudgeons — you know, those little metal things holding the flippers on the back of the boat — are made to take the full load of the rudders with no load applied to the deck lip. Sometimes, however, as the rudder pin wears or bends, it will stress the relatively brittle deck lip, causing the cracks. Incidentally, the rudder gudgeons have also been improved over the years to provide a stiffer rudder attachment.

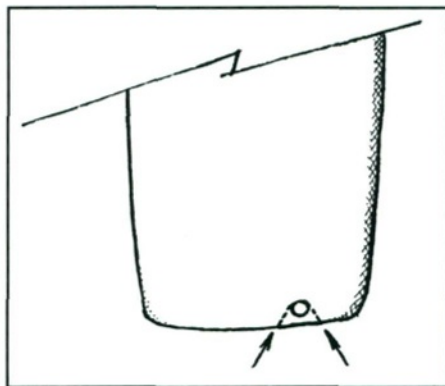
Now that you know cracks in the deck lip around the rudder pin pose no structural problem, you may ask: What do I do about repairing those unsightly cracks? Good question.

One method commonly used is to completely remove the deck lip area around the hole. This is as "easy" as taking a saw and cutting the lip at a 45-degree angle tangent to the rudder pin hole (see diagram), removing the unsightly area. Sanding the edges smooth will make the area look as if it were made that way, end of problem.

Another option, if the cracks are small, is to drill a larger hole so the rudder pin cannot touch the deck lip, thus preventing

the cracks from enlarging or starting. The top of the enlarged hole also may be chamfered a bit to further remove existing cracks or prevent new ones from forming. Remember, the Hobie factory has enlarged this hole over the years and on some Hobie models the rudder pin does not even pass through the deck lip.

Some racers go to the extreme of cutting the deck lip back when the boat is new.



Some racers go to the extreme of cutting the deck lip back when the boat is new, to eliminate all possibilities of deck lip problems. This procedure also will prevent damage to the deck lip, should you have trouble sailing through the waves when launching at the beach. The rudders can be ripped off the back of your boat as you hopelessly back down a large wave and your rudders are pounded into the sand. The deck lip should remain intact even if you lose a rudder in the surf, providing the deck lip was cut back; little consolation, it seems, but nonetheless a procedure that can save a lot of repair.

Many sailors may not want to remove part of the deck lip, but still desire to repair larger cracks. This is easily done with an epoxy putty like Marine Tex to fill the cracks. The small area around the cracks should be sanded or filed to completely remove the cracks, and then, if wet, allowed to dry so the epoxy can adhere better. Once the

epoxy is cured, drill the hole a little oversized, then chamfer it and sand the epoxy smooth. This procedure will prepare the area for a little touch-up paint or gelcoat. If you have a white boat, using white Marine Tex eliminates any need for painting.

The process is easy for small cracks and is a good, harmless way to perform your first repair job. It also is a good relaxing way to spend some quality time with the children after work; well, you may have to rethink the relaxing part!

DECAPITATED BOLT

I snapped the head off one of the screws holding my gudgeon. How do I get it out?

Rudder gudgeons are the stainless steel brackets that hold the rudder pins, and thus the rudders, to the hulls. The gudgeons, in turn, have stainless steel bolts holding them in place.

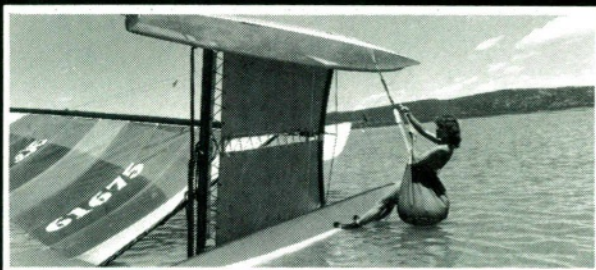
On a Hobie, the rudder gudgeons are subjected to a lot of stress — an occupational hazard, no doubt. The attachment bolts must withstand this stress plus exist in a hazardous environment. Water and salt do take their toll on the rudder assembly, and the attachment bolts are no exception.

To protect these bolts, the factory beds the gudgeons to the hull with silicone rubber, which reduces water intrusion around the bolt. Remember this fact for later discussion. The rudder gudgeon bolts screw into an aluminum plate, known as a tapping plate, installed within the transom of the Hobie Cat during construction.

The plate actually is within the fiberglass laminate and is a permanent part of the Hobie structure. Once the Hobie hull is laminated with the tapping plate installed, the skilled factory workers, using a drilling jig for alignment, drill holes into the tapping plate. The holes are then tapped (threaded), thus the term tapping plate, using a #12-24 tap into which the #12-24 stainless steel gudgeon bolts are screwed upon attachment of the rudder gudgeons.

If you were paying attention, you will remember the tapping plate is made out of aluminum and problems occur if water, especially saltwater, is able to come in contact with the unprotected aluminum. As most people are aware, saltwater corrodes aluminum; the corrosion in turn, can cause the stainless steel bolts to become trapped within the tapping plate, bummer. When the unsuspecting and uninformed (non-HOTLINE subscribing) sailor tries to tighten or remove the rudder gudgeon bolts, one of those pesky bolt heads could shear off (and you were having such a good day).

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Prevention always is the best solution, so those rudder gudgeon bolts should be re-bedded on occasion to prevent water from reaching the tapping plate. Also, as a penetrating oil may prevent the bolt heads from twisting off, spray the gudgeon bolts with WD-40 or CRC a few days before trying to turn them. The rudder gudgeon bolts always should be tightened a few times each sailing season, and, as previously mentioned, re-bedded with silicone or 3M's 5200 at least every couple years. On my boats, the gudgeons are re-bedded yearly and bolt tightness checked weekly.

Prevention always is
the best solution —
my gudgeons are re-
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checked weekly.

Unfortunately, even with the best of care, rudder gudgeon bolts may still break off on occasion. Once a gudgeon bolt breaks, a few corrective procedures will remove the bolt. The following remedies start with the simple and move toward the complex. After the rudder system and gudgeon have been removed from the back of the boat, the gudgeon bolt which has twisted off should again be sprayed with WD-40, CRC, Liquid Wrench, or any common penetrating oil.

Once the oil has soaked in around the bolt for a while, there is usually enough bolt above the surface of the transom to grab with a good pair of vice grips. If not, you should be able to remove an area of the fiberglass large enough to expose the twisted bolt, which can be grabbed with the corner of the vice grips. The bolt should be gently twisted back and forth, working the penetrating oil into the threads. Be gentle, this is one of those operations in which muscle is not required or helpful; finesse is! Think of this bolt as your child's first splinter; be caring, but you don't have to kiss the hull when you're done.

If the bolt still refuses to come out, you then must play dentist and drill it out. This operation requires patience and precision. You must attempt to drill an approximately 1/8-inch hole into a twisted, deformed 3/16-inch stainless steel bolt which, adding insult to injury, is stuck within a soft

aluminum plate. A center punch should be used as you try to start the drill into the center of the bolt. Once the hole is drilled successfully into the bolt, you then may use a #12-24 tap to clean the threads within the tapping plate.

If you have failed miserably in this task, which is easy to screw up, you still can drill the hole even bigger and tap the tapping plate with larger 1/4-20 threads. This procedure also will require a large hole in the rudder gudgeon for the larger bolt. A larger thread size and bolt also may be used if you just happen to strip the threads in the tapping plate and can no longer tighten a standard gudgeon bolt.

Calm down; most of the time, if care is taken, the old bolt can be removed using the vice grips and the dentist drilling routine will not be necessary.

Unless you have a well-equipped shop, you may consider letting a professional such as your neighbor, Bubba, you know the guy down the street with two cars on jack stands and grease under his fingernails, perform this procedure. The local Hobie dealer or an experienced fleet member also should be equipped to do the job, which requires a little skill and experience to accomplish successfully. Some people even sail with one bolt missing out of the rudder gudgeon, a remedy I would never condone, or is that condemn or maybe condom.

CASTING CRACKS

I developed a crack in one of my Hobie 18's corner castings. Can it be welded?

Check on the price and
availability of both new
and used castings; visit
a welding shop and get a
price on repairing the
old casting.

Corner castings, or for that matter any casting, may crack on occasion, due to a collision or just hard sailing. Welding the crack is an alternative to purchasing a new casting. Although several problems may discourage you from welding your cracked corner casting, it still may be a viable alternative. The problems that come to mind with welding aluminum castings are cost, accessibility to the cracked area, post-weld refinishing, and salt.


If you still can see
the crack on the
underside of the weld,
it must be redone!

An aluminum casting is porous and over the years, salt accumulates in the pores, making the aluminum very difficult to weld. The cost factor stems from the fact that aluminum production is a process requiring specialized equipment and training, inevitably pushing up the price — therefore, welding the casting may be cost-prohibitive. Salt intrusion into the porous aluminum can make the casting very difficult, if not impossible, to weld, or at the very least increase the expense of repair. Additionally, the casting may be cracked in an inaccessible area, requiring too much time and trouble to weld.

Before making a decision, call your Hobie dealer to check on the price and availability of both new and used castings. Then visit a local welding repair shop and get a price on repairing the old casting. After that, your solution should become obvious.

If you decide to weld the unit, a few things should be remembered. The crack to be welded should be ground out so that complete weld penetration is accomplished; i.e., the weld must melt through the casting in the area of the crack. Complete penetration is critical; without it, the weld will crack again. Look at the back of the weld; if you still can see the crack on the underside of the weld, it must be redone!

Once the unit is welded, it must be coated with a finish to stop corrosion. In the case of black anodizing, the color also must match the rest of the boat. As mentioned in previous articles, a can of flat black spray paint is a good color match for the factory black anodizing. If your boat is clear anodized, spray the aluminum with clear lacquer, which also will prevent corrosion.

After much experience welding aluminum and repairing more than a few corner castings, I have learned it usually is much easier and cheaper in the long run to find a used casting or just bite the bullet and purchase a new one from your Hobie dealer, rather than suffer through a welded repair. The few extra dollars spent will save much aggravation later, should the welding job fail. Labor and aggravation to remove and replace the casting contributes to much of the monetary and emotional cost, and a less-than-perfect casting should never be reinstalled! 

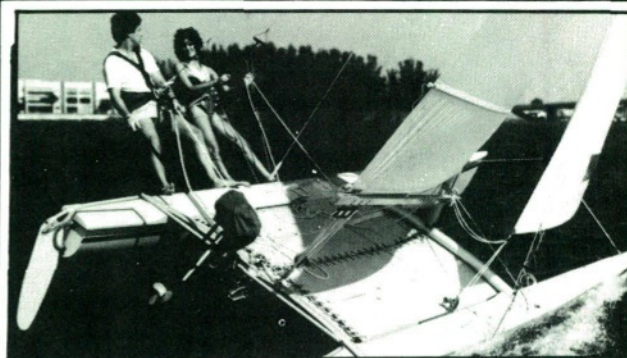
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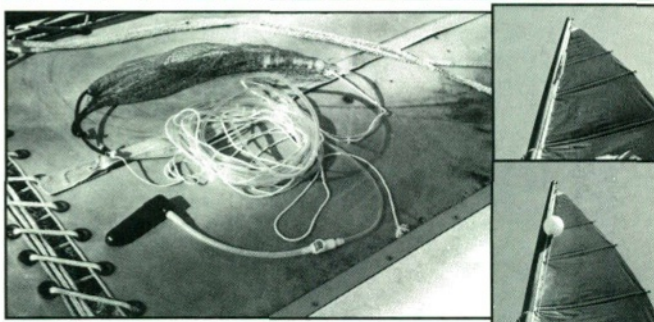
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Power Trip

Turn Your Cat Into A Motor Hobie

BY PETER CARRAS

Auxiliary power on a Hobie Cat? Did you know it has been available to you since 1979? Have you really considered auxiliary power? Does it sound that absurd? Sailors of monohulls in similar size categories would never dream of leaving port without some type of auxiliary power; why not Hobie sailors?

In Hobie Cat sailing as well as any other class of sailing, there is the racing enthusiast and the recreational day sailor. Even racers do not race every weekend. But, almost everyone sails purely for the recreational fun of it. I know when I raced in a fleet, I still did a lot more day sailing than racing (probably a ratio of 75% to 25%).

The use of auxiliary power will open vast new sailing possibilities which you may never have thought possible.

My favorite Hobie Cat sailing day is going out Jupiter Inlet and sailing in the ocean. With very little beach access in Palm Beach County, we have to use the local boat launching ramps. We always like to get an early start, which means launching in the mornings, usually before any breezes. To go out the inlet, we have to navigate under one drawbridge, often against an incoming tide — all with becalmed winds. Never have I had to plan my weekly Hobie excursion around the tides or winds; I just start my little 24-pound outboard and go!

POWER LAUNCHING

If you think about it, as the geography in which you sail changes, so does the application of the Hobie Cat, thus requiring

the occasional use of auxiliary power.

Once out on the open water, no sailing vessel requires auxiliary power — unless, of course, you are becalmed. Yes, even a Hobie Cat can get becalmed; we all have our tales to tell.

Auxiliary power can be a savior for the homeowner who lives on a canal and needs assistance getting to open waters. In fact, the availability of auxiliary power may determine whether this individual will even consider buying a Hobie Cat. What good does it do to live on a canal but own a boat that, without power, will languish unused in the homeowner's backyard?

Another need for auxiliary power is in places where a launching ramp and a harbor co-exist. In many areas, especially around New England, the dockmaster may require outboard motors to ensure safe navigation in and out of the harbor. Tacking in and around scores of expensive boats is a no-no. In addition, the next closest launching ramp may be 50 miles away.

Many states require sailboats to use auxiliary power when navigating under drawbridges. Going under a drawbridge may not be a problem, when heading downwind. But try doing it against a headwind and a current. The bridgetender has an obligation to the automobiles and cannot possibly leave a bridge open for an indefinite period of time while a sailor is trying to tack through.

USE IT OR LOSE OUT

Navigating out of an inlet against an off-shore breeze and incoming tide can be a nerve-racking and time-consuming experience. I can remember taking over two hours to tack out a narrow inlet, using all my patience to keep from yelling at an inexperienced crew. By the time I finally made it out of the inlet, the great mood I started sailing with wasn't so great anymore. Then, while sailing the entire day, I was bothered by a nagging thought in the back of my mind: I wonder if there's going to be enough wind to push me back into the inlet with an outgoing tide. Once I acquired an auxiliary motor, the tides and winds became a non-issue. What previously took me two long hours now takes only 10-15 minutes.

Time and tide may wait for no man, but having an outboard motor on your Hobie Cat makes light of circumstances otherwise beyond your control. Natural and man-made obstacles are an everyday occurrence to the local sailor, but they need not threaten you or the day you planned, when auxiliary power can reduce them to a minimum. The fact is, the use of auxiliary power will open vast new sailing possibilities which you may never have thought

possible. How about an overnight trip in the lakes of Montana or sailing the out-islands in the back country of Key West, Florida?

OPTIONS GALORE

Some sailors who equip their Hobie Cats with motors can now sail past sunset, because they don't have to worry about how much wind they will or will not have. Just think how pleasant sailing in the summer months would be in the cool of the evening.

You may be surprised to discover just how easily and quickly a Hobie Cat can be transformed from a sailboat into a diving platform. Just drop the mainsail, lash it around the boom and hoist the boom to a 45-degree angle using your main halyard. Furl your jib, drop your jib, or just luff it if the winds are light enough. Using your auxiliary motor enables you to idle from reef to reef and then drop a small collapsible anchor when you find the right spot.

A Hobie Cat can be transformed quickly and easily from a sailboat into a diving platform.

Another fun alteration is turning your Hobie Cat into a fishing boat. Early in the morning, motor out to your favorite fishing hole or just troll for the big ones. Later in the day when the wind picks up, go sailing.

I know a New Zealand sailor who likes to fly-fish; his Hobie 16 is one of the few boats that can enter these shallow waters and then serve as a comfortable fishing platform. He claims the combination gives him the best of both possible worlds all rolled up into his one favorite boat. The fun is all and only made possible with the use of an auxiliary motor.


AN EMPOWERING EXPERIENCE

Using an auxiliary motor may turn out to be an every-time occurrence if you live on a canal, or you may need to use your motor

on fewer than a dozen occasions during a single sailing season. Those times a motor is needed can make the difference between another great day on the water and a sailing trip with a long beginning, dragged-out ending and not much pure sailing in the middle. I don't know anybody who likes lying on the front hulls and paddling for hours; do you?

In my limited travel, I have seen some really beautiful sailing areas nestled among cliffs or below towering trees. I have been enraptured by deserted beaches lying at the base of 500-foot ravines. Pristine places such as these can be accessed only with auxiliary power. The wind cannot venture in those places, but you can.

All in all, an outboard motor can be a simple yet powerful way to keep your Hobie Catting experience an outlet for fun and not an inlet of frustration.

Author Peter Carras, president of Cheata Outboard Motor Brackets, reports that in the 13 years he has been in business, he has sold brackets to sailors on all five continents. -Ed. 

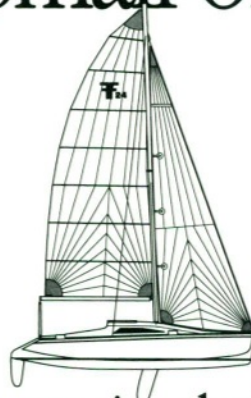
POWER UP

The type of motor used for auxiliary power on your Hobie Cat can be any short shaft motor weighing less than 30 pounds and producing 3HP or less. Because of its size and weight, the Hobie 14 needs only between 1.2 and 1.5HP. If you sail inland on freshwater lakes with no currents, any size Hobie also can use one of the lighter outboards, such as a 1.2-2HP. But if you sail on waters entering into inlets or near coastal waters containing currents, you should consider a 3HP motor with a 3-bladed propeller, especially for the Hobie 16, 18 and 21. These motors produce the maximum amount of thrust per RPM.

You will be amazed at the amount of speed obtained from such little horsepower. A little horsepower goes a long way, because, unlike a monohull, a Cat exhibits so little resistance to the water. As an example, a Hobie 16 with a 3HP motor will go in excess of 10 knots at less than 3/4 throttle.

Always sail with some sort of canvas cover over the top of the motor to keep spray off the powerhead. If you sail in saltwater, always keep the motor well lubricated with an oil such as WD-40.

Now That The F-27 Is A Big Success, We'd Like To Introduce A Small One.



Announcing the F-24.

Good things now come in a smaller package. Three feet shorter but with all the fun of the F-27, this Ian Farrier design provides unparalleled flexibility for sailors. Built with the same high-quality construction, and light enough to be towed by a Toyota, the F-24 can be rigged and launched in just 15 minutes.

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DANGER

Boy Meets Hobie

Two 16s Meet And Live Happily Ever After

STORY AND PHOTOS BY
L. GORDON KNOWLTON III

This endearing tale of a teenager growing up on and through his very own Hobie Cat, is in the words of its author and the boy's father, "a story of determination, sacrifice, hard work, and finally, most of all, personal satisfaction." Gordon Knowlton, having written the first portion of the account some time ago, was kind enough to provide an update on his family — including the Hobie 16 that has been an important member of the clan since 1984. Hence, the division of the following article into two dated portions. -Ed.

1984 - 1987 HOBIE LIFE BEGINS AT 16

July 11, 1984 promised to be a fine day. My wife and I were 25 years married, with two nice children: a son Scott, then 16, and a daughter Tara, then 13. Friends took Peg and me to a very "lengthy" breakfast, only to bring us home to a surprise anniversary party presented by our children. Banners, balloons, champagne, relatives and friends greeted us. Our children did a fine job.

We live in Watertown, Connecticut, which is located in the western part of the state at the base of the Litchfield Hills. We are approximately 20 minutes from two nice lakes; namely, Lake Quassapaug in Middlebury and Bantam Lake in Morris. In addition, we are 45 minutes from Lake Candlewood in the western part of the state, and about one hour from good Hobie launching territory (Hammonasset State Park) on Long Island Sound.

As morning evolved into the afternoon of our anniversary, we took note that Scott was not present nor had he been for some time. Oh well, he must be with friends, as he now has his driver's license, I surmised. We expressed more concern as the afternoon waned. It became 4:00 PM and still no Scott.

At 4:30 Scott arrived home and greeted us with a boisterous, "I found one Dad, I found one!" Found what, I asked. A Hobie and it's a 16, he responded. Peg and I looked at one another, our immediate thoughts joined in silent unison. Oh God!

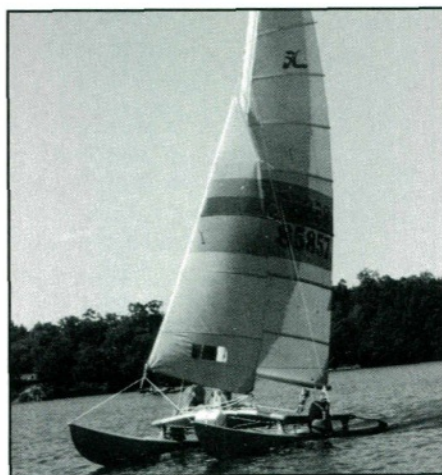
We don't need one of those monsters. It's too big, too fast, you name it, we would be better off in the Sunfish League.

Please Dad, please just look at it, he pleaded. No, Scott, it's too much money; where will we store it; you don't know anything about sailing it—any excuse that came to mind was rendered.

Disappointments are disappointments and his balloon was burst.

Throughout the coming week, he continued to badger us about the Hobie. It was this, it was that, it was everything he would ever want. (Anyone with children would understand; those without might remember their own childhood days.)

Meanwhile, at the other end of the spectrum, the company at which I am employed had just hired Jim, a new systems manager. Planned or not, I was made aware of the fact he owned a Hobie 14. Relief had now arrived and we wouldn't worry about owning a Hobie because ... or so I thought.



The purchase would create a liability, responsibility and an asset, in that order.

CHANGE OF HEART

In New England the weather changes by the minute. On the following Sunday morning, Jim, Scott and I found ourselves examining the "Ultimate Hobie," sail number 3101. Jim checked all the critical areas and appraised the boat as being in reasonably good shape. The rudder mountings

(gudgeons) had been pulled away and replaced with contoured aluminum plates, both of which leaked excessively. Regardless, Jim felt the \$1,000 price Scott negotiated for the boat was more than fair and that it would be a good investment. You call this thing a good investment, I thought to myself.

The following week, I entertained several discussions at work with my peers in the process of arriving at a decision about Scott buying the boat. The purchase, in essence, would create a liability, responsibility and an asset, in that order. Arriving home several evenings later with a positive decision, and announcing same, Scott greeted me with, "I knew you would go for it, Dad! Therefore, I went to the local credit union and arranged for a loan under your signature."

I felt if he was smart enough to do that, he deserved the boat and so it was to be. (Incidentally, he paid the loan off in nine months and saved for college at the same time. He accomplished this by working after school and nights during his summer vacations.)

By late July, the last Sunday of the month, with cash in hand and a borrowed Hobie trailer, we were at the Connecticut shoreline lifting "our" Hobie over a six-foot fence and onto the trailer. Basically, the boat was well equipped, including trapeze wiring, harnesses with buckles, and many extra parts, leaving little if anything to purchase.

It was nearing noon as we headed north on Route 8 to our home in Watertown, Hobie in tow. Needless to say, Scott was as proud as a peacock of his new acquisition. So, I might add, was his father. It was a long 40 miles, with the boat being watched every foot of the way.

At last we arrived home, to set up the Hobie in our yard. The entire neighborhood was afforded a look at Scott's new possession. It was beautiful: faded green hulls, with grey/white tops, a dirty white trampoline, one white and one black rudder and an oh-so-faded blue/white sail, patches included, #3101. Regardless, it was a Hobie and that's all that counted.

SUMMER SCHOOL

During the following week, the boat was taken to Lake Quassapaug, where Scott rigged it and began learning to sail. He had no prior Hobie experience, only having observed the rigging of one and taken a single ride some time ago.

Problems soon developed. The hulls leaked, at times completely filling with water. In addition, the boat turtled, the mast getting stuck in the mud. You name it, it happened, but we, he and it survived the



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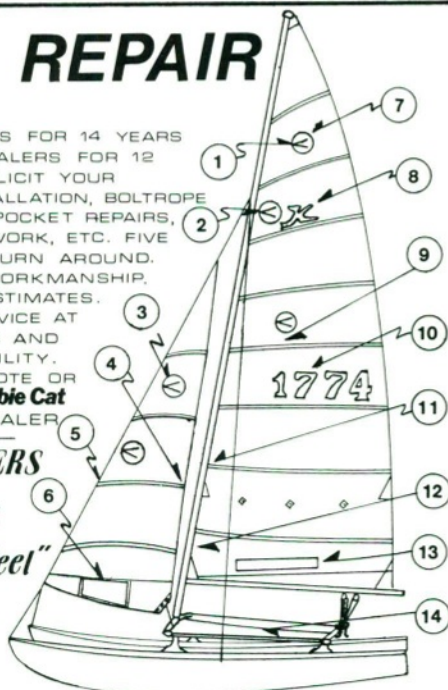
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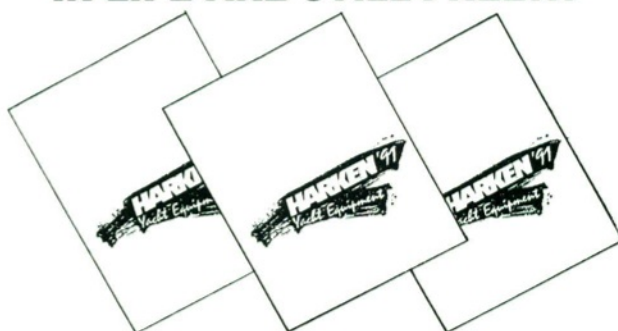
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summer. Scott never gave up, just looked ahead, bound and determined his boat would be one of the nicest on the lake. That's what I call optimism.

In June 1985, Scott graduated from high school. Our family gave him a new set of sails, the "Sunburst" series, sail number 85857. One week later, while sailing on Bantam Lake, a shroud broke, demasting the boat and tearing the top eye out of the jib. A heartbroken Scott called his father at work in dire need of assistance. Once again, our systems manager came to the rescue. As the season was growing short and Scott was going away to school, time was of the essence. Scott took the sail to Hood Sailmakers in Stratford, where a very professional repair was made, and a tour of the facility was thrown in. He was very impressed.

You name it, it happened, but we, he and it survived the summer.

We were back in business within one week. In addition, the leaking hulls were repaired and in turn painted white with blue striping added. Not satisfied with this, we had the hulls painted yellow in the summer of 1986. In the spring/summer of 1987, the hulls were again painted yellow to match the sails, with corresponding stripes added to the boat. All the aluminum components, including the mast and tramp frame, were refinished in black, with the trampoline and rudders remaining white. Now, she flew a hull with ease and became a joy to sail or even just to watch.

OLD SALTS

In July 1987, we enjoyed our first encounter with saltwater sailing and experienced perhaps one of the better sailing days to be had. Our venture started at the Megs Point area of Hammonasset State Park in Madison. As the day progressed, an extremely strong southwest wind developed, generating waves four to five feet high and higher. At one point, the state park rangers grounded the Hobies and requested we drop our sails.

This was Scott's first venture into really rough water and unpredictable situations. He handled it like a veteran, with the boat performing flawlessly. We sailed for about six hours, from mid-morning to late afternoon, and never felt we or the boat were in jeopardy. Talk about flying hulls or hauling — this was it! We all agreed it was a day the family would always remember, the perfect day.

At one time of day or another, we all needed assistance. When we did, the other Hobie people were there, as were we when they did. Hobie folk are a great bunch of people.

STILL GOING STRONG

Number 85857 receives a lot of attention wherever she goes. Compliments such as, "Is that a new boat?" or "That's beautiful!" are very common. Needless to say, nothing boosts one's ego more than accolades of that nature. When we tell others the story of the boat, they can hardly believe it; however, as you now know, it's true.



Each and every time the boat sails, it's a thrill; we as a family are very proud of her. When the boat sails away, the words echo in my mind, "I found one Dad, I found one, and it's a Hobie, Hobie 16." Truly, a boy's dream come true.

1988 - 1991 LIFE GOES ON - AND SO DOES #85857

Time marches on, and the changes are many, but we still have #85857, she still looks new, and continues to draw favorable comments wherever we go. Mom still likes her quiet ride, both feet on the ground. Dad, however, like many, has yet to grow up in some ways and still likes to fly a hull high and wide.

Scott graduated from Castleton State College in Vermont in 1989 and now resides in the Rutland, Vermont area. He majored in computers and communications and currently is employed by a local television station. He films, edits, directs and produces, with his main interest in sports being sailing, skiing and windsurfing. Number 85857, our Hobie 16, is like a member of the family and will probably be with us as long as life and health will allow.

Tara is now a senior, majoring in marketing and advertising. When time and the

situation permit, she enjoys the boat with us; however, that is not often.

We continue to sail our Hobie at Hammonasset State Park on Long Island Sound. We are very proud of our boat, especially when other Hobie owners ask if it's a new boat or say with admiration they can't believe how old she is. Some onlookers even ask if their children can have their pictures taken on our boat, appearing to ignore the newer boats. The answer is always yes, unless we are outbound or otherwise engaged. We never have a problem finding someone to crew; there is always an eager beaver around.

We also sail the boat on Lake Bomoseen, about 20 miles west of Rutland. In recent years, we have had many a thrill on that lake and as usual, several favorable comments about the boat.

Our Hobie 16 is like a member of the family and will probably be with us as long as life and health will allow.


Two years ago Scott purchased a 1983 Jeep CJ-7 Renegade, dark blue with black trim, 100,000 miles and all. Today, with boat in tow, heads turn and people wave. Small wonder it draws a lot of attention; it's painted Corvette yellow with two orange decals and black trim, very similar to the color scheme on the Hobie. The combo adds a touch of class as it heads for Hammonasset on a Hobie day.

A WISE INVESTMENT

The investment in 1984 by our son Scott has paid many dividends. It has given a family mutual time together and helped guide two children in the proper direction. We owe a lot to our Hobie, as the joys and happiness were and are many.

A large picture of #85857 hangs in my office along with smaller pictures. It often draws comments from visitors.

In the summer of 1989 much of western Connecticut, including Watertown, was ravished by a band of tornados which did extensive damage to our area, but #85857 came through without a scratch, adding to the credibility of the Hobie name.

In our waning years, I am sure the Hobie will bring to mind many pleasant memories, especially that of a young boy who was initially refused, but through persistence and determination finally got what he wanted, a Hobie 16, like none other in the world. 

BIG IS BETTER!

CAT BOX™ asked sailors and dealers around the United States what they would want if they could have the very best sail box.

• **Sailors and dealers said:**

"We need a sail box big enough for overnight regattas, camping trips and bulky items such as tents, ice chests, beach chairs, sleeping bags and tool boxes. We need a sail box big enough for all sailing equipment, sails, boom, daggerboards, rudders, hiking stick, life jackets, wet suits, trapeze harnesses, foul weather gear, shoes and lots of everything else."

CAT BOX responded by building two models. Model 200 is 9'7" long, 27" wide and 14" high; Model 220 is 10'5" long, 27" wide and 14" high. Both models hold all of the above and still have room for more.

• **Sailors and dealers said:**

"We want a front opening big enough to get at all of our equipment without effort."

CAT BOX responded by making the opening a hatch 4'7" long and 22 1/2" wide, putting all your gear in plain sight for easy access.

• **Sailors and dealers said:**

"We need a rear door opening on the end big enough for easy access for sails, boom and long equipment."

CAT BOX responded with a no-sag opening, 12" high and 25" wide, and a heavy-duty latch compatible with a padlock or combination lock.

• **Sailors and dealers said:**

"We must have a sail box that is watertight."

CAT BOX responded by installing three separate seals to make all joints watertight in every season.

• **Sailors and dealers said:**

"We need a quality product that won't fall apart after a couple years."

CAT BOX responded by manufacturing the most advanced sail box on the market today. It is made of the highest quality composite

materials available. CAT BOX will give you years of trouble-free service and add to your enjoyment of sailing. CAT BOX is guaranteed to be trouble-free for as long as you own your boat.

• **Sailors and dealers said:**

"We need a sail box that can be shipped UPS and is easy to assemble."

CAT BOX responded with packaging in conformance with UPS regulations enabling CAT BOX to be shipped nationwide.

• **Sailors and dealers said:**

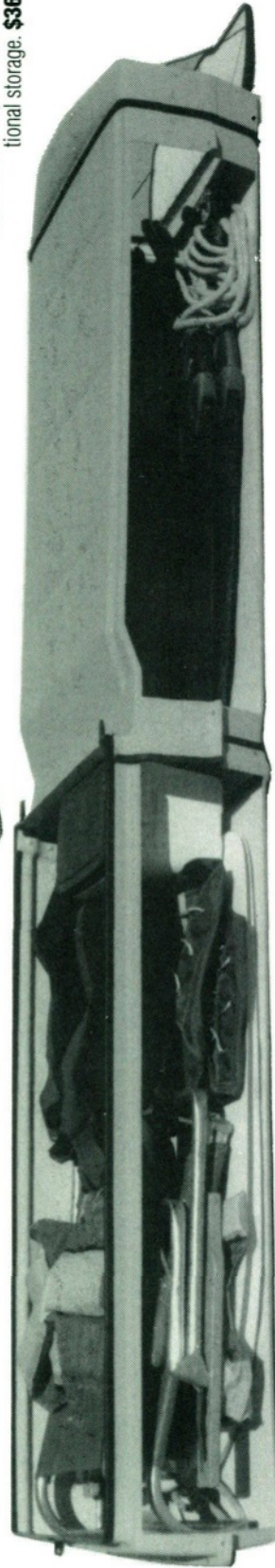
"We are tired of small, cheap boxes that are more trouble than they are worth. There is a definite need for a high-end, no-compromise box."

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Yes, boom and sail fit through front lid opening with ease.





With five laps to the finish of the race, one stock car goes out of control causing a multiple vehicle accident.

RACING RECO

Like The Phoenix, Sailor Staley Rises From The Fire To Reign And Race Again

**STORY BY JIM CUNNINGHAM
PHOTOS BY TED SCHADOW**

From launching his 18 through the surf one day, to being launched by a careening race car the next, Mike Staley has suffered fortune's slings and arrows over the past year and one-half, yet never has let his Hobie spirit falter. Pitchpoled by the "gust from hell," Mike's life turned upside down, was nearly ended, and today stands tall; a vivid illustration of the power of friendship and the "can do" mind-set.

As a fire department emergency crew member during the Daytona 500 preliminary, ARCA 200 race on February 11, 1990, Mike Staley was pitched nearly from life itself. While attending to a disabled car's driver following a multicar accident, a second stock car traveling at approximately 140 MPH slammed into the one Staley was leaning into, sending Mike somersaulting over one hundred feet through the air from the impact. Twenty-two hundred pounds of track-heated metal landed on his arm and legs, causing more than a hundred fractures; first, second and third degree burns; and head-to-toe lacerations.

NBC viewers who witnessed the mayhem and saw Mike airlifted to the nearby trauma center may not have realized he had been awake throughout the ordeal, and that life, limb and sanity teetered on the edge for days afterward. Physicians predicted only limited use of those limbs which could be saved. Fortunately, their dire predictions sank; but Mike, buoyed up by steadfast friends

and singular perseverance, weathered extensive reconstruction and months of threshold-testing physical therapy. He sports more stainless screws in his arm and legs than "Jolly Mon," his Hobie 18.

Hobie Healing Begins

Hobie care was there from the beginning. One Fleet 80 member even posed as Mike's sister (he has none) to hoist his spirits when he emerged from surgery. He was ready with a weak smile: "I'm not selling my boat!"

But that dream, that memory of coursing through Atlantic blue-green, riding his rainbow, seemed far off indeed. The casts gave way to hardware, eventually, straps and bars and hinges. They, too, would be jettisoned only after months of Sisyphean struggle. There were the little gains, then the falling back, renewed attempts, more painful defeats — like beating to A-mark in a dying breeze against a relentless current.

Pitchpoled by the "gust from hell," Mike's life turned upside down, was nearly ended, and today stands tall.

Salt hastens the healing. Old salt Gauden Reed, the father of Daytona's Hobie family, coordinated a surprise reunion of Mike and the fleet aboard his houseboat. Just three months after his network debut, Mike was sprung from the rehab torture racks and wheeled onto Gauden's party barge, listing with outstretched hands reaching to greet the beaming vice commodore. Reggaeing revelers welcomed this sailor's return to the sea. Plans for hosting the 18 Nationals in June would certainly require the

GO TO EVERY

help of Mike Staley; all agreed Mike's resolve would deliver him to the beach in June and beyond, and it has.

The Sailor Returns To The Sea

Now, a year later, the "Jolly Mon" braves the Daytona surf and the state-wide points regattas. His saga — replete with sailing scenes, as well as the actual crash footage, was reenacted on CBS's "Rescue 911" last November and again in June. His determination to rebound

from that speedway nightmare, and to rejoin his beach cat comrades with the strength to sheet in and dance on the wire, has been broadcast to millions of vicarious sailors. Clearly, Mike's Hobie involvement has made a critical difference in his life.

Will the North American Hobie Class Association experience a surge of energy from its new vice chairman? Mike's track record booms a resounding "Aye."

Continued on page 56

THE STATS

Michael F. Staley
"Trauma Stat" 4244

Accident Date: February 11, 1990
Time: 2:50 PM

Location: Daytona International Speedway (DIS), 4th turn (AKA Calamity Corner, due to the racing disasters that have taken place at that location).

Race: ARCA 200 mile

Average Race Speed: 185 MPH

Caution Flag: With 5 laps to the finish of the race, car went out of control between turns 3 and 4, striking the 32-degree banking wall, causing a multiple vehicle accident.

Paramedic Unit: DIS service team of Ken Elliott and Michael Staley; located at the 4th turn 100 yards from the accident scene.

Medical Crew: Trauma, orthopedic and thoracic surgeons are on-site staff members along with trauma nurses, respiratory therapists and paramedics. 12 paramedic units were dedicated to the race track alone, with the Volusia County Sheriffs Department "Air One" helicopter.

Accident Report: The caution flag was out, with a full caution for the track, when the tower commander for the race dispatched Staley/Elliott to the accident. Two other units, staffed by a trauma surgeon, paramedics and a respiratory therapist, also were dispatched.

While Staley was attending to his assigned driver, the worst happened. Race track vehicles

suddenly bunched up, with one car bumping another, sending it out of control toward the disabled car and Staley.

Back-up units, along with Staley's partner and 150,000 race fans and NBC sports reporters, saw what was developing. Mike didn't — until milliseconds before the contact was made at what was later to be found a 140 MPH collision.

The last thing Mike said to the driver he was attending to was keep your seat belt and helmet on! Then came the explosion of two full-size race cars colliding. The back-up units enroute to assist Staley and the other paramedic unit attending another driver had to take dramatic evasive actions to avoid involvement with the accident.

It was estimated that Staley was thrown 25 feet vertically and over 100 feet horizontally, after which he was run over by 2,250 pounds of metal.

Help on the Scene: Within 17 seconds, fellow medics and a trauma physician were at his side untangling him from the vehicle's exhaust system.

List of Injuries: Lacerations and abrasions from head to toe; fractured nose; left forearm fractured in more than 100 areas; fractured, dislocated left hand; both knees and lower legs fractured; 1st, 2nd and 3rd degree burns to the forearm, arm and shoulder; severe bruising to all internal organs.



Traveling at 140 MPH, a second car slams into car Staley is attending, sending Mike somersaulting over 100 feet through the air.



HOBIE
HOBIE
HOBIE
HOBIE

REUN



GUY MOTIL

14

The first grad and still one of the best, the spunky little 14 is as well liked today as when she was the new kid on the block back in the sixties. A great personality; lightweight, lighthearted and loads of fun — no wonder she was teacher's pet! Now the oldie but goodie of the Hobie family, kids and families still adore her.

Favorite quote: Good things come in small packages.

ION

FROM THE CLASS
OF '68 TO THE
CLASSIEST OF '91



GUY MOTIL

14 TURBO

A few semesters behind the 14 and light years ahead of his time, the 14 Turbo is one of the coolest cats around. As a kid, he'd zip-a-dee-doo-dah right across the waves, laughing merrily as he sped past his cross-town rivals. Known for his pep and punch, friends have always loved him for his "power play."

Favorite song: T For Two.

HOBIE
HOBIE
HOBIE
HOBIE

VISIONS

REUNION



HOBIE
HOBIE
HOBIE
HOBIE



GUY MOTIL

16

Breezing in for the reunion is the boat unanimously voted most popular every year: the sassy 16. She was an instant hit among her classmates back in '70; she still looks great and dances on the waves with the best of 'em.

What's her secret ... how does she stay so young, so light on her feet, so fast, so fun? Ask her hundreds of thousands of fans!

A legend in her own time, the Hobie 16 is an all-around, perennial favorite at any sailing or racing get-together. Hope you brought lots of pens, honey — you'll be signing autographs for hours!

17



GUY MOTIL

"17 is my name; long distance running is my game." Slim, athletic, muscular and proud, the Hobie 17 has never been known for his modesty, but then again, what does he have to be modest about?

"A brilliant over-achiever," acclaim his teachers. "A shrewd competitor," boast his comrades. "An unbeatable foe," lament his vanquished opponents.

All agree, whatever the game, this cat will win it. Single-handedly, of course!



GUY MOTIL

17 SPORT

The original party animal!

Everybody loves this guy ... and what's not to like? A two-person cat dressed in stylish wings and a boomless rig, he is definitely decked out for a good time. No three-piece suits for this man about town — he's the super-sporty recreational boat no Hobie reunion would be complete without.

He's easygoing, cavalier and laid-back. "Fun and games" is his middle name.

HOBIE
HOBIE
HOBIE
HOBIE

VISIONS

REUNION

VISIONS

HOBIE
HOBIE
HOBIE
HOBIE



18

All grown up at 18; she's got classic beauty, and brains to boot!

A steady performer, excellent cruiser and always-successful racer, the 18 has been at the head of her class since Day One. She's never received less than an "A" on any test, been valedictorian at every event and she's a good friend through thick or thin.

Voted most likely to succeed ... and she has!



PAT MCDOWELL

sx 18

The sexiest cat on two hulls, this gal's straight out of the school for scandal. Rumor has it she'll go all the way ... for speed and glory, that is!

Too hot to handle? Not if you treat her right!

Favorite movie: Cat On A Hot Tin Roof.



PAT MCDOWELL

REUNION



HOBIE
HOBIE
HOBIE
HOBIE

18 MAGNUM

The kissin' cousin of the 18 goes after the finer things in life ... like winning. Bubbly and upbeat, a true performer, the 18 Magnum is a real class act.

She's smart and sassy, her classmates agree. She knows where she's going and she gets there, fast! And she makes it all look so easy. Her secret? She wings it!

Favorite drink: Champagne.



GUY MOTTIL

MIRACLE 20

They had to make a special advanced section for this guy. The best and the brightest, this standout of the class of '91 will stand tall for years to come.

Already known for his fast getaways, this bandit of speed is sure to steal every prize in every race. How far and fast is he destined to go? Heaven only knows!

Nickname: Speed Demon.



PAT MCDOWELL



PAT MCDOWELL

21

He's always been the serious, studious type, determined to excel; passing every test of speed and reliability with flying colors. Friends and adversaries alike have marveled at the length and breadth of his achievements.

Always a die-hard competitor on the field, once the game is won, the 21 is ready for fun. He'll grab four of his closest pals, some food and drinks, and sail off into the sunset.

Favorite saying: Cruisin' on a sunny afternoon.

HOBIE
HOBIE
HOBIE
HOBIE

VISIONS

IN THIS SECTION:

- Major Regattas
- IHCA Report
- Special Events
- Racer's Edge
- Regatta Schedule
- Fleet News
- Race Results
- North American Region News
- Fleet Directory



HOBIE RACING

SEPTEMBER/OCTOBER 1991

MAJOR EVENTS

MAJOR REGATTAS

1991

Aug. 28- Sep. 1	Canadian National Championships Whitby, Ontario, Canada	David Hopper 416-691-4027
Sep. 3-7	Hobie 16 Trapseat International Championship Whiskeytown Lake, California	Mike Strahle 916-221-7197
Sep. 25-28	Women's Worlds Coronado, California	Scott Dixon 619-673-9588 Marci Moore 818-990-5683
Sep. 29- Oct. 5	Hobie 16 National Coronado, California	Scott Dixon 619-673-9588
Oct. 20-26	Single-handed Championships Cedar Mills Marina Texoma, Texas	Jane Sherrod 817-295-5167 Peter Pattullo 214-301-2061

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GUY MOTIL

HOBIE NEWS AROUND THE WORLD

We are pleased to announce that the International Hobie Class Association (IHCA) Council meeting held during the recent Hobie 18 Worlds in Gaeta, Italy was extremely successful. To those of you unfamiliar with the Council, here is a little background information.

Council Changes With The Times

As Hobie Cat manufacturers sprang up around the world, sailors from countries as far away as Brazil and Australia gained an opportunity first to enjoy the sport on a pleasure level and then to race. Competitors seeking standardized racing when they traveled resulted in the development of the IHCA Council. The Council, in turn, has helped shape the IHCA Hobie Class Association into what it is today.

From its inception, the mainstay of the Council has been its executive director. The executive director is responsible for the management of all IHCA business, coordination of all inter-regional activities, authority over all activities relating to world events (another assurance to keep racing standardized), liaison among membership, the IHCA Rules Committee and International Council, general marketing, sponsorship soliciting, supervision and administration. To summarize, the executive director represents YOU, the sailors.

Until now, the position always was held by a full-time Hobie Cat employee; the reason being that the company had spent many years and dollars on supporting and building the largest one-design catamaran class in the world. Due to current economic conditions and the progression of our Class, the Council and manufacturers agreed the Association now needed a new direction.

Under the old constitution, most of the power was left in the hands of the Hobie Cat Company. Now we have put the power in the hands of the sailors. Thus, it was determined that for the benefit of the sailors, the executive director should be a non-corporate person who can support competitors and manufacturers equally and maintain open communications among them.

I am excited to accept the executive directorship of the International Hobie Class Association. I have lived the Hobie lifestyle all my life and have met many wonderful Hobie Cat sailors throughout the world. My wife, Laurie, who will be assisting me, and I intend to represent

your best interests while maintaining the "Hobie Way of Life."

As your executive director, I look forward to making our sailboat racing better than it ever has been.

A Successful Meeting Of The Minds

The objective of the Council was to maintain standardized Hobie Class racing worldwide.

During many days of meetings, we amended the Hobie Class rules (with few equipment changes) in their entirety and revised the constitution. All modifications are pending International Yacht Racing Union (IYRU) approval. As the international governing body over all yacht racing, the IYRU in 1988 recognized the Hobie 14, 16, 17 and 18 as "Sanctioned International Classes." At its annual meeting in November, the IYRU will review and ratify the Hobie Class rules, constitution and standard sailing instructions. Rule modifications, if any, will be published in an upcoming HOTLINE.

Among the significant issues discussed at the meeting were realignment of regions and future world bids (of which there were an abundance).

To further guarantee quality one-design racing, the position of international race director was added to the IHCA. The person who holds this office is responsible for maintaining standardized racing procedures and event organization. This concentrated supervision will ensure spectacular events throughout the world.

Currently, the International Council is comprised of the IHCA president, executive director and race director (these positions are nominated and voted upon by the Council); a representative of each Hobie Cat manufacturer; a representative from each active region; the immediate past president; a member of the Alter family and an honorary member (elected by the Council).

The Hobie Standard

The sizable meeting attendance from around the world proves the support to develop and improve international Hobie Class racing is strong.

The Council's overall goal is to market and promote the Class as well as maintain standardized Hobie Class racing worldwide, so that sailors can race their Hobie Cats under a uniform set of rules and be equally competitive wherever they choose to race. We intend



IHCA Executive Director Jeff Alter, and wife/Executive Assistant, Laurie.

to encourage and nurture our cherished sport and lifestyle on waters everywhere.

Through the tremendous progress made, we all are excited with the direction in which the Council and the International Hobie Class Association are going. We hope you are, too. We look forward to working with sailors in promoting a stronger sailing Association. It is time for everyone to join forces to keep the "Hobie Way of Life" alive and well.

See you sailing!!!

Jeff Alter
Executive Director
International Hobie Class Association

This column will be a regular feature of the HOTLINE. We encourage you to direct questions in writing to: International Hobie Class Association, Post Office Box 2855, Capistrano Beach, California 92624 USA, Fax (714)361-8732. -Ed.

Attendees of IHCA Council Meeting July 1991; Gaeta, Italy

Brian Carrick/Australia
South Pacific Region Representative
Clive Kennedy/Australia
Hobie Cat Australia
Thorsten Wyeisk/Germany
European Region Representative
Roger Bartholomew/South Africa
Southern Africa Region Representative
John Dinsdale/Europe
Hobie Cat Europe
Jeff Alter/USA
Ken Lindt/USA
Hobie Cat USA
Paul Ulibarri/USA
North American Region Representative
Doug Skidmore/USA
Hobie Cat USA
Jann Neergaard/Europe
Hobie Cat Europe
Laurie Alter/USA
Bernadette Loffreda/Europe
Hobie Cat Europe
Denise Cazue/Germany

New IHCA Council Officers

We are proud to inform you of the newly selected Council:

President
Roger Bartholomew/South Africa
Vice President
Brian Carrick/Australia
Executive Director
Jeff Alter/USA
Race Director
Paul Ulibarri/USA
Executive Assistant
Laurie Alter/USA
Treasurer
George Boone/USA
Appointee Hobie Cat USA
Tony Wilson
Appointee Hobie Cat Europe
John Dinsdale
Appointee Hobie Cat South Africa
Bruce Fyfe
Appointee Hobie Cat Australia
Murray Crockett
Appointee Hobie Cat Brazil
Pierre Ruprecht
North American Region Representative
Paul Ulibarri
European Region Representative
Thorsten Wyeisk/Germany
South Pacific Region Representative
Ian Black/Australia
Southern Africa Region Representative
Roger Bartholomew/South Africa
North Pacific Region Representative
To Be Announced
International Region Representative
IHCA Vice President
Immediate Past President
Wayne Schafer/USA
Honorary Member
John Whitmore/South Africa
Member of the Alter family
Hobie Alter Jr./USA

New Rules Committee

Here is the newly elected rules committee. Any rule question or comment should be submitted to the IHCA office.

Executive Director
Jeff Alter/USA
Appointee Hobie Cat Europe
John Dinsdale/France
Appointee Hobie Cat USA
Doug Skidmore/USA
Member of the Alter Family
Hobie Alter Jr./USA
Two members elected by the International Council:
A. Clive Kennedy/Australia
B. Roger Bartholomew/South Africa
Race Director
Paul Ulibarri/USA

REGATTAHOLICS

The following tales of two races prove whether it's your first regatta or your fiftieth, it's never enough. -Ed.

ON THE ROAD AGAIN

Couple Bounds For Fun And Glory

BY MATT BOUNDS

"Uh, Laurie — I think we've got a problem," I said to my wife as black smoke belched from the tailpipe of the Volvo. We were on I-75 outside of Lexington, Kentucky the morning of our second day on the road to Midwinters East in Tampa last spring.

Our adventure had started several days before, when I brought the boat out of its winter hibernation amidst strange looks from the neighbors. You see, it's not considered normal to go sailing in March in Michigan! "Don't worry," I cheerfully assured them, "we're driving to Florida to race!" I didn't tell them that we planned to spend half of our eight-day vacation driving.

Wednesday afternoon I left work with great anticipation of what lay ahead. I'm not referring to the regatta, but to the place where Laurie works — a quaint location just outside Detroit, where the major industry is the "pharmaceuticals" trade. The boys playing basketball in the driveways had obviously never seen a Hobie 16 on a trailer before, and I was attracting a lot of attention. A few minutes later Laurie was on board, and we were on our way.

That's when the trouble began. Now our Volvo doesn't get great mileage to begin with, especially when towing a trailer in excess of the speed limit, but 8 MPG?! Anyway, we made it to the hotel in Lexington, albeit with a few extra stops for gas.

The next morning, I got my head screwed on straight and fixed the loose spark plug wire that had contributed to the global warming problem. The rest of the drive went uneventfully, thanks to the guy who invented radar detectors!

Driving south in the early spring is intoxicating — you can watch the seasons change in just one day. The grass in Kentucky had already started to turn blue-green, the trees were in bloom in Tennessee, and leafed out in Georgia. By the time we hit Florida, it was summer!

ROOM FOR ERROR

We rolled into Tampa at 10:00 PM on Thursday. Since I had stayed at the same hotel several years before, I thought it would still be an OK place to stay. I should have known better when I noticed the exit for the hotel was also the one for Abe's Bail Bonds and the county jail!

I waited 15 minutes for someone to appear at the front desk. Finally, a gentleman ambled over from the bar, sashayed behind the counter and inquired, "May I help you?" It seems it was such a slow night, the whole staff had decided to have a few drinks together.

I got the key, parked the boat and the car, and we went up to our first room, which was strategically placed across the hall from the nuclear ice maker. Laurie would have none of that! Our next room had a novel sink drain which spewed water all over the bathroom floor. Our third room had no major defects, and we collapsed for the night.

It's not considered normal to go sailing in March in Michigan!

Having already found our friends Jamie and Judy Diamond from Columbus, Ohio the night before, we followed them over to Davis Island Yacht Club, the regatta site, on Friday morning. "Matt, why is the engine racing so badly?" Laurie asked as I strained to keep up with Jamie. Because the transmission wouldn't shift out of second gear! "Don't worry about it, we're here now, and I'll fix it later," I said confidently, not having the slightest idea what was wrong with the car.

NOW WE'RE GETTING SOMEWHERE

After dropping the boats off at Davis Island Yacht Club (and making another quick fix on the car), we went looking for a place to eat breakfast. A couple miles away, we found a great restaurant called The Pink Flamingo Cafe (guess what the decor was). Our waitress was the owner, a perfect Jewish bubbi (grandmother), who treated us like we were her own kids!

Later, back at the yacht club, we put together the boat, which had been stripped down for the winter and the

drive. It was hot, humid, and pretty windless. After winter in Michigan, this was heaven! I was on my way to a great sunburn.

By late afternoon, the wind had picked up to double trap, and I convinced Laurie we should "shake the bugs" out of the boat. Being out on the water felt fantastic, as we hadn't sailed since the nationals the previous October. Several other Hobies were out, just enjoying the wonderful warm water and weather of Tampa Bay in March.

Back on the beach, other snowbirds had begun to arrive. Several teams from Toronto were there putting their Cats together. We parked the boat and headed back to the hotel to get ready for dinner. We went with the Diamonds again to a great place called The Melting Pot, a fondue restaurant that was really neat (and really good). After stuffing ourselves silly, we returned to the yacht club to register for the regatta. (Oh, yeah — the reason we came here!) We saw some old friends and caught up on old times. We eventually ended up at the hotel bar with Dan Kulkoski and Kathy Villa.

DIP-SHIP

Over drinks, I was informed I had developed quite a reputation at national events for instigating general recalls by dip starting (a common practice in Division 10). I didn't think much of it at the time, but I promised to be a little more considerate to race committees in the future.

Race 1, Saturday Morning: Matt dip starts, drawing a third of the fleet over the line early. The committee doesn't make a general recall — it calls all of us back individually. Oops, sorry guys!

Race 2, Early Saturday Afternoon: Matt, gun-shy now, gets buried at the start.

Race 3, Late Saturday Afternoon: Matt nails the start and leads around A. Then the wind quits and things quickly go to hell in a handbasket. Matt suffers his worst finish of the day.

PARTY TIME

After a tough day on the water, we headed back to the hotel. I saw on the news that a college rowing (crew) regatta was being held in Tampa that weekend as well. Teams from all over the east coast were there, even the really good ones from the Ivy League schools. The guys who work these boats are built like Arnold Schwarzenegger and boy,

do they like to party! Guess which hotel a bunch of them were staying in!

The regatta party at the yacht club that night was a blast. We caught up with a lot of old friends, made many new ones and had a great time. The regatta was sponsored by the local Stolichnaya distributor, allowing event organizers to provide every participant with two tickets for free Stoli drinks at the bar. Since not everybody drank, a healthy black market developed in unused drink tickets. I must admit, I did my best to prevent excess tickets from going to waste! I let Laurie drive back to the hotel.

At about four in the morning, I was awakened from a deep sleep by the sounds of partying from the parking lot across the street. The college crew teams were breaking bottles and whooping and hollering for no good reason other than to wake me up. I was not amused. Neither were the police.

OVERHANGING PROBLEMS

Sunday morning was really tough. Not only was I hung over, but there was very little (no) wind. It took an hour just to get to the committee boat.

Race 4, Sunday Morning: Matt dip starts again in virtually no air (the 21s and 18s were still trying to cross the line) and makes it work this time. He's rewarded with a second-place finish!

Monday morning, we heard there was a shooting two blocks from the hotel (just like home in Detroit!) — time to change hotels! After racing, partying and hotel-hopping, the rest of the agenda was anticlimactic, as we spent two days (and a lot of money) at Busch Gardens. I had a lot more fun at the regatta, but this excursion was part of the deal to get Laurie to drive down with me. Don't ask me how, but on Tuesday night I convinced her to make the return trip in one shot (we had originally planned on two days for what was normally a 20-hour drive).

POWERING HOME

Wednesday morning, I awoke with a bad cold and a long drive staring me in the face. We left at 6:00 and headed north at warp 8.5. Laurie kept up the pace when she was driving, not even stopping when she took out a plastic construction barrel on I-75 in Atlanta. The people tailgating backed off real fast after that.

In Tennessee, we could see the clouds beginning to pile up to the north and west. We had heard a front moving through the country's mid-section was kicking off some mean thunderstorms. We hit them in Lexington and again in Toledo, an hour away from home. The storms were indeed mean, especially on the back side, with gusty high winds.

After 18 hours on the road, we rolled into our subdivision at midnight. "Uh, oh,

Laurie — things look pretty dark, darker than they should be." Broken tree limbs and small debris spoke of a heavy storm passing through not long before. When we arrived at our street, it was pitch black, with only the sound of generators breaking the silence. What a wonderful welcome home!

RITE OF PASSAGE

Initiation Into Racing Proves Crew Cut Out For More To Come

BY N. LUCINDA COOK

The first time I questioned my sanity that weekend was at the skippers' meeting before the initial race. My first regatta. Everyone said it would be fun. Even I assured people it would be great crewing for my husband on our Hobie 18. Since we have sailed together for five years and he was in a regatta last year, I thought, no problem; piece of cake. So why couldn't I understand anything being said at the meeting? Not to worry, I told myself. There would be a beginners' meeting next, and all would become clear to me then.

The feeling of ecstatic accomplishment was something I'll never forget.

Not true. At the meeting, the number of sailors hovering around the speaker dwindled to a paltry few. I glanced around at the faces. No one else looked as panicked as I felt. The speaker pushed wooden boats around on a magnetic board and described potentially dangerous situations at the marks. Overlap, luffing, windward, leeward, room at the mark. What in the world was he talking about? How will I figure out which marks were which? What have I gotten myself into?

Then it was nearly time. I climbed into my wet suit, even though it was sunny and 85 degrees. Trapeze harness, life jacket, gloves, sunglasses. I studied the others. All joking was forgotten. The festive mood of the weekend suddenly changed as people got down to business. This is what they drove all those miles for: to race and, hopefully, to win.

Faces were serious as competitors set their racing watches and cast an eye on the weather clouds building on the hazy horizon. First, two boats slid off Silver Beach into chilly Lake Michigan, then three more, then a continuous flow of brightly colored sails until 76 Hobies were scattered across the water. Ohmygod, this is it. I tried not to let my apprehension show.

WE'RE IN FOR IT NOW


I concentrated on moving the jib skillfully for a quick and accurate tack, as we had practiced. We were sailing. This was what I knew how to do. I calmed down. Besides, everyone had their first race at one time. I read off our course to the skipper. We located A-mark. B-mark was over there somewhere, but where? I watched the flags on the committee boat as the 18As prepared to start. I waved at a passing 18 from our home fleet (26) we'd be racing against. The 16As started. Don't watch them, I told myself. They were racing a different course.

As the flag for the start of the 17s went up, I hit my watch and counted off the time to my husband. Nerves on our boat were tense, to say the least. The other 18Bs seemed to come out of nowhere and move in front of us. Hurry, hurry, hurry! Ooooh, not a good start. Even I could see that. But then it was a race within a race as we became closely matched with an 18 from our own fleet. I found myself wanting to beat him. The other 18s were too far ahead for us ever to dream of catching, but oh, just to be able to finish before this guy ... wow, that would be something!

Well, we didn't beat him. Not that race, or the one after that. But our next start was much better. And the one after that was even better. It was fun. It was challenging. It was exhilarating. And at times it was extremely frustrating.

IN SUM: GREAT FUN

By the way, you know that other 18? Well, we finally did beat him. The feeling of ecstatic accomplishment was something I'll never forget. So we didn't come in first. So what? There's always next time.

Even as I counted my many bruises from the weekend, massaged my aching muscles and soothed aloe vera ointment on my sunburned face, I remembered only the great time I had, the nice people I met from other Division 10 fleets, the camaraderie among us, and this "Hobie Way of Life" that draws us all together for one crazy weekend. Before my husband and I were even back across the Indiana-Michigan line, I had pulled out the Division 10 newsletter, "Feedback," to look for upcoming regattas that would fit in our schedule. 

RACER'S EDGE

Going on Line

Using Line Sights To Find The Starting Line

STORY AND ILLUSTRATIONS
BY WICK SMITH

Welcome to "Racer's Edge," a new department designed to help racers improve their winning ways and to help non-racers enter the fast and friendly world of Hobie Cat competition. *HOTLINE* readers already are familiar with the sailing savvy of this month's columnist, Wick Smith. In future columns, Wick and other experts will enlighten you on more techniques to improve your starts, mark roundings, sail trim, tactics on the course, heavy air sailing, and using the rules to your advantage. Please send us your questions and suggestions on topics about which you would like to learn more to: *Racer's Edge*, *HOTLINE*, P.O. Box 1008, Oceanside, CA 92051. -Ed.

Sailors spend many sleepless nights worrying about boat speed. They look for the magic formula or the latest go-fast widget to lift them from the depths of hell (the back of the fleet). They read books, talk to fast sailors, install trendy parts, consult psychics and pray to the wind gods for the secrets to success. The vast majority at all skill levels can't tell you why they finish where they do. The top skippers have a tough time describing the intangibles that put them out front. Those who are regulars in the back of the pack only know they are getting thrashed and aren't sure why.

If you could study Goodyear blimp film of 100 sailboat races, the one factor making the most difference between winning and losing would be obvious: a good start. Top sailors consistently are on the starting line at the gun, are moving at the start and have clean air all the way to the first mark. Those not on the line are buried in the back of the fleet from start to finish 90 percent of the time.

Being on the line is the main reason races are won or lost. Go-fast parts, psychics and wind gods are way down the list in comparison. The conclusion is: If you want to win sailboat races, get your boat on the line. If you are there at the gun, the only people ahead of you are over early!

LOCATE THE LINE

The first step in accomplishing this feat is to know where the line is. This sounds simple, but it is not. No chalk line is drawn on the water to show you where to place your boat. You must approximate its location. In big fleets, the starting lines are long to give everyone a chance for a good start, making it doubly difficult to determine the location of the line. For this reason, most competitors who start at mid-line tend to shy away from it, not knowing exactly where "it" is.

The bend in the front line of boats is called line "sag." It also is known as a gold mine for those sure of their position. Gaining 5 feet at the starting line can mean a gain of 50-500 feet in the first windward leg, due to clean air.

Using what is termed a "line sight" helps take the guesswork out of locating the starting line. This visual tool will instantly tell you exactly when you are on the line and when you are not. It frees you to concentrate on that windward boat, your hole to leeward for which you worked so hard, and other factors that earn you a good start.

STARBOARD STARTS

The following are steps for starting on starboard. You may use the same techniques for port starts, but sight from the other end of the line.

1. At the skippers' meeting, ask what

**Being on the line
is the main
reason races
are won or lost.**

the race committee will be sighting from on the committee boat (the mast, a flagpole, etc.) to determine the starting line.

2. Sail toward the committee boat on the starboard extension of the starting line before your five minute gun.

3. Sight through the committee boat end of the line to the leeward pin. Continue sighting through the pin to the far shore. Look for a tree, building, or other readily identifiable point on shore (see Diagram A). Mark this spot in your mind. It is your line sight.

4. Try to get another look at your line sight four minutes prior to your start, to verify nothing has changed. If the committee boat or the leeward pin is drifting or is moved by the race committee, your original sight will be invalid.

5. As you sail down the line before your start, sight through the leeward pin to your point of land, to determine if you are on the line or not. If your point is ahead of the pin,

DIAGRAM A

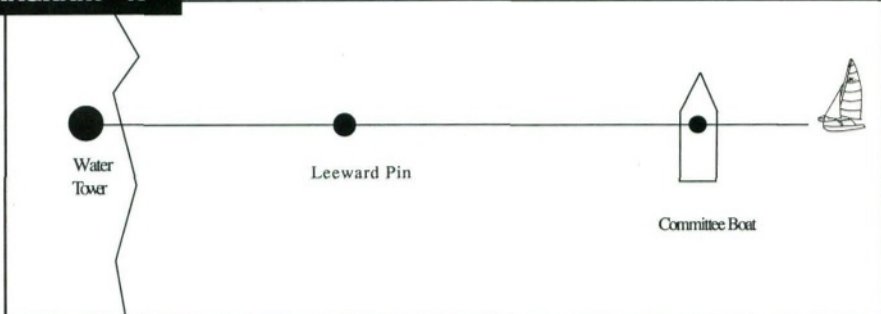
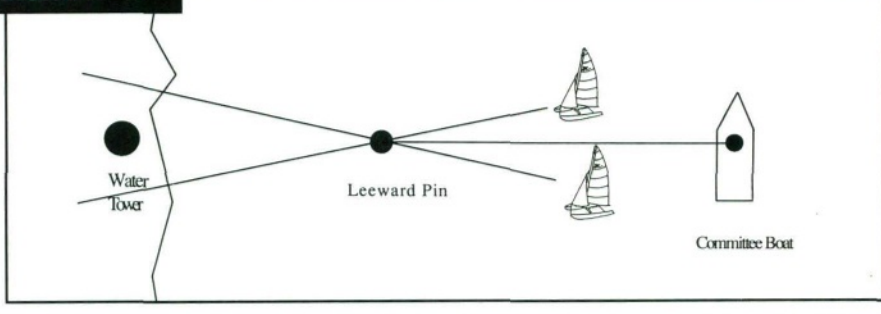


DIAGRAM B



you are over the line. If it is behind the pin, you are below the line (see Diagram B).

Be careful! If you are sailing at an angle approaching the line (close hauled), 6-12 feet of your boat will be forward of where you are sitting. You must allow for this! If you are sailing parallel to the line (beam reach), your body will be the first part of the boat over the line, and you can bring the boat all the way up to the sighting point.

CRITICAL MASS OR CRITICAL MESS

Knowing where the starting line is can be critical in three situations. One, as described before, is with big lines and large fleets. The mid-line sag can be as much as 15 feet or more! If you had the opportunity to start 15 feet ahead of your competitors in every race, you would be unstoppable! If you notice a lot of sag, use it to your advantage.

The second situation arises when sailing in current. If the current is running with the wind, all competitors will be swept behind the line and the sag can be as much as 50 feet. Talk about an opportunity! This condition existed at the 16 National Championship in Cape May, NJ in 1986. The event was held in the mouth of the Delaware Bay. When the tide was coming in, a 2-3 knot current was pushing boats behind the line. In the congestion before the start, sailors didn't realize how far their boats drifted to leeward when not making headway. A handful of boats starting 3-4 boat lengths TO WINDWARD of the main wave of boats at mid-line were clear at the start.

If the current is running opposite the wind, you will be swept over the line prematurely unless you know where you are. After a few have been swept over early, sailors will be very cautious in the later races and will lay back, providing you another opportunity.

Last, but not least, line sights pay big dividends when you intend to dip start. When approaching the line from the course side, you can "dip" into the line sag with confidence, knowing when you are over and when you are not. Many skippers either never get their entire boat below the line, or overdo it by dipping farther than necessary.

PUT YOUR SKILLS ON THE LINE

Like any other accomplishment, mastering these skills requires practice. Several tips to improve your use of sights are:

1. If you are taking advantage of line sag, do not sail up to the line until the last possible moment. Lay back with the crowd until 10-15 seconds to go. If you get up there with 30-45 seconds left, your competition will follow you. If you lay back, they will be convinced you are over early in these last 10 seconds. It's a great feeling to leave the pack behind when the committee boat signals all clear (and every competitor around you swears you were over early).

2. In light, shifty winds, give yourself some room for error. The committee boat and leeward pin will swing on their anchors as the wind shifts. This will destroy your sighting and hang you out to dry.

If you had the opportunity to start 15 feet ahead of your competitors in every race, you would be unstoppable!

3. Give yourself some margin for error in all winds. Pick a tree or building a few feet ahead of the "real" sight point and use it instead. Doing so will give you a couple feet to play with in the jockeying process on the line.


4. When sailing on a large body of water and the wind is blowing right to left as you look out from the beach, the only thing past the leeward pin is the horizon. In this case, go past the leeward pin and sight through it and the committee boat to something on the beach. This maneuver will enable you to look back to the committee boat as you are sailing down the line using the same technique. It is not as easy, but it does work.

5. If the committee boat is a large vessel that will not allow you to see through, dip start on starboard with several minutes to go as close to the committee boat as possible. Sail down until you are on the line. Point your bows directly at the leeward pin. If you are on the line, your sterns should be pointing at the committee boat end of the line. Look through the leeward pin to a point of land. This will be your line sight.

6. Sights are not as useful on short lines and small fleets, but it doesn't hurt to get one anyway in case you become disoriented on the line.

7. If you intend to start at the leeward pin on port or at the committee boat on starboard, a sight plays no role, but how often have you intended to start in a particular spot only to change your mind with one minute to go?

SAG-ACIOUS SIGHTING

These suggestions cover the basic techniques. Continue to practice them and get to know where the line is. Sighting is not foolproof, but it will help immensely. Get your boat on the line and moving at the gun. Doing so will improve your finishing position much more than that \$76, go-fast, super-duper widget upgrade over which you have been salivating! 

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9/91

REGATTA SCHEDULE

DIVISION 1

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
6	Sep. 21-22 1991	State Championships KBay	Dan Williams	808/531-6373
6	Oct. 12-13 1991	Duke Kahanamoku Invitational - Waikiki	Dan Williams	808/531-6373
6	Dec. 7 1991	Gale & Ale, Go For The Gusto - Kailua	Dan Williams	808/531-6373

DIVISION 2

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
3	Sep. 7-8 1991	17 & 18 Divisionals Long Beach, CA	John O Hauser Tom Materna	714/536-4312 818/784-4500
66	Sep. 14-15 1991	Fall Series I & II L. Roosevelt, AZ	Tim Marengo	602/345-1125
180	Sep. 21-22 1991	Women's Castaic Lake Castaic, CA	Theo Overdevest Jeri Bowen	818/885-8121 818/363-0418
66	Sep. 28-29 1991	Fall Series III & IV L. Roosevelt, AZ	Tim Marengo	602/345-1125
514	Oct. 19-20 1991	Piñata Regatta Puerto Peñasco, Mex.	Brian Dolan Ron Palmer	602/325-3825 602/299-0609
4	Nov. 2-3 1991	Dual Regatta Mission Bay, CA	Chris Jernigan Frank Mardel	619/276-1244 619/277-5152
514	Nov. 2-3 1991	AZ State Championships Puerto Peñasco, Mex.	Brian Dolan	602/325-3825

DIVISION 4

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
95	Sep. 14-15 1991	Fort Worden Regatta Port Townsend, WA	Ted Cross	206/474-4380

DIVISION 5

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
156	Sep. 14 1991	Summer Series Alcova Res., WY	Stuart Hill	307/235-0692
50	Sep. 14-15 1991	Last Gasp Regatta Boyd Lake, Ft. Collins, CO	Sean Tracy	303/226-2642
61	Sep. 21-22 1991	Front Range Sailing Series Standley Lake, Denver, CO	Lyman White	303/772-6082
48	Sep. 21-22 1991	Fall Sailing Series I Elephant Butte, NM	Paul Neis	505/292-4752
61	Oct. 5 1991	Oct-Hobiefest Cherry Creek Res., CO	Bill Gerblig	303/798-3484
48	Oct. 5-6 1991	Fall Sailing Series II Elephant Butte, NM	Paul Neis	505/292-4752
201	Oct. 12-13 1991	Front Range Sailing Series Lake Pueblo, Pueblo, CO	Jeff Franks	719/599-5231
48	Oct. 26-27 1991	Octobiefest Elephant Butte, NM	Paul Neis	505/292-4752

DIVISION 6

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
8	Oct. 19-20 1991	Wild Bill Regatta Texas City Dike, TX	John Mayo	713/952-4558

DIVISION 7

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
515	Sep. 7-8 1991	10,000 Lakes Regatta White Bear Lake, MN	Charles Leekley	612/473-8448

192	Sep. 9-11 1991	NE State Championship Branched Oak Lake, NE	Scott Nepper	402/493-4306
198	Oct. 26 1991	Pizza Party Rapid City, SD	Randy/Janet Bohne	605/341-5568

DIVISION 8

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
112/39	Sep. 14-15 1991	Division Championships Sarasota, FL	Allan Santor	813/756-4597

DIVISION 9

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
154	Sep. 21-22 1991	Middle GA Hobie Open Lake Blackshear, GA	Bruce Miles	912/923-6721

DIVISION 10

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
85	Sep. 7-8 1991	Alum Creek Regatta Columbus, OH	Mike Flanagan	614/764-1351
18	Sep. 7-8 1991	Higgins Lake Regatta Higgins Lake, MI	C. Schnabel	313/634-8835
123	Sep. 21-22 1991	Muddy Waters Carlyle, IL	Terry Allen	618/398-1087
18	Sep. 21-22 1991	Last Chance Regatta Big Rapids, MI	C. Schnabel	313/634-8835
199	Oct. 5-6 1991	Cheap Thrills Carbondale, IL	Gordon Isco	618/457-8702

DIVISION 11

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
54	Sep. 7-8 1991	Thunder On The Bay Gunpowder St. Pk., MD	Danny Flanigan Blake Slavin	301/433-4042 301/681-8444
250	Sep. 14-15 1991	Fleet 250 Regatta Sandy Hook, NJ	Marty Ferry	201/775-2075
106	Sep. 21-22 1991	Rehoboth Bay Regatta Dewey Beach, DE	Ric Raphael	302/478-1232

DIVISION 12

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
56	Sep. 7-8 1991	Long Island Sound Champs Westport, CT	Trish Marra	203/227-6290
28	Sep. 14-15 1991	MA State Championships Duxbury, MA	Scott Baker	617/231-5342
496	Sep. 21-22 1991	2nd Annual Salisbury Beach Salisbury, MA	Lisa Hanselman	603/772-5428
448	Sep. 28-29 1991	RI Fall Classic Matunuck, RI	Christopher Brosco	401/434-2164
31	Oct. 5-6 1991	CT State Championships Brookfield, CT	Jim Bird	203/790-9525

DIVISION 14

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
145	Sep. 14-15 1991	Short Mountain Kerr Lake, OK	Susan Langston Sally Bracken	918/775-4522 501/646-7180
23	Sep. 21-22 1991	Texas Hull Flying St. Champ. Lake Lewisville, TX	Pete Pattulo Karen Atnip	214/422-0025 214/613-6482
23	Oct. 12-13 1991	Dallas Regatta Lake Texoma, TX	Pete Pattulo Karen Atnip	214/422-0025 214/613-6482
27	Nov. 23 1991	FYAO Lake Cheney, KS	Russ Mower Debbie Hill	316/799-2586 316/722-3203

REGATTA SCHEDULE

DIVISION 15

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
533	Sep. 7-8 1991	Walet Regatta Long Beach, MS	Mike Benfield	601/868-3927
249	Sep. 15-16 1991	Panama Red's Rum Run Nashville, TN	Gary Lamborn Bill Hart	615/859-3167 615/794-4489

DIVISION 16

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
404	Sep. 7-8 1991	No. American Div. Hamburg, NY	David Block	716/549-3628

EUROPEAN REGATTA PROGRAM

DATE	NAME/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
Sep. 1 1991	Alter Surf Benicassim, Spain	Ruan Nuviola	(03) 323.22.21
Sep. 1-2 1991	St. Hermier Y.C. Regatta Jersey, CI	Roy Campbell	Fax (243)53.36.02
Sep. 1-7 1991	British Nationals Plymouth, Great Britain	Roy Campbell	Fax (243) 53.36.02
Sep. 6-8 1991	German Nationals Walchensee, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 (221) 43.86.04
Sep. 7-8 1991	MRF Cup 1991 Middelfart, Denmark	Nina Martinussen Gunhild Hutter	(64) 40.31.38 (31) 29.86.00
Sep. 7-8 1991	2 Countries Cup Oud Naarden, Holland	Martin Schuitema Hans Van Nes	(703) 24.50.15 (1719) 19.451
Sep. 7-8 1991	Point Regatta Vitrolles, France	Patrice Vivient	(94) 08.11.88/ 38.63.08
Sep. 8 1991	Landen Cup Oud Naarden, Holland	Martin Schuitema Hans Van Nes	(703) 24.50.15 (1719) 19.451
Sep. 14-15 1991	Ch. Islands Nationals Jersey, CI	Roy Campbell	Fax (243)53.36.02
Sep. 14-15 1991	Harkortseeregatta Harkortsee, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 (221) 43.86.04
Sep. 14-15 1991	Cat Ora Cup Riva Del Garda, Italy	Carlo Lepsky Beni Bozano	(6) 379.12.10 (185) 62.602
Sep. 14-15 1991	Herbst Whoche Flensburg, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 (221) 43.86.04
Sep. 15 1991	Cierre Benicassim, Spain	Ruan Nuviola	(03) 323.22.21
Sep. 15-16 1991	Les 3 Raids De St. Lunaire St. Lunaire, France	Patrice Vivient	(94) 08.11.88/ 38.63.08
Sep. 20-22 1991	German Nationals Ammersee, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 (221) 43.86.04
Sep. 21-22 1991	Coupe De Guyenne Lacanau, France	Patrice Vivient	(94) 08.11.88/ 38.63.08
Sep. 21-22 1991	Hobelregatta Ammersee, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 (221) 43.86.04
Sep. 21-22 1991	Coupe Morgienne Morges, Switzerland	Pierre Besuchet	(21) 824.12.57
Sep. 21-22 1991	Point Regatta Martigues, France	Patrice Vivient	(94) 08.11.88/ 38.63.08
Sep. 28 1991	Trophee Giraudy/1ere Anglet, France	Patrice Vivient	(94) 08.11.88/ 38.63.08
Sep. 28-29 1991	Challenge Hobie Cat Heist, Belgium	Olivier Verbustel Pierre Allard	(02) 773.28.11 344.93.810
Sep. 28-29 1991	Asprocat Lac Des Settons, France	Patrice Vivient	(94) 08.11.88/ 38.63.08

Oct. 11-13 1991	Acampada Hobie Pautano Sitjar, Spain	Ruan Nuviola	(03) 323.22.21
Oct. 12 1991	Trophee Giraudy/2eme Anglet, France	Patrice Vivient	(94) 08.11.88/ 38.63.08
Oct. 12-13 1991	Coupe D'Automne Bombannes, France	Patrice Vivient	(94) 08.11.88/ 38.63.08
Oct. 12-13 1991	1991 Turn Down Regatta Middelfart, Denmark	Nina Martinussen Gunhild Hutter	(64) 40.31.38 (31) 29.86.00
Oct. 12-13 1991	Tumpel Trophy Zulpich Zuelpichersee, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 (221) 43.86.04
Oct. 13-14 1991	Ausklang Regatta Goldkanal, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 (221) 43.86.04
Oct. 26-27 1991	Ski Voile Crans, Switzerland	Pierre Besuchet	(21) 824.12.57
Nov. 1-3 1991	Ville Week Bahia De Cadiz, Spain	Ruan Nuviola	(03) 323.22.21
Nov. 14 1991	Flensburger HC Regatta Flensburg, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 (221) 43.86.04
Nov. 16-17 1991	Eispokal Essen Baldeneysee, Germany	Erwin Ocklenburg Ernst Bartling	23.53/47.41 (221) 43.86.04

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BLUE WATER XI FLEET 15, DIVISION 2 VENTURA, CA

MAY 18-19, 1991
BY CHRIS RISHER

Blue Water XI was a family affair this year for my family of five; the youngest is five years old and the oldest doesn't want his age in print. And being part of the sponsoring fleet, we were all on the water this regatta. We come from a small fleet with a lot of dedicated sailors who all have to work the regatta.

Saturday started with the wind coming up as early as the skippers' meeting at 10:00 AM. Quoting John Bauldry, the head of the race committee, "It's not going to be a floater today." The first race was called for 12:00 noon offshore in front of the Ventura Pier. Sailing off to the race course was our first indication that today was going to be a double trap day.

The first race, 18As and 17s, got off just fine on our starboard start line and port finish with the committee boat in between. The 16As had the only general recall of the first race. 18B and C and 16B and C all started out fine. Now the headache began for the crew to find the marks as the waves were starting to roll in at about four feet with a few 9-foot waves to throw skipper and crew off the back of the boat.

At this time my youngest was out on the committee boat with his dad. My daughter, Hillary, age 8, was sailing with Ben Holmgren, a 16C skipper carrying 35 pounds of weight. My oldest daughter, Elsa, age 11, was sailing with Duey Englehardt, a 16B sailor who couldn't find 3 pounds to carry and didn't think anyone would protest them for 3 pounds. He was wrong.

By 1:30 PM the winds were up to and past 20 knots and the seas were rolling in at 8-15 foot swells. The two chase boats were having a lot of fun with half the fleet flipping over or telling them that they were heading for the beach. By the time Jim Wil-

liams and I finished the second race, I was glad not to be starting another one.

When we hit the beach I was relieved to find that both my girls had done well in their races — a third place for Elsa and a first for Hillary in the day's standings. Jim and I were in second place at this time with a chance to get a first place and into A-fleet.

The restaurants at the harbor that night had their fair share of Hobie Catters, but most of us were in bed quite early.

Sunday was a beautiful day with 8-10 knots and little 2-foot swells. Jim and I got two firsts and a sing-along from the race committee into A-fleet at the finish line.

Elsa was protested for weight on the water and the whole regatta watched as she and Duey got on and off the scale four times with gear on, gear off, shoes on, shoes off and pockets empty. They lost their third place standing because of 3 pounds, and I am sure both learned something from it.

JERICO CLASSIC REGATTA FLEET 95, DIVISION 4 VANCOUVER, WA JUNE 8-9, 1991

The Hobies had a great course far out in English Bay. Saturday started promisingly and then after one race the wind died for a few hours. Wind finally returned fairly steady and a second race was started. Now, the race instructions stated, "The first race of the day would start with a regular start sequence followed subsequently by rolling starts." We had a postponement (lack of wind) and had to start with rolling starts. You think the racers were confused, you should have seen the committee.

Sunday found good steady winds and the race chairman had posted an addendum to the above mentioned start sequence covering starts after a postponement and we were on our way. On the first race,

overeager 18s had a general recall, a postponement (to reset the end of the start line), another general recall and confusion again. Hobie race rules read, "After the 2nd general recall that fleet goes to the end of sequence."

The 17s started, so we thought, when it dawned on the race chairman the postponement had broken the two general recalls and it should have been the 18s' start. General recall for the 17s and another postponement to get back on track.

Finally all fleets got started and then the rolling starts worked great. Everyone got four long courses, even the 16Bs and Cs who ended the day with a #7 and were still first to the beach (because of several general recalls they were a whole sequence ahead of all the other fleets). Thank goodness for six people on the committee boat to keep track of all the starting and finishing at the same time.

A great dinner of three kinds of pasta, tossed salad and garlic bread was served Saturday night. Racers shared the dinner to create a great evening of fellowship. A party for all followed.

HOLMES HARBOR REGATTA FLEET 95, DIVISION 4 WHIDBEY ISLAND, WA JUNE 22-23, 1991

The Holmes Harbor Regatta was held on picturesque Whidbey Island at the community of Freeland. While racing was going on the Chamber of Commerce had organized a street fair uptown plus food and craft booths at the park. All went well with trailer parking, participant parking (also overnight), and walking areas. We even had the fire department with trucks, crash boat and aid car available if needed.

Saturday started with light winds, some rain and low tides. Finally we were able to get the Hobies in the water with a white flag at 11:00 AM. Three good races followed with the last ending about

6:00 PM. Following that was a no-host bar and dinner of Baron of Beef, baked potatoes, tossed salad and bread sticks provided by Mindy's, a local restaurant. This was held at the community hall just up the hill from the park. A drawing of entry cards was held after dinner with giveaway items donated by various businesses in Freeland.

Sunday arrived with sunshine and good winds. Skippers' meeting at 11:00 AM (later low tide) and immediately on the water with 11:30 AM white flag. Three more good long races were held to complete the weekend. After the awards, a raffle with items again donated from businesses from Freeland and a few others was held.

The regatta did end with some excitement when one skipper and crew pushed their boat on trailer, with mast up, into some power lines. Because of the COMPTIP™, they received only a light jolt. After the fire department arrived, it was another hour until the PUD could arrive to shut off the power to move the trailer/boat. Remember, BE AWARE OF ALL POWER LINES AROUND YOU! This could have been fatal for both skipper and crew.

WAYWARD WINDS REGATTA FLEET 8, DIVISION 6 GALVESTON, TX JUNE 22-23, 1991 BY PHILIP MOORE

We survived the Wayward Winds Regatta, but just barely. The racers got banged up and sunburned, but everyone went home tired and happy. About 30 boats were in by Friday night and Saturday dawned with plenty of wind from the south and 3-4 foot seas. It continued to build all morning, so by race time Alan Davis (race committee chairman) had 56 boats and a big grin on his face. He set a looong course, and the white flag went up on schedule. Alan's plan was to run two races back to back,

HOBIE RACING FLEET NEWS

break for lunch and run two more. Jim Sykes and Charlotte LaVerne discovered new and wonderful ways to destroy a Hobie 16. They twisted a starboard pylon in half!!! It was a source of great amazement on the beach. During the lunch break, a squall line rolled in from the north, bringing a strong sudden 180 degree wind shift. It looked like a LeMans start with everyone sprinting to their boats to bring down the sails.

The rain never fell hard enough to drive everyone inside. However, everyone was exhausted from two long heavy air races (we had five seasickness cases) so the rain was a welcome break for most of the racers. Someone spotted a waterspout out in the gulf; we had our entertainment for the afternoon. Races 3 and 4 were eventually cancelled and dinner and the raffle began at the Park Pavilion. Phyllis Warren won everything in sight and when the last item was gone, The Broken Notes were set up and began to play. This was one of the best bands I've heard at a regatta and might be a good bet for our Christmas Party. We even had a backup band. Jim Sykes and his brothers, The Beach Bunglers (the world's oldest garage band), played beach music during the break and were a huge hit. Everyone danced and consumed mass quantities until midnight.

Sunday brought light winds, but they built steadily through the morning. Apple Tree and McDonald's provided breakfast and coffee. Everyone seemed rested, well fed and ready to race. Race 3 started on time, then the wind eased for a moment. This happened as the Jet Ski races were playing the national anthem; they thought we were being patriotic!

Earl and Margaret Booker, on their honeymoon, visited the starting line before race 4 in a BIG chartered monohull. I'm sure they scared some racers as they wound their way among the stalled boats to say hello.

As soon as race 4 started, our Hobie skiff died. Mark Gullentine had done a tremendous job in and out of the surf all weekend, but he couldn't get the motor going again. Mike Johnson went out on his 18 and towed the skiff to the beach. By that time all that was left was Mr. Shaw's committee boat. Alan Davis had to jump out and swim for shore to get the final race results in. Thank goodness for Ziploc bags!

Karen Shaw tried to keep me from making a shambles out of the trophy presentation, but I did anyway. I forgot to give a trophy to Alan Davis, our race committee chairman. Up until then, my biggest foul-up had been forgetting to unlock the portacans Saturday night. My deepest apologies and thanks to Alan.

THE LONGNECK REGATTA FLEET 128, DIVISION 6 CANYON LAKE, TX MAY 18-19, 1991 BY DAVID HALL

You had to be at Longneck to appreciate it. We had everything just as promised, including the thunderstorm — all you had to do was wait. But this year we had the exciting debut of our first dust devil, too.

Most everything seemed to go smoothly for the beach and race committees. It was not until the generator quit and pushed scoring into the early evening that the problems came up. Without electricity at the site, Brad Shaw took his computer back to my hotel room after dinner. There he discovered some apparent errors in the boat finishes. Some boats finished twice, some never finished, and some who didn't enter finished. That was just the beginning. Knowing the results were way off, Brad bravely returned to Jacobs Creek to post the results. Big mistake.

"I finished before he did!"

"What do you mean, DNS? I finished fourth!", etc.

Ray Seta and Stephen Acquart came to Brad's rescue, and Brad took the

original results and the registration cards back home and corrected what he could. Sunday morning most everyone was happy, but a few still had some things to clear up. Eventually, Brad got the corrected results into the computer and the finals seemed to be OK.

So how did the wind blow? It was not the perfect regatta weekend at Canyon Lake. Saturday the wind was out of the north — and northeast — and east. Mostly it was out of the northeast, which, as any Canyon Lake veteran will tell you, never happens. In fact, the only directions the wind ever blows at Canyon is southeast and north. But with the thunderstorms in the area anything can happen.

The wind for 16B consistently was the worst of all the fleets. Between their blue flag and the first mark, 16B got the worst wind all day Saturday. In fact, the 16C fleet reached A-mark before 16B did in all three races Saturday.

With a "steady" east wind blowing, just 30 seconds before red flag in the 16B's third race, the wind shifted 90 degrees to the north putting the entire group into irons for at least a minute — just adjacent to the committee boat. So it went for 16B.

As usual, one side of the course was favored on Saturday. If you could get to the north side, you were in Wind City. This was readily apparent in 16C when I rounded A-mark in second, pulled ahead of the number 1 boat just south of the committee boat going to C-mark, and looked up to see three 16Cs rounding C-mark. Thanks to the long course 6, I was able to salvage third.

The view from 16C was pretty good for me. In race 1, I followed Valerie Ambrosan around A-mark in 1 and 2. We jibed around to the fast side of the course and stayed side-by-side until she tacked to C. I stayed on the "fast side" while she made excellent time downwind. She rounded C 300 yards in front

of me. So much for the fast side. Then on my way back to finish, I caught a header which pushed me beyond the pin allowing Bob Whitehead to take second. Thinking he was first across the line, Bob and his crew let out quite a whoop, but by that time, Valerie was on the beach sipping cool ones. Bob never saw her during the whole race. I informed him of his second place finish and verified Valerie sailed the proper course. Talk about a horizon job.

On our way back to shore, we were treated to a spectacular view of the first Longneck Dust Devil. The mini-twister moved down to the Jacobs Creek shoreline right through the committee tent area. It picked up tents, towels and air mattresses along the way; not to mention Betty Reeh's and another person's boat. Everything was redeposited somewhere else creating havoc on shore. From the water, it was amazing!

The second race came after a 90-degree wind shift to the east, causing Mike Acquart to reset the course. Other than my late discovery that the north side was faster, the race went similar to the first. Valerie was first again, making any catching up with her much harder.

The third race was one of those where tactics don't count and boat speed does (this is C-fleet after all). Fortunately, Sue Oppert and I didn't make any serious mistakes, and we managed to stay ahead of Valerie for a bullet (of course, it helped that she was in irons when the red flag went up).

Sunday morning, Mike gave 16C two more drag races — course 1s. We were the faster boat again in the fourth race and had time to go to shore. Valerie was hoping to go home early, but I had forced her into the last race. If I could take first, I would beat her by at least 1/4 point. If she beat me across the line at all, she would be first in 16C.

Sue and I had a rela-

tively good start for us. We tacked perfectly to A-mark and were clear ahead of the only boat on the starboard lay line. We tacked inside of that boat and came to a dead halt in irons. Being first to A-mark and fifth around in a drag race was not a comfortable feeling. By that time, Valerie had moved out in front and was on the horizon near B-mark. I don't know how, but we passed two boats before reaching C-mark and another two on the way to the finish. Valerie was about 25 yards ahead at the line, and with that, we finished 2nd overall in 16C.

With the 2nd at Longneck, a 2nd at last year's Mid Americas, and a 2nd at last year's Mid Summer Classic, Sue and I will move to 16B for our next race, the 1991 Mid Summer Classic. We are rejoining our old C-fleet competitors, Mike Mason, Betty Reeh, Debbie Hennessey and Beth Bach (if Beth didn't move up after taking 1st in 16B at Mid Americas 1991). The way she was sailing, Valerie may be in 16B before Mid Summer Classic, too.

Back to the regatta, though. Everyone raved about the food Saturday night. The fajitas were pre-marinated by Fajita Junction and cooked by our famous chefs, Ron Wreyford and Carl Seta. The famous Longneck Raffle was presented by Tony Seta and Robert McGonigle. Featured this year were Ray Ban sunglasses. All the raffle items were accompanied by La Quinta goodie bags donated by Dan Mallum.

Anyone who stayed around after trophies on Sunday was also treated to a refreshing rainstorm. Not quite the normal Longneck thunderstorm, but not bad. I was hoping to sail and had left my sails up. Acting quickly, Sue and I managed to stay pretty dry and get the sails down before it hit hard. But in keeping with Longneck tradition, it was over in 15 minutes with no damage done.

HULLS' ANGELS REGATTA AND MISS FACSIMILE USA PAGEANT FLEET 149, DIVISION 7 LAKE PERRY, KS

JUNE 22-23, 1991

BY GORDON PRELLER

Fifty-six Hobie Cats and about 150 people attended the Hulls' Angels Points Regatta sponsored by Hobie Fleet 149 and the Park Place Hotel at Lake Perry, Kansas, June 22-23. Teams came from as far away as Chicago, Oklahoma City and Arizona to race and party. Heavy thunderstorms slammed through Friday night, with gigabolts of ground strike lightning and several inches of rain. Sudden campers crawled out of their units Saturday morning to low hanging clouds but no more fireworks, so the white flag went up at 1:00 from a brand new pontoon boat loaned by Port Perry Marina.

The first two races had light and shifty winds, 5-10 knots. This made for up and down results, as some of the boats that won the first race bombed in the second. An interesting battle shaped up in 16As, with Gordon Preller and Kathy Palazzolo taking two firsts and Phil and Beverly Collins right behind with two very close seconds.

The wind piped up for the next two races, giving everyone the double trapping conditions they were hoping for. Don Estapa and crew Tony Rockwell in 18A and Kirby Crowe in 17 sailed well consistently, leading their fleets at the end of the first day's racing. In 16A Collins pulled two bullets, pressed hard by Martin and Jean Brown and Matt McDonald and Laura Luger. Preller dragged in the heavy air but held onto second place for the day, behind the Collins Team.

Back to the beach for cold Coors beer by Jayhawk Coors of Topeka, barbecue by the Blue Moon Restaurant (Port Perry) and Coca Cola for the abstainers. Tiki torches were lit, the microphone turned on, and special guest M.C. Greg Hausman

introduced the "Miss Facsimile USA Pageant!" Female judges were selected from representative fleets, and male (I think) contestants vied for talent, looks and personality. For talent, Matt "Michelle Divine" MacDonald did a cartwheel in a lovely black sheath and high heels; "Miss Gator" Ron Means crooned "I Feel Pretty" in its entirety, a real crowd pleaser; and "Miss 149, 1976" Gordon Preller, in a tacky fuschia skirt, was booed off the stage for a song entitled "Smut." Whoever said no one ever went broke underestimating the taste of the American public sure didn't know this crowd. Greg Hausman was a natural as M.C., drink-whipping the audience into a frenzy and building the suspense, until between laughter and anticipation we could stand no more. The winner of the "Miss Facsimile USA" title was Pat "Lady Godiva" Carmody, who stripped down to his/her? steel wool muff. Miss Godiva was crowned with a tiara from Winklers' Jewelers and presented flowers from Grandview Florist, both of Kansas City. Miss Fax USA also won a weekend for two at the luxury Park Place Hotel in KC, while the first runner up, Miss Gator, won four Royals baseball tickets and a parking pass. Our lovely contestants also received Rival drink whips and many offers from a group of bikers who decided to camp amidst our party area.

This also seems like a good time to thank our sponsors, whose generosity made the regatta possible: Jayhawk Coors of Topeka, the Coca Cola Bottling Company of Topeka, Park Place Hotel, Hobie Cat, our Hobie dealer C & H Sailcraft, Rival, KISME and Murrays Marine. Without the support of companies like these, our "Hobie Way of Life" would be bare bones and darned expensive. Shucks, might as well get a leaner and join a yacht club. We appreciate their support for our sport!

Race committee Dan Calvert ran two more races

Sunday morning, starting with brisk chilly winds and tapering off next to nothing just as 16Cs rounded C-mark in the last race. Dan did a fine job running races, throwing a 9 at us Saturday that raised eyebrows but turned out to be a challenging, tactical course.

As regatta chairman, I want to thank all the people who worked to make this regatta such a huge success. Racers came up to me all weekend saying what a wonderful time they were having and I ate it up, but as always, it is the people who do the work who deserve the credit. First and foremost, David Hughes, who worked to exhaustion arranging sponsorship, repairing the fleet trailer, carrying kegs back and forth to the cooler, and cleaning up. Almost every time I turned to do something, David had quietly already done it. Lori Holverson, Donna and John Rexford, Bill Cummings, Pat Carmody, Rita Thackery, Cindy Ross, David Babcock and everyone else in the fleet who contributed work, ideas and support: thank you.

MID AMERICAS FRITO LAY CHALLENGE FLEET 23, DIVISION 14 LAKE TEXOMA, TX

MAY 25-26, 1991

BY PETE PATTULLO

The 18th annual Mid Americas Frito Lay Challenge, hosted by Dallas Fleet 23, was held at Cedar Mills Marina & Resort on Lake Texoma over the Memorial Day weekend.

Lake Texoma, the largest lake in Texas with 580 miles of beautiful sandy shoreline, is located on the border between Texas and Oklahoma. This is also the site of the 1991 Hobie Single-handed National Championship, October 19-26.

Regatta chairmen Bill Davenport and Mike Sullivan and their committee chairman had been planning this grand event since the previous July. This year's event was dedicated to benefit the charity "March of Dimes" with \$2500

HOBIE: A CAT IN THE FLEET NEWS

in proceeds being donated. The main sponsors were Frito Lay, Ed F. Davis Inc., KLAKE FM and Cedar Mills Marina and Resort.

Racers, after their long drives (i.e. Illinois, Colorado, etc...) were welcomed by enthusiastic members of the welcome committee at the entrance to the resort Friday night and Saturday morning with bags of "Crunch Tators" and Miller Beer. This year's event included a circus-sized tent (capable of holding 1000 plus parties). It was even home to a few people early Saturday morning when a storm rolled through, causing a few tents to leak. At the end of registration Saturday there were 167 boats signed up, making this regatta the largest Hobie Cat regatta in the United States in 1991, if not the largest inland lake regatta in the world.

The race committee had decided months earlier to run two race courses to keep things controllable. It was like running two regattas at one time, double of everything: committee boats, marks, radios and people.

Saturday's races were held in light to very light winds, getting two races off on each course. Lunches of BIG hotdogs and chips were provided at separate beaches for each course. Paul Ulibarri, race captain (U)-course, was heard to mumble "hum hooo hoooff doog nooeoed wonnnd" with his mouth full, which translated to "GOOD DOGS, NEED WIND!"

Saturday night brought a Caribbean style chicken dinner with a clown and magician making funny-looking hats and animals and mind boggling tricks to keep the dinner line moving. Also during dinner there were a couple of contests to amuse everyone. There was the "stupid human and stupid pet" tricks and boy, were some of them stupid! This led up to the BIG event, "The Panhandlers," a live steel drum band from North Texas State University. Everyone had a great time of limbo,

reggae and calypso until they dropped.

Sunday morning brought a little more wind and back out to the water; again, two more races were run. (Y)-course race captain, Michael Young, had his hands full with almost 40 16C skippers barging down on his committee boat. The awards ceremony lasted almost an hour and a half with over 100 trophies presented along with great giveaways.

Everyone had such a good time that they stayed Sunday night for the Cedar Mills Yacht Club party that ended with over 40 boats night sailing out to the islands. It was the perfect end to a fantastic weekend to see the glow of a fire dancing across the sails of over 40 boats sitting on a sandy beach somewhere in the middle of Lake Texoma — ONLY AT MID AMERICAS!!!!

All this — and benefitting the March of Dimes, too!!!

**MADCATTER XV
FLEET 204, DIVISION 16
SYRACUSE, NY
MAY 17-19, 1991
BY CHRISTINE PELKAUS**

YES! Finally a Madcatter with both wind AND good — no great — weather! Not to mention the turnout! The weekend started off pretty shaky: torrential downpours and a plummeting temperature — mid 40s by Friday night. But the apparent "allure" of the Madcatter was strong enough to pull 98 teams to Oneida Lake! The Friday night party was the traditional classy bash. A "Tex-Mex" theme with señoritas, banditos, and a piñata. Not to mention enough food to keep even Hobie sailors satisfied. The Molsons helped, too!

Saturday began quite briskly, but with both solid winds and sun, it seemed a little ungrateful to complain about the chill! The "hottest look" award easily went to trend setter Barb Caster in her new neon-yellow/green deck skins and Pappy in matching neon. Not hard to

find THEM on the water!

The race committee, fearlessly led by Susan Korz, got us off and running on schedule and the racing began. The first race was not exactly a RC's dream. The wind did a terrific little shifty/twisty thing, clocking hard to the west and leaving wonderful little wind voids to trap unsuspecting skippers/crews. A lovely way to begin! Especially for Charlie and Melissa! HOT, Hot, hot: they won two of the four races that day! Don't change a thing on that boat!

Steve and Christine, over early in two of the four races, seemed to do better when playing catch-up. After re-rounding in last place, we worked our way up to second, and as team Amico/Anstey had a run in with a stink boat, we just nipped them at the finish!

The Big Pat Bisesi with Patty on board was playing hard with the big boys! Teams Keifers, Korzs and Perks were also making good tracks and loving the double-trapping! The starts were loud and pushy, the wind got steadier and stronger, and the courses had some killer reaches and room to make mistakes and/or make up for them!

Dick Anderson was making his mark in 16B fleet and teams Crowley/Parry and Young/Karen Jerry were banging heads in 16C fleet! Stan Korz was our 17 representative and the 18As marked the return of Johnny Anderson, with Pete Killius on board. Finally, the RC gave the call to hit the beach — we did!


After some primping and priming of bodies and souls, the next event was dinner. It was well earned. The food was hot, good and plenty for all. The fleet desserts went "like hotcakes," including the really beautiful sheet cake with air-brushed Hobies in the frosting!

Soon the chairs were being stacked and the band, Sharp Dressed Penguins, was warming up. They were TERRIFIC! With all the

hardcore sailing, not everyone could be convinced to dance, but everyone was groovin' to the sounds! Only because the lodge shut down did the band stop playing!

Sunday was a new day with a new kind of sailing in store: light air! The winds were quite light, more north-east than Saturday, but the boats were always moving. The RC was playing catch-up with the B and C fleeters — the weather helped them lose a race on Saturday so they would make it up on Sunday. A-fleets got two more races in and the regatta was showing several tight races for "the gold!" The "light air kings" were now showing their stuff! Mr. Jeffers was making a comeback and the Keifers began to pull into the lead. At the end of each race, you could hear the mental tallying of points, races and throwouts ... it would be close!

At the end of the racing, we all packed up our toys, shed our gear, and made for the dogs, beers and raffle to wait for the big news! We dodged the flying booties as the boats left the beach. After much hard work on the part of the RC and scoring committee Billie Jeffers, the results were in.

The 15th Madcatter was a huge success! It was a regatta for the "skipper/crew of all winds" — both the heavy and the light! Many thanks to the 98 teams of Hobie enthusiasts who braved the unknown elements for the sheer love of Hobie sailing! And even more thanks go out to the committee heads and volunteers for the countless hours of time put in to make the Madcatter a first class event! 

HOBIE RACING

RACE RESULTS

DIVISION 2

SAN DIEGO CLASSIC FLEET 4, DIVISION 2 SILVER STRAND STATE PARK, CA JUNE 15-16, 1991

HOBIE 21	POINTS
1. Lundberg/Smith	3.00
2. DeVencia/Miller	8.00
3. Ziolkowski/Mitchie	11.00

HOBIE MIRACLE 20	POINTS
1. Campbell/McIntosh	3.00
2. Greenwald/Greenwald	6.75
3. Jeffries/Triglia	10.00

HOBIE SX-18	POINTS
1. Montague/Kuhre	3.00

HOBIE 18A	POINTS
1. Parizeau/Thomas	4.25
2. Alter/Ward	8.50
3. Timm/Timm	12.00
4. Brown/Wong	15.00
5. Kimball/Hoy	19.00
6. Parks/Parks	23.00
7. McGraw/Lili	27.00
8. Wagniere/Karen	29.00
9. Lindley/Sue	33.00
10. Heffeman/Norinsky	33.00
11. Tschakowsky/Tschakowsky	39.00
12. Veenbaas/Sharon	43.00
13. Bauldry/Simon	43.00
14. Lewis/Harper	48.00
15. Buchanan/Buchanan	53.00
16. Cockroft/Cockroft	54.00
17. Miller/Palmer	63.00
18. Mohill/McPherson	65.00
19. Gira/Gira	67.00
20. J. Dan Farrar	78.00

HOBIE 18B	POINTS
1. Clark/Mark	8.50
2. Daybaugh/Jeff	9.75
3. Harper/Maybeno	9.75
4. Fischer/Fischer	12.75
5. Savage/Burns	20.00
6. Gardner/Ashley	24.00
7. Smith/Smith	24.00
8. Ray/Johnson	30.00
9. Maybeno/Daily	36.00
10. Gull/Bachman	37.00
11. Eger/Doggett	38.00
12. Hillman/Mosley	39.00
13. MacDiarmid/Hess	41.00
14. Delis/Morely	51.00
15. Simon/Tripp	54.00
16. Bombardier/Cieplik	56.00
17. Wadsworth/Smith	58.00
18. Palmer/Ron	67.00
19. B. Ryan/H. Ryan	70.00
20. M. Ryan/A. Ryan	71.00
21. McCurdy/Serino	72.00

HOBIE 18C	POINTS
1. Phillips/Daniel	5.00
2. Gillett/Carry	11.75
3. Eschwege/Luhr	14.00
4. Olson/Lange	18.75
5. Mitchell/Noel	33.00
6. Meder/Meder	40.00
7. Bowen/Bowen	41.00
8. Chalk/Nichols	41.00
9. Overdewest/Beck	41.00
10. Hahn/Hahn	43.00
11. McClanahan/Mary Lou	44.00
12. Margetts/Brewer	46.00
13. Little/Schultz	50.00
14. Christoffels/Linda	53.00
15. Cummings/Elchuck	56.00
16. Garcia/Osgood	59.00
17. Coats/Weldon	85.00
18. Todd Correll	91.00
19. Vasquez/Vasquez	91.00

HOBIE 18N	POINTS
1. Robins/Wilkerson	3.75

HOBIE 17A	POINTS
1. Steve Leo	5.50
2. Bill Myrter	6.75
3. Fred Forety	9.75
4. Erik Bjerring	12.75
5. Jeff Conner	18.00
6. Wayne Schaefer	24.00
7. Roger Jenkins	25.00
8. Bruce Fields	31.00
9. Peter Patch	33.00
10. Tom DeLong	34.00
11. Michael Kramer	36.00
12. Steve Kerckhoff	42.00
13. Jack Linn	44.00
14. Kirk Wells	54.00
15. Thomas Runyon	60.00

HOBIE 17B	POINTS
1. Michael Ferguson	7.50
2. Tim German	8.50
3. Mike Halberstadt	10.50

HOBIE 16A	POINTS
1. Christensen/V-Boy	5.50
2. Forgrave/Katterman	14.75
3. Hauser/Berg	17.50
4. Ketterman/Moore	19.00
5. Hess/Hess	20.00
6. Seaman/Jana	21.00
7. Petron/Petron	22.00
8. Materna/Brown	31.00
9. Newsome/Williams	37.00
10. Blount/Christensen	38.00
11. Tyler/Tyler	39.00
12. Froeb/Froeb	42.00
13. Christensen/Youngerman	52.00
14. Hall/Nackel	53.00
15. Rodal/Duncan	55.00
16. Egusa/Hudman	58.00

17. Delave/Decrew	58.00
18. Acuna/Spiegel	61.00
19. Nelson/Cockroft	64.00
20. Ward/Goddard	71.00
21. Myrter/Debeavry	74.00
22. Sajdak/Thomas	79.00
23. Tully/Lehman	88.00
24. Correll/Johns	88.00
25. Marshall Hammond	89.00
26. Dolan/Dolan	93.00
27. Ashley/Ashley	95.00
28. Casher/Casher	97.00
29. Orton/Suzanne	100.00
30. Lindholm/Lindholm	102.00
31. Fecowicz/Smith	122.00
32. Folgner/Folgner	122.00
33. Dixon/Dixon	126.00
34. Alter Jr./Gretchen	127.00

HOBIE 16B	POINTS
1. Saunders/Saunders	8.50
2. Reding/Reding	9.50
3. Perlmutter/Barbara	16.00
4. Strazzabosco/Harms	24.00
5. DeCurtis/DeCurtis	24.00
6. Orrantia/Coderre	25.00
7. Mayeski/Lekuecher	26.00
8. Overdewest/Bowen	26.00
9. Hammond/Smith	26.75
10. Greska/Carol	35.00
11. Hendrix/Disney	35.00
12. Jeffries/Horne	36.00
13. Williams/Risher	39.00
14. Sapper/Jurissio	42.00
15. Englehardt/Risher	45.00
16. Putman/Putman	59.00
17. High-Gordon/Gordon	59.00
18. Gilb/Carolyn	69.00
19. Deschamps/Klein	69.00
20. Zimmerman/Diane	70.00
21. Hockett/Hensley	71.00
22. Haneman/Haneman	79.00
23. Smith/Koenig	81.00
24. McGraw/Moffitt	82.00
25. Cargill/Cargill	83.00
26. Banzer/Caffrey	86.00
27. Frost/Slotta	97.00

HOBIE 16C	POINTS
1. Kuebler/Kuebler	9.75
2. Holmgren/Clark	13.50
3. Milefsky/Geick	15.25
4. Bielamowicz/Ahl	19.00
5. Hornby/Ard	21.00
6. Cole/Adrenne	24.00
7. Phelan/Tammy	32.00
8. Baade/White	38.00
9. Durrett/McCreedy	44.00
10. Kocka/Tuckey	47.00
11. Schrader/Schrader	47.00
12. Martinez/Martinez	50.00
13. Menzel/Atwell	53.00
14. Dailey/Dominik	68.00
15. Peto/Sebre	68.00
16. Brykczynski/Whitehead	68.00

HOBIE 16N	POINTS
1. Harmon/Dios	11.25
2. Burce/Poly	12.50
3. Cheekon/Thrall	14.00
4. Hunter/Hunter	15.75
5. Smith/Brandon	17.00
6. Farmer/Amberg	26.00
7. Emerich/Yedinak	26.00

HOBIE 14	POINTS
1. Burt Sheriff	5.00
2. Jim Lantz	8.75
3. Dick Lantz	16.00
4. Jim Bryan	19.00

LAS VEGAS GRAND PRIX FLEET 51, DIVISION 2 LAS VEGAS, NV JUNE 1-2, 1991

HOBIE 21	POINTS
1. Devenecia/Miller	4.50
2. Hamelmann/White	7.00
3. Palmer/Palmer	9.00

HOBIE 18A	POINTS
1. Parizeau/Thomas	3.50
2. Timm/Timm	7.75
3. Miller/Gore	8.00
4. Ashton/Ashton	16.00
5. Tschakowsky/Tschakowsky	16.00
6. Lindley/Lindley	17.00
7. Brown/Brown	19.00
8. Wagniere/McLeod	27.00
9. Team Marv	30.00
10. Lewis/Lewis	32.00
11. Patch/Patch	33.00
12. Crocker	36.00
13. Hansen/Whitehead	37.00
14. Veenbaas	45.00
15. Heberer/Bevelong	48.00
16. Charleston/MO	51.00
17. Brown/Wong	51.00

HOBIE 18B	POINTS
1. Team Eger	9.00
2. Palmer/Palmer	9.75
3. Harper/Drasin	14.50
4. Marengo/Marengo	11.00
5. Phipps/Biehn	19.00
6. Daily/Connie	19.00
7. Brown/Brown	21.00
8. Hankins/Hankins	21.00
9. McCurdy/McCurdy	28.00
10. Hamilton/Skaar	31.00
11. Mulay/Mulay	31.00
12. Knipp/Fellows	38.00
13. Ursan/Culbert	42.00
14. Power/Hamilton	42.00
15. Maybeno	48.00
16. Smith/Smith	48.00

HOBIE 18C	POINTS
1. Mitchell	4.50
2. Ryan/Ryan	4.75
3. Petersen/Shutt	10.00
4. McClanahan/McClanahan	10.00
5. Tauton/Forti	16.00
6. Maddox/Maddox	17.00
7. Vasquez/Tunison	21.00

HOBIE 18N	POINTS
1. Wilkerson/Roberts	2.75

HOBIE 17A	POINTS
1. Roger Jenkins	3.50
2. Bruce Fields	4.75
3. Kirk Wells	9.00
4. Tom DeLong	12.00

HOBIE 17B	POINTS
1. Kaysee Kat	4.50
2. Michael Ferguson	7.00

HOBIE 16A	POINTS
1. Egusa/Miller	6.75
2. Newsome/Decrew	9.00
3. Materna/Tracy	12.00
4. Winkler/Seaman	14.00
5. Petron/Petron	14.75
6. Alter/Reed	15.75
7. Ketterman/Ketterman	21.00
8. Delave/Alter	24.00
9. Hauser/Berg	28.00
10. Hall/McPherson	29.00
11. Unknown	30.00
12. Correll/Johns	30.00
13. Hammond	39.00

HOBIE 16B	POINTS
1. Gordon/Ward	4.50
2. Youngworth/Youngworth	5.75
3. Cassidy/Cassidy	10.00
4. Powers/Casey	10.00
5. Hurst	15.00

HOBIE 16C	POINTS
1. Attard/Wieden	6.75
2. Winter/Winter	7.75
3. Thovenall/Ethan	8.75
4. Milefsky/Cohen	12.00
5. Freeman/Freeman	16.00
6. Purciel/Emeruh	21.00
7. Kocka	23.00
8. Brykczynski/Hanson	24.00
9. Hensley/Logan	25.00
10. Sparks/Meldrum	26.00
11. Brewer/Brewer	28.00

HOBIE 16N	POINTS
1. Guber/Maldonado	3.50
2. Ritter/Bell	4.75
3. Bierschbach/Bierschbach	11.00
4. Menzel/Schutt	11.00

HOBIE 14T	POINTS
1. Bob Heyer	2.25

DIVISION 3

ROARING 205 REGATTA FLEET 20, DIVISION 3 WOODWARD RESERVOIR, CA MAY 11-12, 1991

HOBIE SX-18	POINTS
1. Mike Montague	4.25
2. Steve Lawler	6.50
3. Jack Hill	11.00
4. Brian Jader	14.00
5. Hubert Van Dyk	19.00
6. Richard Moies	24.00

HOBIE 18A	POINTS
1. Rafi Yahalom	6.50
2. Robert Cockroft	7.75
3. Bart Goodell	9.75
4. Wayne Mooneyham	14.00
5. George Pedrick	15.75
6. Tom Burling	21.00
7. Kit Wiegman	22.00
8. Phil Heberer	26.00

HOBIE 18B	POINTS
1. David Head	6.75
2. Bob Trevey	8.75
3. Rainer Soehnen	8.75
4. Kene Bliven	11.00
5. Bob Gardner	11.00
6. Tom Thompson	13.75
7. Steve Simon	14.00
8. John Renning	18.00
9. George Ross	24.00
10. Keith Ledbetter	27.00
11. Ed Giuliani	31.00
12. Ed Thronik	36.00

HOBIE 17A	POINTS
1. Doug Johnson	3.50
2. Joe Sparks	5.75
3. Ron Kitowski	6.75
4. Mike Americh	11.00
5. Mike Sprague	11.00
6. Dan O'Donnell	14.00
7. Al Leonard	15.00
8. Brett Dingserson	22.00
9. Lance Bellows	25.00
10. Kelly Lantz	29.00

HOBIE 16A	POINTS
1. Pat Porter	3.50
2. Paul Hess	7.75
3. Paul Tobie	9.75
4. Eric Rodal	12.00
5. Marty Stitt	12.00
6. Maybeno	14.80
7. Scott MacDonald	18.00

8. Mike Forbert	24.00
9. Margaret Harris	26.00
10. Ron Katz	28.00
11. Jeff Kearney	30.00
12. Ann Tully	33.00
13. Wes Weber	34.00
14. Jean Tully	37.00
15. Ron Sajdak	38.00
16. Low Stark	39.00
17. Dale Apple	41.00
18. Ellate Cockroft	46.00
19. Larry Peterson	50.00
20. Les Layer	52.00
21. Bob Fecowicz	53.00

HOBIE 16B	POINTS
1. Chuck Schroyer	3.50
2. John Schroyer	8.00
3. Erich Peister	9.75
4. Thom Grimaldi	9.75
5. Stephen Panattoni	12.00
6. Steve Klein	15.00
7. Joe Gallagher	15.00
8. Mark Ensor	19.00

HOBIE 16C	POINTS
1. Dennis Wetherington	5.75
2. Todd Hansen	7.75
3. Larry Wilcoxson	7.75
4. Tom Oswald	13.00
5. Mike Coutesch Jr.	13.00
6. Tom Schultenburg	14.00
7. Mike Murphy	14.75
8. Jerry Patrick	20.00
9. Mike Little	20.00
10. Nick Rittinghouse	23.00
11. Tom Taylor	26.00

ROUND TI REGATTA FLEET 194, DIVISION 3 ALAMEDA, CA JUNE 22-23, 1991

HOBIE SX-18	POINTS
1. M. Montague	2.25
2. J. Hill	4.75
3. M. Harr	10.00
4. S. Lawlor	10.00
5. R. Moies	16.00
6. B. Joder	16.00
7. L. Wagner	19.00
8. G. Pedrick	20.00
9. H. VanDijk	20.00
10. L. Stamos	28.00

HOBIE 18A	POINTS
1. D. Clacher	2.25
2. W. Mooneyham	8.00
3. B. Goodell	8.00
4. B. Cockroft	11.00
5. T. Burling	13.00
6. P. Heberer	15.00
7. R. Yahalom	17.00
8. C. Harris	18.00
9. K. Wiegman	24.00
10. R. Johnston	29.00
11. M. Rayfuse	35.00
12. S. Kieffer	36.00

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HOBIE RACING

RACE RESULTS

HOBIE 16B	POINTS
1. Sprague/Anderson	3.50
2. Griggs/Griggs	4.75
3. Kranz/Kranz	8.75
4. Rasmussen/Rasmussen	9.00

HOBIE 16C	POINTS
1. Burts/Sele	4.75
2. Hilmes/Sital	5.75
3. Stevens/Vanhort	6.75

HOBIE 14	POINTS
1. John Rueter	2.75

JERICHO CLASSIC FLEET 95, DIVISION 4 VANCOUVER, WA JUNE 8-9, 1991

HOBIE 18	POINTS
1. Tom Ling	3.75
2. Ron Rubadeau	17.00
3. Mike Quigley	20.00
4. Dieter Cramer	21.00
5. Richard Lawrence	23.00
6. Stan Breed	24.00
7. Peter Swaisland	32.00
8. Bryce Trendell	34.00
9. Tony McKarns	40.00
10. Ed Fenwick	40.00
11. Scott Davis	50.00
12. Stu Aunger	62.00
13. Adam Smith	63.00
14. Alan Wright	63.00
15. Oly Eichstadt	66.00

HOBIE SX-18	POINTS
1. Ted Blaha	5.00
2. John Courter	9.50
3. Rick Chadwick	12.00
4. Ken Gertz	19.00

HOBIE 17	POINTS
1. Paul Carter	11.75
2. John Alexander	12.75
3. Dan Carpenter	13.50
4. Paul Ulibarri	14.75
5. Dave Wilder	23.00
6. Tom Tarleton	25.00
7. Bill Stange	25.75
8. Caleb Tarleton	36.00
9. Bob Foulds	43.00
10. Mike Milburn	45.00
11. Ted Cross	51.00

HOBIE 16A	POINTS
1. Pam Petranek	15.75
2. Todd Christensen	18.00
3. John Corrie	19.50
4. Annette Stucky	21.50
5. Steve Jung	24.00
6. Peter Nelson	28.00
7. Mackie Skene	29.00
8. Lee Marshall	31.00
9. Pat Robinson	36.00
10. Larry Robinson	44.00
11. Jerry Young	47.00
12. Scott Roundy	49.00
13. Graham McClellan	53.00
14. Jim Lawry	57.75
15. Ron White	60.00
16. Stanley Butchart	69.00
17. Robert Robinson	81.00
18. Ed Norris	87.00

HOBIE 16B	POINTS
1. Donna Hewitt	3.75
2. Rich Aarneson	10.75
3. Nettie Adams	11.00

HOBIE 16C	POINTS
1. Craig VanPohlgeest	3.75
2. Thomas Stevens	10.00

HOLMES HARBOR REGATTA FLEET 95, DIVISION 4 WHIDBEY ISLAND, WA JUNE 22-23, 1991

HOBIE 18	POINTS
1. Cramer/Cramer	6.25
2. Breed/Zukerman	9.25
3. Davis/Davis	16.00
4. Quigley/Quigley	18.00
5. Lawrence/Lawrence	19.00
6. Colwell/Strickland	27.00
7. McKarns/Roth	28.00

HOBIE SX-18	POINTS
1. Starr/Gambill	6.25
2. Gertz/Christensen	7.25
3. Blaha/Blaha	13.00

HOBIE 17	POINTS
1. Dave Wilder	6.25
2. Paul Carter	7.50
3. Zop	16.00
4. Bill Stange	19.75
5. Bob Foulds	22.00
6. Lonnie Byers	23.00

HOBIE 16A	POINTS
1. Petranek/Janders	7.00
2. Jung/Stambersky	11.75
3. Larry Robinson	20.00
4. Butchart/Eaton	23.75
5. Ruggles/McGrath	24.00
6. Nelson/Farris	29.00
7. White/Paine	31.00
8. Stucky/Parker-Steele	32.00
9. Robinson/Robinson	35.00
10. Snover/Snover	39.00
11. Smith/Smith	43.00
12. Havig/Farris	56.00
13. Norris/Woford	59.00
14. Todd Christensen	70.00

HOBIE 16B	POINTS
1. Morris/Morris	7.25
2. Griggs/Griggs	7.50
3. Rasmussen/Rasmussen	11.75

HOBIE 16C	POINTS
1. Kimball/Kimball	7.50
2. Sharp/Devorak	8.25
3. Stevens/Vomdthey	9.75

DIVISION 6

LONGNECK REGATTA FLEET 128, DIVISION 6 SAN ANTONIO, TX MAY 18-19, 1991

HOBIE 18A	POINTS
1. Costa/Costa	7.50
2. Sneider/Davis	9.50
3. Richnow/Nelson	9.75
4. Yurinak/Cook	12.00
5. Campbell/Retta	18.00
6. Johnson/Jermain	21.00
7. Eller/Burris	23.00
8. Beach/Beach	26.00
9. Puffer/Reony	31.00
10. Cowan/Goodnight	36.00

HOBIE 18B	POINTS
1. Mimitch/Mimitch	3.00
2. Godbold/Waters	6.75
3. Gremillion/Strohm	12.00
4. John/Gomez	14.00

HOBIE 18M	POINTS
1. Roscher/Parker	4.25
2. Gerardi/Gerardi	6.50
3. Monosmith/Hyatt	10.00
4. Forcelli/Forcelli	16.00
5. Rigg/Johnson	20.00

HOBIE 17A	POINTS
1. Dexter Ploss	4.25
2. Stephen Acquart	5.50
3. Michael McPetters	11.00

HOBIE 17B	POINTS
1. Mac Gleeson	5.50
2. Stefan Vann	5.50
3. Royce Laverne	8.75

HOBIE 16A	POINTS
1. Rourke/Ziggy	4.25
2. Kib/Decker	14.00
3. Seta/Derrico	15.75
4. Brown/Jean	17.75
5. Welch/Rourke	18.00
6. Trotter/Anita	19.00
7. Whittington/Williams	22.00
8. Davis/Larchar	27.00
9. Hardy/Smith	34.00
10. Bach/Brown	34.00
11. Rourke/Sheuma	35.00
12. Rohrer/Rohrer	38.00
13. Lewis/Anderson	48.00
14. Drake/David/David	53.00
15. Fitch/Debbie	53.00

HOBIE 16B	POINTS
1. Sykes/Laverne	7.50
2. Thomas/Kevin	10.75
3. Bradford/Bradford	13.75
4. Warren/Thenhaus	16.00
5. Veale/Hardy	19.00
6. Mallum/Vic	22.00
7. Betts/Betts	24.00
8. Beran/Berger	31.00
9. Bach/Hunt	31.00
10. Corona/Carter	37.00
11. Carson/Richards	39.00
12. Walsh/Anderson	41.00
13. Reeh/Seta	41.00
14. Smith/Smith	48.00
15. Miloy/Eosley	54.00
16. Hennessey/Pennington	55.00

HOBIE 16C	POINTS
1. Ambrosion/Rice	4.25
2. Hall/Oppert	6.50
3. Whitehead/Pope	13.00
4. Lewis/Frye	14.00
5. Roff/Cincar	23.00
6. Boyd/Stone	23.00
7. Springer/Davis	23.00
8. Kee/Kee	30.00
9. Vrabell/Norris	36.00
10. Divine/Divine	36.00
11. McCarthy/McCarthy	48.00
12. Carter/Carter	48.00

HOBIE 14	POINTS
1. Dave Foreman	3.00
2. Cindy Wyatt	6.75
3. Michael Whittington	12.00
4. Dick Barham	12.00
5. Randy Hays	19.00
6. Michael White	24.00

IDES OF MARCH FLEET 407, DIVISION 6 LAKE CONROE, TX MARCH 9-10, 1991

HOBIE 21	POINTS
1. Chuck Hamilton	3.00
2. Earl Booker	8.00

HOBIE 18A	POINTS
1. Michael Young	5.50
2. Kevin Baker	8.50
3. Randy Yurinak	9.75
4. Mike Johnson	12.00
5. Bobby Crouch	18.00
6. Richard Young	19.00

7. Randy Cowan	28.00
8. Rob McKee	30.00

HOBIE 18B	POINTS
1. Ronnie Gremillion	4.25
2. Luckie Biggs	5.50
3. Billy Hodge	12.00

HOBIE 18C	POINTS
1. Andy Tisdale	5.50
2. Jon Julien	8.75
3. Al Matson	9.75
4. Bob Mimitch	14.00
5. Bob Kingan	15.75
6. Bill Patterson	24.00

HOBIE 18M	POINTS
1. Dwane Rigg	7.75
2. Kevin Morley	7.75
3. Carl Bohannen	8.50
4. Dick Gunn	10.75

HOBIE SX-18	POINTS
1. Mark Eichert	3.00

HOBIE 17A	POINTS
1. Dexter Ploss	3.00
2. Stephen Acquart	9.00
3. Peter Patululo	11.75
4. Steve Chaples	12.00
5. David Eller	16.00
6. Billy Richnow	20.00

HOBIE 17B	POINTS
1. Mac Gleeson	3.00
2. Don Hawkins	13.00
3. Laurene Mermontstein	10.00
4. Debbie Taylor	17.00
5. Ken Fischer	20.00

HOBIE 16A	POINTS
1. Roy Shaw	9.75
2. Dennis McCredie	13.75
3. Ken Rourke	14.50
4. Ray Seta	23.00
5. Lyman White	24.00
6. John Kuc	24.00
7. Rob Whittington	28.75
8. Andrew Bach	30.00
9. Danny Drake	31.00
10. Glenn Ashworth	32.00
11. Rusty Goodman	32.00
12. Mike Hardy	33.00
13. Phil Trotter	33.00
14. Don Balthaser	41.00
15. Hal Arata	44.00
16. David Lewis	61.00
17. Don Thomas	64.00

HOBIE 16B	POINTS
1. Martin Brown	11.75
2. Amiee Larchar	11.75
3. Jim Sykes	13.00
4. Dan Mallum	13.00
5. Robert Keeler	19.75
6. Noe Garza	24.00
7. Carl Decker	25.00
8. Terry Lindemann	26.75
9. Mark Veale	28.00
10. Bruce Urband	31.00
11. Scott Walsh	37.00
12. Mike Buerlein	38.00
13. Beth Bach	41.00
14. Betty Reeh	45.00
15. Bob Schaf	59.00
16. Doyle Warren	61.00

HOBIE 16C	POINTS
1. David Pierpoline	8.75
2. Bob Whitehead	10.75
3. Glenn Richard	11.75
4. Walter Siebold	13.75
5. Tim Webber	19.00
6. Mark Roff	24.00
7. Gary Joyce	27.00
8. Ted Tolleit	29.00
9. David Sorrel	30.00
10. Chris Manning	34.75
11. Steve Herber	36.00
12. Clark Roscher	37.00
13. David Perkins	40.00
14. Tim Hapinak	45.00
15. Debbie Hennessey	66.00
16. Prentice Ashworth	80.00
17. Linda Cizek	80.00
18. Brian Brown	80.00
19. Mike Honea	80.00
20. Lee Carter	80.00

HOBIE 14	POINTS
1. Dave Foreman	6.50
2. Michael Whittington	9.50
3. Rick Morrison	16.00
4. Randy Pocza	16.00

DIVISION 8

JACKSONVILLE POINTS REGATTA FLEET 111, DIVISION 8 JACKSONVILLE, FL JUNE 22-23, 1991

HOBIE 18A	POINTS
1. George Boone	8.25
2. David Carlson	9.00
3. Chris Cooper	10.75
4. Geoff Moehl	12.00
5. Cynli Kidder	12.75
6. Emory McLaughlin	21.00

HOBIE 18B	POINTS
1. Gabe Hauer	3.00
2. Nancy Caffee	6.75
3. John Stapleton	10.00
4. Ted Long	16.00
5. Ted Porth	20.00

HOBIE 18M	POINTS
1. John Duggan	3.00
2. Wayne DeWitt	8.00
3. Tom O'Neal	10.75
4. Jim Graves	16.00
5. Buddy Kellum	17.00
6. Luc Cleyman	21.00

HOBIE 17	POINTS
1. Brian Lambert	3.00
2. Al Campbell	6.75
3. John Kidder	11.00

HOBIE 16A	POINTS
1. Juli Inventash	6.75
2. Rick Loewen	7.50
3. Dennis McDonald	8.50
4. J. Sammons	14.00
5. Laurie Brennan	17.00

HOBIE 16B	POINTS
1. Floyd White	6.25
2. David Fieshman	8.00
3. Philippe Covant	10.75
4. Bill Hutcherson	10.75

HOBIE 16C	POINTS
1. Richard Berard	4.25
2. George Prieto	11.75
3. Dan Meyl	13.00
4. John Bishop	14.00
5. Michael Hagan	16.00
6. Jim Rodeffer	18.00
7. Michael DiSalvo	22.75
8. Rod Bioker	30.00

DIVISION 9

MID-ATLANTIC CHAMPIONSHIP FLEET 32, DIVISION 9 VIRGINIA BEACH, VA JUNE 8-9, 1991

HOBIE 21	POINTS
1. George Wooten	3.00
2. Hans Meijer	6.75

HOBIE 18A	POINTS
1. Tim Stater	3.00
2. Dean Forbes	8.75
3. Ed Taulbee	11.00
4. Hal Arata	12.00
5. John Midyette	19.00
6. Alan Bishop	24.00

HOBIE SX-18	POINTS
1. Tom Edwards	4.25
2. Rusty Williams	5.50

HOBIE 18M	POINTS
1. Michael McGowan	3.25

HOBIE 17A	POINTS
1. Wick Smith	4.25
2. Matt Bounds	8.00
3. Paul Zimmer	14.00
4. Ken Vinson	14.75
5. John Krause	21.00
6. Ron Walters	22.00
7. Buddy Burris	23.00
8. Ed Bush	24.00
9. Gray Holland	27.00
10. David Hough	32.00

HOBIE 16A	POINTS
1. Jim Glandien	11.75
2. Garland Ayscue Jr.	16.00
3. Dan Kulkoski	16.75
4. Jamie Diamond	17.75
5. John Krause, Jr.	21.75
6. Richard Bordelon	24.00
7. Dan Morton	29.00
8. Ben Ackerman	30.00
9. Dan Jarret	32.00
10. Dan Koch	34.75
11. Jack Eure	36.00
12. Fred Holt	38.00
13. Mike Eason	40.00
14. Bob Hall	42.00
15. Scott Orr	45.00
16. Quad Cushman	48.00
17. Jeff Crompton	53.00

HOBIE RACING RACE RESULTS

HOBIE 16A

	POINTS
1. Bounds	6.25
2. Kuchenbuch	6.50
3. Mohney	9.00
4. Diamond	12.00
5. Wadsworth	21.00
6. Botsis	24.00
7. Virgil	27.00
8. Mack	28.00
9. Cifelli	30.00
10. Flishem	40.00
11. Cross	42.00

DAM REGATTA X FLEET 300, DIVISION 10 COLUMBUS, OH JUNE 1-2, 1991

HOBIE 18A

	POINTS
1. Rose/Rose	3.50
2. Frederick/Schaeffer	7.50
3. Celusnak/Merlo	9.00
4. Nixon/Nixon	12.00
5. Ruten/Ruten	14.00
6. Fort	15.00
7. Teets/Teets	17.00
8. Szabo/Clark	19.00
9. Anderson	19.00
10. Haas/Haas	21.00

HOBIE 18B

	POINTS
1. DeCarlo	6.75
2. Longacre	7.75
3. Lindgren	7.75
4. Flucke/Flucke	8.75
5. Wilkins	9.00
6. Ross/Ross	11.00
7. Alvarado	19.00

HOBIE 17

	POINTS
1. Kartz	2.25
2. Beal	7.00
3. Fecher	9.00
4. Warden	9.00

HOBIE 16A

	POINTS
1. Rooks/Rooks	6.75
2. Bounds/Bounds	8.75
3. Wier/Wier	9.00
4. Mohney/Mohney	9.00
5. Kuchenbuch/Eck	9.75
6. Woodruff/Woodruff	11.00
7. Diamond/Diamond	15.75
8. Fecher	21.00
9. Botsis	21.00
10. Sample/Demetry	22.00
11. Overbaugh/Kern	25.00
12. Beck	31.00
13. Johnson	32.00

HOBIE 16B

	POINTS
1. Noethen	2.25
2. Terrell/Hughes	6.00

AUSTIN LAKE REGATTA FLEET 519, DIVISION 10 PORTAGE, MI MAY 18-19, 1991

HOBIE 18A

	POINTS
1. Ferree/Claasen	5.00
2. Mette/Mette	10.75
3. Popp/Sontag	17.00
4. Sullivan/Carnoyole	17.75
5. Carter/Doran	21.00
6. Bourdo/Smith	25.75
7. Szabo/Kinney	26.00
8. Wilkins/Geerlgs	36.00

HOBIE 17

	POINTS
1. Briggs	7.25
2. Beal	7.50
3. LaRoque	10.75

HOBIE 16A

	POINTS
1. Kuchenbuch/Eck	12.50
2. Mohney/Mohney	16.00
3. Bounds/Bounds	18.75
4. Diamond/Diamond	19.50
5. Woodruff/Woodruff	26.50
6. Wadsworth/Turk	37.00
7. Stemsma/Stemsma	38.00
8. Whyment/Jean	39.00
9. Overbaugh/Kern	41.75
10. Lenczycki/Lenczycki	43.00
11. Kuk/Kuk	47.00
12. Seelman/Seelman	51.00
13. Ahlbrand/Beyer	59.00
14. Enders/Enders	61.00
15. Williams/King	64.00
16. Botsis/Botsis	67.00
17. Maletic/Troville	71.00
18. Adamowski/Larsen	72.00
19. Akert/Akert	79.00
20. Cifelli/Maletic	89.00

HOBIE 16B

	POINTS
1. McBrien/Aspar	3.75
2. Haft/Haft	13.00
3. Moenes/Picknorick	17.75
4. Rohrer/Carpenter	20.00
5. Howard/Harvey	22.00
6. Riegel/Riegel	27.00
7. Grow	30.00
8. Rubino/Fransson	35.00
9. Avery/Beyer	43.00

CLEMENTINE'S REGATTA FLEET 519, DIVISION 10 ST. JOE, MI JUNE 15-16, 1991

HOBIE 18A

	POINTS
1. Rose/Rose	2.25
2. Ferree/Claasen	4.75
3. Isco/Pfeifer	11.00
4. Crabbe/Scott	11.00
5. Popp/Sontag	15.00
6. Mette/Mette	15.00
7. Sullivan/Carnoyole	17.00

8. Thiessen/Wrong	19.00
9. Frederick/Schaeffer	19.00
10. Melting/Melling	26.00
11. Boudo/Smith	34.00
12. Crall/Crall	35.00
13. Teets/Teets	35.00
14. Steward/Stenger	38.00
15. Celusnak/Merlo	42.00
16. Schulz/Schulz	44.00

HOBIE 18B

	POINTS
1. Segasser/Segasser	3.50
2. Wilkins/Sage	4.75
3. Shields/Shields	8.75
4. Blight/Gamble	11.00
5. Cook/Cook	12.00
6. Bridge/Staub	17.00
7. Wilson	21.00

HOBIE 17

	POINTS
1. Garlick	2.25
2. Bounds	5.75
3. Garlick	8.00
4. Kartz	11.00
5. Warden	11.00
6. LaRoque	17.00

HOBIE 16A

	POINTS
1. Kuchenbuch/Eck	6.75
2. Williams/Mull	7.00
3. Woodruff/Woodruff	7.50
4. Diamond/Diamond	9.00
5. Seelman/Seelman	14.75
6. Lenczycki/Lenczycki	17.00
7. Overbaugh/Kern	17.00
8. Whyment/Jean	22.00
9. Koenigbauer/Wittanen	23.00
10. Stemsma/Stemsma	26.00
11. Botsis/Botsis	31.00
12. Enders/Enders	35.00
13. Akert/Akert	35.00
14. Chapman/Chapman	35.00
15. Adamowski/Larson	38.00
16. Kuk/Kuk	38.00
17. Beverlein/Mornell	40.00
18. Blunden/Trinka	41.00
19. Peterson/Peterson	44.00
20. Maletic/Mickey	53.00

HOBIE 16B

	POINTS
1. McBrinn/Aspar	3.50
2. Gassoway/Cochennour	9.00
3. Howard/Wurzer	10.75
4. Mack/Mack	12.00
5. Gague/Hague	13.00
6. Stephenson/Abbot	14.00
7. Haft/Haft	14.75
8. Cifelli/Maletic	18.00
9. VanLopik/Koele	20.00
10. Moenes/Picknorick	20.00
11. Rohrer/Carpenter	25.00
12. Grow/Dibone	28.00
13. Smock/Smock	38.00
14. Przybysz/Przybysz	40.00

HOBIE 16C

	POINTS
1. Hensel/Albro	3.50
2. Cavanaugh/Cavanaugh	5.75
3. Hildreth/Cherry	11.00
4. Aaron/Aaron	12.75
5. Pawela/Mike	14.00
6. Riegel/Heissler	14.00
7. Rubino/Fransson	15.00
8. Jansen/Jansen	26.00
9. Stoffer/Collins	28.00
10. Henry/Henry	28.00
11. Farnum/Schaefer	35.00
12. Nielson/Fisher	36.00
13. VanAsperen/Benson	48.00

DIVISION 14

MID AMERICAS REGATTA FLEET 23, DIVISION 14 LAKE TEXOMA, TX MAY 25-26, 1991

HOBIE 18A

	POINTS
1. Richnow/Nelson	3.50
2. Palmer/Cantrell	3.50
3. Costa/Costa	12.00
4. Hart/Wagner	14.00
5. Dickinson/Bryan	16.00
6. Sneider/Davis	20.00
7. Isco/Curtis	21.00
8. Campbell/Duda	21.00
9. Baker/Baker	21.00
10. Proctor/Hanley	22.00
11. Liggett/Adam	25.00
12. Kuntz/Kuntz	28.00
13. Hausman/Freshnock	30.00
14. Eller/Burris	30.00
15. Koliman/Koliman	32.00
16. Beach/Beach	33.00
17. Rainbow	36.00
18. Griffin/Griffin	50.00
19. Yurinak/Cooke	57.00
20. Davenport/Therese	60.00

HOBIE 18B

	POINTS
1. Hodge/Literal	2.25
2. Garrison/Garrison	6.00
3. Might/Lewis	8.75
4. Ryan	12.00

HOBIE 18C

	POINTS
1. Godbold/Amrhein	5.75
2. Mimitch/Mimitch	5.75
3. Mears/Gooch	6.75
4. Besgrove/Steve	11.00
5. Dougherty/Dougherty	14.75
6. Tisdale/King	15.00
7. Julier/Donavan	18.00
8. Benge/Arbaugh	18.00
9. Hartin/Ross	25.00
10. Pitzer/Pitzer	27.00
11. Todd/Duggins	29.00
12. Tirschler/Tirschler	36.00
13. Adams/Dammers	39.00

HOBIE 18M

	POINTS
1. Sanford	2.25
2. Roscher/Roscher	4.75
3. Monosmith/Hyatt	7.00
4. Adams/Adams	10.00

HOBIE SX-18

	POINTS
1. Stowe/Wheaton	2.25

HOBIE 17A

	POINTS
1. Drew Riddle	7.00
2. Pete Pattullo	7.75
3. Boyd Bass	9.75
4. Stephen Acquart	10.75
5. Jim Humphrey	12.75
6. John Curtis	15.00
7. Jane Sherrod	15.00
8. Ron McDowell	20.00
9. Dexter Ploss	20.00
10. Steven Chaples	24.00
11. Jon Claas	31.00
12. Mike Travis	32.00
13. Len Stolz	34.00
14. Jon Tiger	40.00
15. Russ Mower	40.00

HOBIE 17B

	POINTS
1. Royce Laverne	3.50
2. Greg Diehl	4.75
3. Stefan Vann	5.75
4. Don Hawkins	12.00
5. Tom Slettebo	13.00
6. Kenneth Fisher	18.00
7. Gary Rucker	21.00
8. Debbie Taylor	25.00
9. Marc Eddy	30.00
10. Donald Scott	30.00

HOBIE 16A

	POINTS
1. Leoffelholz/Grisson	1.25
2. Balthasar/Lumnus	6.75
3. Brown/Brown	11.00
4. Drake	21.00
5. Kuc/Wyatt	22.00
6. Ralph/Holmes	23.00
7. Rourke/Riedle	23.00
8. McCredie/Haney	23.00
9. Back/Brown	23.00
10. Trotter/Trotter	24.00
11. Saneman/Stachmus	26.00
12. Register/Regester	29.00
13. Winslow/Swanson	34.00
14. Shaw/Welch	35.00
15. Sparks/Jordan	38.00
16. Rohrer/Rohrer	39.00
17. Keeler/Keeler	41.00
18. McIntosh/McIntosh	41.00
19. Heeren/Harris	46.00
20. Bridgman/Groeneweg	48.00
21. Davis/Larchar	49.00
22. Fuller/Shields	51.00
23. Hess	55.00
24. Wolfe/Wolfe	62.00
25. Sykes/LaVerne	63.00
26. Vockrodt/Vockrodt	64.00
27. Lawyer/Lawyer	66.00
28. Goodman/Hockenburg	67.00
29. Allen/Allen	68.00
30. Bacon/Bouzigard	70.00
31. Mears	72.75
32. Richards/Richards	76.00
33. Rourke/Thurmer	89.00
34. Duggan/Means	91.00
35. Stout/Ellis	106.00
36. Atmip/Atmip	114.00
37. Sullivan/Sullivan	114.00
38. Cummings/Creel	114.00

HOBIE 16B

	POINTS
1. Bach/Korts	3.50
2. Williamson/Williamson	11.75
3. Stump/Stump	12.00
4. Sutphen/Halbert	13.00
5. Hepler/Hepler	16.00
6. Bradford/Bradford	16.00
7. Riley/Mears	18.00
8. Dunn/Dunn	19.75
9. Garza	26.00
10. Tribett/Walker	27.00
11. Germanprez/Dewey	27.00
12. Rourke/Allen	29.00
13. Cody/Cody	29.00
14. Stroh/Cegla	33.00
15. Saggi/Black	33.00
16. Carlson	37.00
17. Smith/Ales	37.00
18. Pierpoline/Linicum	46.00
19. Mason/Bensyl	50.00
20. Harressey/Pennington	54.00
21. Purinton/Call	64.00
22. Cheatham/Cheatham	64.00
23. Matson/Lowe	66.00

HOBIE 16C

	POINTS
1. Smith/Chandler	7.75
2. Mathia/King	9.00
3. Evans/Harris	9.75
4. Rolf/Cincar	15.00
5. Vaughan/Vaughan	24.00
6. Vrabel/Gleitman	24.75
7. Reynolds/Ward	25.00
8. Krumm/Allen	27.00
9. Wilcox/Wilcox	28.00
10. Kizer/McCormick	29.00
11. Keeler/Allen	31.00
12. Mimitch/Mimitch	32.00
13. Hays/Deyo	32.00
14. Johnson/Washington	35.00
15. Springer/Davis	38.00
16. Peppard/McPherson	41.00
17. Metelko/Hicinbotham	43.00
18. Vaughn/Vaughn	46.00
19. Culberson/Hoehn	49.00
20. Wyatt/Ayres	49.00
21. Holden/Dyer	51.00
22. Banks/Banks	52.00
23. Dill/Avon	53.00
24. Riggs/Martin	54.00
25. Sander/White	60.00
26. Dodge	66.00
27. O'Neill/Sorrell	76.00
28. Jardine/Jardine	80.00
29. Ward/Kofler	83.00

30. Clark/Crowder	97.00
31. Shannon/Shannon	109.00
32. Herber/Herber	117.00
33. White/Harris	117.00
34. Shaw/White	117.00
35. Herber/Ratliff	117.00
36. Baihs/Baihs	117.00
37. King/Stark	117.00
38. Woodward/Frhard	117.00
39. Nelson/March	117.00

HOBIE 14A

	POINTS
1. Bob Schwartz	2.25

HOBIE 14T

	POINTS
1. Dick Fruland	3.50
2. Paul Beddow	3.50

NORTH AMERICAN REGION NEWS

WHERE HAVE ALL THE HOBIES GONE?

The attendance at regattas has ebbed and flowed over the last few years and throughout different sections of the country. Right now, our Division 10 is in an ebb cycle. My own fleet (276) was in danger of folding this year, but thanks to our energetic commodore, Linda Merlo, we're on for at least another season.

Remember 300-boat regattas? 50-boat "A" fleet starts? Where did the "B" and "C" fleets go? What's happened over the last ten years?

**We don't
need huge
fleets and
regattas to
have a good
time.**

Perhaps the novelty has worn off. Maybe the hard-core racers have intimidated the beginners, so they don't come back again. Some sailors have moved on to other classes, both monohull and catamaran. Part of the problem certainly is due to the general decline in the sport.

I don't know about you, but I'm tired of hearing people whine about this. Why don't they do something about it, rather than just complain? When Hobie Catting was first taking off, in the early-to-mid seventies, regatta and fleet sizes were comparable to what they are now, and yet the atmosphere was positive and infectious. We don't need huge fleets and regattas to have a good time.

TIME FOR A REVIVAL

We need to "jump start" the class to get it back to the way it was at the beginning. Those of you who already attend regattas on a regular basis should reflect on how you got started in the sport. In all likelihood, a friend introduced you to it. Now, it's time for you to spread the positive experience to others.

In Division 10, we're using a slogan this year — "Bring a Friend to a Regatta"— to help boost our attendance. Take a friend sailing. Have him or her crew for you in a fleet regatta. So what if your friend is a first-time sailor and you're way above minimum weight — you're not there to win, you're there to have a good time! Introduce the HOTLINE and your fleet newsletter to your friends, colleagues and neighbors. Get them jazzed on the sport as you were when you first discovered Hobie Catting.

Many of us have old boats sitting in storage — sell them! It doesn't matter if you get top dollar for them — they're not appreciating in value just sitting there. Support the people who buy your old boat. Get them involved in your fleet. Go sailing with them. Teach them the ins and outs of the boat. Buy them a subscription to the HOTLINE. Talk your fleet into giving them a free membership.

For those of you who have dropped out of the regatta program — why? We'd really like to know. If we can do something to get you to come back, let us know and we'll try to accommodate you. Having kids is no excuse. Division 10 has babysitting at many regattas now. Kids make perfect crews for the thirtysomething skipper who's had a few too many donuts (like myself). Get back into it again. You're missing a really good time.

THE MILES ARE WORTH THE SMILES

I know the vast majority of HOTLINE subscribers don't attend regattas. Why? As someone who started to travel to regattas as soon as I could convince mom and dad to let me have the car, I can't understand why anyone wouldn't at least try racing a couple times. Even after 15 years of traveling, I'm not tired of it.

Each regatta is a quest for fun, and the farther away from home, the greater the adventure. When my wife Laurie and I drove down to Midwinters East this year, a 1200-mile jaunt, we had car problems, hotel problems, sunburn problems and homecoming problems (see "Regattaholics — On The Road Again" in this issue). But we still had a great time while we were there! I caught up with old friends, made some new ones, and didn't do too badly in the regatta. The trip did nothing to abate my zeal for regatta travel. In fact, this year I plan to put over 15,000 miles on the trailer, traveling to 15 major regattas between March and October.

The point is, no matter what goes right or wrong, regattas are there for the life experience, not just the racing. I will always remember my trip to Florida and Midwinters as one of my significant life experiences.

TRY A REGATTA

If you participate in other sports, such as snow skiing, golf or other activities that require large amounts of real estate, you must travel to different mountains or golf courses to play. Think of regattas this way. You get to sail in a place which may not normally be open to beach catamarans. Sailing costs less than lift tickets and ski rentals. And you have a lot better chance of not destroying the ligaments in your knees!

Just what will it take to get your boat out of the backyard, out on the road, and into the water at a regatta? All I can tell you is, you're missing one hell of a good time!

**A regatta is
fun, cheap and
an adventure
not easily
forgotten.**

Why do people travel long distances to regattas? The real question is, why don't more people do it? It's fun, it's cheap, and it's an adventure not easily forgotten. So, take a friend to a regatta — make new friends (all of whom share a common interest) — see the country — have a great time — get in some sailing time at a place you've never been before ... that's what it's all about!

By the way — there's a name for this experience. It's called the "Hobie Way of Life!"



Matt Bounds
NAHCA Secretary/Treasurer

FLEET DIRECTORY

INTERNATIONAL HOBIE CLASS ASSOCIATION • FLEET LISTING DIRECTORY

FLEET	COMMODORE	LOCATION	PHONE	DIVISION					
ALABAMA									
76	Chance Gastor	Mobile	904/234-0023	15					
ARIZONA									
66	Tim Marengo	Phoenix	602/345-1125	2					
514	Brian Dolan	Tucson	602/325-3825	2					
ARKANSAS									
145	Susan Langston	Ft. Smith	918/775-4522	14					
CALIFORNIA									
2	Ramone Stark	Grass Valley	916/273-4150	3					
3	John O. Hauser	Long Beach	714/536-4312	2					
4	Frank Mardel	San Diego	619/277-5152	2					
15	Timothy German	Oxnard	805/985-9463	2					
16	Philip Hamilton	Big Bear Lake	714/585-3467	2					
17	Kit Wiegman	Sacramento	916/338-4678	3					
20	Robert Eustace	San Jose	415/967-2921	3					
21	Steven Kieffer	Modesto	209/239-5416	3					
29	Thomas Grimaldi	Merced	209/384-3439	3					
30	Jan Nichols	Riverside	714/658-4437	2					
62	Chris Miller	Fresno	209/673-7314	3					
167	Dave Bethell	Bakersfield	805/322-9178	2					
180	Theo Overdevest	San Fernando	818/885-8121	2					
194	Jim Sajdak	Benicia	707/429-2959	3					
205	Michael Couthes	Clear Lake	415/797-2066	3					
222	Bud Robinson	Monterey	408/449-6682	3					
240	Bill Boaz	Santa Cruz	408/423-3771	3					
252	Bill Timms	Quincy	916/283-0979	3					
259	Brett Dingerson	San Luis Obispo	805/541-6249	3					
281	Dee Doyle	Santa Rosa	707/887-2508	3					
537	Derrick Hunt	Redding	916/244-7857	3					
COLORADO									
50	Craig Simpson	Ft. Collins	303/493-4694	5					
61	Bill Gerblick	Denver	303/798-3484	5					
201	Jeff Franks	Colorado Spgs	719/599-5231	5					
CONNECTICUT									
31	Jim Bird	Brookfield	203/790-9525	12					
56	Colin Walklet	Westport	203/454-0241	12					
DELAWARE									
106	William Moulner	Dewey Beach	302/998-4218	11					
271	Richard Raphael	Newark	302/475-1708	11					
FLORIDA									
5	Christopher Cooper	Clearwater	813/535-8242	8					
11	Mark Chaffee	Orlando	407/275-7029	8					
36	Henry Rodriguez	Miami	305/558-8585	8					
39	Lisa Pryor	Bradenton	813/953-6792	8					
42	Tom O'Neal	Tampa	813/985-4401	8					
43	Joe Sisson	Tallahassee	904/576-8482	15					
44	Glenn Gelatt	Pompano Beach	407/482-5740	8					
45	Richard Merritt	Space Coast	407/633-0980	8					
71	Lenny Carey	Key West	305/294-0326	8					
80	Dan Heyse	Daytona Beach	904/673-1944	8					
111	Cindi Muhlbauer	Jacksonville	904/396-8403	8					
112	Ron Wajda	Sarasota	813/351-8962	8					
116	Joe Beai	Lakeland	813/299-3355	8					
120	Robert Self	Panama City	904/763-7539	15					
127	John Russell	Ft. Pierce	907/465-8608	8					
153	Kim Coffee	Gainesville	904/377-8462	8					
GEORGIA									
12	Tammy Duran	Atlanta	404/531-0397	9					
154	Bruce Miles	Macon	912/923-6721	9					
294	Don Thiedt	Savannah	912/897-5312	9					
HAWAII									
6	Diane Ackerman	Honolulu	808/941-5857	1					
IDAHO									
105	John Gabiola	Boise	208/384-1846	4					
ILLINOIS									
115	Bob Findlay	Wilmette	708/835-8490	10					
199	Scott Burch	Carbondale	618/549-7821	10					
419	Timothy Duryea	Peoria	309/243-5506	10					
INDIANA									
26	John Cook	Indianapolis	317/589-8566	10					
89	Michael Griffie	South Bend	616/445-2792	10					
126	Jim Kartz	Gary	219/844-8496	10					
216	Gary Gotsch	Culver	219/749-8100	10					
476	Jim Hearn	Leesburg	219/453-3764	10					
IOWA									
84	Chris/Jeff Mumma	Des Moines	515/964-7807	7					
475	Phil Redenbaugh	Storm Lake	712/732-3986	7					
KANSAS									
27	Debbie Hill	Wichita	316/722-3203	14					
297	Joe Michaels	Emporia	316/343-5833	7					
510	Dennis Patterson	Leon	316/745-3705	14					
KENTUCKY									
114	Keith Moore	Morehead	606/784-9823	10					
142	William Rupe	Louisville	502/267-4017	10					
219	David Nelson	Paducah	502/443-7408	10					
LOUISIANA									
9	Glenn Richard	Lake Charles	504/923-0320	6					
41	Steve Lewis	New Orleans	504/340-9909	15					
55	David Koons	Baton Rouge	504/473-0123	15					
528	Taylor Keough	Lake Charles	318/478-5916	6					
MAINE									
231	Dwight Hawkins	Greater Portland	207/933-2991	12					
MARYLAND									
54	Dan Flanigan	Baltimore	301/433-4042	11					
MASSACHUSETTS									
28	Stephen Latham	Bedford	508/993-0867	12					
197	Robert Reed	Rockport	617/631-7031	12					
MICHIGAN									
18	Richard Hutchins	Pontiac	517/793-9386	10					
40	Jack Wallner	Richland	616/671-5212	10					
58	Ted Pawela	Jackson	517/787-8600	10					
108	Richard Devon	Muskegon	616/453-7529	10					
117	Alan Bourdo	Gun Lake	616/673-5696	10					
171	Mark Medos	Ypsilanti	313/485-2254	10					
276	James Rusnack	Mt. Clemens	313/792-7503	10					
519	Stephen Chapman	Portage	616/327-8519	10					
MINNESOTA									
52	Charles Hildebrandt	Roseville	612/429-2653	7					
246	Wayne Thorson	Grand Rapids	218/326-3318	7					
515	Charles Leekley	Wayzata	612/473-8448	7					
MISSISSIPPI									
70	George Zorn	Ocean Springs	601/863-2826	15					
235	Stephen Essig	Jackson	601/856-2769	15					
533	Michael Benfield	Long Beach	904/932-5520	15					
MISSOURI									
59	Carl Votaw	Springfield	417/865-4230	7					
123	David Stahl	St. Louis	618/236-2343	7					
149	Bill Cummings	Kansas City	913/842-0518	7					
273	Carl Fischer	St. Louis	314/521-2974	7					
NEBRASKA									
192	Dennis Wheeler	Omaha/Lincoln	402/498-2921	7					
NEVADA									
51	Robert Campbell	Las Vegas	702/739-6970	2					
203	Russell Brown	Reno	702/883-0538	3					

HOBIE RACING

FLEET DIRECTORY

NEW HAMPSHIRE

209	Tom Sullivan	Gilford	603/293-8151	12
496	Lisa Hanselman	Seabrook	603/772-5428	12

NEW JERSEY

24	Wally Myers	Ocean City	609/390-8182	11
65	Read Hayward	N. Barnegot Bay	201/577-9537	11
73	Bill Hiller	Pleasantville	609/641-9083	11
137	Edward Matey	Lake Hopatcong	201/540-1005	11
234	Julius Kahn	Millville	609/327-4346	11
250	Martin Ferry	Atlantic Hghlds	201/775-2075	11
267	Thomas Kimmel	Long Bch Island	215/644-8138	11
443	Douglas Ackroyd	Town Bank	609/861-5674	11
452	Dave West	Waretown	609/971-3603	11

NEW MEXICO

48	Paul Neis	Albuquerque	505/292-4752	5
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NEW YORK

86	Tom Doud	Elmira/Ithaca	607/737-1140	16
109	Theo Novak	Roslyn	516/757-4750	12
119	Dave Slattery	Angola	716/693-8291	16
124	Bob Piechnik	Bayport	516/563-7025	12
143	Nancy Ratner	Brentwood	516/435-0679	12
204	Thomas Kiefer	Syracuse	315/474-1711	16
238	Michael Hands	Albany	518/664-8030	16
256	Sharon Chamberlin	Grand Island	716/773-3369	16
295	Paul Sullivan	Rochester	716/342-7425	16
404	David Block	Hamburg	716/549-3626	16

NORTH CAROLINA

92	John Gergel	Charlotte	704/847-7408	9
97	Rusty Williams	Raleigh	919/977-1852	9
101	Jack Welles	Wrightsville Bch	919/256-4930	9
191	Dan Morton	Greensboro	919/282-4622	9

NORTH DAKOTA

532	Stephen Hoetzer	Bismarck	701/258-5926	7
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OHIO

47	George Fecher	Cincinnati	513/825-4684	10
68	Thomas Bodde	Lorain	216/967-8649	10
85	Michael Teets	Columbus	614/666-1110	10
218	Jerry Williamson	Mentor	216/975-1462	10
283	Ann Galluzzo	Springfield	513/399-6089	10
300	Robert Flucke	Columbus	614/927-0456	10
400	John Yerman	Toledo	419/475-4540	10
445	Betty Bliss	Cleveland	216/562-3428	10
501	Douglas Wilkins	St. Marys	419/586-6114	10

OKLAHOMA

25	Donna McIntosh	Tulsa	918/224-6573	14
63	Guy Lawyer	Norman	405/275-6462	14
131	John Curtis	Oklahoma City	405/348-4501	14
145	Susan Langston	Sallisaw	918/775-4522	14
432	Shirley Parma	Ponca City	405/762-3535	14
468	Boyd Bass	McAlester	918/426-4745	14

OREGON

19	John Lefler	Ashland	503/482-1717	4
72	Jim Williams	Portland	503/357-8861	4
94	Jerry Putnam	Bend	503/388-2186	4
193	John Stahr	Eugene	503/344-5585	4

PENNSYLVANIA

416	Richard McVeigh	Quakertown	201/469-4770	11
466	Tim Nixon	Pittsburgh	412/457-6448	16

PUERTO RICO

133	Julie Reguero	San Juan		13
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RHODE ISLAND

448	Christopher Brosco, Sr.	E. Providence	401/434-2164	12
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SOUTH CAROLINA

53	Mike Groshon	Charleston	803/792-6866	9
141	Pat O'Cain	Columbia	803/957-6306	9

164	Lee Moses	Clemson	803/877-8782	9
174	Leigh Talmadge	Myrtle Beach	803/237-3430	9
520	Buzz Moore	Hartsville	803/332-6103	9
536	Marvin George	N. Augusta	803/279-5750	9

SOUTH DAKOTA

198	Randy Bohne	Rapid City	605/341-5568	7
227	Noel Chicoine	Pierre	605/224-9294	7
291	Larry Nelson	Yankton	605/624-4262	7

TENNESSEE

134	Charlie Miller	Memphis	901/744-7552	15
249	Gary Lamborn	Nashville	615/859-3167	15

TEXAS

8	John Mayo	Galveston	713/952-4558	6
23	Tom Slettebo	Dallas	214/394-1339	14
64	Mike O'Neal	Austin	512/331-1611	6
91	Jean Might	Ft. Worth	817/581-6222	14
99	Brad Foster	Corpus Christi	512/949-7350	6
102	Mike Hardy	So. Padre Island	512/630-1267	6
128	Stephen Acquart	San Antonio	512/342-6329	6
146	Skip Barmore	Wichita Falls	817/767-7847	14
162	Ray Murray	Waco	817/754-8831	14
407	Debbie Hennessey	N. Houston	713/443-4564	6
435	Steven Fangio	Amarillo	806/355-3984	14
457	Scott Beach	Brownwood	915/784-7004	6
486	Jon Julien	Abilene	915/691-1115	14
526	Walter Campbell	Odessa	915/367-5075	6

UTAH

67	Steve Phipps	Salt Lake City	801/451-5728	5
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VIRGINIA

32	Steve Howse	Virginia Beach	804/583-7709	9
196	Chris Bolton	Alexandria	703/550-0398	11
221	Russell Dixon	Richmond	804/264-9417	9
516	Thomas Yorty	N. Virginia	703/476-6853	11

WASHINGTON

14	Paul Ulibarri	Seattle	206/364-9938	4
37	Angelo Zopolos	Bellingham	206/773-3291	4
95	Jeff Janders	Seattle	206/433-6969	4
195	Tony McKarns	Tri-City Area	509/943-8391	4

WISCONSIN

472	David Repyak	Cambridge	608/423-3494	7
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WYOMING

156	Stuart Hill	Casper	307/235-0692	5
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EUROPEAN

315	Helmut Jakobowitz	Vienna, AUSTRIA	Eur
335	Friedrich Schiebel	Vienna, AUSTRIA	Eur
336	Erich Minarik	Graz, AUSTRIA	Eur
376	Miro Nijija	Vienna, AUSTRIA	Eur
381	Harry Michel Peter	Knokke Heist, BELGIUM	Eur
393	Olivier Verbustel	Auderghem, BELGIUM	Eur
394	Francis Maes	Ostende, BELGIUM	Eur
397	Benoit Thieffry	Coxsde, BELGIUM	Eur
801	Jean Werrie	Buxelles, BELGIUM	Eur
817	Xavier Wynen	Ostende, BELGIUM	Eur
386	Barry Jenkins	Jersey, CHANNEL ISLANDS	Eur
333	Erik Olsen	Middelfart, DENMARK	Eur
385	Mogens Hojgaard	Arhus, DENMARK	Eur
396	Nils Dulum	Rungsted Kyst, DENMARK	Eur
815	Thomas Poulsen	Charlottenlund, DENMARK	Eur
369	Heikki Loukasmaki	Helsinki, FINLAND	Eur
303	Bruno Delahaie	Rennes, FRANCE	Eur
309	Christian Peres	Toulon, FRANCE	Eur
311	J. Francois Bockell	La Baule, FRANCE	Eur
312	Gerard Fulgoni	Hyerres, FRANCE	Eur
313	Stan Sobczyk	Le Havre, FRANCE	Eur
320	Jean Pierre Blaise	Ludres, FRANCE	Eur
321	Guy Delmas	St. Medard, FRANCE	Eur
324	Etienne Moutte	Marseille, FRANCE	Eur
328	Pierre Sarabous	Biarritz, FRANCE	Eur

FLEET DIRECTORY

338	Alain Blum	Cap D'Agde, FRANCE	Eur	314	Jacques Frei	Noumea, NEW CALEDONIA	Eur
339	Guy Reverbel	Palavas, FRANCE	Eur	367	Cato Knem	Oslo, NORWAY	Eur
340	Bruno Sollier	Beaufort En Vallee, FRANCE	Eur	310	Dominique Ardin	Geneva, SWITZERLAND	Eur
344	Jacques Serviere	Mandelieu, FRANCE	Eur	322	Thomas Muhlethaler	Zurich, SWITZERLAND	Eur
347	Bernard Lion	Ajaccio, FRANCE	Eur	329	Walter Steiner	Altenrhein, SWITZERLAND	Eur
354	Marcon Louis	Maritiques, FRANCE	Eur	341	Werner Wittwer	Denges, SWITZERLAND	Eur
355	Robert Rives	Toulouse, FRANCE	Eur	326	Per Ahlberg	Vellinge, SWEDEN	Eur
357	Raymond Descatoire	Bondues, FRANCE	Eur	368	Thomas Niclason	Sollentuna, SWEDEN	Eur
363	Francois Sangiardi	Paris, FRANCE	Eur	371	Ove Hult	Vastra Frolunda, SWEDEN	Eur
379	Jacques Simon	La Valette, FRANCE	Eur	387	Rolf Haradlsson	Salen, SWEDEN	Eur
392	Pierre Liard	La Motte, FRANCE	Eur	812	Lars Persson	Skövde, SWEDEN	Eur
805	J. Jacques De Keyser	Halluin, FRANCE	Eur	814	C.S.B.F.G. Lefebvre	Gosier, Guadeloupe, WI	Eur
809	Laurent Bonnet	La Rochelle, FRANCE	Eur	INTERNATIONAL			
813	Dominique Paris	Locmariaquer, FRANCE	Eur	79	Bill Hyman	Pago Pago, AM, SAMOA	Int'l
818	Laurent Larrourou	St Maring, FRANCE	Eur	506	Craig Findley	Caringbah, AUSTRALIA	Int'l
301	Dangel Manfred	Wolfrathshausen, GERMANY	Eur	702	Robert Jensen	Sydney, AUSTRALIA	Int'l
317	Detlef Mohr	Hamburg, GERMANY	Eur	704	John Vaughn	AUSTRALIA	Int'l
318	Bernd Beilfub	Ritterhude, GERMANY	Eur	707	George Groves	AUSTRALIA	Int'l
319	Mathias Stender	Aachen, GERMANY	Eur	710	Dick Sherwell	AUSTRALIA	Int'l
327	Andreas Szameitat	Eutigen, GERMANY	Eur	438	Age de Vries	Monoma, BAHRAIN	Int'l
334	Peter Jannack	Hamburg, GERMANY	Eur	487	J. De Groot	Seria, BORNEO	Int'l
342	Gunther Konig	Morun/Sylt, GERMANY	Eur	122	Walter O. Cabral	Fortalexa, BRAZIL	Int'l
349	Klaus Zuchel	Lechenich, GERMANY	Eur	38	Paul Harvey	Nova Scotia, CANADA	12
348	Wolf Ossner	Muenchen, GERMANY	Eur	74	Paul Yarwood	Whitby, Ont, CANADA	16
350	Rainer Kellerman	Velbert, GERMANY	Eur	90	Bruce Peto	Winnipeg, Man, CANADA	7
351	K. Kuhlich	Herdecke, GERMANY	Eur	98	Lamont George	Clear Lake, Man, CANADA	7
352	Michael Schwindt	Huenstetten, GERMANY	Eur	129	Glenn Withenshaw	Thunder Bay, Ont, CANADA	16
356	Peter Bezold	Bamberg, GERMANY	Eur	172	Nick Elliot	Kingston, Ont, CANADA	16
360	Fritz Von Dornick	Kalkar, GERMANY	Eur	183	Stuart Crabbe	Toronto, Ont, CANADA	16
361	Jandeck Hartmunt	Bergkamen, GERMANY	Eur	185	Marcus Lamb	London, Ont, CANADA	16
362	Stefan Griesmeyer	Feldafing, GERMANY	Eur	214	Steve Jung	Vancouver, BC, CANADA	4
366	Dirk Praetorius	Hemmingen, GERMANY	Eur	237	Craig Burwell	Sarnia, Ont, CANADA	10
373	Peter Mueller	Mendig, GERMANY	Eur	247	David MacHardy	Chatham, Ont, CANADA	10
374	Wolf Petrovicki	Glöbusch, GERMANY	Eur	263	Ron Rubadeau	Kelowna, BC, CANADA	4
377	Thomas Stange	Bremen, GERMANY	Eur	293	Dave Chick	Balhurst, NB, CANADA	12
388	Folker Zinke	Borkum, GERMANY	Eur	298	Dave Milne	Ottawa, Ont, CANADA	16
395	Dieter Brandt	Dusseldorf, GERMANY	Eur	299	Bill Cabel	Pickerington, NB, CANADA	10
398	Fiete Noack	Berlin, GERMANY	Eur	417	Grant McDonald	Nova Scotia, CANADA	11
513	Frieder Niederquell	Korbach, GERMANY	Eur	441	Chris Walker	Burlington, Ont, CANADA	16
803	Fiegfried Tietz	Friedrichshafen, GERMANY	Eur	446	Edgar Frank	Calgary, AB, CANADA	4
323	Brian George	Cornwall, GREAT BRITAIN	Eur	497	George Wand	Trenton, Ont, CANADA	16
346	David Collett	Houghton Cambs, GREAT BRITAIN	Eur	517	Brian Hughes	Turkey Pt. Ont., CANADA	16
364	Gordon Edwards	Surrey, GREAT BRITAIN	Eur	527	Robert Laurendeau	St. Romuald, Que, CANADA	12
370	Barry Tiernan	Poole Dorset, GREAT BRITAIN	Eur	289	Octavio Jorge	Santo Dom., DOMINICAN REP.	Int'l
372	Phil Taphouse	Somerset, GREAT BRITAIN	Eur	252	Noel Kliner	Tami, FIJI	Int'l
804	Thursby Neil	Tynes & Wear, GREAT BRITAIN	Eur	189	Tony Stearns	Saipan, GUAM	Int'l
806	Graham Sawyer	Stapleford Notts, GREAT BRITAIN	Eur	138	Juan Maegli	Guatemala Cty, GUATEMALA	Int'l
807	Roy Forfitt	Wiltshire, GREAT BRITAIN	Eur	493	F. Peter Harwood	Muscal, GULF OMAN	Int'l
816	Simon Morgan	London, GREAT BRITAIN	Eur	179	Gordon Leilison	HONG KONG	Int'l
816	Simon Morgan	Vassiliki Lenkas, GREECE	Eur	518	Max Westwater	Cheung Chau, HONG KONG	Int'l
304	Rob Van Deursen	Le Hemstede, HOLLAND	Eur	132	Neil Carter	Tiemure, INDONESIA	Int'l
305	Bram Lussenburg	Hoekvan, HOLLAND	Eur	365	Didier Constant	Abidjan, IVORY COAST	Int'l
306	Nol Eitens	Katwijk Zee, HOLLAND	Eur	498	Masahiko Ozeki	Kanagawaken, JAPAN	Int'l
307	Jan Van Spellen	Den Haag, HOLLAND	Eur	499	Mariyasu Murase	Saitama-ken, JAPAN	Int'l
308	Jan Wijker	Egmond A/Zee, HOLLAND	Eur	501	Ajiro Hirayama	Tokyo, JAPAN	Int'l
316	Martin Schuitema	Wassenaar, HOLLAND	Eur	507	Masami Kozuge	Kanagawa, JAPAN	Int'l
325	Wim Bongers	Noordwijk, HOLLAND	Eur	233	Miguel Salas-Vega	Mazatlan, MEXICO	Int'l
343	Bram Van Straalen	Gravezande, HOLLAND	Eur	469	Poncho Limon	San Felipe, MEXICO	Int'l
353	Hans Kersseboom	Naarden, HOLLAND	Eur	405	Shaun Burgess	Boroko Papua, NEW GUINEA	Int'l
378	Nico Olthof	Glutrech Hemelingen, HOLLAND	Eur	46	Murray Davidson	Auckland, NEW ZEALAND	Int'l
380	Kees Snijders	Veslerbroek, HOLLAND	Eur	471	Nicky Guy	Christchurch, NEW ZEALAND	Int'l
382	Ernest Zwikker	Assen (Drenthe), HOLLAND	Eur	512	Gavin Harford	Wellington, NEW ZEALAND	Int'l
390	Robert Heilbron	Wassenaar, HOLLAND	Eur	531	Brendon Whitley	Tavranga, NEW ZEALAND	Int'l
391	Milko Berben	Rotterdam, HOLLAND	Eur	402	Charlie Cronhel	Lagos, NIGERIA	Int'l
302	Paolo Orsini	Ladispoli, ITALY	Eur	274	Peter Capotosto	Manila, PHILIPPINES	Int'l
331	Eduardo Colosetti	Varedo, ITALY	Eur	420	Juan de Orbaneja	Mijas, SPAIN	Int'l
332	Giuseppe Rotunno	Pisa, ITALY	Eur	421	Ricardo Rovira	Calafell, SPAIN	Int'l
337	Paolo Span	Aurisiana, ITALY	Eur	422	Adrian Viudes	La Manga, SPAIN	Int'l
345	Gianpaolo Serra	Quartu S.Elena CA, ITALY	Eur	423	Jose Rodriguez	Castelldefels, SPAIN	Int'l
358	Maurizio Juris	Venezia Lido, ITALY	Eur	424	Joan Torroella	Roses, SPAIN	Int'l
359	Maurizio De Rossi	Roma Lido, ITALY	Eur	425	Felipe Bellini	Mallorca, SPAIN	Int'l
375	Andrea Dorigoni	Toronto, ITALY	Eur	426	Ramon Pifio	Puebla de Farnals, SPAIN	Int'l
383	Antonio Nocca	Gaeta, ITALY	Eur	428	Pedro Garcia	Sanlucar de Bmda, SPAIN	Int'l
384	Claudio Colbertaldo	Palermo, ITALY	Eur	429	Antonio Oriol	Madrid, SPAIN	Int'l
389	Paolo Sciacaluga	Genova, ITALY	Eur	430	Antonio Muñoz	Sotogrande, SPAIN	Int'l
800	Michael Wohl	Meran, ITALY	Eur	431	Rodolfo Ortiz	Zaragoza, SPAIN	Int'l
802	Piero Di Nucci	Formia, ITALY	Eur	411	Dick Wilsinson	Dubai, UNITED ARAB EMIRATES	Int'l
808	Marino Sandro	Pescara, ITALY	Eur	511	Brian Withers	Abu Dhabi, UNITED ARAB EMIRATES	Int'l
810	Roberto Peragallo	Della Pescara, ITALY	Eur	490	Ubaldo Tacconelli	Edo Nueva Esp. VENEZUELA	Int'l
811	Oscar Calzati	Latina, ITALY	Eur				

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	Due Dates	Issues
9/1 to 11/3	are due 11/8	will appear in Jan/Feb
11/4 to 1/5	are due 1/10	will appear in March/April
1/6 to 3/1	are due 3/6	will appear in May/June
3/2 to 5/3	are due 5/11	will appear in July/August
5/4 to 7/5	are due 7/13	will appear in Sept/Oct
7/8 to 8/31	are due 9/6	will appear in Nov/Dec

Please note that this schedule is subject to change.

Submit all material directly to **HOTLINE**, P.O. Box 1008, Oceanside, CA 92051

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.

REGATTA MATERIALS REQUEST FORM

Send completed form and payment to:

HOTLINE Publications
Attn: Regatta Material
4925 E. Oceanside Blvd.
Oceanside, CA 92056

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86180300		Regatta Checklist (pre-race arrangements)	FREE
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ROAD TO RECOVERY

In His Own Words

BY MIKE STALEY

When my airway was opened and cleared, I began to breathe and was fully conscious and aware of what was going on around me. Communication was difficult at first, due to the compensated airway.

I went through the one-minute sizeup I myself always use on patients. I could feel my left arm. The burning pain was intense as was the smell of burnt flesh. I could move my right arm; I thought I could feel my hips; I could not feel my legs; but I thought I was moving my feet.

Ignorance is bliss, but knowledge can be painful. My 10 years of teaching in the fire science and emergency medical EMT/Paramedic programs for the Daytona Community College as well as my 20 years of work experience led me to realize precisely what was happening. I was stripped of clothing, examined and "packaged for transport." My spine was immobilized and physically bound to a spine board, oxygen administered and assistance given to keep my airway open.

The handful of friends around me, people I have worked with for up to 17 years, displayed their emotions freely. I saw people crying that I had never seen cry before. I heard the shouting and swearing of men heretofore quiet and mild. As I fought for my life, all spoke to me with words of encouragement; the love of their fellow man was keen.

Initial Care Swift And Sure

In emergency medical services there is a saying: "Good news doesn't travel by helicopter." When I felt the rotor wash of Air One landing with my teammates assuring me it would be only moments until I was loaded, I knew I was in what is called "the golden hour," in which multi-trauma patients have the only chance of being saved. How well I heard the ticking of the clock.

In the trauma room, I remained alert to what was going on around me. I became concerned when some co-workers did not recognize me, due to the extensive injuries.

I endured a painfully thorough inspection. Medical personnel went over me from head to toe, starting IVs, taking blood, stitching up the larger abrasions and testing for internal damage. A battery of X-rays was next.

A discovery was found!! Great news — no internal organs were cut or torn in the abdomen. Emotions were displayed again ... joy. As for me, amidst the abounding good news, the pain and lack of motion and feeling in my left arm and the continual reminder of the burns never left me.

As the orthopedic and trauma surgeons prepared me for surgery and discussed my left arm, I tried to stay upbeat. I told them, "I have some good news and some bad news."

The good news: "I race catamarans and am just starting to win some races."

The bad news: "I'm left handed."



TED SCHADOW

I knew I was in "the golden hour," in which multi-trauma patients have the only chance of being saved.

Please, No Billion Dollar Man

I asked that when they fixed my arm that I would have no outside metal pins; that pulleys with those rubber band deals would be used. I wanted to make sure when I looked over to see my arm, it would be my own flesh and blood only. No visible foreign parts.

I was advised they "might have to

amputate my arm." I pleaded that amputation would be the last of all possible alternatives.

The surgery consisted of 14 hours of delicate, tense, agonizing work by a team of truly gifted people. Using the largest metal plates available, along with a bone graft from my left hip and 26 screws, my arm was saved.

The Worst Is Behind

After the initial life-saving trauma surgery was performed, a fractured leg was found in the secondary survey the next day. I was stabilized for five days until another dozen hours were spent reconstructing my legs. Due to the swelling and the priority of care given to the burns and fracture of the arm, the defining of the fractured hand was only completed five weeks after the accident.

I received not only the finest of medical attention, but also the best of Hobie care from the beginning. My mother, co-workers, clergy and members of Fleet 80 stood by faithfully at the trauma center giving their support.


During my recovery, I was told I would have to re-learn how to walk and how to use my hand again. My initial optimism — no big deal — soon was tempered by reality. After a heart-to-heart talk with my physicians, I had to own up to the fact that the road ahead was going to be long and tough, with disappointing detours.

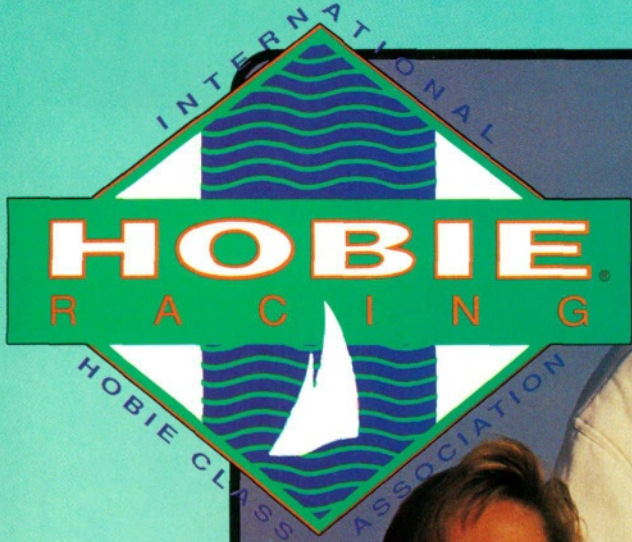
Helping me to get better was the entire community. Every fleet in Florida made its presence known through visits, cards and phone calls. Local school children sent hand-drawn pictures to cheer me on my way. The true brotherhood of the fire service was shown when an old friend from the Toronto fire department traveled from Canada to spend a day with me.

After six weeks in a nursing home, where I was transported to physical therapy via ambulance, the casts came off and my first steps, somewhat shaky, were taken. As time went on, the medical community was truly surprised with my progress. We all were gratified to see the fruits of their hard work being reaped in my rapid recovery.

The Best Is Yet To Come

The struggle continues. I have learned to submit to the pain of the physical therapist (terrorist) breaking up the congealed muscle tissue limiting the range of motion in my left arm and hand and in both legs. Knowing that friends and even people whom I never have met are still caring is what keeps me going.

Having both legs and one arm in casts for eight weeks and being unable to take care of myself made me realize all the more that no man is an island. The best in medical care saved my body. The love of mankind saved my life. 



PHOTOGRAPH ROB BROWN

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1991 Hobie 14/14T/17 Singlehanded National Championships



Cedar Mills Marina & Resort, Lake Texoma, TEXAS
October 19th-26th, 1991

● LOCATION:

Cedar Mills Marina & Resort is set among the cedars and enchanting countryside on the sandy shores of Lake Texoma, 12 miles north of Whitesboro, Texas on Hwy 377. It is located 70 miles north of the Dallas / Fort Worth metroplex. This resort has cabins, campsites, R.V. hookups, a fantastic restaurant, nature trails for biking and hiking, swimming, fishing and a 500 slip marina, just to name a few. Lake Texoma completed in 1944 by German prisoners of war, has over 580 miles of shoreline, it also takes claim to the worlds record blue catfish which was recently caught, and weighed in at just over 118 pounds!! Average temperatures for October are, Highs in the low 80's, with Lows in the mid to upper 60's. Water temps. average in the mid to upper 70's. Winds 15-20 mph! (example: A couple of Stickney sailors were heard uttering "ouuhh Wweee !! " last October zooming along flying a hull) This event promises to be a Party packed week with things like Live steel Drum bands, Rock & Roll at its best and The Stickney Family Reunion (A legendary family of Hobie Sailors) just think you could be a long lost cousin. So jump in that rig or hop on that plane and come to "The TEXOMA One On One."

● ACCOMMODATIONS:

Cedar Mills Marina & Resort has Cabins (remodeled (spring 91') and has set up Yachts for Dry/Wet Charters. Camping incl. Restrooms/Shower and hookups for RV's are also available, for reservations or more info contact: (903)-523-4200 / 4222
*Cabins - \$59 per night up to 6 adults *RV Hookups - \$10 per night
*Dry/Wet Charter Yachts 28-38 ft. - \$60-\$125 per night. *Camping - \$5 per night
Swiss Villa Motel is located 15 minutes away in Whitesboro, TX.. It has clean modern rooms with queen size beds, cable TV and Phone. Contact: 903-564-5662, special rates are: \$31.00-double \$38.00 - quad.

AIRLINE AND AIRPORT TRANSFER - DFW airport in Dallas is only 65 miles. It is a major hub for American & Delta Airlines. We will be providing Airport transfer if at all possible. Contact one of the information numbers below.

● RACES:

Each of these events will be a (B.Y.O.B) Bring Your Own Boat regatta. The schedule has been setup so that an individual can compete in both the 14 Nationals & 17 Nationals or 14 & 14T Nationals. * I.Y.R.U., U.S.Y.R.U and North American Hobie Class rules apply. There will be a skippers meeting each morning at 10:00
COMPTI™ RULE APPLIES

CHARTER BOATS:

We will be working - to secure charter boats for rent, Charters will be available on a first come first serve basis. The following are the rates:
Hobie 17 - \$300.00 including use of new sail + Damage deposit.
Hobie 14 - \$100 + Damage deposit Hobie 14T - \$100 + Damage deposit,
For more information or reservations Contact:
Dexter Ploss - 6809 Raintree Blvd., Flower Mound, TX.75028 - (817) 491-4660

HOBIE 14 STOCK CHAMPIONSHIP

October 19th-21st, (Sat-Mon, 3 days) 14 Nationals (No Pre-qualification required)
The Hobie 14 Stock Nationals will be a B.Y.O.B. (Bring Your Own Boat) with some charters available (see Charter Boats). The Championship will be for 3 days with no cuts. The awards banquet will be held Monday night October 21st.

HOBIE 14 TURBO CHAMPIONSHIP

October 23rd-25th (Wed-Fri, 3 days) 14T Nationals (No Pre-qualification required)
The Hobie 14 Stock Nationals will be a B.Y.O.B. (Bring Your Own Boat) with some charters available (see Charter Boats). The Championship will be for 3 days with no cuts. The awards banquet will be held Friday night October 25th.

HOBIE 17 CHAMPIONSHIP

October 22nd-26th (Tue-Sat, 5 days) 17 Nationals (No Pre-qualification required)
The format of the Hobie 17 National Championships will be setup to guarantee all in attendance 5 days of racing! The plan is as follows:
The Championship Series for the 17's will be held Tuesday thru Thursday. With a Cut made Thursday night. Those not making the cut will sail in a "Silver Fleet" on Friday and Saturday. Trophies will be awarded for the top individuals in this fleet. Of course the "Gold Fleet" will be made up of those making the cut after Thursdays races. These individuals will race for the Championship on Friday and Saturday. The awards banquet will be held Saturday night - October 26th.

● RACE REGISTRATION:

Fill out the registration form. Be sure to give complete information. Mail your race registration and entry fee before the **Deadline date of September 23rd, 1991** Registration includes (minimum): * Lunches each day of event, *Welcome and Awards banquet including dinner, * Races, * Trophies., * 1 T-Shirt and * Product giveaways.

● ENTRY FEES:

Class	Before Sept 23rd	After
14 Stock	\$100	\$150
14 Turbo	\$100	\$150
17 Stock	\$175	\$225
14 & 17 package	\$250	\$300
14 & 14T package	\$175	\$225

ADDITIONAL T-SHIRTS:

One high quality T-Shirt is included with your entry fee. Additional shirts may be purchased for \$10.00 each. Please specify quantity and sizes of shirts 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 ENTRY FEES!

Information Contact: Pete Pattullo (214)-422-0025 / (214)-301-7185
Jane Sherrod (817)-295-5167

HOBIE 14/14T/17 NATIONAL CHAMPIONSHIPS

RACE REGISTRATION FORM

This form must be postmarked by **September 23rd, 1991** to avoid late registration fees

Name _____
Address _____ City _____
State _____ Zip _____ Phone (H) _____ (W) _____

Please enter me in: ☐ 14 Stock ☐ 17's ☐ 14 Turbo ☐ 14 & 17 ☐ 14 & 14T

T-shirts(s): ___ Medium ___ Large ___ X-Large

☐ I have enclosed a check made out to "Hobie Singlehanded Nationals" in U.S. funds for \$ _____

☐ Charge \$ _____ to my ☐ Mastercard ☐ Visa

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Edmond, OK. 73034
Phone (405)-348-4501
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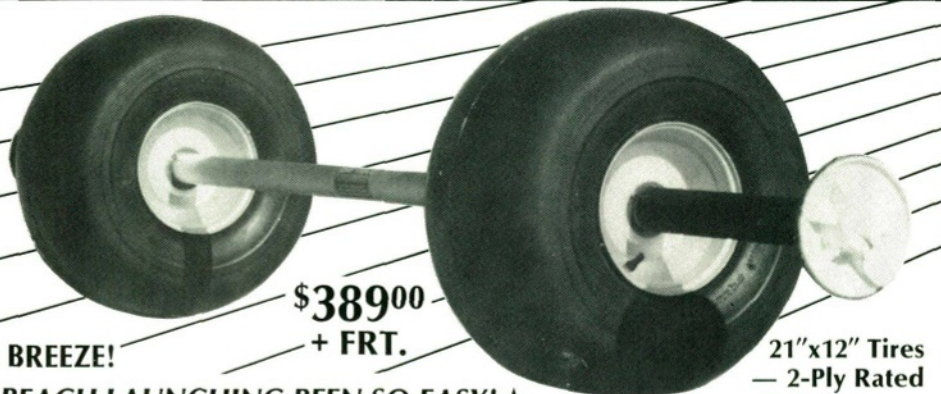
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THE NEW **SUPER** CAT TRAX

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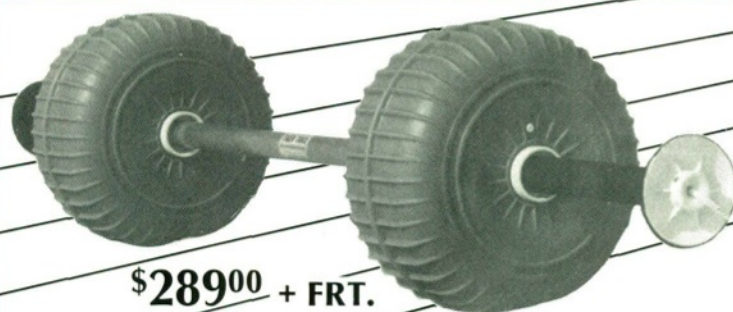
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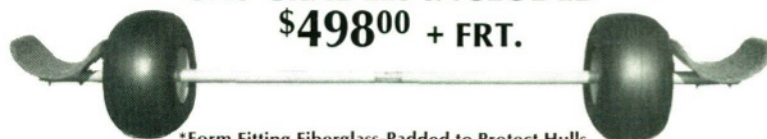
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LOCATION:

San Diego Fleet Four is proud to host the 1991 Hobie 16 National and Women's 16 & 18 Worlds Championships at the Silver Strand State Beach which is just south of the beautiful seaside community of Coronado. The Silver Strand is a narrow strip of sandy beach separating San Diego Bay from the ocean. Racing will be on the bay where the onshore breeze assures good wind and the Silver Strand assures flat water.

Local attractions include:

- Camping on the ocean right at the race site
- The magnificent Coronado Bay Bridge linking San Diego and Coronado
- A short ferry ride to all the action of downtown San Diego
- A few minutes from the world famous San Diego Zoo, Sea World, and Tijuana, Mexico
- San Diego is the host city for the 1992 America's Cup

ACCOMMODATIONS:

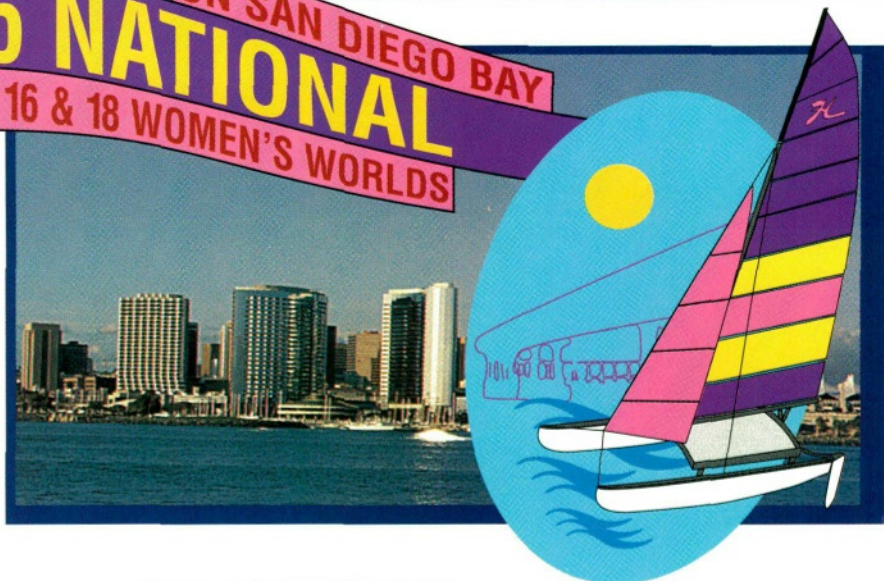
Race headquarters is at Silver Strand State Beach, 5 miles south of Coronado on Highway 75. Daily park use fees are included in your registration.

- Camping is available for fully self-contained vehicles in an ocean front lot in the park. The rate is \$14 per night payable in cash at the park. No hookups available. No reservations are required. Tent camping is also available on the bay side beach in the park at the same rate.
- The host hotel is the Glorietta Bay Inn, 1630 Glorietta Blvd., Coronado, CA 92118. Phone (619) 435-3101 or (800) 283-9383. This contemporary inn built around an historic 1908 mansion features heated pool, rental bicycles, and golf and tennis within 1 mile. It is four miles from race headquarters. Rates for the garden rooms are \$73 per night double occupancy, suites for up to four persons are \$99 per night. Reservations must be made before August 25.
- An alternate hotel is the Crown City Inn, 520 Orange Ave., Coronado, CA 92118. Phone (619) 435-3116 or (800) 422-1173. This intimate inn within the community of Coronado has an outdoor pool. It is five miles from the race site. All rooms are \$39 per night and reservations must be made before August 25.
- For airline reservations, call Kim at Century Travel, (800) 243-0484. Reservations made through Century support this event.

16 NATIONAL

ON SAN DIEGO BAY

16 & 18 WOMEN'S WORLDS



SAN DIEGO, CALIFORNIA

16 OPEN NATIONAL
SEPT 29 - OCT 5, 1991

16 & 18 WOMEN'S WORLDS
SEPT 25 - SEPT 28, 1991

**PRESENTED
BY
FLEET FOUR**

**FOR MORE INFORMATION CALL:
SCOTT DIXON (619) 673-9588**

RACES:

All racing will be BYOB (bring your own boat) although a limited number of rental boats will be available by contacting Wind & Sea Sports, (619) 276-1244.

Hobie 16 Open National Championship:

- Qualifying races Sunday and Monday
- Championship series Tuesday thru Thursday
- Final series Friday and Saturday
- All skippers guaranteed five days of racing
- Daily skippers meeting at 10am
- COMPTIP™ rule applies

Hobie 16 & 18 Women's Worlds Championships:

- Registration Wednesday morning 8-10am
- Practice races Wednesday afternoon
- Championship series Thursday thru Saturday
- COMPTIP™ rule applies

RACE REGISTRATION:

All sailors, whether pre-qualified or not, must pre-register by completing the registration form and mailing it along with the appropriate fee by the August 25 deadline.

Cut out entry form and send with fee to:
Fleet Four
12834 Stone Canyon Road
Poway, CA 92064.

FEES:

Hobie 16 Open National Championship

- Pre-registered \$250
- After August 25th \$300

Hobie 16 & 18 Women's Worlds Championships

- Pre-registered \$125
- After August 25th \$150

Additional Party Packets for non-racers:

- T-shirt and duffel bag with giveaways
- Tickets for the Welcome, Cut, and Final Awards Parties
- Daily lunches on the beach
- Available for \$100 per person.

Sorry, no credit cards or personal checks will be accepted at the race site.

RACE REGISTRATION FORM

Entry Must Be Postmarked By August 25, 1991 To Avoid Late Fees

SKIPPER

ADDRESS

CITY / STATE / ZIP

PHONE NUMBER

(CHECK BOX IF YOU WILL BE CAMPING) ☐

CREW

16 OPEN NATIONAL ☐

16 WOMEN'S WORLDS ☐

18 WOMEN'S WORLDS ☐

Weight _____

Sail No. _____

T-Shirt Sizes

Small ☐

Medium ☐

Large ☐

X-Large ☐

XX-Large ☐

Additional Party Packets ☐ @ \$100 each

Total Amount Enclosed \$ _____

HOBIE WORD BLE

GAMES

All the words listed below are items which you'd probably find most Hobie sailors would take with them for a day of sailing and fun at the beach or lake.

See how many words you can find in the Hobie Word search puzzle. Good luck!

BEER	PFD	RADIO	PICKLES
BUNS	GEAR	WIND	CHIPS
BARBEQUE	COMPTIP	TOYS	CATSUP
HAMBURGER	BEACH	DESSERT	MUSTARD
COOLER	DRYSUIT	CHARCOAL	GLOVES
TOWEL	HARNESS	TRAILER	BOOTIES
BLANKET	COMPASS	TELLTALES	ICE
SWIMSUIT	COLESLAW	REFRESHMENTS	SPINNAKER
JIB	MAINSAIL	CREW	STRAPS
WATCH	KNIFE	LOTION	PLIERS

P U Z Z L E

N O I T O L H K C P R E L I A R T
 J I B Y L E C Z W W I N D M D R O
 P R E K A N N I P S M C P K E B V
 L C E V T S S E N R A H K S P F A
 I B R U I B N G C G L Q S L T E E
 E E D C O O L E R C B E A S E C F
 R F G H W C I A U J D K T N G S I
 S P O E N M O R N Q L N O U L E N
 Q D R A T S U M S K E T Y B O L K
 R C C O M P T I P M E B S W V A U
 A C R A D I O I H A F T R G E T H
 R S P M U L W S U K S C J A S L I
 S P T S A N E C E S H S A K B L R
 C A Y A F R L D F P M P M T A E Y
 S R I T F O N B O O T I E S S T M
 D T B E E N B E H C T A W C A U F
 A S R E G R U B M A H H Y S D B P
 P R V T A C F N P L A O C R A H C
 W K E O K C O L E S L A W K W W B
 S P I H C I H V L I A S N I A M H

LETTERS Continued from page 9

The 30 seconds it took us to pull the trailer and boat to its new location were very nearly the last 30 seconds of our lives.

The massive jolt that rushed through arms, torsos, legs, feet and into the ground knocked me down and left my partner wandering dazed a short distance away.

Friends rushed to our assistance, at once seeing what I had so foolishly done. When I looked up to see the COMPTIP™ of my mast pressed against the upper hot line of the 7200-volt power lines, and the metal portion of the mast pressed against the lower neutral line, I almost could not believe that we were telling our friends that we were all right.

We saw the main halyard had burned into three pieces and was dangling in the breeze. Apparently what the halyard and whatever surface current the COMPTIP could conduct had been the voltage which had traveled through the mast. From there, the power had traveled across the front crossbar, through the pylons, through the fiberglass hulls, through rubber rollers, and only then into the trailer frame. I am certain had a metal mast been in contact with the upper wire instead of a COMPTIP I would not be writing this letter.

In a few minutes the magnitude of my mistake began to hit me. Tears filled my eyes as I realized the danger to which I had just exposed my inexperienced crew. My God, I know better! I have been doing this for six years. Every time I step my mast I look for wires. I warn my friends of wires that I have seen, just in case they haven't. I frequently launch at a spot that has power lines near the ramp. I know of people who have been killed and people who have been injured by power lines. I have read all the articles and warnings. I am experienced. I had even seen and noted these same power lines at a regatta two years before!

While waiting for the Puget Power and Light Company to arrive and shut down the power so the boat could be removed, numerous friends came over to give us hugs and express their relief we were OK. Aficionados of few sports share the closeness Hobie Catters have for each other. It is for them and all the Hobie Family that I write this letter as a testimony of how susceptible to complacency we all can become. To all of you: PLEASE get a COMPTIP. PLEASE look up.

Ron White/Jennifer Paine
Gig Harbor, WA

Send your letter, with your name, address and daytime phone number, to: Letters, HOTLINE, P.O. Box 1008, Oceanside, CA 92051 or fax to (619) 758-1841. Letters may be edited for space or clarity requirements. ✂

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.



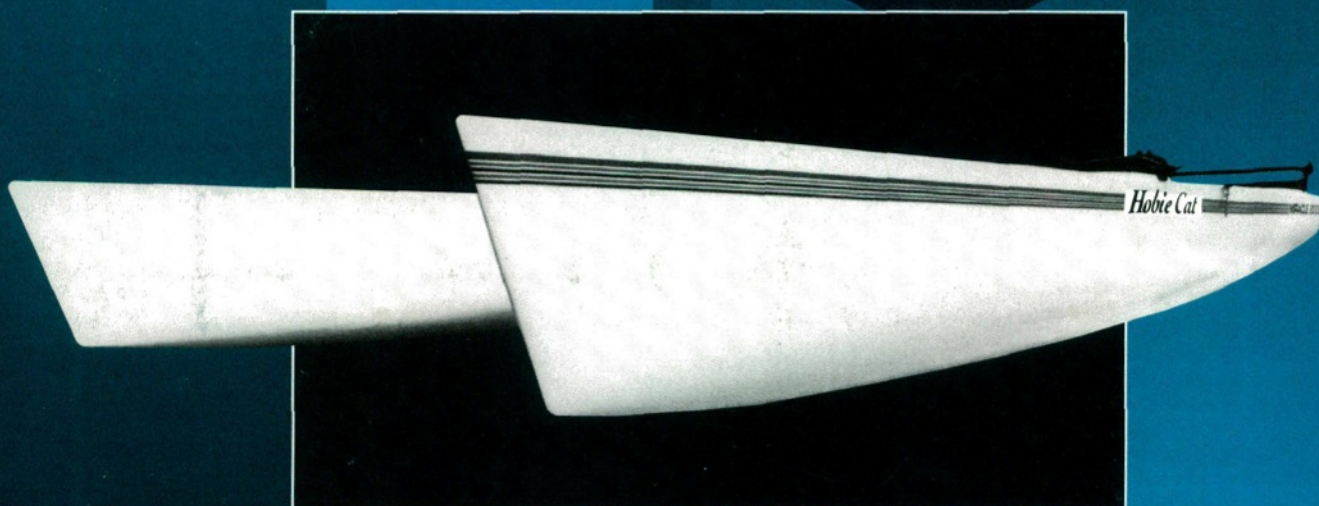
4925 East Oceanside Boulevard, Oceanside, California 92056.

THE CAT OF CHOICE FOR RACERS AROUND THE WORLD !

MIRACLES DO HAPPEN . . .



M I R A C L E



BUT ONLY AT HOBIE CAT !

SEE YOUR HOBIE DEALER.