

KEY LARGO HOBIES WARM YOUR WINTER • CAT COUPLE SAILS INTO MATRIMONY • LEARN HOW TO LEARN ABOUT RACING

# Hobie **HOTLINE**

JANUARY/FEBRUARY 1995

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



HOBIE CAT

Wave

THE HOBIE CAT  
**WAVE**

Meet the exciting new  
Hobie Wave, the Wave  
of the future! See page 14.



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## **Hobie** **HOTLINE**

JANUARY/FEBRUARY 1995 • VOLUME 24 NUMBER 1



GARRY MORRIS

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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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# The Hobie Life Turns Work Into Play

Work is not a four-letter word, or at least it shouldn't be. You may disagree, if you're reading this at 5:48 Friday evening when you're trying to leave the office, but your boss wants to discuss "just one more thing" before you go.

To too many people, work is a four-letter word, something they do because they have to, not want to. The word even sounds like interminable drudgery: wurrrrrrrk.

Oscar Wilde once remarked that work is the refuge of people who have nothing better to do. According to a recent study, if Wilde is correct, "Americans are now among the world's saddest refugees."

Reportedly, we're spending more time at work today than 20 years ago. Not only are factory workers putting in longer hours, but employees outside manufacturing are toiling more, too. Many boast of 80-hour work weeks — and judging by the number of cellular phones in use everywhere except public restrooms — they want the world to know it, too.

For many workers who sail (or is that sailors who work?), Hobie Catting is the reward — the play that makes the work worth it. And for those of us connected with the sport, the elements of work and play often merge.

I was fortunate to be in Key Largo, Florida for a photo shoot and personal debut sail on the new Hobie Wave. Gorgeously clear, warm water ... seafood beyond compare ... the laid-back, Jimmy Buffett lifestyle ... I know it's hard to convince you this was work, but it was. Photo shoots go on from dawn till dusk, and then some.

As for the Wave, it is a breakthrough product. It's Hobie Cat Company's way of saying, "Come on, everyone, join the fun!" The boat reaches out to kids, adult novices and entire families.

Not only does the Wave fit right in with the Class Association's growing emphasis on youth sailing camps and junior sailing programs, but it also harkens back to Hobie Cat's beginnings, when Hobie Sr. knelt in the sand and sketched his idea of water fun that would be accessible to a wide range of "just plain folks."

Speaking of just plain folks, one major reason my Key Largo work resembled play was Caribbean Watersports and its wonderful owners, Daryl and Jean, and their entire staff. They work seven days a week, but you'd never know it by their up-with-people attitude, absolutely fantastic customer relations and real concern for everyone's comfort and happiness.

Daryl treats everyone he encounters equally — as in equally great. He makes you feel like he's glad you're there, and his generosity is made more so by the fact he never even lets you know about the nice things he's done on your behalf.

He personifies the Hobie lifestyle, and so does his resort. It's chock-full of Hobie Cats and offers lots of other water toys, too. The water and weather are perfect, and the location — close to Miami but far from the big-city atmosphere — and a croc's throw from the Everglades — what more could a Hobie sailor want?

I couldn't think of anything lacking — except more time in which to enjoy it all.

Now that I'm back in my office, I've been thinking about the Wave, the photo shoot, the wonderful Caribbean Watersports people (wouldn't you love to take a "sleep and sail" vacation this winter!) and my great good fortune to work at a place like Hobie Cat.

I sincerely hope your work is like mine — the kind of thing you'd do even if you didn't get paid to do it. (Dear Tony: Don't take this literally!)

But whether it is or isn't, I hope you get many hours of pure pleasure and joy out of your life this year.

Better get started — there are only about 365 more days left to sail through 1995 in fun and fine style!





# W

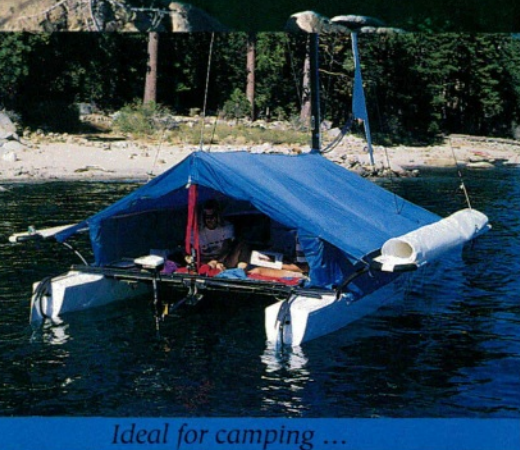
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Hobie Sport Cruiser. You'll call it ... The Great Escape. Sail away from the everyday hustle and bustle to the secret places and serenity of nature at its uncluttered best. Get away from it all, and have it all ... on a relaxing sunset cruise or a weekend of exploring. Gather up your family and friends, and put miles between you and the world. It's time to find your private piece of paradise ... the Hobie Sport Cruiser. It's the



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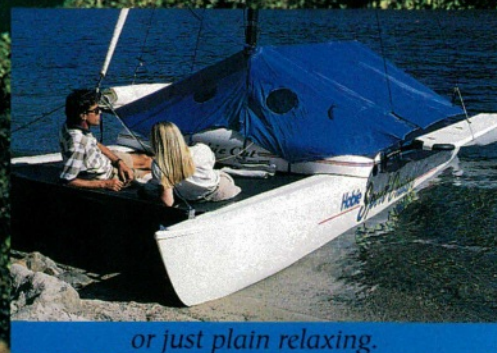
# Getaway



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# LETTERS

HOTLINE

## PRAISE FOR THE HOBIE 20 NATIONAL

Thank you for putting on such a great regatta for the Hobie 20 National this year at St. Joe, Michigan. The advance publicity team did their job to get all of the media psyched up and got a lot of non-sailors out to watch.

I personally talked to some people on the beach who had their "old 14 or 16" back at their cottage on one of Michigan's many inland lakes. I think the event stirred the inner calling of adventure and pleasures of Hobie sailing. Hobie needs more shots in the arm like this to remind people of the simple pleasures of life.

I like to attend these national regattas just to remind myself how regattas should be run, so that I can do a better job myself for our fleet and division. Plus, all of the great people that you meet are terrific.

Thank you again for the great job you and the Hobie team did on such short notice.

Dave Sullivan  
Fleet 400 Commodore  
Division 10 Race Chairman  
Toledo, OH

## HOTLINE HAS THE RIGHT NUMBERS

Wick Smith's article in the September/October 1994 issue about Portsmouth numbers was interesting, but there is some controversy over the Hobie 20's number. The NAMS list shows 0.665 while "Sailing World" gives 0.645. Which is it?

David Ho  
San Jose, CA

*The number published in HOTLINE is correct.*

## PARENTS THANK THEIR MANY CARING HOBIE FRIENDS

We can't begin to thank you for the love and kindness you have shown us by your generous donations to the Casey Alise Fund. You will never know what it means to us to have so many people care about what happened in our lives. When trag-

edy strikes, it helps to ease the pain knowing people are thinking of you and praying for you.

We have found that there are so many wonderful, caring people in this world. Thank you, again, for being there with us in spirit. We know that Casey is thanking you, too.

Here is a little something that is our way of saying "Thanks."

## OUR SPECIAL ANGEL

A precious little Angel  
Was born to us last year  
A little girl named Casey  
A treasure we held dear.

She had a little problem  
So we placed her in God's hands  
We all prayed that she'd get better  
But God had other plans.

He took our little baby  
To be with Him by His side  
We didn't want to let her go  
But gave Him her with pride.

She knows how much we love her  
And we miss her everyday  
In our hearts she'll live forever  
For her happiness we pray.

But we don't need to worry  
She's in Heaven up above  
Each day she smiles down on us  
She sends you all some love.

But Casey can't be with us  
And that makes us very sad  
Please accept this in her memory  
It's from her Mom and Dad.

So here's a great big "THANK YOU"  
That comes straight from our hearts  
Because of all you did for us  
Of our lives you've been a part.

Although she isn't here with us  
We know that she's at peace  
And we will never forget her  
Our darling daughter, Casey Alise.

Carmel and Mark Schleckser  
Brick, NJ

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. *AK*



# HOBIE PARTS

## The All-American Way To Play!

Jan/Feb Special



### Sweet 16 And Never Been Cleated?

You'll be able to cleat and release from anywhere on your Hobie 16 with this all-in-one Low-profile Jib Block. The cleating system mounts easily on the jib track, eliminating the sliding block as well as the swivel cam cleats on the crossbar.

#1075	With cammatic	\$60.00
#1076	Without cammatic	\$45.00



### Harken Makes The Sailing Easy By Design

Cleating the mainsheet from any position is a breeze with the innovative Harken Low-profile 7:1 and 8:1 Block Systems. Featuring the most advanced ratchet block design, the fourth sheave is an integral part of the block and sits directly over the centerline of the other three. You won't know how you ever lived without this system.

#H064	3-inch lower unit; 7:1 or 8:1	\$190.00
#H070SP	3-inch boom block with bracket; 7:1	\$100.00
#H069SP	3-inch quad block; 8:1	\$120.00



### Roaring 20's Tramp

The Hobie 16 One-piece Tramp is the answer to the problem of lines and other items washing off the boat through the trampoline lacing. The newly designed lace at the back of the rear crossbar is the same used on the high-tech Hobie 20. A closed lacing down the left sidebar offers you the convenience of a one-piece tramp without sacrificing the frame stiffness of a standard trampoline. All seams are heat-welded to provide the superior strength and durability unattainable in a sewn trampoline.

#20970500	White vinyl	\$310.00
#20970510	Blue vinyl	\$335.00
#20970555	Black mesh	\$350.00



### Connect With The Best — Miracle-Style Tiller

We've adapted our proven and popular Hobie 20 Miracle Tiller Connector and Adjustment System for other Hobie Cats. Your old favorite has given you lots of great times: here's your chance to reward it ... and you. Say goodbye forever to system slop and extend a quick (10-second assembly/disassembly!) welcome to this great upgrade.

#1953	\$59.95
-------	---------



### Speed Up Your 16 With A Spinnaker

Increase the tempo and fun of your Hobie 16 with our H-16 Spinnaker Kit. You'll be up, up and away in no time with this easy-to-install kit that accelerates off-wind sailing speed in any wind condition. Show those other cats how fast a Hobie 16 really is! The complete hardware kit includes spinnaker pole, blocks, lines, fittings and fasteners. The sail is a 3/4-oz. rip-stop nylon asymmetric spinnaker.

#20999000	Hardware kit	\$350.00
#20999001	Blue/yellow spinnaker	\$500.00
#20999002	Green/pink spinnaker	\$500.00



### Don't Leave The Beach Without Bob

We call him "Hobie Bob," because this roto-molded, lightweight Mast Float is so sailor-friendly you'll want him along on every sail. Hobie Bob fits all boats, displaces 60 pounds of water to keep the mast from going full-turtle, and also acts as a great masthead windvane. What more could you want — a quick release for trailering? Bob's got that, too!

#30113	\$105.00
--------	----------

Made For Fun In The U.S.A. — It's Hobie Cat!

These and other great accessories are available from your Hobie dealer. Call 1-800-Hobie-49 Ext. 316.





## WILL THE REAL T.L. PLEASE STAND UP?

### (OR "I'M SURE I LEFT THAT LITTLE THING DOWN THERE!")

The following rejoinder to the continuing conundrum was sent to us by Paul Pascoe, who started this whole T.L. thing. Catty, catty.

Pursuant to previous "Waveline" items, I enclose a photograph of the real T.L. (alias Tony Lewis), while acting, and I do mean acting, as beach captain at the 1984 Hobie 16 World Championships in Fort Walton Beach. In the original March/April 1994 tidbit explaining "How To Run A Successful Pool Party," I used the initials T.L., as this is how most of his friends know him, and I suspect that very few people ever knew his real name. Rumor has it that he is now married and living happily ever after back in OZ.

## KITTY STARTED FOR CAT WOMAN AND FRIENDS

Hobie Cat's own Annie Nelson is one good reason to support the America<sup>3</sup> sailors who comprise the first all-female team to compete in the 144-year history of the

America's Cup. BOAT/U.S., America<sup>3</sup>'s official boat owners association, is helping sponsor the effort, and it would like your help. BOAT/U.S. president Richard Schwartz believes, "The Women's Team represents a tremendous opportunity to broaden the appeal of recreational boating to a new generation of women."

If you want to broaden your support, you can make a tax-deductible contribution by calling BOAT/U.S. at (800) 262-8872.

## CAT CHARMS

*Here is the first of what we hope will be many entertaining, true-life sailing superstitions. What voodoo do you do before or during a race? Come on. Let the Cat out of the bag and send your synopsis to: Cat Charms, HOTLINE, P.O. Box 1008, Oceanside, CA 92051.*

### SINGING IN THE REIGN

By Kitsy Amrhein  
Division 10, Fleet 159  
Springfield, IL

Some folks sing in the shower. I sing while sailing.

The superstition started on the last day of racing at the 1993 Women's Worlds. The wind was blowing dogs off their chains, with 8-10 foot swells and building.

My crew, Tami Sontag, and I rounded A-mark in first place. As we headed

downwind, I was sure we would stuff a bow in a wave and do the "P" thing.

In search of divine intervention, I began singing the only religious song that came to mind — "Amazing Grace." God must have heard, because we stayed upright.

Not caring to drink saltwater or wanting to drown, I didn't dare sing from B-mark to C-mark. On the way back to A, I tried "Ol' Man River." We finished first.

We found ourselves in first in the next race, but I forgot to sing and we were promptly passed by Betty Bliss and Mary Wells. In the third race, we again took the lead. Tami pleaded, "Sing! Sing!"

I sang "Ol' Man River" upwind and "Amazing Grace" downwind. Tami joined in. We scored another bullet.

During the recent Hobie 18 Championship, Tami and I were happily ensconced in first place. By now, we knew which songs to sing and when to sing them. Belting out "Ol' Man River" on our way to the finish, I received many strange looks from our competitors. The race committee thought we were complete Trippy Doos. We got the last laugh, though and hit the high note — taking first.

These two songs haven't let me down, so I have to stick with them. However, they only work when I'm already leading.

I sing quite a chorus of other songs when I'm behind, but haven't figured out what gets me back in the lead. When I do, I'll let you know.

## Spot Shots



Don Bentson  
Culver Lake, NJ

I took this picture after a recent storm at Culver Lake, New Jersey. He didn't tie down his boat!

The boat's name is "SoFein." Believe it or not, no damage was done.

## NAME GAME CORNER



Our idea of family "quality time" usually includes our Hobie 21 Sport Cruiser.

Rob, Ann, Aimee and Bobby Blood  
Peterborough, NH

Send your photos and explanations to: Spot Shots, HOTLINE, P.O. Box 1008, Oceanside, CA 92051. Don't forget now — we're saving this spot for your shot!

Keep those names and photos coming to: Name Game, HOTLINE, P.O. Box 1008, Oceanside, CA 92051. ✕



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# Dear John

BY JOHN HACKNEY

## BLAST OFF

*I have read a lot about mainsail trim upwind in heavy air. Some say it is best to leave the main blocks sheeted in very tightly, traveled out, and feather the boat in puffs. Others say you should play the sheet in puffs. What is your opinion?*

*Also, I know that if you sheet in the jib too tightly upwind, you will cut off the slot, but if you let it out too much, you won't get a good flow. How do you know when you've got it right?*

Sailing in heavy air can be a blast, creating that natural adrenalin high that keeps Hobie sailors coming back for more. Unfortunately, the same heavy-air sailing can create overwhelming fear, causing a new boat owner or crew never to venture out on that suicide boat again!

Whatever your perspective, sailing in heavy air can be physically demanding. Special sailing skills and tuning techniques are required to make sure your Hobie performs to its potential without causing undue worries. Sailing enjoyment can be defined a lot of different ways, but keeping that Hobie in control is always a good start for having a great time.

Heavy air does not refer to a specific wind velocity or range, but rather the point at which you feel the boat is sailing you, rather than you sailing the boat. The goal is to increase your control threshold as far as possible, so you can enjoy sailing at higher and higher wind velocities.

Generally speaking, most sailors believe crew weight allows you to sail in heavier air while maintaining control. This concept is false. If you sail light and follow this train of thought, you will be relegated to staying on the beach when the wind blows, as you will never be mentally prepared to control your boat. What's this, the art of Zen sailing?

Some of the best heavy-air skippers sail at minimum crew weight. Mental and physical preparation, experience (tiller time), perspective and boat tuning play a big part in heavy-air control.

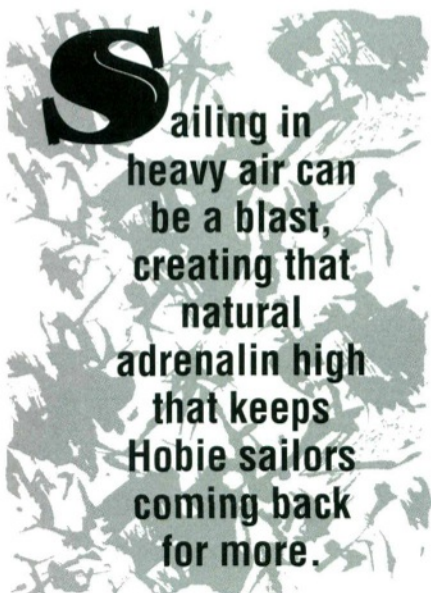
The best advice is to enjoy your sailing, and go out only in conditions in which you and your crew feel comfortable. As your skills get better, your threshold will get higher.

## TRAVELER OUT OR IN?

Which is better for upwind heavy-air sailing, traveling out with the mainsheet tight or sheeting out with the traveler in? My preference is for traveler out, sheet in. Explanations will change with various Hobie Cats and sail materials, but basically keeping the sail sheeted in tightly will maintain a flat sail that will increase your pointing ability and depower the sail.

Pay attention here, the boat (for practical purposes) has a finite speed upwind. No matter how fast the wind blows, the boat will only go so fast. So if you remember your trigonometry and vector stuff, you will know that as wind velocity increases and your boat cannot go any faster, either the boat must be pointed higher, which has its limits, or the traveler must be eased out to keep the sail's relative angle to the apparent wind correct.

If you move the traveler out and keep the sail sheeted in and flat, you can point just as high but really be footing off; great concept, foot off to point higher. Where have we heard that before?



The setup for heavy-air upwind sailing is keeping the sail flat. The battens must be relatively loose, the downhaul and outhaul tight, lots of mast rake, and bend the mast.

On the Hobie 21, mast bend can be induced with tight diamond wires. You should under-rotate the mast. All other Hobies have the mast over-rotated and the diamond wires loosened considerably, but not too much or the mast may break. Check the diamond wires on the local expert's boat to get in the ballpark on the tension.

A Hobie 16's mast is over-rotated permanently and main-sheeted block to block,

which really flattens the sail. Especially on the Hobie 16, in heavy air the more you foot, the higher you go; well, there are limits.

A quick point on jib setup. If you can adjust the luff tension on your boat, keep it tight in heavy air. Jib sheet leads should be moved aft and/or out, depending on the adjustments of your particular boat.

Moving the jib leads out and back opens the slot up high, decreases jib power and reduces heeling of the boat. This arrangement forces the jib flat on the bottom and depowers the top; just what the sailmaker ordered.

## EIGHTEEN QUESTIONS

*After 14 years of sailing my Hobie 16, mostly solo, I'm considering moving up to a Hobie 18 with a spinnaker. I plan to sail with my two children. I know both the Hobie 18 Formula and an SX-18 have spinnakers, but their Portsmouth handicaps are different (September/October 1994 HOTLINE).*

*What exactly is the difference between the two boats that accounts for their different ratings? Is one considered "easier" to sail? Are only Hobie Cat supplied-spinnakers and poles, etc. class legal?*

Hobie 18, Hobie SX-18, Hobie 18 Formula, Hobie 18 Magnum, how about the Hobie 18 SE ... where did all these Hobie 18s come from? Why do the Formula and the SX have different Portsmouth handicaps ratings?

Wasn't life a lot simpler when only a Hobie 14, 16 and 18 existed? Or let's go back to when the Hobie 14 ruled the roost. The upstart Hobie 16 came along, eventually opening the floodgates of new boats.

Years later, we have seen too many Hobie models to remember (of course, your memory may be better than mine). Some designs have endured the test of time and remain in production. Others fade into memory, spending their golden years relaxing on a rusty trailer.

The Hobie 18 has grown stronger, faster and lighter over the years, which is more than I can say for myself. Hobie 18s are still boats to reckon with in most areas; a lot of very talented sailors can be seen racing and day-sailing these boats.

The hulls have proven to be a fast design. As a result, a variety of rigging configurations has spawned different racing classes. Let's discuss their differences.

CONTINUED ON PAGE 36



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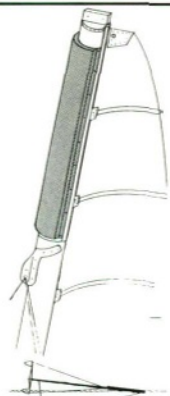


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## Locked In Love

### Once Upon A Hobie Time Turns Into Happily Ever After

STORY AND PHOTOS  
BY CHRIS COOPER

This is a love story, so if romance makes you gag or emotions cause your rudders to shudder, DON'T read any further. Just skip to the race section and check your scores from the last points regatta.

But if you have a soft spot in your heart for true love and happily-ever-after stories, read on. Our real-life fairy tale began once upon a time, about a year ago.

I was getting older and starting to think about being by myself for the rest of my life. I liked the freedom of living alone, but there's nothing like a nice, cozy fire ... and a nice, warm person to share it with.

The obstacle to achieving my dream was of my own making. Although I am not Prince Charming, I had created a picture of the ideal girl I wanted to marry. Suddenly, I realized I was not getting any younger and still had not found Miss Perfect. I had a long list of qualifications she had to meet, including of course, a love for Hobie Cat sailing.

#### THE DOOR TO ROMANCE OPENS

I met my sister-in-law's best friend, Claire. Claire wanted to change the locks on her doors to keep out her

annoying ex-boyfriend. Being a locksmith, I was happy to oblige. I went over to her place and changed her locks, and our lives.

Have you ever met someone for one brief, shining moment and felt an unbelievably warm, happy feeling? During those first few minutes with Claire, the invisible seeds of our lifelong romance were planted. Something was definitely in the air.

A couple weeks later, I called Claire and asked her out. Much to my delight, she said yes!

I love the excitement, the fun, the romance of going out on a first date. Immersed in expectation, we went to a concert on the beach and then out for a few drinks at a local beach bar. Things went well, actually swell, and we started seeing each other on a regular basis.

#### THE CHASE CONTINUES

As a big Hobie fan, I encouraged Claire to share my enthusiasm. Her first race experience was at a Fleet 5 regatta in St. Petersburg. Determined to discover what a Hobie event was all about, she offered to help on a chase boat.

Unfortunately, two of my so-called friends were on the same boat. Claire learned enough about my past to burst the bubble, but miraculously our relationship remained intact. Frankly, from what she found out, I'm surprised she ever went out with me again. Thankfully, she did.

The second regatta we attended together was on a memorable Memorial Day at Cocoa Beach. At the skippers' meeting, a 16 sailor said he needed a crew. After a little gentle persuasion, Claire volunteered. She loved every second of the race experience, and I loved her enthusiasm. My dream of the perfect relationship had come true: Claire had Hobie fever.

#### GROWING CLOSER

We continued dating and going to regattas. Claire crewed for me sometimes, but my regular crew and I were hot on the trail of the Division 8 trophy, so Claire often cheered for me from the beach.

As our relationship progressed, my feelings for Claire grew stronger. I wanted to show her how much she meant to me, but I wasn't quite ready for the BIG commitment.

One night I took her to dinner. After, I asked the waitress to leave us alone. I gave her a ring. Not the ring, a ring.

Unfortunately, I couldn't explain what the ring meant. I told her, "Here honey, I love you, but this is not an engagement ring, because I'm not ready for that. It's not a friendship ring, because you mean more to me than that. It's not a pre-engagement ring. It's just a gift." Guys, take it from me, don't give your girlfriend a ring unless you have a name for it!

Other than not knowing what to call the ring, our relationship was going great. We made a big decision and decided to live together.

#### AN EASY QUESTION? A KNEE-SY QUESTION?

What next? If you love her, you get on your knees and let her know. I had talked to my crew and his wife about my intention, and we all agreed a regatta would be the perfect place. All I had to do was not back out.

The proposal came the following year at a Cocoa Beach regatta. On the beach, in the rain, in front of friends I've known, raced against, partied with and shared my life with for years, I proposed to the person with whom I wanted to share my life forevermore.

When I went up to get my trophy, I requested everyone's attention. I an-





Photos from left to right:

Chris was "clewless" how happy he could be until he met Claire.

Chris and Claire show how much they "kneed" to be together.

After racing all day, Chris scores a first with Claire.

Their wedding hits the high seas; we hereby present Mr. and Mrs. Chris and Claire Cooper.

nounced "The current commodore of Division 8 is stepping down because of a work conflict. I, vice commodore, am now acting commodore, and I would like to ask someone a very important question."

I invited Claire to come forward, but she wouldn't. I asked her again, and actually started to beg. A friend and his wife almost had to drag her up.

Claire thought I wanted her to be the vice commodore. She had no idea what was going on. I got down on my knees. So did Claire.

"What are you doing down here?" I asked.

"You're down here. I thought I was supposed to be down here," she answered.

By now, most of the spectators figured out what I was trying to do. Everyone really started to pay attention to what was turning into an affair to remember. I could only hope Claire would, too.

At most trophy presentations, nobody much listens until their class is announced. This crowd was different. They anticipated that something special was about to happen.

I begged Claire to stand up. I remained on my knees, in the rain, and asked her to be my wife. She fell to her knees again, and I had to ask her a second time to get an answer. We certainly had come up with a way to add some drama to trophy presentations.

### RACING INTO WEDDED BLISS

We wanted to invite all our friends, who just all happen to be Hobie people, to our wedding. Since the proposal went so well, we decided to get married at a regatta. The date was set for Labor Day weekend at the division championships being held at the St. Petersburg Pier, the location of Claire's first regatta.

On the day of the wedding, I raced from morning until night. Claire made all the chase boats promise that if they saw me heading to Mexico, they would drag me off the water in time for the wedding. We got married that evening, enjoyed a great dinner, ate some delicious wedding cake and presented the championship trophies. After that, the rest of the evening was history. Our personal history to savor, as we began our sail through life together forever.

Our honeymoon also revolved around a Hobie theme. I had been sailing a Hobie 20 all year and the 20 National was scheduled the week after Labor Day in Michigan. Since neither of us had ever been in that area of the country, we decided it would be a great place for a honeymoon.

A week after our wedding, my lovely new bride, myself, and my crew hopped in a van for the 22-hour drive to St. Joseph. We wanted to see the leaves changing and enjoy some cool weather. Although it was 89 degrees and we had to rake the sidewalks to get enough leaves to kick around, we had a great time.

### LIVING HOBIE-LY EVER AFTER

We just celebrated our first anniversary: one month. I often wonder why we couldn't have met 20 years ago, but karma being what it is, everything's perfect just the way it is.

Claire and I are older now, and we've both lived through a lot. We've been through different relationships and diverse jobs, and are more settled and comfortable with ourselves. Best of all, we have each other.

I have my 20, and she sails my (oops, Honey, I mean our) 18, but we haven't figured out how to get both boats to regattas. I just wish she would stop trying to steal my crew and get her own. *SC*

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## New Hobie Catamaran Turns A Novice Into An Instant Skipper

BY BONNIE HEPBURN  
PHOTOGRAPHY BY MURRY SILL

*"But I've never sailed alone before!"*

The words were barely out of my mouth when I found myself sailing solo in Key Largo, Florida last fall. At least the water will be warm, I consoled myself, as I gazed toward another boat where several of my Hobie Cat colleagues were watching to see if I would sink or swim.

My next thought washed over me in a WAVE of delight. "Wow! I can't believe how easy this boat is to sail!"

I had caught the Wave — the fast, fun, easy-to-set-up and simple-to-sail 13-footer I am proud to say is the newest release from my (obviously) favorite manufacturer of on-the-water entertainment.

### Great Things Come In Small Packages

In the beginning, we called our yet-to-be-built, newest offspring the X-Cat. I remember when Tony Wilson, CEO and Hobie Cat owner, first presented the concept over three years ago; he said he wanted us to build a product that would lead the way into the future of sailing. He envisioned a sailboat that would attract new people — especially kids and families — into the sport, and introduce them to the Hobie lifestyle all of us find so appealing.

While it was still on the prenatal drawing board, we knew the boat had to be not only fun, easy, durable and safe,



# For a Good Time!



but affordable, too. Extremely affordable.

Guess what? The Wave is all that and more. This baby costs less than \$3,000 total. And you don't even have to pay for braces or college!

## On The Beach At Key Largo

Returning back to my personal entry into the "Hobie Way of Life" as a skipper, I had journeyed to Key Largo after Daryl McCullough of Caribbean Watersports generously opened his beachfront operation as the perfect location for an all-Hobie product and lifestyle photo shoot. And perfect it is, as you'll see from the great shots in this issue. Along to assist as sailors, beach workers, models and do-whatever-needed-to-be-done-to-get-the-shot crew, were Hobie Cat colleagues Matt Miller, Doug Skidmore and Doug's wife, Maggie.

Although Hobie R & D had tested and re-tested the Wave, we wanted to perform our own "road-test." (Okay, I'll confess: We also wanted to be among the first to get our paws on this innova-

tive little Cat.) During the photo shoot, we intended to put the boat through its paces to determine whether the Wave was everything R & D professed it was. I had not realized I would be put through my paces right along with the Wave.

We took the boat out with one, two, three and then four of us aboard. We couldn't believe it. Although the ideal capacity is listed at 350 pounds, our foursome totaled 610 pounds and the boat flew through the water like we hadn't eaten in months. The Wave is so easy to set up and break down, too — an all-around piece of cake.

## Solo, So High

Who was it who suggested I sail the boat all alone anyway? Hey, I'm strictly a recreational sailor; a sit back and cruise crew, not a skipper.

I've been sailing for 13 years — ever since I started working here at Hobie Cat. Nevertheless, it's like being a passenger in the car — you don't really look to see where you're going unless you're the one driving.

Same with me. I know how to do what

## Hard To Flip, But Easy To Right

The brochure promises, "The Wave is so user-friendly, it almost sails itself!" That's precisely how I felt. The boat is quick and agile, stable and very forgiving. However, no boat is stable enough to withstand the mistakes of an overly confident novice who gets too aggressive too fast.

Yep, you got it, and so did I. It was a good thing the water was warm. I flipped the boat. While I was wondering if I could remedy the situation by myself (I weigh less than 100 pounds), Doug jumped in and righted the Wave for me.

We all wondered, could I do it myself? Well, flipping the boat was no problem — after all, I'd just done it once by accident. To my surprise, within minutes I maneuvered the lithe little Wave into position and promptly righted it.

Elation is too bland a word to describe how I felt. Now, my only problem is that Doug, Maggie and Matt refuse to believe I hadn't done it before — skipper, that is!

Actually, I fast became a skipper. As our group was sometimes short-handed for skippers (perfect excuse), from then on me and the Wave became a permanent team.

## Meet The Wave Of The Future

What fun I had, and plan to have again and again. I never knew I could get so high, so fast, solo.

If you ever see me out there way above the water having a hull of a great time, come and join me. I know you'll agree that once you Wave hello, you'll never want to Wave good-bye!

*Continued on next page*



# Catch The Wave

The new Hobie Wave's state-of-the-art construction process uses super-tough, high-density, cross-linked polyethylene to produce amazingly lightweight hulls. But even if you don't know roto-molded from a hull in the wall, you'll love the Wave. It's the perfect entry-level boat; safe and stable enough for a youngster and fun for the whole family. It's so cute, it almost smiles. You'll smile, too, when you find out how affordable this much fun is: just \$2,995!

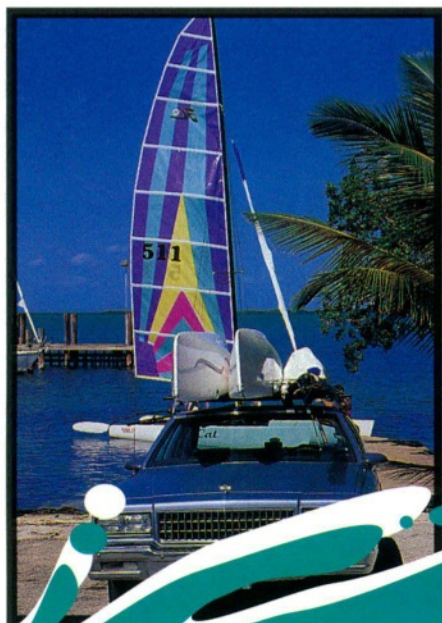
Hobie Cat has ensured the fun begins even before you get to the water. The Wave is conveniently car-toppable and can be set up in minutes. Every boat comes with an assembly and how-to-sail video, so even total novices will have no trouble.

You won't believe the Wave's speed and feline agility. It's buoyant and easy to maneuver. Automatic kick-up rudders make it easy to launch and beach, while nicely padded seating and a spacious deck/tramp provide a comfortable setting even for a family of four or more.

When it's time to go home, you can disassemble the boat as fast as you assembled it. Just toss the Wave on top of your car, or trailer it, if you prefer. Once you get home, storage is simple, too. With 18-inch wide hulls, the boat tucks into any cozy little corner.

Plans are already in the works to make the newly introduced Wave even more exciting. Among the coming attractions due out soon are options such as a reduced-size mainsail for heavy air, additional sail for increased speed downwind, trapezes and such luxuries as chair backs.

Who would have guessed the price of admission to the "Hobie Way of Life" could be so affordable. And since the Wave is backed by 25 years of proven Hobie quality, consider it a lifetime membership.





# Caribbean Watersports Owner Wowed By Wave

"This is just a great boat to rent out, to sell and to sail!"

Daryl McCullough knows what he's talking about, and he's talking about the new Hobie Wave. Daryl owns and operates popular Caribbean Watersports in Key Largo, Florida, a complete watersports center where he rents Hobie Cats, Parasails and personal watercraft to guests at the Sheraton Key Largo Resort. In his capacity as a Hobie dealer, he also sells new boats.

As a sailor, Daryl was stoked to be one of the first people to try out the Wave. "It's got a neat little design, and it's well-balanced," he reports. "You really feel in control. With a boomless rig, even a jibe isn't a big deal." Daryl says his staff couldn't wait to kick him off, so they could have a turn. "Everyone loved it!"


Daryl concludes the Wave "offers a great advantage for payload and ease of sailing, especially in our area's fast-changing wind conditions." The latter is important for Caribbean Watersports, whose customers include people who normally sail much larger, slower boats than Hobie Cats as well as folks "who say they know how to sail, but don't."

## The Wave's A Winner

Daryl received a first-hand look at the Wave's advantages during the recent Hobie photo shoot. "When I saw Bonnie flying a hull with my own eyes and then learned she's been 'rail meat' (Daryl's endearing term for a crew) up until now, I was impressed. And with a 100-pound righting capability, the boat will be a real winner."

Daryl also praises the Wave's "durability and toughness," features important in a rental craft. Comparing it to a competitor's boat in the same price category, Daryl explains, "There's really no comparison. The Wave is unique: it's fun, easy, fast and affordable!"

Daryl says he was amazed by the Wave's buoyancy. "Four people on it, and it just flew through the water. When we put those same four on a Hobie 14 (which typically is intended for single-handed sailing), the hulls started to immerse." Daryl believes, "The Wave offers a great opportunity to people who want a fun family boat; one on which the kids can learn to sail or your ol' pal, ol' buddy can join you."

Daryl and his wife, Jean, plan to be in on the Wave of the sailing future. He's purchasing three boats for his Caribbean Watersports operation. We wouldn't be surprised if he orders a fourth to keep all for himself. 



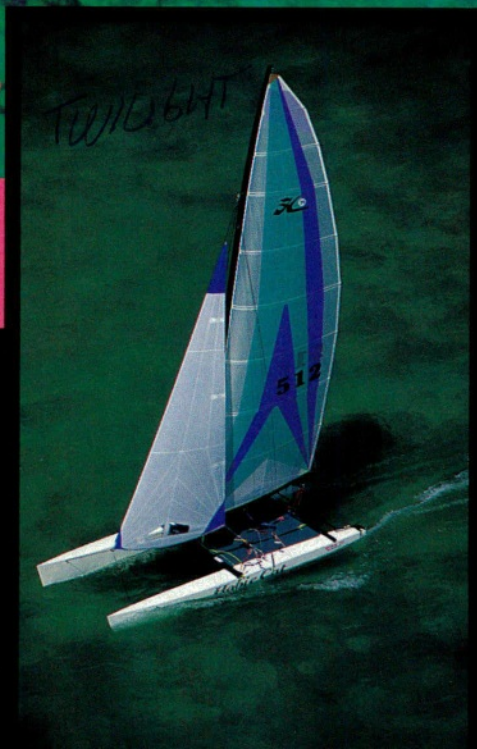


*Florida Sunshine  
and Hobie Heat  
Make Waves of  
Winter Warmth  
in Key Largo*

PHOTOGRAPHY BY MURRY SILL















5613

When night falls, Key Largo

lights up with hull-flying

fun. Friends get together;

the games have begun.

Winter never had it so good

-- it's a Hobie paradise in

the Florida Keys.









Summer heat cannot  
compete with winter days  
in the sultry Keys.

Water, waves, sail and sky --  
the colors of sailing are a  
natural high. The Largo life is  
the Hobie life, as laid-back  
as you want it to be.





**IN THIS SECTION:**

- *Major Regattas*
- *1994 Hobie 17 National*
- *1994 Hobie 18,  
Women's 18, 14, 14  
Turbo Nationals*
- *Racer's Edge*
- *NAHCA News*
- *Race Results*



## MAJOR EVENTS

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### MAJOR REGATTAS

#### 1995

Jan. 14-15	<b>Tradewinds Regatta</b> Plantation Key, FL	Dan Lawrence	(305) 961-9364
Mar. 3-5	<b>MidWinters West</b> San Felipe, Baja, Mexico	Stoney Douglas	(702) 376-4485
Apr. 1-2	<b>MidWinters East</b> Tampa, FL	Cliff Roche	(813) 831-1565
May 11-13	<b>Hobie 16 Women's Worlds</b> Huatulco, Mexico	Ron Palmer	(602) 299-0609
May 14-20	<b>Hobie 16 World Championship</b> Club Med, Huatulco, Mexico	Ron Palmer	(602) 299-0609
May 27-29	<b>Mid Americas</b> Lake Texoma, TX	Laurie Cronan	(214) 530-3550
July 1-3	<b>Canadian Nationals</b>	Graham McGlashan	(604) 876-2286
Aug. 3-4 Aug. 5-6	<b>NorthWest Area Champs (Clinics)</b> <b>NorthWest Area Champs (Races)</b> Lake Quinault, WA	Ken Marshack	(503) 661-6114
Aug. 11-18	<b>Hobie 14 World Championship</b> Fohr, Germany	Rolf Dalmann	(49) 4681-1660
Aug. 28- Sep. 2	<b>Hobie 17 Continental</b> Long Beach, CA	Bruce Fields	(310) 540-9949
Sep. 13-15	<b>Hobie 16 Women's Continental</b> Daytona Beach, FL	Mike Zabel	(407) 855-1121
Sep. 16-17	<b>Hobie 16 Junior Continental</b> Daytona Beach, FL	Mike Zabel	(407) 855-1121
Sep. 18-23	<b>Hobie 16 Continental</b> Daytona Beach, FL	Mike Zabel	(407) 855-1121
Oct. 9-14	<b>Hobie 20 National Championship</b> Fort Walton Beach, FL	Carlton Tucker	(904) 244-2722

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# the party line



**Dozens Of**

**Mad Catters**

**Enjoy Start-to-Finish**

**Fun At 1994**

**Hobie 17 National**

**BY MATT BOUNDS**

**PHOTOGRAPHY BY  
LARRY ARNOLD**

Expectations ran high for the 1994 Hobie 17 National held on Oneida Lake just north of Syracuse, New York September 19-23. Host Fleet 204 of Syracuse has successfully run its MadCatter Regatta for many years. Along the way, it has developed a well-deserved reputation as a party fleet. Maybe that's why the MadCatter has become one of the largest regattas on the east coast.

Fleet 204 will go down in the annals of Hobie history for renting an entire hotel at the 1993 16 National. Racers (and probably the hotel staff) will always remember the all-night parties that rocked on almost until the next day's racing began. This year's question was: Could the fleet pull off not just a nationally famous party but the whole event itself?

I rolled into Lake Shores Park on Sunday evening, road-weary and sore after an 11-hour drive from the 20 National in Michigan. Most participants had arrived on Saturday to take advantage of the practice races held while I was still on the road.

Regatta treasurer Pat Bisesi had planned only for 35-40 boats. Hobie Cats were lined up and down the beach, and I was one of the last to register. Pat was lurking around the registration table with a huge grin on his face and a twinkle in his eye. Fifty-six boats were registered to race!

This abundance obviously called for a schedule change. Instead of the usual three parties over five days of racing, we would have to arrange six parties over the same five days!

By the time I finished registering the welcome party had begun. Actually, it had more than begun; I was greeted by a half-empty keg.

I realized the itinerary would remain fairly basic — skippers' meeting, race, party, crash, skippers' meeting, party, party, crash. I was confident I could meet the challenge. But did I have enough Advil to counter the side effects?

## They Also Came To Race

We were here to do more than just party (at least some of us were). Monday started crisp and cool, sporting a gorgeous blue sky. It was a typically lovely autumn day in western New York. Activity on the beach was hectic, as racers made last-minute adjustments, or in my case, put together the whole boat. (The challenge of a half-empty keg had kept me busy the night before.)

The wind was light, and race committee chairman Paul Ulibarri (PU) was in no hurry. People had a chance to schmooze and talk about boats and stuff.

Finally, regatta chairman Rob Jerry called the skippers' meeting. He gave us





the final tally — 52 men, 4 women. He announced the setup — one start, no cuts, five days of sailing for everybody. Scampering to ready myself (and steady my pounding head) for the racing soon to come, I concluded, "Oh, boy! We're going to have some kinda fun!"

### Want To Try A 6G? Of Course!

People who sail 17s appear more techno-gadget oriented than other Hobie Catters. They like to experiment.

Knowing this, PU asked the assembled masses if they wanted to try a different course: 6G — a normal 6 with C-mark replaced by a gate? Sure, was the reply. OK, white flag at eleven, three or four races, no breaks. Lunches in zipper bags were doled out by Bridget Quatrone and we hit the water.

The wind was very light and the day was beginning to warm up. Like a fool, I went out prepared to catch some rays. Before the first race started, the wind was up, the spray was flying and I was freezing. I didn't care, since I hadn't been sailing for six weeks, but my bare knees were in for a tough day at the office.

The first race (a course 3 — nothing weird yet), I came screaming into the first

Continued on page 38



## HOOKED

**Hobie Cat Sailing Is An Equal Opportunity Sport, Believes This Handicapped Skipper. And Each Of Us Is The Captain Of Our Own Destiny, No Matter What Ship We Sail Through Life.**

by Rob Jerry

"Come on, let's go sailing!" Whenever Evan Newton of Bloomington, Minnesota and his Hobie 17 are near water, it's an open invitation to anyone and everyone. Wide open!

Evan, who sailed in 8 out of the 14 races at the 1994 Hobie 17 National, has Charcot-Marie-Tooth syndrome, a rare neuromuscular disease. This progressive disease affects the strength and flexibility of the muscles. Charcot-Marie-Tooth, however, has not affected Evan's love for sailing or his thirst for competition.

Despite having to wear heavy metal braces since he was seven years old, Evan was a competitive swimmer as a kid. Then, at age 13, he discovered sailing at an aquatics camp in Minnesota. He loved the challenge and enjoyed being able to pursue an athletic activity successfully. Sailing was something he could continue to do, as his ability to swim and bike became a thing of the past.

### Hobie Cats Catch His Eye

Evan bought his first boat, a 1972 Taft 16 (very similar to a Hobie 14) in 1985 and started racing in local regattas. In 1990, he attended the Lake Leech Regatta in Minnesota with a friend. His friend owned a West Weight Potter 15 and wanted Evan to bring his "damn catamaran" so "for once he could see the race from the front." The wind was non-existent, their combined crew weight was 430 pounds, they were dead last and, worst of all, they had to be towed to the beach.

"I saw my first Hobie 17 on that beach," recalls Evan. "It was time for a new boat. So I bought one!"

Evan liked the Hobie 17 because he could sail by himself or with company. In addition, it was more cost-effective than the 2.4-meter, one-design cat produced specifically for handicapped people.

Evan emphasizes the social aspect of the Hobie Catting sport, also. He doesn't object to the "work." "Sailing is always fun," he believes. "You meet such a great group of people." During the first year he raced his 17, he sailed with a crew. He wanted to make sure he had help stepping the mast and getting his boat to the water. Soon, he noticed everyone needed help with something one time or another; encouraged, he started racing by himself.

### Lake Competition Beckons Evan To His First Hobie National

"I thought I'd find the same Hobie camaraderie at the Nationals as I enjoy at local regattas," decided Evan, who with his father, Jack, drove to Syracuse for the event. "The fact it was a lake competition made it very attractive to me. I knew I could sail on a lake, since I did not have to worry about getting out through the surf."

And sail he did. Just like the other 55 racers at the event, Evan had his moments of glory as well as frustration. He was 20th around A-mark in one race and holding his own ... "Until I blew a tack. All sailors blow a tack now and then; next time, I won't!"

When the wind came up, Evan sailed to the beach with many other competitors. Once again, he was not just one sailor and one sailboat, but part of a happy Hobie group of friends and racers. The 17 National experience was a good one — new friends, great parties, different challenges and significant insights. Now he's trying to figure out a way to get out on the wire!

### Hooked On The Hobie Way

After talking with Jon Baldry and Wayne Mooneyham, Evan is looking forward to racing his 17 at an upcoming regatta in Long Beach, California. He and Becky are hoping to take a couple weeks off and make a family outing of the event. His new Canadian friends said they would "stop by" and pick them up, if they needed a ride.

Evan intends to sail in more Hobie events. He tried without success to place among the top third of the fleet at the 17 National, but he did accomplish three of his four goals. "I didn't break the boat, I didn't get hurt and I didn't come in last!" He was luckier than a few of his fellow competitors.

Evan's message is simple and strong: "Anybody can do it, the opportunity is open. Get hooked!" Soon Evan plans to teach his three-year-old son, Sean, to sail. Isn't that just the Hobie Way!





## Señores y Señoras Enjoy Sonora At 1994 Hobie North American Multi-Boat Championship

BY TED & SUE LINDLEY, RON & SHIRLEY PALMER  
PHOTOS BY GARRY MORRIS

Combine warmth, sunshine, wind, beautiful sandy beaches and turquoise water. Stir in generous sponsors, with special thanks to Tecate, the Playa Bonita organization and Sonora, Mexico. Add a lot of great competitors and a walloping dollop of Hobie "hot sauce" enthusiasm and you have the recipe for the perfect regatta! Not just any regatta; it was the 1994 North American Multi-Boat Championship, which for the first time in Hobie history "salsad" south of the border to Puerto Peñasco, October 10-16.

The current 18 World champions, Clive and Donna Kennedy, along with fellow Australians Brad Sumner and Rob and Jackie Branch, competed against Dean Watkins and Jeff Caldwell of Mexico, Gillian Thomson and Ron Rubadeau of Canada and the many sailing teams from

around the United States. In all, 86 teams had journeyed from far and near to compete in the Hobie 18 Open, Women's 18, 14 and 14 Turbo National Championships.

### Food and Fun Rule

A typical day began with boat tuning and rigging before the 10:00 AM skippers' meeting. Steve Kleinsmith and his crew prepared lunches in plastic bags for sailors to eat before they went out on the water or between races. Ask anyone about Steve's lunches — they were great!

Three races were held on most days, but a little better wind on Wednesday encouraged the race committee to go for five. Upon returning to the beach each afternoon, racers were treated to Tecate beer, soft drinks and either a banquet or lots of hors d'oeuvres.

### First Up: The 18 Open

Fifty-one teams hit the waves on Monday for the 18 Open Championship series. Winds blew in the range of 6-8 knots. The light air was frustrating, especially to the three skippers from Australia.

Everyone hoped it would build in the afternoon, but such was not to be the case. Undaunted by lack of wind, Steve and Sue Timm got off to a good start with two firsts and a second.

Monday night's welcome party was held on the patio of the Puesta Del Sol restaurant. Good food served quickly kept everyone happy as sailors from different states, countries and even continents became acquainted.

Tuesday's weather was a repeat of Monday's conditions, with winds down to





5-7 knots. Skippers Greg Thomas and Jock McGraw enjoyed a good day on the water.

After racing, participants lingered at the beach, sharing refreshments and their hope for some freshening breezes to finish the series. With no formal activities planned for the evening, racers were free to investigate the town or relax with new-found friends.

## Wind Opens Up At Last

Wednesday morning dawned through fog. Was this sunny Sonora? It looked like San Diego in June!

When the fog cleared, an SX-18 was spotted adrift on the water. A local shrimp boat saw the Cat, and towed it to shore with its panga.

The wind finally built, increasing from 6.5-10 knots. It was good to see the trapeze put to use and tactics change for the fresher breeze. Skipper Paul Parizeau and crew George James had a great day, capturing three firsts out of five races.

On Thursday, the fourth and final day of the series, the wind took command, blowing at 15-plus knots. As the seas were rough, some sailors elected to return to shore rather than risk their boats and themselves. Steve and Sue Timm finished with two firsts and a fourth, to cement their victory overall.

At the banquet, ironwood trophies donated by Sonora were given to each competitor. Those in the top 15 spots received larger trophies for their efforts. The Sonora Department of Tourism gave gifts of appreciation to sailors who had come from Canada and Australia. The top racers also received coupons for free dinners in town.

Division 2 sailors from Arizona made good use of their "home court advantage" by capturing the top three spots. Steve and Sue Timm were on top, with Greg Thomas and Shala Youngerman in second, and Paul Parizeau and George James in third.

## Women's 18, 14 And 14 Turbos; Lots Of Sailors, Lots Of Wind

Without stopping for a breath, the 16 teams of the Women's 18 (an all-time record), along with the 14 Classic and 14 Turbo, started racing on Friday. The 19 sailors who brought their 14s showed the highest participation since 1991.

From the competitor's point of view, it seemed the wind blew more than 10-12 knots on Friday, but we can't argue with the race committee. It was gusty, which probably made the wind feel like more. RC ran four races before allowing sailors to return to the beach.

In the Women's 18, skipper Kitsy Amrhein and crew Tami Sontag began the day right by taking two firsts, a second and a fourth. That fourth would end up being their throwout. Shala Youngerman and Tracy Nackel also enjoyed a good day, winning two firsts, a fourth and a 13th.

In the 14 Classic, Boyd Bass showed everyone he knew how to get in front and

stay in front. He captured four firsts, with Jim Sajdak and Dick Blount close behind. Ken Marshack took the lead in the 14 Turbo class with two firsts and a second.

During the night, the wind came up with a vengeance. Unofficial weather-watchers estimated gusts of up to 40 knots. The Mexican Navy reported winds in the 28-32 range on Saturday morning. Although the wind calmed to a more reasonable 20-25, Saturday became a lay day, due to the violence of the surf.

Speculation ran rampant. Sailors debated the type of wind, pondered whether it was part of Hurricane Rosa (no), and wondered how long it would last. Mysteriously, on late Saturday afternoon, the wind departed as suddenly as it had come.

## All's Quiet On The Western Front

Sunday began so quietly, we wondered if there would be enough wind to sail, but by the time the white flag flew, the breeze was at 15 and gusting.

Three final races were sailed in interesting conditions. Both 14s and 18s had trouble staying upright, but everyone was right-side up for the awards.


Division 2 women captured second and third places. Teri McKenna and Tara Chamberlain proved how rewarding sharing can be; their alternation of skipper/crew duties won them a third-place trophy. Although Teri was the registered skipper, Tara drove every other race. Their results were amazingly consistent.

Shala Youngerman and Tracy Nackel took second. The first-place trophy went to Kitsy Amrhein of Division 10 with her crew, Tami Sontag, of Division 7.

In the 14 Classic, Dick Blount of Division 2 took third place; Jim Sajdak of Division 3 came in second; and Boyd Bass of Division 5 won it all. In the 14 Turbo class, Dennis Woods of Division 2 came in third. Mike Montague of Division 3 took second, while Ken Marshack of Division 4 captured top honors.

## Oh Deer, It's Over

The awards banquet marked the end of the event. Sailors reluctantly said farewell to friends, new and old, and made their way home — some trailing their boats behind them, others catching planes.

Only one mishap occurred. Teri McKenna's vehicle was hit by a deer between Ajo and Gila Bend, Arizona. Teri is fine, but Roger Brown's boat may need a new hull. 



## Good Sailing Is Always In Style

### Take Advantage Of Every Opportunity To Improve Your Expertise And Your Racing Results

BY WICK SMITH

I enjoy listening to racers talk about how they sail their boats. Each skipper has developed a style of sailing and setup for his or her boat that varies only slightly from race to race.

Whether the topic is mast rake, rig tension, sail camber or anything else, most sailors will explain precisely what they do, but they can't begin to tell you why. Some are pinchers (they sail a very high line upwind), and others like to foot the boat. Some sail a steady course downwind, while others are all over the place surfing waves and getting the most out of each puff or shift.

Each person develops a comfort zone into which they fall, whether their style or settings are fast or not! In most cases, this happens because few sailors have time to practice in non-race situations and a fear of performing poorly while competing discourages them from making any radical changes.

In a perfect world, all of us would have at least one tuning partner who would be as good as, or slightly better than, us. Each sailor and partner would go out 20 days a year and tune against themselves to test every possible variation of boat setup and sailing style. Over time, they would develop the ideal setup for each wind and wave condition.

The America's Cup campaigns pursue this program on a much grander (and more expensive) scale to test hull design, sail inventories and the like. The concept is proven and suggested in virtually every sailing book ever written.

Unfortunately, most weekend sailors rarely have the time or resources to take advantage of the theory. They must rely instead on racing to evaluate their boat and helm style. They also must depend on the next best source of information: OTHER SAILORS!

Poet John Dorne once declared, "No man is an island." If every racer could use only what he learned on his own, the entire class would suffer greatly. The vast majority would never know the little tricks that have evolved over the last century of sailboat racing.

Good sailors who possess a world of experience abound everywhere. They have made mistakes, but also have tried new techniques that helped them immensely. They know what's best for their boat.

Your job is to tap that wealth of knowledge. Gleaning information from other skippers can be accomplished in four distinct ways.

#### JUST ASK

The first (and in my opinion, most effective) method is to walk right up and ask them! This solution can be intimidating at first, but virtually every sailor participating in Hobie Cat regattas today is willing to help others.

I personally started racing Hobies in 1981. I've done a lot over the years to improve my sailing ability, but by far the most effective thing was to ask questions of other competitors.

I first questioned the top sailors in my fleet. When I began racing at points regattas I cornered the best skippers. I even quizzed the other competitors at national championships.

The trick is knowing what to ask and when. Don't approach anyone 10 minutes before a race. Catch them as they're getting the boat ready in the early morning, or wait until after the race is over.

Walk up and introduce yourself, talk about how fast you think they sail (sucking up never hurts), and ask if this is a good time to pick their brain. If they say okay, ask direct questions about specific areas.

Don't limit your inquiry to boat setup. Feel free to ask about boat handling as well as tactics on the water.

Boat setup is usually the topic that draws the keenest interest from new sailors. Ask to take a look at your new tutor's boat while they're talking and observe where it differs from yours. Don't be afraid to ask them to take a look at your boat and solicit their opinion on your sail shape, mast rake, rig tension and anything else.

Above all, don't abuse their time. If they're kind enough to help you, don't spend more than 10-15 minutes with them. You'll probably catch them at another regatta and get additional information.

Once in a while, you might get turned down. The person may not have time right

at that moment, but don't get discouraged. Just ask another time, or move on to someone else. The more opinions, the better!

#### OBSERVE OTHERS

Next to probing fast sailors, observation is the best learning tool. Walk down the beach while everyone is getting their boat ready and compare the different setups to yours. If the majority of the fast skippers are rigging their boats differently, you may want to consider changing.

There are no patents on setup. Don't be so proud that you can't copy success.

While out on the water, look at the other boats' downhaul, sheet tension (sail behind the boat upwind to see how much the leech of the sail falls away to leeward), mast rake (determine how far the boom is off the back crossbar when sheeted tight and when parked with no tension). These key settings can tell you a lot about what other sailors are doing.

Consider duplicating boat handling techniques and tactics of successful sailors as well. Several years ago, a national-caliber Hobie Catter came to a division points regatta in my area. He sailed in my class (Hobie 16A), and his presence created quite a stir. A rock star had come to town!

During the race, it blew 20 knots with big waves. He took off upwind with his traveler out about 12 inches and footing like crazy. The rest of us were pinching and crabbing like we'd always done.

I realized very quickly that his technique for negotiating the big wind and waves was far faster than anything I'd seen before. If he could do it, I could too!

I dropped the traveler down and footed out with him. We rounded A-mark, and he traveled all the way out for the downwind leg, but sheeted hard with only a foot between the blocks. He was sailing very high and going very fast. Once again, I copied him.

We opened up on the fleet like I never thought possible. He won the regatta, but I was second and way ahead of the rest of the pack.

By copying his style, I learned more in 15 minutes than I could have in 3 years by myself. To this day, I use what he showed me, over 10 years ago!

Don't be so egotistical or stubborn as to think you have all the answers. If other boats are going faster than yours, there's a concrete reason. It's your job to find out why.

Going out weekend after weekend and doing exactly the same thing in exactly the same way won't change where you finish. If that's first place, great. If not, you need to change something about your boat or helming or both.



I've heard a lot of sailors say they do some things differently because it suits their style. The rest of the crowd sails a high line upwind, but this sailor foots because it suits his style. The fleet sails deep and surfs the waves downwind, yet this sailor sails the high line because it suits his style. The top dogs in the fleet carry a full mainsail, but this sailor insists on having a flat sail plan because — you guessed it — it suits his style. Unless this guy consistently finishes well, he needs to get a new style!

I used to sail with other Hobie 16s that sailed extremely high upwind in waves. I kept telling myself I couldn't sustain that high line, so I would foot to try and keep up (that was my style). Usually, I was unsuccessful.

One day, I finally forced myself to hold that high line despite my better judgment. With practice, I learned how to maintain the position with speed. My finishing positions improved immediately. I quickly abandoned my old style of sailing.

### **ATTEND SEMINARS**

A live seminar is an effective learning device. I have yet to find a group of sailors who didn't want to learn more about their boats. An informal gathering is a great place to get questions answered by an expert. Whether it's chalk talk at a local fleet race or a presentation at a national event, everyone should get something out of the discussion.

Many top sailors can explain what they do and why. They're very good on setup and tactics, but probably vague on boat handling, using phrases such as "when it feels right" and "about medium pressure." Although boat handling is a skill that is difficult to put into words, the discussion is still worthwhile. Be sure to inquire as much as possible. Many times, probing questions elicit more detailed information than the original presentation.

If you're involved in organizing a fleet function or regatta, strive to attract a speaker. The occasion can be a 10-minute talk on a specific topic prior to the skippers' meeting or a two-hour general clinic in the evening.

### **READ, READ, READ**

Last on the list of learning devices are books and magazines. Their most positive aspect is availability. Literally hundreds of publications on sailboat racing exist. Some are catch-all books that try to hit all the major topics, while others specifically address an area such as rules or sail trim.

Steer away from manuals on larger boats. Some of Gary Jobson's books are very good when it comes to learning to jibe a spinnaker on a 40 footer, but they don't tell you much about weight placement on a Hobie 16.

My personal favorites include "Welcome to A Fleet" and "Boatspeed" by Jack Sammons. Both have been in print for 15 years, but the information is still valid and valuable. Rick White's most recent work,

"Catamaran Racing: for the '90s," offers some great material and features many guest articles worth reading.

The three most influential books for me discuss racing tactics. Although written for monohull sailors, the same general rules apply to multihulls.

Stuart Walker's "Advanced Racing Tactics" is a little dry, but provides an excellent perspective on playing the percentages as opposed to taking risks. Dave Perry's "Winning In One-Designs" does a wonderful job explaining the impact of wind shifts and how to react to them. "Sailing Smart," written by Buddy Melges and Charles Mason, has a wealth of tidbits to improve setup, handling, and tactics. Other good books certainly are available, but these three have contributed the most to my understanding of the dynamics of sailboat racing.

Magazine articles provide a wide variety of information and can cover more ground because of their frequency and format. HOTLINE magazine ranks at the top of the chart, as it provides articles specific to Hobie Cat racing. SAILING WORLD is another excellent magazine. Its monthly columns are worth the subscription price, although Stuart Walker occasionally gets a

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**Don't be afraid  
to try new variations.  
Most of all, don't be  
afraid to fail. If  
something doesn't  
work, learn from your  
mistake, and don't do  
it again!**

---

little carried away with in-depth discussions on such stimulating topics as "Thermal Backing Across the Narraganset Layering Undercurrent."

### **APPLY WHAT YOU HAVE LEARNED**

The four sources I've mentioned are great ways to increase your insight into winning sailboat races. None of the information will do you any good unless and until you analyze it and apply the pertinent data to your racing. You can read books, attend seminars, talk to great sailors and watch sailboat races until you are blue in the face, but all your efforts will be for naught if you don't put your knowledge to work.

Whenever you obtain new information, you must decide if it's something you can use to improve your performance. Keep an open mind, because a new way of tacking, fresh sail shape or different weight placement could result in improved performance. If you decide a change is needed, talk to

other skippers and get their opinion. If you still feel it's worth a try, go for it.

As I mentioned, it's in your best interest to test your new techniques against another boat in a tuning session, to determine how they work. Remember to give things a chance, and don't deem your new style a failure if you don't dominate the fleet immediately.

Racing tactics differ slightly from style. New starting techniques, different ways to cover the fleet and selecting the side of the course on which to sail can be tested only while racing. Think of these strategies as additional weapons that can be called on when the time is right.

### **BUILD ON A SOLID FOUNDATION**


One trap many sailors fall into is thinking one book, one seminar, one speed technique or one tuning session with a hot sailor will automatically propel them to the front of the pack. Sailing is a skill learned over time. Like the bricks in a large wall, it starts with a solid foundation. Each race can be one of those bricks, but you must take the time to analyze why you finished where you did and how you could have improved. Each seminar can be another brick only if you apply what you learn.

Building the wall takes years of experience. There are no shortcuts. You can build faster only by obtaining more bricks of information and then using them.

You will never sail the perfect race. Top sailors in the sport operate at 85-90 percent efficiency on the course. Your job is to eliminate the mistakes that put you below 70 percent.

The fewer mistakes you make, the higher your efficiency rating and finish position. You don't need to achieve 100 percent to win; you just have to be higher than other boats in your class.

In summary, gather all the information you can about your Cat class and about racing in general. Take an analytical approach to racing, evaluating each change or new technique on its merits.

Don't be afraid to try new variations. Most of all, don't be afraid to fail. If something doesn't work, learn from your mistake, and don't do it again! Force yourself to talk to the winner of your class at each regatta, so you can glean as much concrete information as possible. You'll be surprised how quickly your results improve, and you'll wonder why you didn't do it sooner! 

*Note: Racer's Edge is jumping onto the information super-highway! If you have specific questions about Hobie racing, including questions about tuning, tactics or rules, send me a note through CompuServe. My address (user ID) is 72262,1373. I will do my best to respond to your questions through CompuServe as quickly as possible and will respond to the best questions in future issues. You can send mail to CompuServe through the other major on-line networks — see your network documentation for details. See you on the PC!*



**Safety is always the**

**first concern of an**

**experienced sailor.**

**No matter how short**

**the trip or how safe**

**the weather,**

**remember always to**

**wear your Personal**

**Flotation Device.**

**PFDs save lives.**

## Building A Strong Future

### Participants At Annual General Meeting Initiate Positive Courses Of Action

BY RON PALMER

The NAHCA held its Annual General Meeting in Corpus Christi, Texas on November 1, 1994. The officers elected were Dick Blount, Chairman; Alan Egusa, 1st Vice Chairman; Gail Force, 2nd Vice Chairman; and Matt Bounds, Secretary/Treasurer. Paul Ulibarri was again appointed Race Director for the region and Ron Palmer will remain Membership Chairman. John Schuck will chair the Appeals Committee.

In his final duties as Appeals Committee Chair, Dick Blount reported the Committee has resolved 11 appeals. One is pending and should be resolved before this article is published. The fee for filing an appeal was raised from \$25 to \$50.

Gail Force was recognized for the hard work she and her committee had done on the bylaws. Gigi Moore recommended that the NAHCA develop a policy and procedure manual to be used in conjunction with the bylaws in administering our region.

A Disabled Sailors Committee headed by Mike Strahle and John Ross-Duggan has been formed. The 1994 Trapseat World Championship held in San Diego last August was very successful. All look forward to the continual growth of this unique, inspiring event.

### Exciting Changes Ahead

Paul Ulibarri announced that the IHCA approved new rules for the Hobie 14. After witnessing a resurgence of the boat in South Africa and Brazil using a single trapeze and removing the weight requirement, the IHCA decided to adopt rules to that effect for the international class. The region also proposes new wording for Rule 54 on propulsion.

A new course, 6G, met with great success at all national and continental

events last year. Paul encourages everyone to use the simplified rules at all division points regattas and to send their suggestions to the Rules Committee or USSA judges.

Changes also are occurring in the WHCRA. Formerly under the NAHCA, this women's group now is forming an international group under the IHCA. Jean Tully would like help in building a global mailing list for the group.

Female racers at the 1994 Hobie 16 National proposed adding a women's event to the 1995 Hobie 16 World to be held in Huatulco, Mexico. The IYRU would have to approve world championship status, but the women are eager to sail as a group in any event.

Alan Egusa reported on the progress of a junior sailing program. He suggested fleets become involved in sailing activities in their area to find juniors who might be interested in a Hobie Cat program.

Jean Tully recommended that all fleets compile reports on successful programs so the knowledge can be shared throughout the region. The goal is to include juniors in continental and world championships.


### Other Modifications

The 16 Nationals were being sailed in Corpus Christi at the time of the meeting. Judy Fuller had already beaten 17 other women's teams, and Mike Whittington repeated as the junior champion in a field of nine. Seventy boats competed in the open event. Wally Myers, Keith Christiansen and Enrique Figueroa took the top three places.

The 1995 continental championships will be held in Daytona Beach for the 16s, Ft. Walton Beach for the 20s and Long Beach for the 17s. Bids are still being taken for the 18 and 14 events.

A masters class may be added. It would score skippers 50 or over and teams with a combined age of at least 100.

The membership program will be changed for 1995. The CHCA will no longer exist as a separate organization. Canadians, Mexicans and Guatemalans will join the NAHCA directly. All membership packages will be equal, with those outside the U.S. Postal Service delivery area paying a \$4 postage fee.

In an effort to provide more efficient subscription service, HOTLINE no longer will be included in NAHCA membership. Be sure to contact HOTLINE directly, so your subscription does not lapse. 



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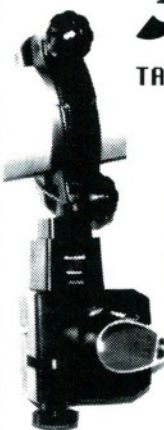
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# HOBIE RACING

## REGATTA RESULTS

### DIVISION 4

#### DIVISION 4 AREA CHAMPIONSHIPS DIVISION 4 LAKE QUINAUD, WA AUGUST 13-14, 1994

HOBIE 21	POINTS
1. Bill Hodgson	5.00
2. Russ Hills	8.50

HOBIE 20	POINTS
1. John Hoag	5.00
2. Jim Williams	14.50
3. Richard Lawrence	15.00
4. Kipp Silver	16.00
5. Tony McKarns	17.00
6. John Nilan	31.00
7. Sean Kirby	38.00
8. Doug Reed	42.00

HOBIE SX-18	POINTS
1. Ken Gertz	3.75
2. John Stahr	8.75
3. Kim Archer	15.00
4. Clair Terry	22.00
5. Joe Rioux	23.00

HOBIE 18A	POINTS
1. Ken Marshack	4.50
2. Tom Ling	11.75
3. Scott Roundy	25.00
4. Stan Breed	25.00
5. Arlen Petersen	28.00
6. Mike Quigley	31.00
7. Ted Blaha	33.00
8. Sarah Burton	46.00

HOBIE 18B	POINTS
1. Jose Pagan	7.50
2. Ted Bowen	11.25
3. Mike Gruber	13.75
4. Robert Loopeker	15.00
5. Russ Nelson	19.00
6. Debbi Humble	33.00
7. Paul von Stubbe	35.00
8. David Morrow	45.00

HOBIE 17	POINTS
1. Paul Carter	6.25
2. Tom Tarleton	11.50
3. Dan Carpenter	14.00
4. Angelo Zopolis	14.75
5. Caleb Tarleton	20.00
6. Dave Wilder	28.00
7. Peter Rovelstad	33.00

HOBIE 16A	POINTS
1. Gary Baker	7.75
2. Steve Jung	9.00
3. Lee Marshall	13.75
4. Larry Robinson	20.00
5. Eric Marshack	20.00
6. Mackenzie Skene	21.00
7. Chris Dingle	24.00
8. Scott Ruggles	26.00
9. Kelly Havig	36.00
10. Ron White	39.00
11. Chris Aubrey	40.00
12. Laura Farris	43.00
13. Don Kaster	46.00
14. Stanley Butchart	48.00
15. Ed Norris	49.00
16. Karl Kranz	52.00
17. Tammi Hinkle	54.00
18. Annette Stuckey	54.75
19. Graham McGlashan	59.00

HOBIE 16B	POINTS
1. Barbi Ferris	5.00
2. Victoria Pearson	13.00
3. Steve Reed	17.75
4. Gareth Nesbitt	18.75
5. Nettie Adams	20.00
6. Casey Fagan	22.00
7. Suzanne Kaster	33.00

HOBIE 16C	POINTS
1. Sean Halberg	5.00
2. Dave Cassell	7.50
3. Michael Collier	16.00

### DIVISION 8

#### BAHIA BEACH BREEZER FLEET 42, DIVISION 8 TAMPA, FL OCTOBER 22-23, 1994

HOBIE 21	POINTS
1. Berry/Deleonard	2.50

HOBIE 20	POINTS
1. Cope/Bennett	2.25
2. Carlsson/Bouton	8.00
3. Phillips/Guzzman	8.00
4. Loewen/Loewen	10.00
5. Lawrence/Scrop	11.00
6. Keyson/Agner	15.00

HOBIE 18A	POINTS
1. Shafer/Shaffer	2.25
2. Russell/Gordano	4.75
3. Johnson/Johnson	8.00
4. Berez/Shankland	12.00
5. Johnson/Cabish	14.00

HOBIE 18B	POINTS
1. Elder/Mitchell	2.25
2. Cooper/Cooper	6.75
3. Wright/Miria	9.00

HOBIE 18M	POINTS
1. Suterfield/White	2.25
2. Adiano/Adiano	5.75
3. Shipes/Quinn	10.00
4. Arcy/d'Arcy	10.00
5. Timonere/Timonere	12.00
6. Dietrich/Carr	15.00
7. Graves/Earnest	16.00

HOBIE 17	POINTS
1. Scott McMillen	4.50
2. Courtney Voehl	4.75
3. Mike Lodes	8.75
4. Mike Burley	10.00
5. Douglas Srole	13.00
6. William Myrter	14.00
7. Ron Willey	17.00
8. Marsha Scoggins	19.00
9. Brian Behymer	27.00

HOBIE 16A	POINTS
1. Woodruff/Woodruff	2.25
2. Dixon/Dixon	4.75
3. Schwied/Houghton	9.00
4. Srole/Possert	11.00

HOBIE 16B	POINTS
1. Grinstead/Pronza	2.25
2. Pierce/Graham	5.75
3. White/Chris	7.00
4. Johnson/Feckner	9.00
5. Lengyel/Lengyel	15.00

HOBIE 16C	POINTS
1. Stoltz/Kramer	4.50
2. Gravel/Wischoet	5.50
3. Givens/Simmons	8.00
4. Stohler/Stohler	9.00

HOBIE 14T	POINTS
1. Vel De Kreek	2.25

HOBIE 14	POINTS
1. Frances Lydic	2.25

### DIVISION 12

#### SALISBURY SENSATION FLEET 496, DIVISION 12 SALISBURY BEACH, MA SEPTEMBER 10, 1994

HOBIE 21	POINTS
1. Muth/Langevin	5.00
2. Valente/Tarallo	7.50
3. Hibbard/Goodnow	13.00
4. Strojny/Barnard	19.00

HOBIE 20	POINTS
1. Harwood/Barry	7.00
2. Borchert/Parkinson	9.75
3. Smith/Riddle	13.00
4. Dillon/Quig-Dillon	14.75
5. Garbero/Beckwith	23.00
6. McCarthy/Mueller	29.00

HOBIE 18A	POINTS
1. Masse/Belanger	3.75
2. Gagnon/Choiniere	8.75
3. Sullivan/Sullivan	14.00
4. Deming/McMahon	18.00
5. Shear/May	25.00

HOBIE 18B	POINTS
1. Coes/Murphy	6.00
2. Dionne/Last	8.50
3. Sawyer/Sawyer	11.00
4. DeGersdorff	22.00
5. Gilmore/Howell	27.00
6. Cassista/Daigle	28.00
7. Gasser/Therault	35.00

HOBIE 17	POINTS
1. Gergory Hamilton	7.25
2. Ted Knowlton	18.75
3. James Ratcliff	19.00
4. Gerard Blom	19.75
5. Thomas Kustes	23.00
6. Bob Pickett	23.00
7. Sam Coes	35.00

HOBIE 16A	POINTS
1. Lemme/Lemme	6.25
2. Baker/Suola	6.25
3. Garand/Garand	14.00

HOBIE 16B	POINTS
1. Pastore/Holland	7.00
2. Gardener/Torchia	8.75
3. Wheeler/Morin	15.75
4. Gilmore/Madden	18.00
5. Bird/Bird	23.00
6. Seiden/Spears	24.00
7. Mackell/Christensen	39.00
8. Tcon/Laroque	40.00

HOBIE 16C	POINTS
1. Sigurdson/Evers	3.75
2. Thermen/Therien	11.75
3. Janssen/Tafton	13.00

4. Jordan/Mahoney	19.00
5. Merrill/Merrill	21.00
6. Pierie/Bailey	25.00

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HOBIE 20	POINTS
1. Richard Lawrence	6.75
2. Paul Carter	11.50
3. Kipp Silver	14.00
4. Jon Nilan	22.00
5. Gillian Thompson	29.00

HOBIE 18A	POINTS
1. Tom Ling	9.25
2. Ken Marshack	12.25
3. Arlen Petersen	17.75
4. Jim Lowry	18.00
5. Stan Breed	32.00
6. Scott Roundy	34.00
7. Ron Rubadeau	40.00
8. Tammy Machtaler	47.00

HOBIE 18B	POINTS
1. Bob Loopeker	9.25
2. Mike Gruber	11.75
3. Jose Pagan	13.50
4. Russ Nelson	17.75

HOBIE 17	POINTS
1. Paul Ulibarri	4.50
2. Angelo Zopolis	12.00
3. Peter Rovelstad	20.00
4. Ian Marshack	24.00
5. Lee Smith	26.00

HOBIE 16A	POINTS
1. Todd Christensen	12.75
2. Keith Hern	13.50
3. Steve Jung	14.50
4. Lee Marshall	20.00
5. Mackenzie Skene	32.75
6. Scott Ruggles	32.75
7. Annette Stuckey	40.00
8. Andrew Richardson	40.00
9. Eric Marshack	44.00
10. Larry Robinson	64.00
11. Graham McGlashan	64.00
12. Tim Rasmussen	65.00
13. Bob Hilton	66.00
14. Gary Clarke	77.00

HOBIE 16B	POINTS
1. Victoria Pearson	7.00
2. Gareth Nesbitt	11.50
3. Nettie Adams	14.75
4. Dave Cassell	20.00

HOBIE 16C	POINTS
1. Michael Collier	4.50

### NORTH AMERICAN CHAMPIONSHIPS

#### HOBIE 18, 18 WOMEN'S, 14, 14T DIVISION 6 PUERTO PEÑASCO, MEXICO OCTOBER 10-13, 1994

SKIPPER/CREW	ST	POINTS
1. Timm/Timm	CA	42.50
2. Thomas/Youngerman	CA	69.75
3. Parizeau/James	AZ	93.00
4. Lowry/Letchford	WA	113.75
5. McGraw/McGraw	CA	114.75
6. Mondragon/Searan	NC	122.00
7. Bass/Winternitz	CO	141.00
8. Brown/Eldred	CA	145.00
9. Heffernan/Peto	AZ	152.00
10. Montague/Sadiak	CA	156.75
11. Kennedy/Kennedy	AUS	173.00
12. Kimball/Sensenbach	CA	177.00
13. Marshack/Marshack	OR	189.00
14. Branch/Branch	AUS	198.00
15. Ling/Ling	WA	199.00
16. Miller/Grandbois	AZ	225.00
17. Brown/Chamberlain	CA	227.00
18. Stater/Peacock	VA	230.00
19. Lewis/McKenna	CA	235.00
20. Popp/Sontag	MN	236.00
21. Sumner/Ferguson	AUS	245.00
22. Miller/Miller	CA	252.00
23. Tschalkowsky/Tschalkowsky	CA	311.00
24. Marshall/Hallada	AZ	329.00
25. Lindley/Lindley	AZ	331.00
26. Rubadeau/MacDonnell	CAN	342.00
27. Segerstrom/Margets	CA	359.00
28. Tomko/Petthelt	TX	383.00
29. Mimmitch/Mimmitch	TX	406.00
30. Wiseman/Wiseman	CO	408.00
31. Thomson/Hamelmann	CAN	418.00
32. Barracough/Burton	WA	419.00
33. Hankins/Hankins	AZ	422.00
34. Bliven/Katzman	CA	422.00
35. Ray/Ray	AZ	439.00
36. Wagniere/O'Brian	CA	441.00
37. Savage/Burns	CA	444.00
38. Gantsweg/Mohil	CA	449.00
39. Clay/Strazzabosco	CA	449.00
40. Eger/Eger	AZ	450.00

41. Shafer/Shaffer	FL	453.00
42. Yehalom/Bomberg	CA	479.00
43. Jernigan/Parigian	CA	508.00
44. Raphael/Piette	AZ	521.00
45. Willoughby/Zimmerman	AZ	540.00
46. George/George	AZ	545.00
47. Thomsen/Bethel	IA	555.00
48. Bird/Force	CT	596.00
49. Nelson/Doran	WA	621.00
50. Watkins/Caldwell	MEX	626.00
51. Smith/Morrison	AZ	649.00

#### HOBIE 18 WOMEN'S

SKIPPER/CREW	ST	POINTS
1. Amrhein/Sontag	IL	9.25
2. Youngerman/Nackel	CA	16.50
3. McKenna/Chamberlain	CA	21.00
4. Burton/Marshack	WA	26.00
5. Forgrave/Susanna	CA	30.50
6. Thomson/Murray	CAN	39.00
7. Szabo/Roten	OH	40.00
8. Margetts/Winternitz	CA	44.00
9. Kennedy/Mire	AUS	47.00
10. Peto/Searan	AZ	49.00
11. Palmer/Lindley	AZ	52.00
12. Eger/Zimmerman	AZ	67.00
13. Givins/Clement	AZ	73.00
14. Force/Ferguson	CT	73.00
15. Hamelmann/Palmer	NV	74.00
16. Deupree/Reding	CA	77.00

#### HOBIE 14 CLASSICS

SKIPPER	ST	POINTS
1. Boyd Bass	CO	5.75
2. Jim Sajdak	CA	20.00
3. Richard Blount	CA	20.00
4. Bruce Fields	CA	22.75
5. Ron Wagniere	CA	25.75
6. Tom Materna	CA	26.00
7. Burt Sherriff	CA	35.00
8. Jim Lantz	CA	37.00
9. Hope Green	MO	41.00
10. Dick Lantz	CA	48.00

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SKIPPER	ST	POINTS
1. Ken Marshack	OR	5.00
2. Mike Montague	CA	10.50
3. Dennis Woods	CA	16.00
4. David Bethell	CA	17.00
5. Jack Winter	CA	21.00
6. Ted Cross	WA	28.00
7. Earl Landers	CA	32.00
8. Bob Heyer	CA	35.00
9. Howard Chase	CA	41.00

### NATIONAL CHAMPIONSHIPS

#### HOBIE 17 NATIONAL CHAMPIONSHIP SYRACUSE, NY SEPTEMBER 18-23, 1994

SKIPPER	ST	POINTS
1. Alan Egusa	CA	26.50
2. Wayne Mooneyham	CA	54.75
3. Matt Bounds	MI	63.50
4. Paul Garlick	CAN	72.75
5. Michael Garrett	VT	92.00
6. John Bauldry	CA	105.00
7. Bob Bergstedt	NJ	141.00
8. Mike Hands	NJ	148.00
9. Nicholas Liebel	CAN	175.00
10. Tom Korzeniewski	NY	186.00
11. Bruce Fields	CA	188.00
12. John Krause, Sr.	VA	195.00
13. Bill Jeffers	NY	199.00
14. Peter Pattulo	TX	199.00
15. David Koons	TX	227.00
16. Doug Ackroyd	NJ	228.00
17. Kathryn Garlick	CAN	238.00
18. John Krause, Jr.	VA	261.00
19. Jeremy McLaverty	CAN	269.00
20. James Travis	NH	297.00
21. John Chern	PA	334.00
22. Bernard Yild	NJ	337.00
23. Jim Glanden	DE	335.00
24. Stephen Acquart	TX	335.00
25. Bruce Briggs	IL	339.00
26. Chris Ulfon	CA	340.00
27. Tom Veirs	VA	350.00
28. Jeff Allsopp	NJ	353.00
29. Greg Hamilton	NY	361.00
30. George Schmidbauer	NJ	361.00
31. Sue Korzeniewski	NY	394.00
32. Gordon Whitehouse	PA	394.00
33. Roger White	MA	402.00
34. Yordan Martin	CAN	402.00
35. Dave MacHardy	CAN	402.00
36. Clive Warwick	CAN	422.00
37. Gerald Blom	NY	431.00
38. Wade Roper	FL	437.00
39. John Midyette	NC	445.00
40. Nancy Worth	CAN	445.00
41. Bill Kast	PA	456.00
42. Donald Ralston	NY	460.00
43. Ronald Wilton	FL	465.00
44. Mike Roper	NY	473.00
45. Robert Wagner	PA	483.00
46. Charles Smith	CAN	493.00
47. Ronald Souza	CA	538.00
48. Robert Dunki-Jacobs	NY	544.00
49. Kathia Pila	PA	548.00
50. Tim Nixon	PA	556.00
51. Jon Tiper	KJ	557.00
52. Brian Ness	NY	589.00
53. Stan Korzeniewski	NY	640.00
54. George Rossen	PA	650.00
55. Evan Hagan	NY	650.00
56. Peter Rorell	NY	727.00





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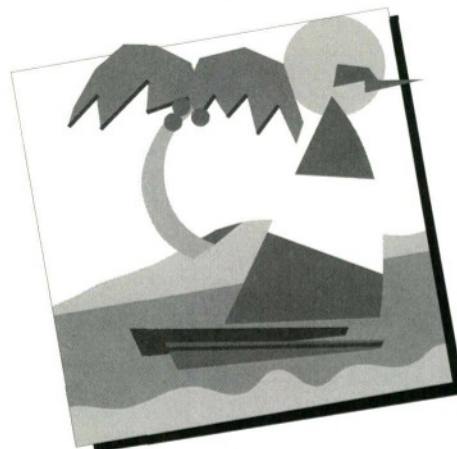
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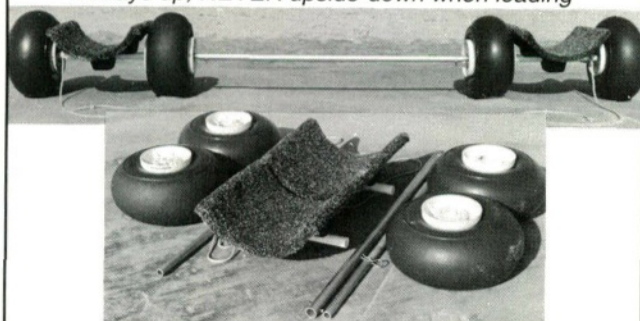
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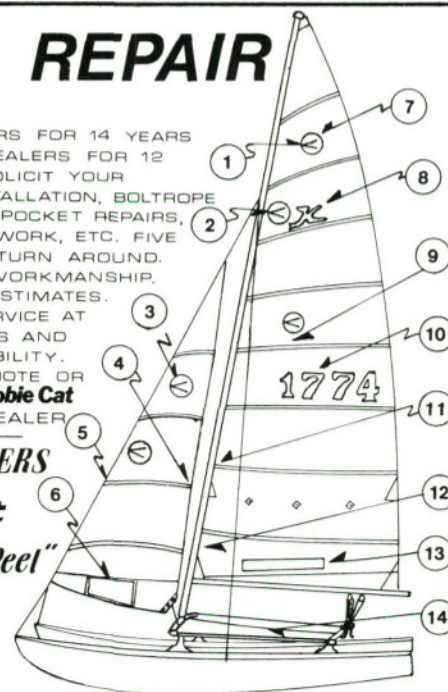
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CONTINUED FROM PAGE 10

## **FIRST UP: THE ORIGINAL 18**

The lineup starts with the standard Hobie 18. The boat has remained virtually unchanged over the years. A Hobie 18 SE is the same as a standard 18, except it sports black anodized metalwork, spiffier colors and other appearance options. These enhancements were added to make the boat prettier, not faster. A common practice that began in the '80s, beautification has become the standard in recent years.

The 18 has lost some weight, due to refined production techniques. In addition, adept sailors have tweaked more speed out of the boat by utilizing smart tuning techniques.

Hobie Cat's basic philosophy always has been to produce a solid boat and keep the boats as equal as possible, to ensure that sailing skills, not boat accessories, win races. Thanks to this objective, old boats should be as competitive as new boats. Unlike your Nehru jacket and love beads, old Hobies will never become obsolete.

Arguably, older boats can become slower with age. Sails may lose their shape, and hulls can gain water weight and lose some of their stiffness and rigidity, just like old sailors.

## **WINGS AND THINGS**

The Magnum wing was created as an add-on to the Hobie 18. This popular accessory made the 18 more comfortable to sail and more spacious. It also increased the hiking leverage by allowing the crew to move outboard for higher performance. Sailors could remain seated aboard or trapeze from the wings for a hull-flying thrill everyone should experience! Dubbed a high-performance chaise lounge, the Magnum wings had a bent tube and welded aluminum seat frame that spanned the front-to-rear crossbars and bolted onto any 18.

More recently, the SX-style wing was born and replaced the Magnum version. The new wing improved the design by enabling the crew to move farther aft while sitting on the wings, a position that proved important when reaching.

This SX wing incorporates the "seat ring" of the larger Hobie 21 Sport Cruiser. It spans from ahead of the front crossbar nearly to the transom.

## **THE FORMULA COMES FROM EUROPE**

The Hobie 18 Formula was a European addition to the market. It modified the basic Hobie 18 sail rig, but did not include hiking

wings. Based on a standard Hobie 18, the Formula featured an 18-inch-taller mast, and a modern, high-aspect, vertical-cut mylar main and jib for more performance. The Formula was introduced here in the States as the Hobie SX-18 and included the SX-style hiking wings. The existence of wings explains the difference in Portsmouth handicap rating in these two otherwise-identical boats.

## **THE SPIN ON SPINNAKERS**

Spinnaker gear is available for most Hobie models. One kit fits both the standard Hobie 18 and SX rigs. The SX is the only 18 that can be class raced with a spinnaker.

Class racing places restrictions on spinnaker sail size; the Hobie Cat spinnaker conforms to the rules. Open-class racing with Portsmouth handicapping is less restrictive on spinnaker sizes.


## **CONSIDER YOUR OPTIONS**

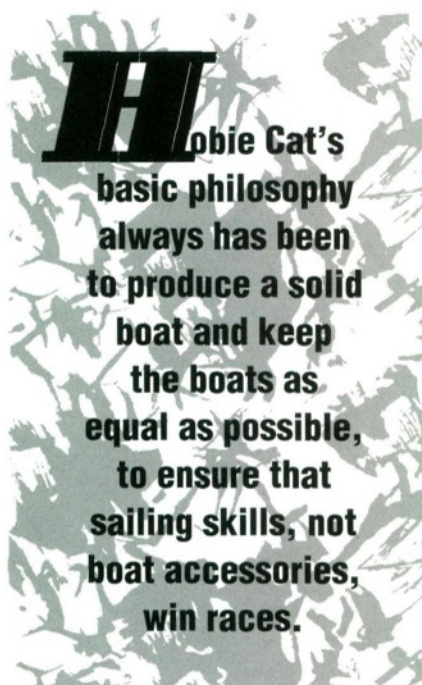
Now, which boat would I recommend for a person wanting to sail with two children. A boat with wings definitely would provide more room on which to move around as young sailors grow. Adding a spinnaker would give those little hands a lot more to do on what can be boring downwind

legs. If this sounds like your family's cup of tea, you probably would appreciate the Hobie SX-18.

Another intriguing possibility would be to buy the Hobie SE with optional SX wings, and add the spinnaker kit if you like. This boat then could be sailed as a standard Hobie 18, the biggest 18 class by far and supported by all points regattas. You also could sail it as a Hobie 18 with wings in some points regattas that offer that class. Adding the spinnaker would give you a boat that would be a lot of fun in open Portsmouth classes for the whole family.

As you can see, choices abound. I suggest you talk to your local dealer or Hobie fleet to get additional advice on which boat is best for you. You also might want to consider what versions are most popular in your area of the country.

The bottom line is no matter what Hobie Cat you buy, whether one of the fabulous 18s or any other model, Hobie Catting is a great way for the whole family to have fun together. Sailing is a wonderful transgenerational sport that both young and old can enjoy together; you know, quality time. Real quality, on a Hobie. 





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tastes quite as good as the first beer.

## They Race To Party

That night, the maidens (actually the ladies of Fleet 204) returned, serving finger food to 56 starved sailors in the park lodge. We continued our battle with the kegs; at this point we were still winning.

The posting of race results immediately drew a crowd. Wayne Mooneyham was in first. Much to my surprise, I was in second. Although he had won two races, Alan Egusa was in third.

Sailors faded early that night. We knew there were four more days of racing to go.

Tuesday and Wednesday were light-air days; only four races were held. Both days were a blur of starts, general recalls and slow sailing.

Despite repeating his unorthodox course strategy, Alan Egusa won every race. For instance, as he rounded B on a

course 3, with the competition in hot pursuit, he forgot where he was. This time, he realized his mistake early and managed to win.

The last race on Wednesday was particularly brutal. Four of the top five boats finished in the high 20s or low 30s. By the day's end, Alan had taken a strong lead, followed by Wayne Mooneyham and myself. As we got more races under our belt, we seemed to be settling into our positions.

At Wednesday night's party (again at the park lodge, with dinner provided by the Dinosaur Barbecue), Alan was given a hard time about his memory lapses. Tom and Sue Korz of Four Seasons Car Wash sponsored the Mount Gay Rum. Winds for the next day were predicted to be light, so most people figured, "What the hell! Let's party!"

## You Call This Light?

Thursday brought a surprise. Sailing conditions fooled the weatherman in our favor this time. Well, maybe not. Many bleary eyes on the beach would have preferred not to sail at all. Dark water and whitecaps spoke of 25-30 knots, and a nasty, three-foot short chop. A typical fall day in western New York. Dinnertime!

We had a blast! Upwind, most of us were traveled out at least two feet, sheeted in tight and just hitting the tops of the waves. Off the wind, you could surf the waves dead downwind for hundreds of yards. PU got off three races (Alan won only two) and sent us in for a rest.

Our numbers had been significantly reduced by attrition. George Schmidbauer had flipped and broken his mast on the shallow bottom. Gordon Martin's mast

fell down. Pete Pattullo's boat capsized yards from the finish line and stuck into the bottom goo. Minor mechanical breakdowns and fatigue had benched quite a few boats and competitors. During the third race, my mainsheet wouldn't cleat and I was sure my arms had become several inches longer. The parts bus from Boatworks was doing a brisk business.

After a paltry, one-hour rest, we were back at it again that afternoon for two more races. The wind had slacked off a bit, but was still cranking. We didn't hit the beach until 5:30.

Alan Egusa continued his dominance of the event with Wayne Mooneyham and myself fighting over second, only two points apart after 14 races. Canadian National Champion Paul Garlick was right behind in fourth, followed by Mike Garrett, John Bauldry and Bob Bergstedt.

The atmosphere at that night's party was muted. People were tired and hungry, eager to replace calories burned off during the day. Pizza was being consumed faster than it could be made. Later that evening, the line at the hotel's hot tub was long. I was running desperately low on Advil.

## A Dreary Day But A Fun Finale

The final day dawned drab, dreary and rainy. The prior four days had taken its toll, so the delay provided much-needed rest and recovery time.


By mid-morning the rain had stopped, but the wind refused to fill in. While we waited, the four leading skippers set up shop in the men's dressing room (the women were invited, too) to do chalk talks and answer questions on boat tuning and tactics. PU related what happened at the IYRU Worlds and Hobie 20 National.

The wind finally filled in (barely) for one last race. Most sailors were antsy about preserving their positions. It took five tries to get the start off.

Everybody sailed conservatively, and not many positions changed. A key position remained the same; Alan Egusa captured the crown.

The award dinner was held at Sam's Lakeside Restaurant, a cozy place not far from the regatta site. The buffet meal suited hungry sailors just fine.

After dinner, we started the festivities by singing "Oh Canada" (lots of Canadians at this event) and "The Star Spangled Banner." Rico Quatrone recognized everybody who helped with the regatta. The stage was full of Fleet 204 members, who proved they could run a national event as well as a MadCatter!

After the awards were distributed and sponsors (Boatworks, Four Seasons Car Wash, PowerAde, Freeze Frame Photo and Onondaga County Parks) were thanked, the real party began. Many toasts were exchanged, and sometime during the evening, we found time to douse champion Alan Egusa with the ceremonial bucket of water! 

CONTINUED FROM PAGE 27

A-mark (on port, of course), right into a wall of starboard boats. A 10th to the mark had changed to a 25th around the mark. Maybe my knees weren't the only part of me having a bad day.

The next race (another 3), restored my confidence. By now, the wind was a steady 15, blowing from the near end of the lake. On flat water, in gusty and shifty conditions, Alan Egusa led the competition, with Wayne Mooneyham and George Schmidbauer hot on his tail. Alan rounded B and headed to the finish, trailed by Wayne and George. I meandered along in fourth, looking for an opportunity. Fate intervened. I took the bullet and Alan ended up with something in the teens (ouch!).

Race 3 was the dreaded 6G. C-mark was replaced by two marks about seven boat lengths apart. Sailors could round either mark, as long as they sailed between them. The course was challenging, because no one was sure to which mark the immediate competition was heading.

Interestingly, the congestion and collisions normally present at C never materialized. Racers could choose which mark to round without having to tack. Most of us liked the course, although we hadn't yet considered the protest potentials that might arise.

After a final course 7, we hit the beach, tired, sore and in the case of my knees, bleeding. Just like the time of Homer, the thirsty voyagers were greeted at water's edge by luscious maidens bearing vessels of pale amber liquid (our modern-day version was topped with foam). After being out on the water for six hours, nothing



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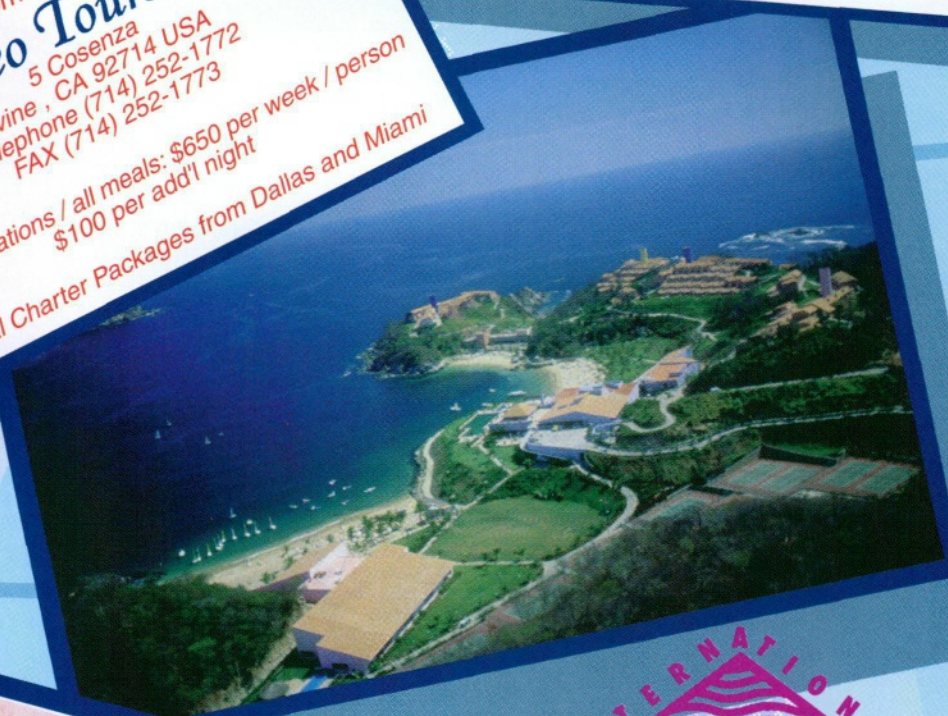
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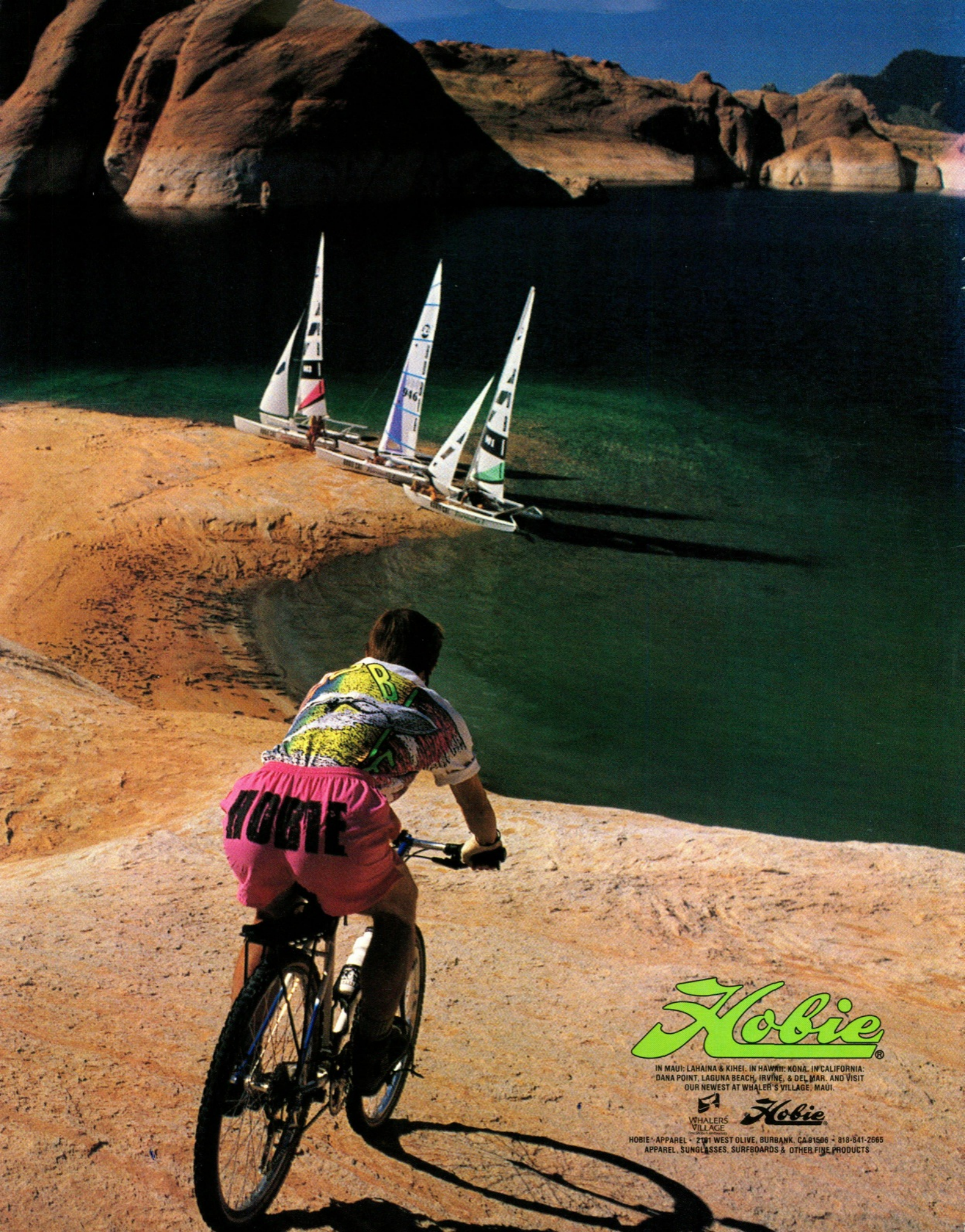


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