

# HOTLINE

An aerial photograph of three sailboats on a vibrant turquoise sea. The boats have blue, white, and red sails. Several people are visible on the boats and swimming in the water. The water is clear, showing some underwater vegetation. The overall scene is bright and sunny.

MARCH/APRIL 1995

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

## THREE SAIL TALES

### HOBBIE TEACHER

*What does sailing have to do with life?*

### 20 TELLTALES

*Where do they go?*

### NEW GARDEN OF EDEN

*Where in the world is it?*



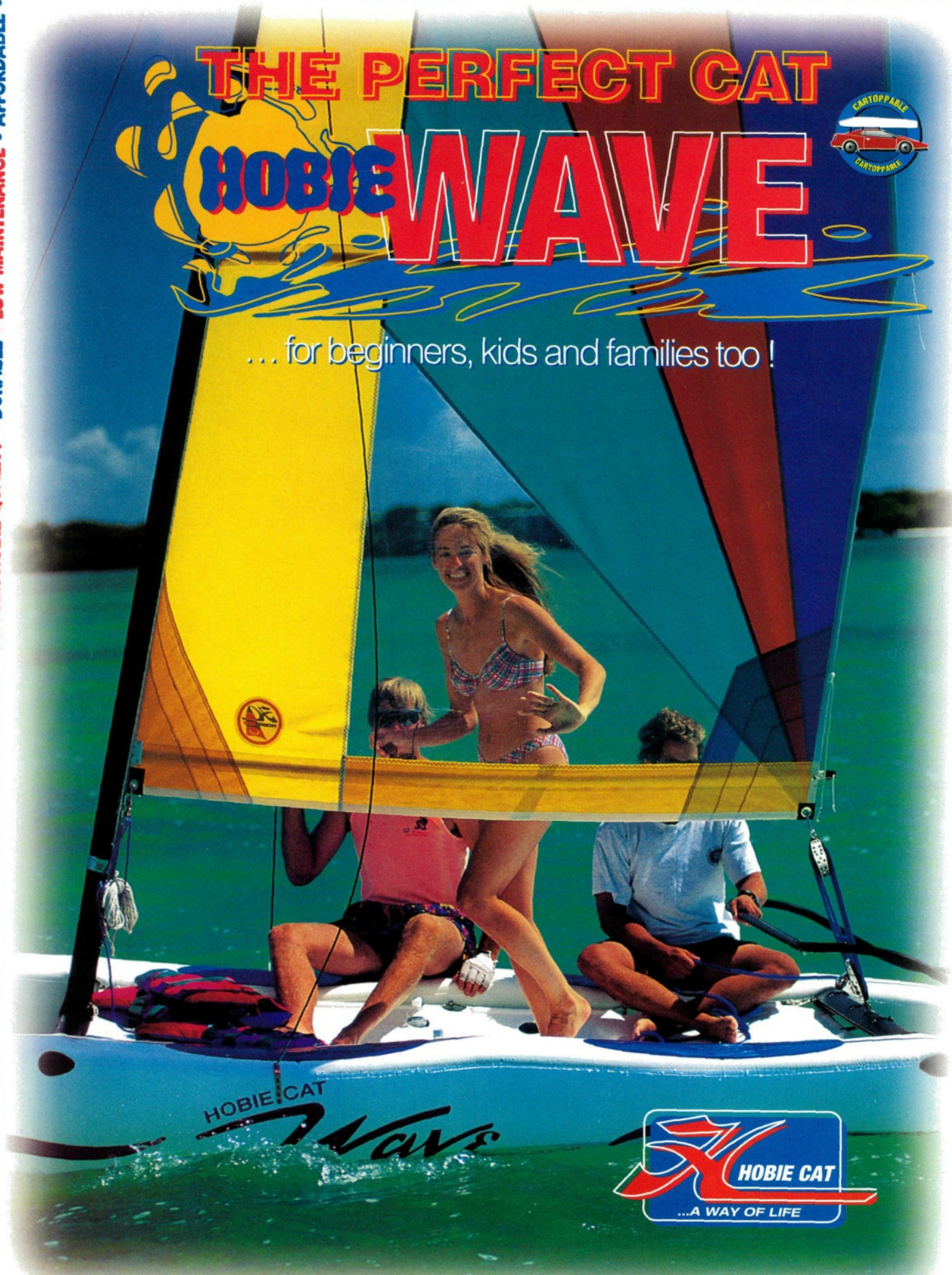
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## Hobie HOTLINE

MARCH/APRIL 1995 • VOLUME 24 NUMBER 2



MURRY SILL

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Left Is Right. Don't get left high and dry by the right half of your brain.



MURRY SILL

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Adam and Eve would feel right at home in this Garden of Eden called Huatulco, Mexico, site of the 1995 Hobie 16 World and Women's World Cup.

#### 20 TEXAS BONANZA

1994 Hobie 16 National Championships engulf three great races into one wonderful Texas trilogy.

#### On the cover

Warm water, good friends, great times ... the perfect Hobie spring.  
Photography by Murry Sill.

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

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The Hobie HOTLINE is the official publication of the International Hobie Class Association. Distributed worldwide, the magazine is published six times per year: January/February, March/April, May/June, July/August, September/October, November/December. The basic subscription rate is \$25 in the United States, \$48 in all other countries. Send check or money order to HOTLINE Subscriptions, P.O. Box 1008, Oceanside, CA 92051, or to subscribe by credit card, call (619) 758-9100 X600. Subscribers with change of address should include their old mailing label and allow eight weeks for processing. The publisher welcomes stories and photographs on a contribution basis. Send only typed, double-spaced manuscripts and good, clear 8 x 10 black and white glossy prints or color transparencies (slides). Include a self-addressed envelope with sufficient postage for return of material. The HOTLINE cannot accept responsibility for unsolicited materials. Advertising rates available upon request. Insertion orders must be placed seven weeks prior to cover date. Advertisements of items in the HOTLINE does not imply endorsement by Hobie Cat Company or the International Hobie Class Association. Use of the stylized H trademark, the words Hobie and Hobie Cat on ads herein are with the express permission by license or otherwise of Hobie Cat Company. Any other use is strictly prohibited by trademark law. Note: Damage to any Hobie sailboats caused by modification to the boat is not covered by Hobie Cat Company's warranty. Please use discretion in deciding to modify your boat with items advertised in this publication.

## **Oh, The Tales We've Told**

One of the best things about Hobie Cat sailing has absolutely nothing whatever to do with sailing.

Lest you think I've swallowed one too many raindrops during our wet California winter, let me amplify that statement. Take a look in the mirror, because I'm talking about you. That's right, the people who sail Hobie Cats are the best thing about Hobie Catting. It's incredible how fascinating each and every one of you is!

Throughout my many years here with the company, I've had the pure pleasure of getting to know many of you personally, and of having the opportunity to talk to many more readers on the telephone. Some of you I don't know by appearance or voice, but at least I've been able to "meet" you through the mail.

As publisher of HOTLINE, I feel privileged to share stories of different sailors' lives in what has become one of my favorite features — Cat Tales. Sometimes, the stories veer off from sailing into other facts of life — marriages, births, and sadly, divorce and death as well.

We've featured people from all over the country, young and not as young, in a variety of circumstances and walks of life. Significantly, however, the positive influence of Hobie sailing is a key element in their lives.

If you're wondering how we come up with people to profile, take another look in the mirror. Our ideas come straight from you! Thanks! Without you, the cat would indeed have our tongue and we'd be faced with a few blank pages in every issue.

Many times, I follow up on something I've read in a local sailing newsletter, so keep sending me your division and fleet publications. They're a great source for future Cat Tale subjects. Often, we receive unsolicited stories as well.

Where else do our ideas come from? Well, if you know me, you know I love to talk to people. It must be my southern upbringing, but I always feel that everyone I meet is a potential friend. I'll be on the phone talking to someone who called in regard to a race or the magazine, and pretty soon we're shooting the breeze and a little mast in my head goes up and I'm thinking hey, this would make a perfect Cat Tale!

So before we go any further, I want to thank all of you who bared your souls and shared your lives and times with us. I especially want to express my appreciation to the person who got us started on this tack exactly four years ago. While preparing the March/April 1991 issue, we were thrilled to receive a delightful article from Ross "Rosco" Tyler about the one that got away — a megamouth shark he encountered while sailing off usually serene Mission Bay, California.

Four years ago, there were no Cat Tales. I'm hoping this is one feature that never gets away.

I began this column by saying the best thing about sailing has nothing to do with sailing. Now that I've reached the end, I realize I was mistaken. The "Hobie Way of Life" is the tie that binds each of us to every other Hobie Cat sailor around the world, and it is the strength of that tie which we celebrate in every Cat Tale.

The best thing about sailing has EVERYTHING to do with Hobie sailing. Here's to another nine lives of great Cat Tales, thanks to you!





# THE BEST PARTS OF

# Sailing

## HOBIE PARTS



A



B



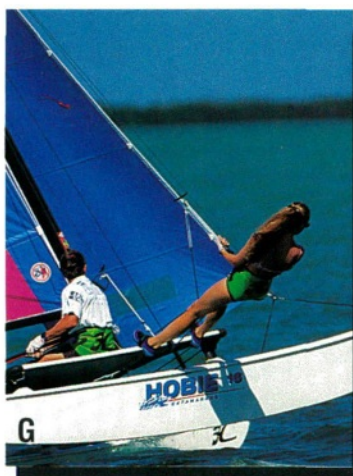
C HORIZONTAL - PANEL  
D VERTICAL - PANEL



E



F



G

### GET A SHARPER IMAGE

- A** Make short work of tuning the trailing edge of rudders and daggerboards with this handy **Rudder Sharpener**. Use the tool like a draw plane, working from top to bottom. A dozen quick strokes makes that high-speed vibration and hum disappear and sharpens performance as well.

#82401000 Tool \$24.00

### ZIP IT!

- B** This sleek, color-accented black **Hobie Wetsuit** is custom-designed for cat sailors. You'll appreciate the comfort, flexibility and warmth of the Nylon I torso topped by smooth, 2mm, water-wicking neoprene that greatly reduces cooling due to evaporation. Knee and butt patches extend the life of the suit (and aforementioned body parts), while flat-stitched seams help prevent skin irritation and seam marks. Just add your size (S,M,L,XL) to the end of the part number and zip up the fun.

#3823 Long John (ankle zipper) \$109.95 #3826 Spring Suit (front zipper) \$89.95  
#3824 Jacket (front zipper) \$ 99.95

### GUARD IT FOR LIFE

- C** It's extra-comfy and brightly visible. This Coast Guard-approved, Type III, short-waist **Hobie Life Vest** can be worn over a t-shirt or wetsuit and trapseat. Ensolite flexible foam flotation and adjustable straps with quick buckles provide optimum adjustability, and the bright coral features will make you a standout in an emergency.

#S5322SM Small/Medium \$44.95 #S5322XL Large/Extra Large \$44.95

### THIS SHORTY IS LONG ON SAFETY AND COMFORT

- D** Does your life vest choke you off at the chin and make you wonder why no one has created a vest that doesn't ride up? Relax — Hobie has! The **Short Waist Vertical-Panel Life Vest** enables you to sit or trapeze in total comfort. Vertical channels of soft flotation foam conform to your body, while side straps permit a spectrum of size adjustments to ensure a perfect fit. A zipper front and elastic waist complete the package. Now you can be safe, look great and be comfortable, too.

#S6777SM Small \$64.95 #6777LG Large \$64.95  
#S6777MD Medium \$64.95 #6777XL Extra Large \$64.95

### COLOR IT MESH!

- E** Do you prefer the draining advantage of a mesh tramp? Hobie has it for you in living color! Our bright **Teal Mesh Trampoline** is heat-welded rather than stitched, for the ultimate in easy maintenance and longevity. You won't have to tie up any loose threads from UV degradation or unraveling. Take advantage of Hobie's exclusive teal deal — the best in long-lasting tramp fun.

#10970056 H14 \$335.00 #60970056 H18 \$422.00  
#20970056 H16 \$360.00 #40970056 H20 \$572.00  
#50670056 H17 \$379.00

### THE BMW OF TRAPSEATS

- F** The best European racers demand the most out of themselves and their equipment. **Euro Trapseats** were developed in Germany and are worn by Jeff Alter and other great sailors around the world. The nylon cordura exterior provides superior wear while the nylon taffeta interior guarantees a smooth, comfy fit. The lightweight, inch-thick padding between outer and inner shells tapers toward the seams, for added comfort. These full harnesses come complete with an 11-inch spread buckle with trapeze ring retainer — the first bar with retainer on the market! Coming this spring: half harnesses, too!

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#1377L Large \$130.00

### ECONOMIZE COST, NOT COMFORT

- G** Recreational sailors who don't spend an extended time on the trap find our **Economy Trapseats** a low-cost alternative that comfortably fits their budget as well as their body. These econo trapeze butt buckets and full harnesses are sturdy, lightweight and long-lasting, too, making them an ideal introductory or spare harness. You choose the size — we'll choose the color!

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#1384LXL Butt Bucket Large/Extra Large \$34.00 #1374LXL Full Large/Extra Large \$45.00

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## KUDOS TO THE "SALSA REGATTA" TEAM

I had the opportunity to race in the North American Hobie 18 Championships. Having participated in the organization of the 16 Nationals in 1991, I know that it takes years of preparation to put on an event of this caliber. Congratulations for a job well done to Shirley and Ron Palmer, Sue and Ted Lindley, Tecate Beer, The Sausage Deli, the whole state of Arizona and everybody else involved.

Rod Clay  
San Diego, CA

## PORTSMOUTH REVISITED

The correct Portsmouth number for a Hobie Miracle 20 was .655 in 1994.

Wick Smith was in error. US Sailing is the national authority and its Portsmouth ratings are used by most open class multihull events — not NAMSAs (a small group in the Gulf Coast/Colorado).

Mark Harris  
US Sailing Portsmouth Committee  
Multihull Representative

*Referring back to "Racer's Edge" in the September/October 1994 HOTLINE, the base rating Portsmouth number published for the Hobie Miracle 20 was 65.5.*

*Wick Smith received his Portsmouth number information directly from the US Sailing Association (USSA) and it is our understanding (re-verified by USSA) as stated in "Letters," January/February 1995, that the information is correct.*

*USSA stressed the importance of utilizing wind-dependent numbers for the system to work as intended. USSA stated, "The use of the DPN number alone defeats the purpose, which is to make the handicap equitable under all wind conditions." Example: In 4-10 knots, the Miracle 20 rating is 67.6; 11-16 knots, 66.6. (For more information please refer to the chart on page 31 of the September/October 1994 HOTLINE.)*

## NUTS ABOUT HOBIE

Well you might consider me a 50-year-old Hobie Nut, but I am the proud owner of two Hobie 16s, one Hobie 14 and now a 1973 Hobie 12. I am presently re-fitting the 12 and would like to know if any of your readers would be able to send me or fax me a copy of the Hobie manual for the 12? Also, has HOTLINE ever done any articles on sailing the 12?

I moved to the southeast Florida coast

in '68 and have been sailing Hobies ever since. Their speed, their durability and the convenience of sailing off the beach are all reasons for my passion for the boat. It always amazes me when I am at the beach that the younger generation doesn't get into sailing more. The thrill of harnessing a 15-25 knot breeze is hard to beat.

Thanks for any help you may be able to give me.

Stewart Barcalow, DVM  
5920 SW 37th Avenue  
Fort Lauderdale, FL 33312  
Fax: 305-981-8445

*We don't consider you a nut, but a true Hobie aficionado. People like you make this sport what it is — an intoxicating lifestyle. Thank you!*

*We were unable to locate a Hobie 12 manual or any HOTLINE articles. However the book, "Hobie Cat Sailing" by Jake Grubb, published in 1979, devotes 11 pages to how to rig the Hobie 12. The information is very detailed and includes lots of pictures, making it easy to understand.*

## FOREVER LOCKED IN LOVE

Sometimes worldwide recognition is hard to get and isn't always positive. But this time the credit goes to you and your great staff at HOTLINE. Thanks to you and your hard-working group, Claire and I are famous in a positive light. Thank you for the advance copies of the January/February '95 HOTLINE and your personal touch on the Cat Tales article. It's wonderful.

If the urge strikes again, I will try some other articles, but I don't think they will be on the same subject. You can only do that once and write about it.

Thanks again for the very romantic work you did on a very important event in my life. I am happy to share it with all Hobie Catters.

Chris Cooper  
Clearwater, FL

## THE HOBIE WAY HITS THE INFORMATION SUPERHIGHWAY

This January I started an electronic mailing list for the discussion of Hobie Cats and anything else that pertains to them. Being only a week old, we already have members from three continents!

Anyone who has an E-mail account on the Internet can subscribe for free. All they have to do is send a message to

hobie-request@delrey.com asking to join. Then, they will be on the list to receive and send information and questions to Hobie Catters all around the world.

Dave Aronson  
dave@delrey.com  
Simi Valley, CA

*As readers of "Racer's Edge" know, HOTLINE has a lane on the superhighway, too. Wick Smith welcomes questions and comments pertaining to "Racer's Edge." His CompuServe user I.D., or address, is 72262, 1373. As he says, see you on the PC!*

*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.*

# PFDs Save Lives

HOTLINE and Hobie Cat Company strongly recommend sailing with life vests either on or in easy reach of every sailor, no matter what the level of experience.

**PFDs ... Use Them!**





# Hobie

IN MAUI: LAHAINA & KIHEI. IN HAWAII: KONA. IN CALIFORNIA:  
DANA POINT, LAGUNA BEACH, IRVINE, & DEL MAR. AND VISIT  
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Hobie

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## NEWLY ELECTED NAHCA CHAIRMAN

**I'LL SHOW YOU MINE IF YOU'LL SHOW ME YOURS!**

Would you entrust the NAHCA to this man? Dick reveals all to Jana Seamon, observed by an amazed Mark Laruffa, alias Biff (prior to nose job). The occasion: the Hobie 18 World Championships, Toronto, 1987.

All jokes aside, congratulations and best wishes to recently elected NAHCA chairman, Dick Blount.

Paul Pascoe  
Hampshire, U.K.

## NSIA PROGRAM PROMOTES FREE INTRODUCTION TO SAILING

Free is one of the most popular words in the English vocabulary, believes the National Sailing Industry Association (NSIA) so the concept of a free introduction to the joys of sailing should make good sense and lots of dollars to dealers across America. Sailing schools and dealers are being asked to give newcomers to the sport a short, no-hassle "Discover Sailing" ride.

Being the great folks they are, many Hobie dealers have been providing this kind of service all along, but now it's official. The NSIA offers a toll-free "Discover Sailing" number: 1-800-535-SAIL. Hobie Cat Company will be happy to help discoverers find a location near them, too; just call 1-800-HOBIE-49.

HOTLINE and Hobie Cat think the "Discover Sailing" promotion is a wonderful way to increase participation in the sport. And the new Hobie Wave is the perfect boat for this program; it will introduce people of all ages to a lifetime of fun. Discovering sailing is great; discovering Hobie Cat sailing is even better!

## CAT CHARMS

**TOP TEN INDICATIONS THAT YOU ARE A SUPERSTITIOUS SAILOR:**

10. You never sail a course 13.
9. You never protest a boat with sail number 666.
8. You never let a black cat (amaran) cross your path.
7. You always vigorously rub your crew's rabbit's foot before the race, until he yells, "Hey, that's not my rabbit's foot!"
6. You never sail under a ladder.
5. You never crew for guys named Satan or Wally.
4. You always carry the tiny locket your grandmother gave you on her deathbed, unless you are fighting for a bullet, in which case you throw it overboard to reduce weight.
3. You cross your fingers that they will be giving trophies 25 deep.
2. You'd rather T-bone the committee boat than finish in 13th place.
1. You always sail with your lucky cow on board.

John Harmon, North Syracuse, NY

*Let the Cat out of the bag and send your superstitions to: Cat Charms, HOTLINE, P.O. Box 1008, Oceanside, CA 92051.*

## Spot Shots



Got some photos you might like to see. Yes, there is (was) a Hobie 16 under that mast.

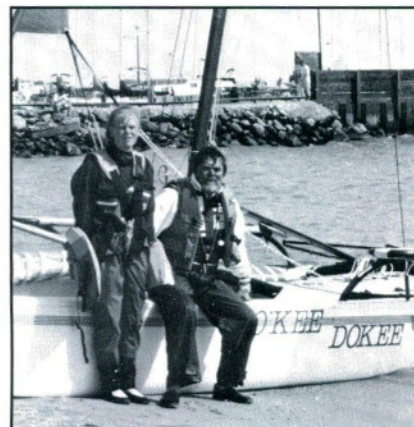
Maui is extremely windy — up to 40 knots out of nowhere. I've been here ever since the 17 Worlds, but I can't say I sail much in

conditions like these. If you lose it here, you are really gone.

Ron Shranz  
Maui, HI

*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!*

## NAME GAME CORNER



My name is Ainsley-May Gray. I am from Canada and my dad owns a dealership called Northern Sailworks. We get your magazine to sell in our shop. I am in the 11th grade and have been sailing since I was very young. I love to sail the Hobie 21. My dad wants to get a different boat, but I won't let him because I love my O'kee Dokee.

Now the reason I am writing is I always see the article about the best-named boat. Well, here's what we think is the best-named boat because its name is O'kee Dokee.

We named it that because my dad always says o'kee dokee to everything whenever we go out of town. When we went to Storm Lake last year, everyone knew who we were because of our boat's name.

I love to sail. We sail every weekend at our lake. We have little regattas, too. We do very well. We sail against Steve Niemen and Marty Cowen from Clear Lake, Iowa. There are other 21 sailors, but I am the youngest. This past season I was "best junior sailor of the year."

I hope you put our boat in the HOTLINE. It would mean the world to me. Thanks.

Ainsley-May and Paul Gray  
West St. Paul, Manitoba, Canada

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



# Dealer Menu



# HOTLINE

## ALASKA

**Salcha Marine**  
Salcha (907)488-1604

## ARIZONA

**Sailboat Shop Inc.**  
Tempe (602)894-5494  
**Ship's Store**  
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## CALIFORNIA

**Hum-Boats**  
Arcata (707)443-3741  
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Tech Line (310)827-2233  
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Redding (916)221-7197  
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**Fast Lane Sailing Center**  
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Santa Cruz (408)476-5200  
**Wind Toys**  
Santa Rosa (707)542-7245

## COLORADO

**Rocky Mountain Boatworks**  
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## CONNECTICUT

**Candlewood East Sailing Center**  
Brookfield (203)775-2253  
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## DELAWARE

**Spirit Marine**  
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## FLORIDA

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**Caribbean Watersports**  
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**Nautical Ventures South**  
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**Pompano Beach** (305)782-6171

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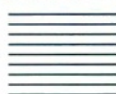
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## Dear John

BY JOHN HACKNEY

### HOBIE 20 TELLTALES: IT'S NOT HOW MANY, BUT WHERE THEY ARE THAT COUNTS

*I just bought a Hobie 20. I love it! It is so fast — wow! I read the 20 tuning article in the May/June 1992 HOTLINE plus the crewing article in the January/February 1994 issue, but there's nothing on telltale placement. I know you've been racing a 20 since they first hit the water. Based on your expert opinion, what is the best telltale placement on a 20 sail?*

Telltales are probably the most common sailing aid seen on a Hobie Cat, or any sailboat, for that matter. The reason: they work!

Telltales are an effective way to determine how the sail is functioning from head to foot and luff to leach. They also provide insight on jib/main interaction. Pretty slick for a two-dollar part; well, with inflation a ten-dollar part. Love those black telltales.

One thing I do at a regatta is look at other boats to see what's up. A lot can be learned from the guy at the front of the fleet, and even from the sailor bringing up the rear. Telltales are one component I always notice.

Surprisingly, I have seen no real pattern to the telltale location on the new Hobie 20. It seems that, in general, standard locations presently prevail.

The Hobie 16 has been around for a while. Very specific telltale locations have been determined over the years. Placement is delineated in Jack Sammon's book, "Welcome To A Fleet."

The Hobie 16 has the benefit of years of trial and error to identify the location. The Hobie 20 is a relatively new boat, so telltale location has not been nailed down as well.

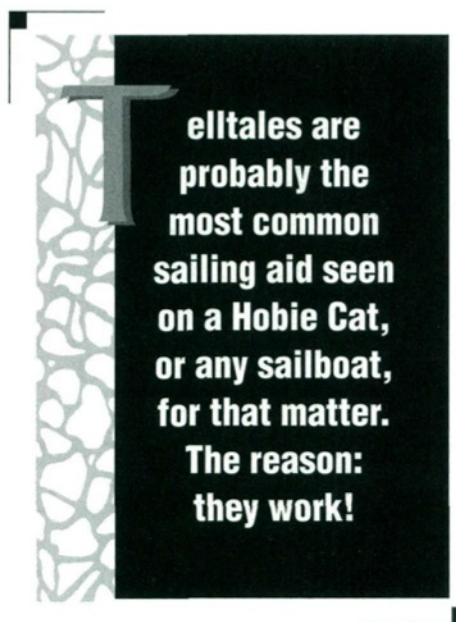
As with just about everything in Hobie Cat sailing as well as in the larger race we call life, everyone has his or her own view on telltales. Some sailors have a gazillion of them flying from top to bottom, and need a computer to keep track of every subtle change. Others have no

telltals at all. They proclaim that only weenies need telltales, that REAL sailors can feel the wind on their brow. Bull!

#### STOCK HOBIE 20 FEATURES STANDARD TELLTALES

A stock Hobie 20 has just a few telltales. These are located in what can be argued as the most general of locations. Basically, placement is one-third of the way back on the sails at the approximate location of maximum draft, with one about one-third of the way down the sail and the other half-way on both the main and jib.

These telltales are the bare minimum, but they will give you lots of information about airflow over the entire sail. Generally, the more you sail a specific boat, the fewer telltales you need. The main ones provide the majority of information, while additional telltales just tweak the sail that last one percent.



I like to add telltales to the trailing edge of the sail between the battens, placing one about one-third of the way down, another one-third of the way up, and one in the middle, for a total of three on both the main and jib. These trailing-edge telltales offer insight when the trailing edge is stalled.

On the jib, I also like to add a telltale about four inches back, one-third of the

way up and one-third of the way down, to make sure the entry is correct. These telltales are extremely important when going upwind.

The Hobie 20 can sail very close to the wind and still maintain boat speed, so the jib must work properly going upwind, so as not to hinder speed. Unlike other Hobies, the 20 does not pick up a lot of speed as you foot off; pointing is paramount. If you over-stand a mark going to weather, that distance never is gained back, and you can kiss the competition's rudders goodbye.

#### MAST ROTATION: WING IT

*Last spring I traveled to New Mexico by plane. I was "lucky" and got a window seat right over the wing. I noticed that on takeoff and landing, the pilot put down flaps in the front part of the wing. When I got home, I asked my friend who flies a plane and sails a Hobie 16 what that flap does. He said it helps produce more lift on takeoff and also helps slow the plane down on landing. I pondered this for awhile. What the book says to do with mast rotation in heavy air is to over-rotate; wouldn't that produce more heeling power and slow the boat down when going upwind?*

A sail functions just like an airplane wing in developing lift, which is the driving force that makes the boat go. Without entering into a complex dissertation on Bernoulli's principle (which, by the way, has absolutely nothing to do with the correct kind of Parmesan to sprinkle on your pasta), the more curve in the sail — or draft — the more lift. An airplane uses flaps and other stuff to produce more curve in the wing, enabling the plane to develop lots of lift for takeoff and landings.

Extra lift has disadvantages; drag. When flying a hull on your Hobie, more lift is not welcomed, especially if the wind blows like stink and your new crew tells where you can stick that extra lift.

Increasing the sail's draft can be accomplished in a variety of ways on Hobies. Not all adjustments can be performed while racing your particular Cat. Outhaul, downhaul, batten tension, mainsheet tension and mast rotation affect draft in the sail, and hence, power developed.

CONTINUED ON PAGE 34





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# The Unsinkable Rebecca Cliness

## A Teacher, Sailor And Lover Of Life, She Rises To Meet Every Challenge And Opportunity

"Full of life" doesn't come close to describing Rebecca Cliness' vitality, boundless enthusiasm and unflagging optimism. "I'm an up person," she states, or rather, understates.

Rebecca is more active in a week than most folks are in a month of Sundays. Her only complaint: "I'm so busy, I don't have any time to sleep. There just aren't enough hours in the day."

Like her many other interests, Hobie Cat sailing is something Rebecca jumped into whole-hog, and she confirms it's something that always buoys her up. "It's the most wonderful thing that ever happened to me," she explains. "I love being on the water. It's a healthy, focused escape. Everything else stays on shore."

Everything else includes leading a twice-weekly step aerobics class (another accomplishment Rebecca says she "just fell into," although she saw the opportunity and made the effort to take advantage of it); studying toward a Master's Degree at Wright State University in Dayton, Ohio (a mere 70-minute drive from her home in rural Ansonia); coaching cheerleading, girls' volleyball and track; and oh yes, working full-time as a teacher of severe behavior handicapped (SBH) students at Ansonia High School.

The link between her job (which she calls "my hobby," in reflection of how much she loves what she does) and her beloved Hobie Catting not only forms the basis of this story, but also points toward a hope for the future of the seven troubled children, ages 15-18, with whom she daily interacts. On the surface, Hobie Catting represents an activity that can take you away from your problems, if only for awhile. "I tell my kids, find something you love to do, and then do it," says Rebecca.

On a deeper level, sailing becomes a symbol of life itself; of trials to be faced,

obstacles to be overcome and personal successes to be cherished and built upon. You can't let life get you down, is the ultimate lesson. If adversity threatens to pull you under, establish supportive relationships, take responsibility for your actions and, above all, don't sink — soar!

Sometimes it's a vicious struggle, Rebecca knows. She has learned this not just from empathizing with her students, who suffer from different maladies (including Tourette's Syndrome, manic depression and other emotional problems stemming from growing up in abusive homes), but also from personal experience.

"Once, I thought for a minute I was going to drown" she relates. "It was blowing and I was crewing with my skipper, Bob Johnson (chairperson of Division 10). The boat went over — I couldn't get unhooked from the harness — then the boat turtled — I was under for what seemed like a long, long time. Bob dove in and helped me. Experiences like that make you closer."

### A CREW ON THE WATER, SHE SKIPPERS HER STUDENTS THROUGH ADOLESCENCE

Unsinkable Rebecca Cliness works hard to keep her students afloat, and she's found that sharing her love of sailing has brought her class closer to each other and themselves. "I'd come to school on Monday morning and they'd want to know what I did over the weekend. I began telling them all about sailing and racing. I brought in a video of people sailing and gave them the rules of the sport." As you can see from the sidebar, her students take Rebecca's words to heart.

"My job is highly rewarding, and I feel so fortunate," says Rebecca of a career that many of her colleagues consider the formula for automatic burnout. "The kids love me no matter what. I'm the only stability in their life, and they give me unconditional love."

Acknowledging that "it's hard for them to understand and accept that I still want them in my class even after they screw up," Rebecca does not hide her emotions from her students. "I have to be honest with them and show them I'm human. I tell them when I'm angry with them. I operate on the premise of strict behavior modification. They need to know they have to take responsibility for their actions and they have to learn appropriate ways to express their emotions."

Rebecca credits the principal of her school for "being wonderful and allowing me to make decisions," but she is frus-

trated with a court system that sometimes returns children to an unhealthy home environment. As you can imagine, Rebecca rises to leap over that hurdle, too. "I'm a real advocate for my students. If the judge doesn't give them what they need in the courtroom, I'll go right to his chambers! I'm a risk-taker," she adds, which comes as no surprise.

After earning her M.A. in Special Education next fall, Rebecca's long-term goal is to attain an administrative position in the field. "That way, I can implement changes that I know desperately need to be made."

For now, she explains, she'll just keep on keeping on. She and her skipper, Bob Johnson, have discussed the possibility of taking the kids sailing, if they can overcome the liability issue. As overcoming just comes naturally to Rebecca, odds are her kids will find themselves flying a hull one way or another.

### SHE LEAPS OVER BOUNDARIES

To many teachers, the last day of school in June never arrives soon enough. To 27-year-old Rebecca, it always comes too early. "The only thing I don't like about teaching is summer break," she declares, because she believes her students need the continuity of the classroom.

Rebecca says she "just kind of fell" into the SBH field; if so, it was a very fortunate fall for her students. Like many happy and successful people, Rebecca credits her many achievements to good fortune, modestly ignoring the fact that she makes things happen.

Take her fitness class, for example. There she was, taking step aerobics, when the teacher up and quit. Most of us either would find a different class or gratefully succumb to inactivity. Rebecca decided to learn how to teach the program, earned her certificate and became the instructor! (Of course, now that she's back in college, she's stepped back from six times a week to "only two.")

Or consider her coaching career. "At the beginning, all I knew about volleyball is that there were six people on a court," she chuckles. How about track? "I didn't know much about that, either, and I had a handful of boys and girls together. I really must have motivated them, as now we have 30 girls and 26 boys (this, in a 300-student school), so they had to find a boys' coach."

### SHE FACTORS IN FLEET FUN

Rebecca's track record in sailing is similar to that in all her many other endeavors — she entered head-first and



landed on her feet. "I was dating a guy who sailed. He and I didn't work out, but sailing and I clicked right away."

She recalls, "A few years ago, I had never even heard of a Hobie Cat. Once I got hooked, I pleasure-sailed for some time. Then, during a stint on a committee boat at a local race, Bob Johnson asked me to crew for him." The rest is history — a history of winning and having loads of fun.

"Division 10 people are great! We have so much fun during and after the regattas — it's an entire weekend of good times. I can't imagine anybody not enjoying sailing."

What's not to enjoy? "Once you win a couple races, you really get that thrill."

Bob and Rebecca are moving up from B-fleet to A-fleet this season. They try to hit most of the area regattas, and meet to sail at a lake halfway between their homes.

### **SUNNY-SIDE-UP IS THE ONLY WAY SHE KNOWS**

Is it a coincidence that Hobie Cat sailing attracts the most interesting, enthusiastic, friendly, proactive and people-oriented women and men? Is it something in the water — or perhaps in the "Hobie Way of Life"?

We're not sure, but we hope everyone is as fortunate as the kids in Rebecca's class and the sailors in Division 10. Everybody needs a Rebecca Cliness in their life, to make them glad they're alive. *SL*

## **SAILING THROUGH LIFE IS NOT ALWAYS EASY**

One day at school, Rebecca Cliness shared the ten rules of Hobie Cat sailing with her class. As a gift to Rebecca, a 17-year-old, emotionally disabled student wrote an essay comparing Hobie sailing to surviving in a difficult and cold world. Here are the rules this adversity-racked young girl developed to deal with the extreme challenges of her life.

Rebecca fervently believes, "A child needs a safe, structured environment to succeed." We applaud teachers such as Rebecca Cliness who care so much and work so hard to remove the many perils and pitfalls along these adolescents' road to success.

### **RULES OF SAILING**

1. Always sail with someone you trust and work as a team.
2. Find the best and most efficient way to get to your mark.
3. When you turn your mark, search the horizon for the next one.
4. When the wind is light, lean forward and rest up for a faster tack.
5. When the wind is strong, hold tight and lean back hard to maintain control.
6. Watch the telltales for any signs of a windshift.
7. Take the race seriously, but not so much that you don't have fun.
8. Bend your knees when the waves are high. The shock will be much less.
9. Dress appropriately. Cold weather may wear you down.
10. When you cross the finish line, whether win or lose, feel proud that you reached your goal.

### **RULES OF LIFE**

1. Always surround yourself with friends you can trust. They will stay with you throughout your life.
2. Make achievable goals and follow the easiest road to achieve them.
3. Once you have reached a goal, make another that is one step up from the last.
4. When things are coming easy to you, rest your mind for the next challenge.
5. When things are going out of control, find a support base and hold on tight until your troubles let up.
6. There are always signs that things may become chaotic. Watch for those signs.
7. Take life seriously, but always make time to have fun.
8. Be flexible. Sometimes life throws us for a loop.
9. Always be prepared for bad times and always enjoy the good times.
10. Always strive to achieve your goals and you can always hold up your head.

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Already growing in popularity by leaps and bounds, this tourist mecca 240 miles southeast of Acapulco in the state of Oaxaca is predicted to become one of the top destination points within a decade. Sailors attending the 1995 Women's Hobie 16 World Cup and Hobie 16 World Championship May 11-20 will be among the first of many future vacationers to sample the delights of this southwestern Mexican getaway. Years later, they can tell spellbound friends and family, "Yes, we discovered Huatulco ... before it became famous."

Soon, as travel writers predict, Huatulco may be the next Cancún. Today, it truly exemplifies that overworked tourist-grabbing cliché: an unspoiled paradise.

### Peaceful And Serene

Originally, most of the 52,000-acre area on a series of eight bays stretching along 22 miles of peaceful coastline held scenes of fishermen paddling in search of food they brought home to dirt-floor houses. The government relocated most of the 1,000 people living in the area, buying their property and moving them inland. Then, FONATUR began building the resort, which it ambitiously hopes eventually will attract two million tourists a year to 30,000 (mostly luxury) hotel rooms and support a permanent population of 345,000.

Mangrove trees sway gently in the breeze as sunny, dry, 80-degree days keep tourists happy from fall through spring. Palm-frond-shaded entrepreneurs purveying delicious seafood meals and renting out water toys ... young Mexican vacationers relaxing on hammocks ... travelers journeying happily by boat instead of car ... these delights all take place in a leisurely pace against the romantic backdrop of diverse indigenous cultures where fishermen still quietly mend their nets and merchants sell their goods in the colorful, bustling "mercado." As the saying goes, what's not to like?

### An Interesting Mix

Ancient and modern arts and architecture coexist as peacefully as the people of the land. Spanish and native Zapotec Indian cultures complement the scenic





southern Pacific coast's pristine green water and white sand. Pre-Columbian ruins and Spanish colonial cathedrals reflect the locale's rich past.

In 900 B.C., the bays formed the heart of the Zapotec domain called "The Land Of The Clouds." By the 16th century, the area, encircled by the Sierra Madre del Sur mountain range, had become a major port. Spanish conquerors visited it and pirates raided it. Now, colorful crafts, folklore, traditions and un-Americanized Mexican food provide glimpses into the past as well as enjoyment for today.

Not far from Huatulco, near the isthmus city of Tehuantepec, is the Cerro Cruz Padre Lopez archaeological zone, which contains centuries-old ruins and pyramids. The Piedra Grande Zapotec ruins lie to the west, on the hill known as Guiengola. Tourists motoring along the Puerto Angel Highway may not see Juan Valdez, but they can visit high-quality coffee plantations that provide the main source of livelihood for the inhabitants of Pluma Hidalgo.

Close to Huatulco Bay itself, the government has established a 3,000-acre enclave. Some 23 species of mammals and 55 species of birds, many of them exotic and in danger of extinction, live on this protected site.

## Primitive Pleasures, Modern Transportation

Although Huatulco and the surrounding environs of the state of Oaxaca are a real blast from the distant past, prospective tourists need not worry about the romantic, isolated atmosphere extending to primitive transportation or accommodations. Huatulco has what it takes to satisfy tourists in all ways.

As beautiful Tangolunda Bay is the busiest in Huatulco, a modern paved road takes travelers to and from the modern airport at Puerto Escondido or another airport at Santa Cruz. Most airline visitors arrive via Mexico City. Mexicana Airlines also offers a daily direct flight to and from LAX in Los Angeles. Shuttles and taxis take passengers back and forth between airports and deluxe, up-to-date hotels.

Looking for some fun ways to get around once you're there? Jitneys can take you from one end of the Club Med village to the other. A boatman at the Santa Cruz marina will drop you off at an uncrowded beach and pick you up a few suntanned hours later. You also can explore the area by taking one of several day trips in cabin cruisers.

Fun and food are to be found everywhere, day and night. While the dozen anchorages shine brilliantly like a string of pears in the noonday sun, try snorkeling among the coral heads at Pilya Entrega, then feasting on fresh seafood at one of the fantastic restaurants around the bay. Later, charter an afternoon coastal cruise and breathe in the fresh-aired serenity as

you watch the crew catch your bountiful deep-sea twilight snack — perhaps a gleaming green and yellow dorado for the ceviche.

How time flies when you're having fun. You'll have to save the horseback riding, golf, tennis and a relaxing massage for another day.

When night falls, boogie-woogie on down to the Club Med night hot spot or whisk your loved one romantically away to one of the many uninhabited spots along the bay. The tranquility of La India, a remote beach within Chachacual is a sure-fire spark for a paradise built for two.

## Find More Far-Out Fun A Little Farther Down The Road

When you want to take time out from absorbing local sites and civilization, you might want to rent a car and drive the two hours to Puerto Escondido, a famous surfing spot, or visit quietly delightful Puerto Angel just 30 miles away. If you have more time, plan to visit the state capital of Oaxaca City. It's a 170-mile drive, but you'll enjoy especially the folk art and traditional observances.

One merchant in Oaxaca has attained fame in a curious way. He named his silver shop "MANTIHOOL." The reason? Proprietor Gabriel Vasquez Alonzo, no stranger to the powerful pull of American TV, took the moniker from the "Let's Make A Deal" show. "Manti Holl," he explained. "It's a name to bring Americans to see our jewels."

If you'd like to experience a jewel that is still uncut but shining brilliantly nevertheless, come to Huatulco, the new paradise found.



GUY MÖTIL



CLUB MED





## LIFE AS IT SHOULD BE

### Club Med Is Just What The Doctor Ordered For A Fab Time At The Hobie 16 Worlds

Club Med's motto is "Life as it should be." The gorgeous Club Med in idyllic Huatulco is life as it indeed should be, in an exotic spot so close to paradise you'll be looking for the apple in the garden.

Before you come to Huatulco's Club Med for the first Women's Hobie 16 World Cup (May 11-14) and 1995 Hobie 16 World Championship (May 14-20), your friends may ask you, "Where in the world is Huatulco?" When you return, you may be tempted to keep this unspoiled Shangri-la all to yourself.

Club Med is as splendid as its surroundings. Surrounded by verdant hills and four gold-hued beaches, the 47-acre resort offers a cornucopia of amenities and delights.


Ready to play? Hungry? Five on-site restaurants feature cuisine from around the world. And please, eat and drink to your heart's content. Club Med's prepaid price includes three meals a day with wine, beer and soft drinks (lunch and dinner) in your choice of restaurants.

You can indulge in all sorts of water fun, with three on-site swimming pools and kayaking, parasailing, snorkeling, water exercises and, of course, sailing, at your beck and call.

When you're ready to dry off, a myriad of other leisure-time opportunities, from billiards and bocce ball to picnics, ping-pong and practice golf, await your pleasure. And heck, if you've always wanted to run away and join the circus, you've come to the right place — Club Med offers circus workshops, too!

Accommodations are as you'd expect — excellent beyond belief. Bungalow-styled casitas feature two full-sized beds, air conditioning and ceiling fans. Most rooms have a private terrace and hammock so you can relax and enjoy the magnificent view. English, French and Spanish are spoken at the Club.

Racers and their families coming to Huatulco for the 1995 Hobie 16 "Campeonato del Mundo" will be able to enjoy all the romance, serenity and exotic ambience for a special low price. For just \$650 per week per person (\$100 each additional night), you can bask in a terra cotta hacienda room, eat like a king, and rule over your very private little domain.

One caveat: If you hate great racing, hot competition and warm Hobie camaraderie; if you can't stand to luxuriate in a lovely resort chock-full of things to do; and if you dislike being one of the first fortunate outsiders to discover your private piñata paradise, we advise you to avoid the 1995 Women's World Cup and Hobie 16 World Championship: being there could destroy your unhealthy state of mind! 



**I**f you've never experienced the camaraderie and friendly competition of a Hobie Cat regatta, 1995 is your year. With over 500 fleets across the country and around the world, there are new friends right around your corner. And Hobie events are open to everyone, whether you have never raced before or are an Olympic hopeful.

Jumping into the fun of a fleet event means not only great sailing, but great off-the-water social activities, too — such as barbeques, ski trips, and lots of parties.

This issue of **HOTLINE** has all the information you need to get in the Hobie swim of things. In addition to event schedules, we've listed the names, addresses and phone numbers of key local and national contacts.

Sailing and fun — it's all part of the Hobie lifestyle and all just waiting for you. So give your local fleet a call, the water's fine. And the people — they're great!

#### **IN THIS SECTION:**

- *Major Regattas*
- *Hobie 16 Women's Junior's and Open Nationals*
- *Racer's Edge*
- *NAHCA News*
- *NAHCA Division Officers*
- *Fleet Directory*
- *Regatta Schedule*
- *IHCA Report*





## MAJOR EVENTS

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## MAJOR REGATTAS

### 1995

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 19-21	<b>North Easterns</b> Oneida Lake, NY	Bob Young	(315) 475-8051
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
July 15-17	<b>Hobie 18 Women's Continental</b> Storm Lake, IA	Lois Dixon	(515) 278-4646
July 18-21	<b>Hobie 18 Continental Championship</b> Storm Lake, IA	Lois Dixon	(515) 278-4646
Aug. 3-4 Aug. 5-6	<b>NorthWest Area Champs (Clinics)</b> <b>NorthWest Area Champs (Races)</b> Lake Quinalt, 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 Zable	(407) 644-0100
Sep. 16-17	<b>Hobie 16 Junior Continental</b> Daytona Beach, FL	Mike Zable	(407) 644-0100
Sep. 18-23	<b>Hobie 16 Continental</b> Daytona Beach, FL	Mike Zable	(407) 644-0100
Oct. 9-14	<b>Hobie 20 National Championship</b> Fort Walton Beach, FL	Carlton Tucker	(904) 244-2722 Fax: (904) 243-7693
Oct. 5-14	<b>Australian Master Games</b> Melbourne, Australia	Kim Barnard	(03) 690-6144 Fax: (03) 690-3472

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# TEXAS BONANZA



Participants In 1994

Hobie 16 Women's,

Junior's And Open

Nationals Are Engulfed

In Corpus Christi Fun

BY ELAINE MOTL  
PHOTOS BY AL LAWSON



In 1836, defeated Texans vowed to "Remember the Alamo." One hundred and fifty-eight years later, the nearly 200 sailors who raced to Corpus Christi for the 1994 Hobie 16 Open, Women's and Junior National Championships last fall will find it hard to forget the winning ways and windy days they encountered in this great southwestern state.

The nine-day, three-series event was "blessed" with high winds that created challenging conditions and fingernail-biting thrills for the racers. For some who suffered damage to their boats, bodies or egos, the wind was a mixed blessing, indeed. Several crews in the open regatta took a beating on hair-

raising jibes and the many resulting pitchpoles. Competition was canceled on one especially intense day, when wind readings on the committee boat reached 35 knots.

The Texas-sized winds were matched by the open hearts and warm hospitality of hosts Fleet 99, Division 6 and E.M. Marketing Company, who welcomed ladies, gentlemen and children of all ages and from all parts north, east, south and west to the harmonious trio of events. The many generous sponsors included Continental Airlines, TAG Heuer, Roberts Jewelers, Eddington & Associates, L.L.P., MasterCraft, The Olive Garden, Executive Surf Club and Blackbeard's.



## Enough Food To Fill The Rio Grande

While the wind wreaked havoc and shallow waters played mind games with the racers, the before- and after-race activities made a wonderful respite from hot competition and weather worries. Junior sailors raced to Playland on the Beach, where video games, go-cart racing and hot dogs made for an evening of fun. After their awards banquet, they were treated to all the pizza and flavored water they could devour; needless to say, the abundance of fresh air and heavy racing resulted in appetites as big as the state they were visiting. Later, the competition moved from sea blue to green, as they played miniature golf at Pirates of the Gulf.

In contrast to runners, the participants in the women's class saved the pasta for after the race, where The Olive Garden was the place to be. Before the series got underway, the ladies enjoyed tacos and great company at Blackbeard's. The tasty Tex-Mex ambiance carried over into the open welcome party on Halloween, where the quesadillas served up at the Executive Surf Club brought people back to the covered patio table for seconds and then for thirds!

The food seemed never to begin or end, thanks to a bunch of folks who believe the "Hobie Way of Life" includes a large helping of down-home, southern cooking. At the Cajun cut party sponsored by Baton Rouge's Fleet 9 and Miller Lite, Glen and Karen Richard served up a spicy dinner of Louisiana gumbo, jambalaya, boudin and (of course) red beans and rice. The meal was scrumptious and people were rumored to be bribing the cooks for the recipes.

Sponsoring other ethnic fare were Fleet 99 of Corpus Christi, who prepared the mouth-watering Famous Fajitas, and Houston's Fleet 8, who provided a heartwarming chili and baked potato lunch. None of these great meals would have seen the light of day without the culinary skills of Division 6 personnel, who chopped till they dropped all week long.

When Hobie sailors weren't eating, partying, enjoying the comforts of the Sandy Shores Hotel or getting reacquainted with friends from Canada, Puerto Rico, Mexico and the USA, they were doing what they'd come to Corpus Christi to do: race.

## Texans Top The Charts

Women and children first is the call for an emergency at sea. Despite dominating winds, the Hobie 16 National Championships thankfully included no dire emergencies, but the order of events did follow the above maxim, with marvelous results for two tough Texan women's teams and the winning Texan juniors. A whopping six of the 18 women's teams hailed from Texas.

True to her form, Puerto Rican Dorian Goldberg got the race off to a great start with a bullet. The first day began to warm and the breeze built to 12 knots. Texan Sheila Holmes, who won two races, ended the day on top.

Day two dawned with light, oscillating winds, warmer weather and a crowded course as junior competitors joined the women on an inside windward-leeward mark configuration. By day's end, the course was clear but the setting sun created a glare as challenging as the heavy traffic. Again, Holmes triumphed to remain in the lead.

Excitement filled the air on the last day of racing. Unfortunately, the wind did not. Enrique Figueroa and Mark Santorelli held an impromptu tuning seminar that

was awarded to Ryan Srofe and Devine Possert from Palm Harbor, Florida.

In a smart tactical move akin to another savvy, south-of-the border sailor, Enrique Figueroa, who hooked up with a non-sailing athlete (windsurfer Osvaldo Alcaide) with great results (as in first place) in the 1994 Hobie 20 National, 17-year-old Armando invited his buddy Enrique Montañó, one of Mexico's top junior mountain bikers, to crew for him. Like Osvaldo, Enrique learned fast, and he and Armando have a second-place trophy to prove it.

Junior sailors beware: Armando and Enrique are already training hard for next year's event in Daytona. Adult sailors better beware as well: at 17 years of age, these "kids" will soon be hot on your trail!



engrossed the racers until the sea breeze finally made its long-awaited appearance.

New Yorkers Susan Korzeniewski and Wendy Howard displayed their Yankee pride by capturing two first-place finishes, but ultimately Texans won the day and the event. Judy Fuller and Karen Palmer from Lewisville won the first-place trophy while Houston's Aimee Larchar and Lisa Davis were just one quarter-point behind in second.

Dorian Goldberg and Didi Deliz captured third. Dorian will now hold the National title for Puerto Rico.

Texas took the top in the nine-team junior event as well. Accepting the first-place trophy were Michael Wittington (last year's champ) and Matt Golterman from South Padre Island. Second place went to Armando Noriega, Jr. and Enrique Montañó of Mexico City, and third place

## Wind Makes For An Un-Sweet 16 Open

Perhaps in preparation for the winds of change sure to come when the sailing juniors reach maturity, Corpus Christi had the 70 open teams already on their toes. Dick Blount, NAHCA Chairman and 16 National presiding judge, said "The wind gods gave the sailors the widest range of sailing conditions in recent memory. The series opened on Tuesday in light air, meaning anybody in the second row of a start was DFL for a while. Decorum doesn't permit me to reveal the colorful discussions going on during those frequent general recalls and subsequent one-minute rule problems at the pin end of the line."

By the third morning, on the day of the cut, skies were bright and wind was building, resulting in a short, steep chop

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## Left Is Right

### The Right Half Of Your Brain May Be The Wrong Guide In A Race

BY WICK SMITH

It's the last race of the regatta, and you are ahead of your chief rival in the standings. He goes down the line early and is going to start on port. You aren't good at port starts and prefer starting at mid-line on starboard. You have started this way all day and now lead the regatta by two points.

At the worst possible time, that little critter called Ego (no, not Jiminy Cricket: this ain't Walt Disney) taps you on the shoulder and chides, "You can't let that sucker show you up by getting out on port without you!" You make the mistake of agreeing with him and head down to the other end of the line for a late port start. You get buried and your rival comes out clean, winning both the race and the regatta.

The big problem with this story is that it is no fairy tale. It happens all the time. Every athlete has to deal with emotions that cloud his or her judgment and play-making ability.

Successful participants at the higher levels of every sport must possess many intangible qualities. None is more important than the "right stuff." This attribute can be loosely defined as the ability to make logical, intelligent decisions even when everything around you is falling apart. Ironically, this right stuff emanates not from the right, but the left side of your brain.

To get a handle on the continuing conflict in our minds, let's talk anatomy for a minute. Think of your brain as having two halves, left and right. In the real world, this is in fact the case, although you won't find the following definitions in any medical text.

The left side is the area where you store your racing knowledge. When you read a book or HOTLINE article on sail trim, the information is stored in the left half. When you see a competitor execute a particularly good starting maneuver, your left brain catalogs that move. When you discover that less mast rotation works well in winds over 20 knots, lefty files it away for future reference. All you have learned over the

years is stored in the left half of your brain.

Your right brain is the emotional half. It stores greed, fear, elation, anger and the everpresent ego. When exterior forces trigger emotions, the right side preempts the thought processes, and the entire knowledge base stored on the left side is thrown on the back burner. Until you control the emotional outburst from the right, the left brain's knowledge is suppressed to the point of being useless.

Let's examine that first-paragraph decision to start on port. Your left side knew to start at mid-line on starboard. That position is your strength, as has been proven again and again. Sailboat racing is a game of percentages, and the cards are stacked in your favor if you follow what you know best.

**Successful participants at the higher levels of every sport must possess the "right stuff:" the ability to make logical, intelligent decisions even when everything around you is falling apart.**

When your right side saw your rival go down to start on port, two key components — greed and ego — went into action. First, they shut down your left side's command of where to start. Then, they concocted a plan destined to fail. They "forced" you to follow another boat to an area in which you weren't comfortable.

At this juncture, your left half salvaged just enough energy to warn the right half it was making a mistake. This message further aggravated the situation, so the right side added indecision and fear to the formula. The right side of your brain won the battle, and your ability to concentrate on getting off cleanly on port went out the window.

In your confused state, the right side started your boat in the race. To add

insult to injury, it continued to do the thinking as you attempted to extricate yourself from a poor tactical position after being buried. Everything you tried moved you farther back in the pack. The only mental image remaining was that of the first-place trophy sliding out from between your fingers and melting away.

### **SAILING IS AN ENDURANCE SPORT, NOT A SPRINT**

How could you have avoided this fate worse than death? Let's analyze what the right stuff is in the world of sailboat racing. We read about concentration, focus and intensity. We hear pre-game speeches by Vince Lombardi that get the troops so fired up, they want to tear the heads off their opponents. While this kind of high may be suited to football and sports requiring intense bursts of physical energy, it is detrimental to the athlete engaged in sailboat racing.

While sailing does require quite a bit of physical energy, it is more an endurance race than a sprint. The mental side of our sport is the key to winning.

I like to describe a race as a moving chess game against 10-20 opponents at the same time. Can you imagine being engaged in such a board game? Depending on the house at which you play, the board is a different shape in every game. Each player moves his pieces simultaneously to yours. Every move directly affects your success.

To make matters worse, the board changes constantly as the game progresses. Each square can move closer to you, and shift away just as quickly, taking away any advantage you may have gained.

Now, imagine the rules are very complicated and change every four years. If someone breaks a rule, you might not know it until after the game is over. Then, you have to find three people not even involved in the game to decide what happened!

You would have to be at your height of mental awareness to succeed at this challenging and often frustrating endeavor. I don't think Milton-Bradley would find this to be a very popular board game; yet, we engage in it several weekends a year in the form of sailboat racing.

Any emotion that inhibits your decision-making ability impairs your opportunity to succeed. If you want to get psyched for a big sailboat race, the best thing you can do is to prepare the boat as well as you can, review what you want to do, and then relax, so you won't be too fired up. Let's consider how you can improve your mental approach to the game.



## **BUILD CONFIDENCE IN YOUR BOAT AND YOURSELF**

Nothing helps your chances in a race like confidence. The place to begin building confidence is in your boat. If you believe you have done everything to make the boat as fast and reliable as possible, then you don't have to worry about it holding you back.

All boat maintenance must be performed during the week before an event so you don't get distracted at the regatta. Check every fitting, nut, screw, block, shackle, line and piece of bungee for signs of wear. Replace anything that looks suspect.

Close attention to details not only helps prevent breakdowns, it increases confidence in your equipment. Nothing blows your train of thought on the morning of the big race like finding out your rudder cams are shot and the closest shop is 30 miles away! These parts are easy to change and cost very little.

Boat tuning is the next confidence-builder. Do what is necessary to ensure your boat is as fast as you can make it. Read books and articles that explain how to maximize your class of boat, and do it! Square the hulls and fair the bottoms; stiffen when you can; dry out the boat to get it light; replace the sails if they show too much age.

Once you complete this regimen, even the right side of your brain will be confident you have done everything you can to your boat to make it fast. It is one less source of distraction.

One of the many benefits of racing a Hobie Cat is the one-design rules. There is very little you can legally change to make your boat faster. Even better, there is very little your competition can change as well! The thickness of one's wallet plays a much smaller role in this class than in most others.

The next area in the preparation department is your knowledge of the rules. You can work on this aspect during your spare time away from the boat. Many skippers are afraid of starts with lots of boats or tight mark roundings, because they don't have an adequate handle on the rules.

Obtain a good working knowledge of the IYRU rules by which we sail. You don't have to become a senior judge; you just need to learn who has rights in common situations.

If you have to stop and think about who is right and wrong in a certain situation, you will not be able to take advantage of opportunities that present themselves. The uncertainty will anger and frustrate you, and then you will be back to the right side of your brain dominating your decisions.

If you are sure of your rights as an encounter develops, you will know how to get through it unscathed. This knowl-

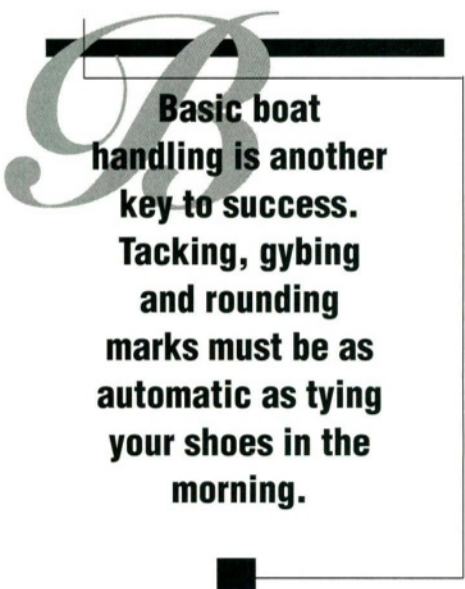
edge will increase your confidence as well as keep you out of the protest room. Very few things destroy concentration like being involved in a protest.

## **MASTER THE BASICS, BUT DON'T BE A BULLY**

Basic boat handling is another key to success. Tacking, gybing and rounding marks must be as automatic as tying your shoes in the morning.

I don't mean just turning the boat. I am talking about nailing the tack each and every time it is performed, and smoothly rounding each mark with maximum exit speed. Boat handling thus becomes one less thing to occupy the left side of your brain and one less reason for the right side to rear its ugly head.

The starting line is the most important part of the course. The biggest gains and losses occur right here. The start also is the only time in the race in which all boats are bunched together. For these reasons doing well at the start requires



utmost confidence and concentration. This is the one area in which a healthy dose of controlled aggression really helps. The operative word is controlled.

Aggression must not take the form of "Damn the torpedoes — full speed ahead!" Instead, simply defend what is yours. You worked hard to carve that hole to leeward; don't let anyone snatch it from you. Holding your own can be accomplished through planned, strategic maneuvers that let those around you know you mean business.

Controlled aggression is in marked contrast to the right-brained (or no-brained) starter who comes barging in at the committee boat screaming at everything in his path. He is not thinking his way through the start, only bullying. He is sure to be protested or forced into the

committee boat. In either case, his emotions will work overtime, seriously impacting his finish position (not to mention his overall health). It is best to identify these types early in the series, and then stay as far away from them as possible.

The key to a good start is to plan where you want to be when the gun goes off. Improvise when necessary, in case others have the same plan and shut the door on your spot.

Above all else, do not get rattled if you end up with a less-than-ideal start. It happens to every sailor at least a small percentage of the time. Work to break free from the pack, but not before fully evaluating your situation.

Let the left side of your brain work on the problem and come up with a solution. The right side will yell, "You dumb \*&!\*% ... TACK, TACK, TACK!!!" Doing so may not be the best move, especially if the right side thought of it.

## **DON'T BE LIGHTHEADED OR HEAVYHANDED**

The start isn't the only place where some sailors allow their judgment to fly out the window. Light air certainly can bring out the monster in the most pleasant people. Many sailors feel defeated before they even get on the water.

Light-air racing is a game of patience; not a trait at the top of righty's list of virtues. If you decide to venture out on light-air days, duct tape your right eye closed and think your way through the day. You might find you are pretty good at it if you just relax.

Heavy air is another condition that stirs emotions in most sailors' minds. These feelings range from stark fear at one end of the spectrum to testosterone overload at the other.

Heavy air requires almost as much calculated thought as light air. Control is a must. Every wave and puff must be anticipated and the appropriate response executed, to get the most out of the boat.

Whether it is light air, heavy air, crowded mark roundings, 30-boat starts or any other particular facet of racing that spooks you, you must learn to control the emotions generated. The only way to gain confidence in these situations is to participate in them over and over.

Nothing builds confidence like repetition. You can read all the books you want, but until you repeatedly get out there in the condition that bothers you most, you will not conquer it.

## **A FROG HAD WINGS**

We've talked about fear and lack of confidence. Now, let's discuss the "Poor, Poor Me" syndrome. How many times have you heard someone say, "If \_\_\_\_\_, I would have won the

CONTINUED ON PAGE 38



# NAHCA NEWS

## Join The Fun

### The NAHCA Is Looking For Class Members Just Like You

BY DICK BLOUNT  
NAHCA CHAIRMAN

Calling all Hobie sailors! WE NEED YOUR HELP! A dedicated group of people, from Canada to El Salvador and from Maine to Hawaii, is trying to reach past, present and future Hobie Caters. They are by far the friendliest people on the planet.

These Hobie enthusiasts, who comprise your North American Hobie Class Association (NAHCA), are singing out with one voice to issue this invitation directly to you: "LET'S GO SAILING AGAIN!"

Have you ever been a member of the finest sailing organization in the world, the Hobie Class Association? Would you like to be? Of course you would!

#### Get The Lines On Hot Hobie Fun

The first step in Hobie sailing is knowing where the fun is. There are two excellent sources of Hobie information. You hold the primary source in your hands. It's HOTLINE magazine. Since day one, HOTLINE has been here for you, showing and telling you all about the "Hobie Way of Life." The quality of HOTLINE speaks for itself.

The second source of information is the NAHCA News. Now in its fourth year, it, too, strives to get the word out to all Hobie sailors.

For those of you who don't know, the NAHCA is the voice of Hobie Cat sailors. We need to hear from you on all matters related to Hobiedom. Our class is self-governed on all levels, from fleets to divisions to regions. Over the years, the NAHCA has grown in membership, in terms of both numbers and geographical locations served.

#### New Days, New Ways

Funding for the class was once the sole responsibility of Hobie Cat Company. That is no longer the case. We, the sailors, must invest in our fun; that's only fair.

The NAHCA's main goal will always be to promote fun! We heartily invite you to join us at our fleet get-togethers, youth clinics, sailing seminars, class promotions, regional races, and continental and world events.

#### Pick The Membership Option That's Right For You

Review the NAHCA membership alternatives that accompany this article. Choose

the option that fits your needs and pocket-book. As you can see, we provide a variety of membership plans that shouldn't cramp your budget.

#### Come Sail With Us

When was the last time you went sailing? Or picked up the phone and asked a friend to go sailing? How long has it been since you flew a hull?

Dollar for dollar, Hobie Catting is the most economical (not to mention exciting!) sport in the world. The sailing has never been better. We look forward to hearing from and seeing you soon! *X*

## 1995 NAHCA Membership

**TOP CAT** **\$100.00**  
Patrons and Sponsors  
All benefits of Gold Membership

**GOLD** **\$35.00**  
Membership in IHCA  
Funding to NAHCA  
\$20 Merchandise Certificate  
NAHCA Membership Card  
NAHCA News

**SILVER** **\$25.00**  
Membership in IHCA  
Funding to NAHCA  
NAHCA Membership Card  
NAHCA News

**JUNIOR (INDEPENDENT)** **\$10.00**  
Membership in IHCA  
Funding to NAHCA  
NAHCA Membership Card  
NAHCA News

**FAMILY MEMBERS** **\$10.00**  
Membership in IHCA  
Funding to NAHCA  
NAHCA Membership Card

(Top Cat, Gold or Silver members may purchase membership for additional family members at \$10 per person.)

New members will receive IHCA Rule Books and adhesive course charts in their membership packets.

#### WHERE YOUR MONEY GOES:

Class Promotion  
Learn to Sail Programs  
Youth Programs  
Informational Mailers  
Standardized Racing  
National Event Support  
Racer Support Programs  
Regatta Materials for Fleets and Divisions  
Racing Seminars  
Cruising Information

NAHCA Membership is for the calendar year January 1 — December 31, 1995.

For more information on how to join the NAHCA, write, call or fax: NAHCA Membership, 4935 North Calle Esquina, Tucson, AZ 85718, Phone: (520) 299-0609 or Fax: (520) 577-8486.

## 1995 NAHCA Officers

**Richard Blount, Chairman**  
1918 Strand  
Hermosa Beach, CA 90254  
Tel: 310/379-6345  
Fax: 310/318-2626

**Alan Egusa, 1st Vice Chairman**  
856 12th Court  
Manhattan Beach, CA 90266  
Tel: 310/545-2355

**V. Gail Force, 2nd Vice Chairman**  
546 Ridgebury Court  
Ridgefield, CT 06877  
Tel: 303/790-9525

**Matt Bounds, Secretary/Treasurer**  
6748 Wildridge Lane  
West Bloomfield, MI 48322  
Tel: 810/737-4465  
Fax: 810/737-2484

**Paul Ulibarri, Race Director**  
10559 Evanston Avenue North  
Seattle, WA 98133  
Tel: 206/364-9938  
Fax: 206/361-6050

**Ron & Shirley Palmer, Membership**  
4935 North Calle Esquina  
Tucson, AZ 85718  
Tel.: 520/299-0609  
Fax: 520/577-8486

**Jean Tully, NAHCA Women's Rep**  
1781 Shoreview Drive  
San Mateo, CA 94401  
Tel: 415/347-4759

**John Schuch, Appeals Committee**  
49820 Miller Court  
New Baltimore, MI 48047  
Tel: 810/725-2287  
Fax: 810/725-5875



# 1995 NAHCA Division Officers

<b>DIVISION 1</b>	DC	Bobby Wythes, 1 White Sands, Kailua, HI 96734	808/261-0294
	DVC	Dan Williams, 45-155 Unahe Place, Kaneohe, HI 96744	808/235-3507
	DS/T	Mike Germain, 59-465 KeWaena Road, Haleiwa, HI 96712	808/638-9640
<b>DIVISION 2</b>	DC	Kirk Wells, 24592 Seth Circle, Dana Point, CA 92629	714/493-2466
	DVC	Brian Dolan, 511 East Roberta Circle, Tucson, AZ 85704	602/797-2407
	DS/T	Marsha Burns, 7 Vera Cruz, Dana Point, CA 92629	714/496-4525
<b>DIVISION 3</b>	DC	Kit Wiegman, 5514 Moorhouse Court, Sacramento, CA 95842	916/338-4678
	DVC	Al Leonard, 7752 Barn Hollow Court, Dublin, CA 94568	510/828-9448
	DS/T	Ramone Stark, 11293 Roosevelt Drive, Grass Valley, CA 95945	916/273-4150
<b>DIVISION 4</b>	DC	Ken Marshack, 20322 North Interlachen Lane, Troutdale, OR 97060	503/661-6114
	DVC	Tom Ling, 1600 148th Avenue SE, Bellevue, WA 98007	206/822-1441
	DS	Graham McGlashan, 57 West 15th Avenue, Vancouver, BC V5Y 1X7, Canada	604/876-2206
	DT	Russ Nelson, 4621 172nd Avenue SE, Issaquah, WA 98027	206/643-3044
<b>DIVISION 5</b>	DC	Dan Heyse, 15611 East Caspian Circle, Apt. 7-102, Aurora CO 80013	303/338-9067
	DVC	Jim Brown, P.O. Box 2680, Dillon, CO 80435	303/262-1335
	DS/T	Anne & Will Tully, 4915 Bonnell Drive, Loveland, CO 80537	303/663-5854
<b>DIVISION 6</b>	DC	Scott Kee, 7113 Winrock, Corpus Christi, TX 78413	512/994-1816
	DVC	Betty Reeh, 12906 Samuel Prescott, San Antonio, TX 78223	210/656-5278
	DT	Ray Seta, 4826 Lyceum, San Antonio, TX 77229	210/614-2856
	DS	Aimee Larchar, 12850 Whittington #1216, Houston, TX 77077	713/531-0624
<b>DIVISION 7</b>	DC	Lois Dixon, 6991 NW Coburn Lane, Johnston, IA 50131	515/278-4646
	DVC	Steve Neiman, 15342 Dodge Avenue, Clear Lake, IA 50428	515/357-8756
	DS	Rod Phipps, 7523 North 54 Plaza, Omaha, NE 68152	402/572-8029
	DT	Deb Swanson, 2445 Queensport Road, Woodbury, MN 55125	612/738-1976
<b>DIVISION 8</b>	DC	Floyd White, 161 Tampa Avenue, Indialantic, FL 32903-3542	407/722-2957
	DVC	Chris Cooper, 15455 61st Street North, Clearwater, FL 34620	813/535-8242
	DS	Janet D'Arcy, 121 Temple Drive, Longwood, FL 32750	407/260-7135
	DT	Cindi Muhlbauser, 2950 Kline Road, Jacksonville, FL 32216	904/641-6734
	RC	Tom Sutterfield, P.O. Box 3923, Fort Pierce, FL 34948	407/461-7912
<b>DIVISION 9</b>	DC	Tammy Duran, 3039 Applewood Way, Gainesville, GA 30504	706/535-1211
	DVC	Pat Murphy, 125 South Wrenwood Drive, Lexington, SC 29073	803/957-1342
	DS/T	Brian Wooten, P.O. Box 97712, Raleigh, NC 27624	919/846-1123
<b>DIVISION 10</b>	DC	Bob Johnson, 1771 Plainfield Drive, Lima, OH 45805	419/225-7504
	DVC	Scott Doege, 122 East 73rd Avenue, Merrillville, IN 46410	219/769-7394
	DS/T	Gail Stiermsma, 9542 East Shore Drive, Portage, MI 49002	616/323-2822
<b>DIVISION 11</b>	DC	Randy MacConnell, 1783 Greenwood Road, Toms River, NJ 08573	908/864-1841
	DVC	Randy Payne, 11 Mountain Church Road, Hopewell, NJ 08525	609/466-2496
	DS/T	Chris MacConnell, 1783 Greenwood Road, Toms River, NJ 08573	908/864-1841
	DM	Mark Schleckser, 76 Venice Drive, Brick, NJ 08723	908/920-2989
<b>DIVISION 12</b>	DC	Kate Selden, 2290 Fairfield Beach Road, Fairfield, CT 06430	203/254-0605
	DVC	John Smith, 379 Hix Bridge Road, Westport, MA 02790	508/636-8210
	DS/T	Tina Connor, 32B Eagles Run, East Greenwich, RI 02818	401/884-4861
<b>DIVISION 13</b>	DC	Pedro Colon, P.O. Box 5307, Caguas, PR 00726	809/744-3246
	DVC	Marta Gonzalez, 246 Himalya Street, Mt. Rey, Miramar, PR 00926	809/767-1291
	DS	Marieta Gonzalez, 818 Avenue Ponce de Leon #1, Miramar, PR 00907	809/721-5782
<b>DIVISION 14</b>	DC	Brian Rainbow, 107 West Frank, Norman, OK 73069	405/321-5112
	DVC	Pat Allen, 114 E. Haddock, Norman, OK 73069	405/321-4689
	DS	Bob Mirlitch, Jr., Route 1 Box 741, Quinlan, TX 75474	903/447-4111
	DT	Martin Brown, 1369 East 48th Place, Tulsa, OK 74105-4710	918/747-4224
<b>DIVISION 15</b>	DC	Andy Humphries, 4250 Belle Meade Cove, Memphis, TN 38117-3016	901/683-8053
	DS/T	Gerry Wilder, 2186 Coachmans Drive, Germantown, TN 38138	901/755-5464
<b>DIVISION 16</b>	DC	Bill Jeffers, 7335 Lake Road, Sodus, NY 14551	315/483-2164
	DS/T	Laura Geremia, 643 Chatelaine Drive, Webster, NY 14580	716/671-0992
	Women	Susan Korzeniewski, 7724 Black Willow Road, Liverpool, NY 13090	315/453-9358
	Youth	Rob Jerry, 108 Burrows Street, East Syracuse, NY 13057	315/437-4856

# 1995 NAHCA Country contacts

## CANADA

Chris Ufton  
94 Mill Street North  
Brampton, Ontario L6X 1T6

Telephone: 905/456-1642

## EL SALVADOR

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3a Ave 3-21 Zona 9  
Guatemala C.A. 01009

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## MEXICO

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C.P. 01000, Mexico D.F.

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# KEY

DC	Division Chairperson
DVC	Division Vice Chairperson
DT	Division Treasurer
DS	Division Secretary
CP	Canadian President
CT	Canadian Treasurer
CRO	Canadian Race Officer



# FLEET DIRECTORY

## INT'L HOBBIE CLASS ASSOCIATION • FLEET LISTING DIRECTORY

### ARIZONA

66	Mark Schutt	Phoenix	602/759-4042	2
514	Dean Zimmerman	Tucson	602/795-3632	2

### ARKANSAS

241	Jon Claas	Little Rock	501/228-0793	14
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### CALIFORNIA

2	Gary Appel	Nevada City	916/477-2224	3
3	Keith Christensen	Long Beach	310/496-1976	2
4	Frank Mardel	San Diego	619/277-5152	2
15	John M. Jeffries	Santa Barbara	805/964-4404	2
16	Karen De Laurie	Big Bear	310/822-1186	2
17	Brian Joder	Sacramento	916/988-6022	3
20	Mike Valenta	San Jose	510/427-4148	3
29	Thom Grimaldi	Merced	209/384-3439	3
30	Bill Daily	Riverside	909/627-5820	2
62	Mike Koch	Fresno	209/299-5816	3
167	Paul Harness	Bakersfield	805/589-8698	2
180	John Forgrave	Sherman Oaks	818/880-5750	2
194	Betty Arleen Rodal	Oakland	408/366-2833	3
203	Russ Brown	Carson City	702/883-0538	3
222	Rod Nixon	Monterey	408/373-7701	3
240	Stan Manning	Santa Cruz	408/479-4963	3
259	John Baldry	Santa Maria	805/735-6898	3
281	Mike Hempel	Santa Rosa	707/571-8971	3
290	Kit Wiegman	Sacramento	916/736-0609	3
537	Mike Chateau	Redding	916/244-1298	3

### COLORADO

50	Craig Simpson	Ft. Collins	303/484-3625	5
61	Deb Betts	Denver	303/789-2046	5

### CONNECTICUT

31	Cliff McCarty	Brookfield	203/740-8318	12
56	Colin Walklet	Westport	203/454-0241	12
136	Joe Manganello	New Haven	203/421-3614	12
186	James Romans	Bridgeport	203/255-7580	12

### DELAWARE

106	Bruce Andrews	Wilmington	302/654-7824	11
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### FLORIDA

5	Russ Stevenson	St. Petersburg	813/384-5803	8
11	Louie Adiano	Orlando	407/877-6244	8
35	Pam Rupprecht	Pensacola	904/433-7470	15
36	Daniel Lawrence	Miami	305/961-9364	8
39	Ron Schwied	Bradenton	813/377-2541	8
42	Greg Smith	Tampa	813/733-5781	8
43	Dell Moore	Tallahassee	904/668-9208	15
44	Scott Corson	Fort Lauderdale	305/437-4696	8
45	Dave Andrews	Melbourne	407/639-9516	8
80	Mike Zable	Orlando	904/855-1121	8
111	John Botterbusch	Jacksonville	904/241-7100	8
120	Mike Wilson	Panama City	904/235-2823	15
127	Glenda White	Ft. Pierce	407/461-7912	8
153	Dave Carlson	Gainesville	904/332-4872	8
178	Carlton Tucker	Ft. Walton Beach	904/244-2722	15

### GEORGIA

12	Dale Spence	Atlanta	404/889-0600	9
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### HAWAII

6	Mike Gemain	Honolulu	808/638-9640	1
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### ILLINOIS

123	David Leimbach	Carlyle	314/647-5070	10
159	Kitsy Amrhein	Springfield	217/522-3071	10
216	Tom Rump	Flossmoor		10
447	Kenneth Cone	Highland Park	708/433-7353	10

### INDIANA

26	Scott Stofor	Indianapolis	317/578-9832	10
126	Scott Doege	Gary	219/769-7394	10
142	Jim Benton	Jeffersonville	812/282-2384	10

### IOWA

10	Gary Thompson	Clear Lake	515/357-3528	7
84	Norm Beattie	Des Moines	515/282-5025	7
475	Phil Redenbaugh	Storm Lake	712/732-3986	7

### KANSAS

27	Chris Todd	Wichita	316/945-5637	14
297	Joe Michaels	Emporia		7

### KENTUCKY

219	Joe Corey	Paducah	502/442-1627	10
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### LOUISIANA

9	Glen Richard	Baton Rouge	504/751-7239	6
41	Barbara Lee	New Orleans	504/283-1312	15
528	Taylor Kaough	Lake Charles		6

### MAINE

231	Richard Pierpont	Portland	207/655-3701	12
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### MARYLAND

54	Dave Nolte	Baltimore	410/467-4584	11
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### MASSACHUSETTS

28	Scott Baker	Boston	617/231-5342	12
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### MICHIGAN

18	Bert Demicell	Waterford	313/681-5341	10
58	Stoney Green	Clear Lake	517/529-9218	10
117	Al Bourdo	Allegan	616/673-5696	10
276	Glen Koenigbauer	Detroit	312/293-2367	10
519	Chuck Botsis	Portage	616/327-7218	10

### MINNESOTA

52	Ron Swanson	Woodbury	612/738-1976	7
165	Ollie Frederick	St. Paul		7
246	Wayne Thorson	Grand Rapids		7
254	Robb Naylor	Bemidji		7
444	Brian Nelson	E Spicer		7
515	Charles Leekley	Minneapolis		7

### MISSISSIPPI

70	Bill Allen	Biloxi	601/875-5423	15
278	Ron Beliech	Jackson	601/362-9265	15

### MISSOURI

57	Bill Hopper	Stratford	417/736-2760	7
123	Dan Hanson	St. Louis	314/878-7355	10
149	Nathan Anderson	Kansas City	913/841-2452	7
273	Wendell Fouts	St. Louis	314/926-0440	7

### NEBRASKA

192	Scott Nepper	Omaha	402/493-4306	7
481	Charles Druckenmiller	Scottsbluff		7

### NEVADA

51	Steve Attard	Las Vegas	702/435-6705	2
203	Russ Brown	Reno	702/883-0538	3

### NEW HAMPSHIRE

209	Tom Sullivan	Gilford	603/293-8151	12
496	Mark Hibbard	Concord	603/895-6594	12

### NEW JERSEY

24	Wally Myers	Ocean City	609/390-8182	11
65	Rich Mount	Toms River	908/221-0425	11
73	Bill Hillier	Atlantic City	609/652-8165	11
137	Matt Nichols	Patterson	201/423-5121	11
234	Jules Kahn	Millville	609/327-4346	11
250	Vic Simon	Sandy Hook	908/583-6558	11
267	Tim Kimmel	Long Beach Island	215/644-8138	11
443	Doug Ackroyd	Cape May	609/861-5674	11
452	Dave West	Waretown	609/971-3603	11

### NEW MEXICO

48	Wanda Walsh	Albuquerque	505/821-4688	5
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### NEW YORK

86	Tom Doud	Elmira		16
109	Milt Dinhofer	Long Island	516/621-5591	12
119	Don Tompkins	Buffalo	716/627-9362	16
124	Al Guardino	Long Island	516/	12
204	Bop Young	Marcellus	315/475-8051	16
238	Phillip Adriance	Albany	413/684-1144	16
256	Sharon Chamberlin	Grand Island		16
295	Mark Gibson	Hamlin	716/533-1531	16
404	Dave Block	Buffalo		16

### NORTH CAROLINA

92	Jeff Price	Charlotte	704/892-1936	9
97	Kirt Simmons	Raleigh	919/966-1399	9
101	Richard Wornack	Wrightsville Beach	910/256-6468	9
191	Walt Strand	Greensboro	910/294-6339	9

### NORTH DAKOTA

532	Lon Romsaas	Bismarck	701/258-5068	7
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### OHIO

47	Steve Glawitsch	Cincinnati	513/242-3727	10
68	Tom Bodde	Lorain	216/967-3649	10
85	Jamie Diamond	Columbus	614/267-0004	10
218	Mickey Tober	Cleveland	216/884-1172	10
300	Jerry Haas	Columbus	614/882-4801	10
400	Dave Sullivan	Toledo	419/698-3576	10
501	Doug Wilkins	Celina	419/586-6114	10

### OKLAHOMA

25	Mark Benge	Tulsa	405/733-0394	14
63	Pat Allen	Norman	405/321-4689	14
131	Debbie Taylor	Oklahoma City	405/341-7845	14
145	Susan Langston	Sallisaw	918/755-4522	14

### OREGON

72	Mike Wallace	Tualatin	206/896-0579	4
94	Kelly Havig	Redmond	503/548-8605	4
193	John Stahr	Eugene	503/344-5585	4

### PENNSYLVANIA

228	Norman Hinspeter	Erie		16
267	Thomas Kimmel	Philadelphia	215/644-8138	11
416	John Sherm	Lake Nockamixon	215/966-3866	11

466	George Rosenberg	Pittsburgh	412/421-5389	16
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### PUERTO RICO

133	Enrique Figueroa	Santurce (San Juan)	809/727-0711	13
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### RHODE ISLAND

448	Dave Blydenburgh	Narragansett	401/782-2584	12
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### SOUTH CAROLINA

53	Barry Blackburn	Charleston	803/884-0672	9
141	Tommy Whiteside	Chapin	803/749-1636	9
164	Aziz Tajuddin	Greenville	803/967-3154	9
174	Mike Carter	Myrtle Beach	803/626-7245	9
520	Buz Moore	Hartsville	803/332-6103	9

### SOUTH DAKOTA

103	Steve Schlichtemeier	Sioux Falls	605/338-2214	7
198	Ron Edwards	Rapid City	605/342-9458	7
291	Kelvin Tellinghuisen	Sioux Falls	605/335-7374	7

### TENNESSEE

134	Charlie Miller	Memphis	901/744-7552	15
249	Jon Sheridan	Nashville	615/321-5639	15

### TEXAS

8	Glen Ashworth	Houston	713/266-6735	6
23	Sam Baker	Dallas	214/444-8995	14
64	Mike Rober	Austin	512/335-2865	6
91	Stefan Vann	Ft. Worth	817/535-6028	14
99	Dana Chilton	Corpus Christi	512/991-2385	6
102	Michael Whittington	S. Padre Island	210/761-2045	6
128	Betty Reeh	San Antonio	210/979-3993	6
232	Ronald Gremillion	Port Arthur	409/735-6894	6
407	Sonja A. Mikel	Houston	713/874-0549	6
486	Bob Fielder	Abilene	915/691-1323	14

### UTAH

67	Steve Fleischer	Orem	801/226-1325	5
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### VIRGINIA

32	Chris Merrell	Virginia Beach	804/422-0988	9
196	Craig Simmons	Alexandria	703/560-5681	11

### WASHINGTON, DC

516	Tom Yorty	Washington, DC	703/476-6853	11
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### WASHINGTON

14	Paul Uilbarri	Seattle	206/364-9938	4
37	Zop	Bellingham	206/733-3291	4
95	Jon Nilan	Renton	206/353-0317	4
195	Sarah Burton	Tri Cities	509/946-4554	4
535	Mark Sele	Wenatchee	509/884-9113	4

### WISCONSIN

223	Thomas Zalewski	Wausau		7
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## CANADA

### ALBERTA

446	Dave Dawson	Calgary	403/271-3944	4
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### BRITISH COLUMBIA

214	Steve Jung	Vancouver
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# HOBIE RACING

## REGATTA SCHEDULE

### DIVISION 1

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
6	Mar 4 1995	*Kailua Beach	Dan Williams	808/235-3507
6	Mar 26 1995	*Chinamans Hat and Back Kaneohe	Mike Jacobs	808/247-8730
6	Apr 8 1995	PHYC Invitational	Mike Germain	808/638-9640
6	Apr 29-30 1995	Kualoa Campout/Windward Boats	Dean Froome	808/261-9003
6	May 21 1995	*Kailua Bay	Jim Orrick	808/261-0289
6	Jun 17 1995	*Aloha State Games	Mike Germain	808/638-9640
6	Jun 24-25 1995	Kahana Bay Return Kahana Bay	Tom Zelko	808/261-6736
6	Jul 8 1995	MKYC Invitational	Mike Germain	808/638-9640
6	Jul 29-30 1995	*Haleiwa Campout Jamison's	Mike Germain	808/638-9640
6	Aug 12-13 1995	*HHCA Invitational Kaneohe	Mike Germain	808/638-9640
6	Aug 27 1995	Kailua	Ken Kaan	808/988-9222
6	Sep 16-17 1995	State Championships/Compadres	Mike Germain	808/638-9640
6	Oct 14 1995	WYC Duke	Mike Germain	808/638-9640

### DIVISION 2

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
Div 2	Mar 3-5 1995	MidWinters West San Felipe, Mexico	Stoney Douglas	702/376-4485
180	Apr 8-9 1995	Lake Castaic Lake Castaic, CA	John Forgrave	818/880-5750
30	Apr 22-23 1995	Lake Perris Regatta Lake Perris, CA	Curt Smith	909/684-7204
3	Apr 29-30 1995	Hurricane Gulch Long Beach, CA	Roger Brown	714/643-5392
66	May 6-7 1995	Cinco de Mayo Puerto Peñasco, Mexico	Ron Brewer	602/838-6555
15	May 20-21 1995	Cachuma Challenge Lake Cachuma, CA	Jim Williams	805/482-6978
	May 27-28 1995	Alter Cup Long Beach, CA	Alan Egusa	310/545-2355
4	Jun 17-18 1995	San Diego Classic Silver Strand State Beach, CA	Frank Mardel	619/277-5152
3	Jun 24-25 1995	Big Bear Hobie Cup Big Bear Lake, CA	Udo Winkler	909/867-2864
162	Jul 8-9 1995	Lake Isabella Regatta Bakersfield, CA	Paul Harness	805/589-8698
4	Jul 22-23 1995	Todos Santos Ensenada, Mexico	Ross Tyler	619/268-0125
259	Aug 5-6 1995	CA State Championships	John Bauldry	805/735-6898
3	Aug 19-20 1995	17, 18 & 20 Divisionals Long Beach, CA	Tom Materna	818/784-4500
3	Aug 28-Sep 1, 1995	17 Continentals Long Beach, CA	Bruce Fields	310/540-9949
3	Sep 9-10 1995	14 & 16 Divisionals Long Beach, CA	Keith Christenson	310/496-1976
180	Sep 23-24 1995	Marina del Rey Championships Marina del Rey, CA	Marv Gantsweg	310/306-0106
514	Sep 30-Oct 1, 1995	Piñata Regatta Puerto Peñasco, Mexico	Dean Zimmerman	602/795-3632

### DIVISION 3

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
17	Apr 8-9 1995	Breakaway Lake Camanche, CA	Brian Joder	916/988-6022
240	Apr 22-23 1995	O'Neil Kick Off Santa Cruz, CA	Stan Manning	408/479-4963
537	Apr 29-30 1995	Twisted Skippers Redding, CA	Mike Strahle	916/221-7197
20	May 20-21 1995	Roaring 20s Woodward Reservoir, CA	David Head	510/833-9472
222	Jun 3-4 1995	Otter Regatta Monterey, CA	Rod Nixon	408/373-7701
62	Jun 24-25 1995	Commodore's Regatta Huntington Lake/Fresno, CA	Pat Padilla	209/294-7903

	Jul 2	*Inland Transpac Richmond, CA	Kit Wiegman	916/736-0609
17	Jul 8-9 1995	White Caps Union Valley Reservoir, CA	Dave Collier	916/965-5617
194	Jul 22-23 1995	Round Treasure Island Crown Beach, CA	BettyArlene Rodal	408/366-2833
259	Aug 5-6 1995	CA State Championships Santa Barbara, CA	John Bauldry	805/735-6898
62	Aug 12-13 1995	Mile High Huntington Lake/Fresno, CA	Pat Padilla	209/294-7903
2	Aug 26-27 1995	*Women's & Junior's TBD	Ramone Stark	916/273-4150
281	Sep 9-10 1995	Shark Feed Bodega Bay, CA	Mike Montague	707/526-6948
222	Nov 4-5 1995	Turkey Regatta Monterey Bay, CA	Rod Nixon	408/373-7701

### DIVISION 4

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
95	Apr 29-30 1995	Sandpoint Regatta Seattle, WA	Tom Ling	206/822-1441
195	May 13-14 1995	Tumbleweed Tack Tri-Cities, WA	Sarah Burton	509/946-4554
95	May 27-28 1995	Samish Island Anacortes, WA	Jon Nilan	206/813-8254
72	Jun 4 1995	*Yale Lake Fun Sail Cougar, WA	Mike Wallace	206/896-0579
94	Jun 10-11 1995	Crescent Lake SW of Bend, OR	Kelly Havig	503/548-5203
95	Jun 24-25 1995	*Whidby Island Fun Sail Oak Harbor, WA	Tom Ling	206/822-1441
214	Jul 1-3 1995	Jericho-Canadian Nationals Vancouver, B.C., Canada	Graham McGlashan	604/876-2286
72	Jul 16 1995	*Yale Lake Fun Sail Cougar, WA	Mike Wallace	206/896-0579
USSA	Jul 20-21 1995	*Alter Cup Yale Lake, WA	Zop	206/733-3326
72	Jul 22-23 1995	Yale Lake Regatta Yale Lake, WA	Mike Wallace	206/896-0579
Div 4	Aug 5-6 1995	NW Area Championship Lake Quinalt, OR	Ken Marshack	503/661-6114
72	Aug 13 1995	*Cascade Locks Fun Sail The Gorge, OR	Andrew Richardson	503/245-7361
72	Aug 19-20 1995	Skamokawa Columbia River OR	Mike Wallace	206/896-0579
214	Sep 2-3 1995	Harrison Lake Regatta Harrison, B.C., Canada	Steve Jung	604/263-1347
72	Sep 16-17 1995	Cascade Locks The Gorge, OR	Andrew Richardson	503/291-1450

### DIVISION 5

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
50	Mar 4 1995	*Notta Regatta Loveland, CO	Anne & Will Tully	303/663-5854
61	Mar 25 1995	*Spring Party/Trimaran Factory Denver, CO	Deb Betts	303/789-2046
61	Apr 29-30 1995	*Ski/Sail/Loveland Cherry Creek, CO	Deb Betts	303/789-2046
50	May 20 1995	*Spring Party/Boedecker Lake Loveland, CO	Craig Simpson	303/484-3625
48	May 27-29 1995	Memorial Day Heron Lake, NM	Wanda Martinez	505/821-4688
50	Jun 2 1995	*Friday Nite Series Loveland, CO	Craig Simpson	303/484-3625
61	Jun 3 1995	*Learn to Sail/Cherry Creek Denver, CO	Deb Betts	303/789-2046
50	Jun 10-11 1995	Prairie Winds Jackson Lake, CO	Craig Simpson	303/484-3625
50	Jun 23 1995	*Friday Nite Series/Boyd Lake Loveland, CO	Craig Simpson	303/484-3625
61	Jun 23-24 1995	*Craig Days/Cherry Creek Denver, CO	Deb Betts	303/789-2046
61	Jun 30-Jul 1 1995	Bun Burner Lake McConaughy, NE	Deb Betts	303/789-2046
50	Jul 7 1995	*Friday Nite Series/Boyd Lake Loveland, CO	Craig Simpson	303/484-3625
156	Jul 14-16 1995	Glendo Regatta Glendo, WY	Tad Jones	307/472-4052
50	Jul 22 1995	*AYC Sail/Boyd Lake Loveland, CO	Craig Simpson	303/484-3625
61	Jul 29-30	Rocky Mtn Regatta	Deb Betts	303/789-2046

\*Non-points regatta



## REGATTA SCHEDULE

1995	Lake Dillon, CO		
50 Aug 4 1995	*Friday Nite Series/Boyd Lake Loveland, CO	Craig Simpson	303/484-3625
50 Aug 12-13 1995	*Family Sailing Jackson Reservoir, CO	Craig Simpson	303/484-3625
67 Aug 19-20 1995	Strawberry Regatta Strawberry Reservoir, UT	Steve Fliesher	801/226-1325
50 Aug 25 1995	*Friday Nite Series/Boyd Lake Loveland, CO	Craig Simpson	303/484-3625
61 Sep 1-4 1995	Mac Attack McConaughy Lake, NE	Deb Betts	303/789-2046
50 Sep 23-24 1995	Last Gasp/Boyd Lake Loveland, CO	Craig Simpson	303/484-3625
61 Oct 7 1995	*Octobie Fest/Cherry Creek Denver, CO	Deb Betts	303/789-2046
61 Dec 2 1995	Christmas Party/TBA	Deb Betts	303/789-2046

### DIVISION 6

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
407	Mar 11-12 1995	Ides of March Lake Somerville, TX	Sonia Mikel	713/874-0549
9	Mar 25-26 1995	Deep South Lake Charles, LA	Glenn Richards	
232	Apr 8-9 1995	Spindletop Sabine Lake	Donna Gremillion	409/735-6899
64	Apr 22-23 1995	Hill Country Lake Buchanan, TX	Mike Rour	512/335-2865
99	May 6-7 1995	Olympic Corpus Christi, TX	Dana Chilton	512/991-2385
128	May 20-21 1995	Longneck Canyon Lake, TX	Betty Reeh	210/656-5278
102	Jun 10-11 1995	Windjammer South Padre, TX	Rob Whittington	210/761-2045
8	Jun 24-25 1995	Wayward Winds Texas City, TX	Glenn Ashworth	713/266-6735
8/128	Jul 15-16 1995	MidSummer Classic Palacios, TX	Betty Reeh	210/656-5278
99	Jul 30-31 1995	Sand Dunes Palacios, TX	Scott Kee	512/850-8889
99	Sep 2-3 1995	Ruff Rider S. Padre to Corpus Christi, TX	Scott Kee	512/850-8889

### DIVISION 7

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
Div	Jun 3-4 1995	*Sailing Technique Seminar Saylorville Lake, IA	Lois Dixon	515/278-4646
52	Jun 10-11 1995	Bald Eagle Regatta Big Marine Lake, MN	Ron Swanson	612/738-1976
149	Jun 24-25 1995	Hulls Angels Regatta Lake Perry, KS	Lori Holverson	913/721-3938
291	Jul 8-9 1995	Oldtimers PRegatta Yankton, SD	Kelvin Tellinghuisen	605/335-7374
475	Jul 22-23 1995	SLOBS Regatta Storm Lake, IA	Phil Redenbaugh	712/732-3986
192	Aug 5-6 1995	Bent Mast Regatta Branched Oak Lake, NE	Scott Nepper	402/493-4306
84	Aug 19-20 1995	Division 7 Champs Saylorville Lake, IA	Norm Beattie	515/282-5025
149	Sep 9-10 1995	Pitchpole Regatta Lake Perry, KS	Lori Holverson	913/721-3938
10	Sep 16-17 1995	Clear Lake Regatta Clear Lake, IA	Steve Neiman	515/357-8756

### DIVISION 8

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
11	Mar 18-19 1995	Lake Monroe Classic Sanford, FL	Louis Adiano	407/877-6244
42	Apr 1-2 1995	MidWinters East Tampa, FL	Mike DiSalvo	813/885-4573
127	Apr 29-30 1995	Devils Triangle Ft. Pierce, FL	J Russel	407/467-2537
5	May 13-14 1995	Inn on the Bay Dunedin, FL	Russ Stevenson	813/384-5803
45	May 28-29 1995	Memorial Day Ocean Cocoa Beach Pier, FL	Jeff Boucher	407/453-1410
80	Jun 10-11 1995	Daytona Open Daytona Beach, FL	Mike Zabel	407/855-1121
45	Jun 24-25 1995	Cocoa Beach Ocean Regatta Cocoa Beach, FL	Dave Foy	407/254-1868

111	Jul 8-10 1995	The Party Plus Regatta Jacksonville, FL	John Botterbusch	904/241-7100
5	Sep 2-3 1995	St. Petersburg Pier St. Petersburg, FL	R Stevenson	813/384-5803
80	Sep 16-17 1995	Summer Sizzler Daytona Beach, FL	Mike Zabel	407/855-1121

### DIVISION 9

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
520	Mar 18-19 1995	Pee Dee Classic Hartsville, SC	Buzz Moore	803/332-6103
12	Apr 8-9 1995	Gone with the Wind Atlanta, GA	Tammy Duran	404/531-0397
164	Apr 22-23 1995	Bare What you Dare Seneca, SC	Aziz Tajuddin	803/967-3154
97	May 6-7 1995	NC State Championships Raleigh, NC	Doug Miller	919/662-0357
174	May 20-21 1995	You Gotta Regatta Myrtle Beach, SC	Mike Carter	803/626-7245
32	Jun 3-4 1995	Mid-Atlantic Championships Virginia Beach, VA	Chris Merrell	804/422-0988
101	Jul 8-9 1995	Offshore Regatta Wrightsville Beach, NC	Richard Womack	919/256-6468
141	Aug 19 1995	*Cat Classic Columbia, SC	Tommy Whiteside	803/749-1636
32	Sep 3 1995	*Low Rent Regatta Virginia Beach, VA	Chris Merrell	804/422-0988
92	Sep 9-10 1995	Cat Fest Charlotte, NC	Jeff Price	704/892-1936
191	Sep 30-Oct 1, 1995	Old Spice Regatta Greensboro, NC	Tom Sutton	910/282-3106
53	Oct 28-29 1995	Sandlapper Charleston, SC	Barry Blackburn	803/884-0672

### DIVISION 10

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
47	May 6-7 1995	May Day Cowan Lake, Cincinnati, OH	Steve Glaswitsch	513/242-3237
247	May 13-14 1995	Rondeau Bay Ontario Ontario, CAN	D MacHardy	519/471-8126
519	May 20-21 1995	Austin Lake Portage, MI	Steve Chapman	616/327-8519
519	Jun 17-18 1995	Holiday Inn St. Joseph, MI	Joe Kuchenbuch	616/965-4579
501	Jun 24-25 1995	Grand Lake Regatta St. Mary's-Celina, OH	Doug Wilkens	419/586-8120
519	July 15-16 1995	Ludington Points Ludington, MI	Dave Steimsma	616/323-2822
	Jul 29-30 1995	Turkey Point Open Turkey Point, Ontario, CAN	Information	519/428-0575
18	Jul 29-Aug 3 1995	Bay Week Steeple Chase Put-In-Bay, OH	Deb Schaeffer	419/635-2691
18	Jul 31-Aug 2 1995	H-18 Great Lakes Champs Put-In-Bay, OH	Jim Frederick	419/635-2691
400	Aug 5-6 1995	Fleet 400 Divisionals LaSalle, MI	Dave Sullivan	419/698-3576
445	Aug 19-20 1995	Grand River Regatta Grand River, OH	Rick Roten	216/239-4991
199	Aug 26-27 1995	Muddy Waters Carlyle, IL	Jim Mencin	314/394-1799
400	Aug 27 1995	Around the Bay Maumee Bay, Lake Erie, OH	Mike Fahle	419/729-9965
85	Sep 16-17 1995	Alum Creek Columbus, OH	Jamie Diamond	614/267-0004

### DIVISION 11

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
416	Apr 29-30 1995	Shifts Happen Lake Nokamixon, PA	John Sherm	215/966-3866
106	May 6-7 1995	DE State Champs Dewey Beach, DE	Turtle Marshall	302/227-4470
54	May 20-21 1995	A Blue Hawaii Weekend Gunpowder, MD	Lynn Flanigan	410/821-6761
267	Jun 3-4 1995	1995 Points Regatta Spray Beach, NJ	Tom Kimmel	215/644-8138
65	Jun 10-11 1995	Barnegat Bay Spring Shore Acres, NJ	Mark Schleckser	908/920-2989
452	Jun 17-18 1995	Trump Plaza Regatta Atlantic City, NJ	Gary Patterson	609/893-9049
250	Jul 1 1995	*Statue of Liberty Sandy Hook, NJ	Greg Raybon	908/872-2809

\*Non-points regatta



# HOBIE RACING

## REGATTA SCHEDULE

250	Jul 16-17 1995	*Area "C" Alter Cup Sandy Hook, NJ	Greg Raybon	908/872-2809
452	Jul 30 1995	*Around Long Beach Island Race Waretown, NJ	Dave West	609/971-3603
250	Aug 12-13 1995	1995 Points & Open Sandy Hook, NJ	Greg Raybon	908/872-2809
443	Aug 26-27 1995	Wildwood Classic Cup XI Wildwood Crest, NJ	Doug Ackroyd	609/861-5674
54	Sep 9-10 1995	Maryland State Champs Gunpowder, MD	Lynn Flanigan	410/821-6761

### DIVISION 12

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
	May 27 1995	*Beginners Learn to Sail/Race Guilford, NH	Mark Hibbard	603/895-6594
	May 28 1995	*Michelob Cup Race Guilford, NH	Tom Sullivan	603/293-8151
496	Jun 10-11 1995	Hampton Beach Hampton Beach, NH	Mark Hibbard	603/895-8594
197	Jun 17-18 1995	Oka Regatta Montreal, Quebec, CAN	Nicolas Leibel	514/697-5788
209	Jun 24-25 1995	NH State Champs/Eilacoya S Park Guilford, NH	Tom Sullivan	603/293-8151
	Jun 29-Jul 9 1995	*Special Olympics West Haven, CT	Joe Manganello	203/421-3614
109/124	Jul 15-16 1995	Mid-Summer Classic Hockscher St. Park, E. Islip, NY	Milt Dinhofer	516/621-5591
	Jul 22-23 1995	*New England 100	Rick Bliss	508/339-5588
28	Jul 29-30 1995	The Buzzard Regatta/East Beach New Bedford, MA	Steve Latham	508/993-0867
136	Aug 4-6 1995	Savin Rock Festival/Prospect Bch West Haven, CT	Joe Managanello	203/421-3614
231	Aug 19-20 1995	Sebago Lake Regatta Raymond, ME	Richard Pierpont	207/655-3701
28	Aug 25-27 1995	Nahant	Scott Baker	617/231-5342
448	Sep 9-10 1995	RI Fall Classic-Div 12 Champs Narragansett, RI	Dave Blydenburgh	401/782-2584
186	Sep 16-17 1995	Roton Point Multihull Rowayton, CT	Chip Romans	203/255-7580
56	Sep 30-Oct 1 1995	LI Sound Champs/Compo Beach Westport, CT	Kate Selden	203/254-0605
31	Oct 7-8 1995	CT State Champs Brookfield, CT	Mitch O'Hara	203/354-8089

### DIVISION 13

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
133	Mar 4 1995	*Seminar San Juan, PR	Pedro Colon	809/744-3246
133	Mar 5 1995	Sunday Series San Juan, PR	Pedro Colon	809/744-3246
138	Mar 5 1995	Copa Topke Sitio Tono	Juan Maegli	502/235-7031
138	Mar 18-19 1995	Regata de la Marina de Guerra Puerto Quetzal	Juan Maegli	502/235-7031
133	Mar 24-27 1995	Don Q International Regatta	Robert Newland	809/754-7840
133	Mar 31- Apr 2, 1995	*Heineken Cup San Juan, PR	Pedro Colon	809/744-3246
138	Apr 1-2 1995	Campeonato Nacional Salvadoreno Ilopango, ES	Alberto Ferracuti	503/271-1031
138	Apr 7-9 1995	*B.V.I. Spring Regatta Tortola, British Virgin Islands	Pedro Colon	809/744-3246
133	Apr 14-16 1995	*Rolex Cup Regatta St. Thomas, Virgin Islands	Pedro Colon	809/744-3246
133	Apr 29 1995	*Seminar San Juan, PR	Pedro Colon	809/744-3246
133	Apr 30 1995	Sunday Series San Juan, PR	Pedro Colon	809/744-3246
138	Apr 30 - May 1, 1995	Campeonato Nacional Guatemalteco Sitio Tono	Juan Maegli	502/235-7031
138	May 7 1995	Sunday Series San Juan, PR	Pedro Colon	809/744-3246
133	Jun 3 1995	*Seminar San Juan, PR	Pedro Colon	809/744-3246
133	Jun 4 1995	San Juan Cup San Juan, PR	Pedro Colon	809/744-3246
138	Jun 10-11 1995	Regata Mario's Marina Rio Dulce	Juan Maegli	502/235-7031
133	Jun 24-25 1995	*Luquillo Regatta San Juan, PR	Pedro Colon	809/744-3246

138	Jun 30-Jul 2 1995	Larga Distancia Livingston, Manabique	Juan Maegli	5022 318 317
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### DIVISION 14

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
63	Apr 15-16 1995	14 Division Champs Lake T-Bird, OK	Pat Allen	405/321-4689
91	Apr 29-30 1995	Cowtown Cats Benbrook Reservoir, TX	Stefan Vann	817/535-6028
25	May 13-14 1995	Cat Fight/Lake Ft. Gibson, OK	Mark Benge	405/733-0394
23	May 27-29 1995	Mid-Americas Lake Texoma, TX	David Mirlitch	903/447-4111
131	Jun 10-11 1995	KATT Scratch Lake Hefner, OK	Debbie Taylor	405/341-7845
63	Jul 8-9 1995	16 Division Championships Lake T-Bird, OK	Pat Allen	405/722-7700
	Jul 23-24 1995	Prairie Regatta Lake Cheney, KS	Scott Mathia	316/744-9434
63	Aug 5-6 1995	Thundering Hulls Norman, OK	Pat Allen	405/321-4689
27	Aug 12-13 1995	Cheney Cat Fight Lake Cheney, KS	Scott Mathia	316/744-9434
23	Sep 16-17 1995	Sand Snake Regatta Little Rock, AR	Jon Claas	501/228-0793
23	Sep 30-Oct 1 1995	Dallas Regatta Lake Texoma, TX	Samual Baker	214/444-8995

### DIVISION 15

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
35	Mar 5 1995	*Icepick Pensacola Beach, FL	Curtis Flower	904/932-1851
35	Mar 11-12 1995	Performance Midwinters (open)	Curtis Flower	904/932-1851
70	Mar 25-26 1995	Lilly Bowl Ocean Springs, MS	Greg Ervin	601/872-3747
70	Apr 1-2 1995	*April Fools Ocean Springs, MS	Bill Allen	601/875-5423
178	Apr 1-2 1995	*Spring Splash Ft. Walton, FL	Randy Bell	904/664-0361
43	Apr 22-23 1995	Stephen C. Smith Tallahassee, FL	Dell Moore	904/668-9208
	Apr 29 1995	*Jackson Co Jumpup Pascagoula, MS	Ashley VanderMuelen	504/394-3906
35	May 6 1995	*Sea Buoy Pensacola Beach, FL	Curtis Flower	904/932-1851
35	May 20 1995	*Cruise "N Crawfish Pensacola Beach, FL	Pam Rupperecht	904/433-7470
178	May 27-28 1995	Hog's Breath Ft. Walton, FL	Randy Bell	904/664-0361
533	Jun 3 1995	*Slip to Ship Long Beach, MS	Bill Elenbaas	601/452-2547
120	Jun 10-11 1995	Run Away Island Panama City, FL	Mike Wilson	904/325-2823
178	Jun 24-25 1995	Grat Bay Race Ft. Walton, FL	Randy Bell	904/664-0361
70	Jul 1-2 1995	Horn Island Hop Ocean Springs, MS	Greg Ervin	601/872-3747
178	Jul 7-8 1995	Hobie For Heart Mary Esther, FL	Carlton Tucker	904/244-2722
533	Jul 16 1995	*Race for the Case Long Beach, MS	Bill Elenbaas	601/452-2547
35	Jul 22-23 1995	*Alter Cup Trials Pensacola, FL	Curtis Flower	904/932-1851
120	Aug 5 1995	*Around Shell Island Pensacola Beach, FL	Mike Wilson	904/235-2823
35	Aug 19-20 1995	Treasure Bay Pensacola Beach, FL	Vic Vincent	904/934-1928
35	Aug 26-27 1995	*Sea Buoy Race Pensacola Beach, FL	Curtis Flower	904/932-1851
70	Aug 26-27 1995	*Shearwater Ocean Springs, MS	Bill Allen	601/875-5423
533	Sep 9-10 1995	Walet Regatta Long Beach, MS	Bill Elenbaas	601/452-2547
178	Sep 16-17 1995	Round the Island Ft. Walton Beach, FL	Randy Bell	904/664-0361
35	Sep 30 1995	*Mayor's Cup Pensacola Beach, FL	Curtis Flower	904/932-1851
	Oct 7-8 1995	*Juana's Navarre, FL	Juana's Pagoda	904/939-2130
178	Oct 9-14 1995	20 Continentals Ft. Walton Beach, FL	Carlton Tucker	904/244-2722

\*Non-points regatta



# HOBIE RACING

## REGATTA SCHEDULE

533	Oct 21 1995	*Celebrate the Gulf Long Beach, MS	Bill Elenbaas	601/452-2547
	Oct 28-29 1995	*Halloween Cat Caper Birmingham, AL	Tom Shannon	205/979-0053
35	Nov 11 1995	Turkey Cup Pensacola, FL	Curtis Flower	904/932-1851

### **DIVISION 16**

FLEET	DATE	EVENT LOCATION	INFORMATION CONTACT NAME	PHONE NO.
204	May 19-20 1995	MadCatter Brewerton, NY	Bob Young	315/475-8051
150	May 27-28 1995	Open Regatta Barrie, Ontario, CAN	B Murray	519/722-8640
298	Jun 3-4 1995	Voodoo Winds Ottawa, Ontario, CAN	Dave Milne	613/828-6131
183	Jun 17-18 1995	Flying High Toronto, Ontario, CAN	Chris Ufton	905/456-1642
466	Jun 24-25 1995	PA Cat Champs (Div 16 Champs) Pittsburgh, PA	George Rosenberg	412/421-5389
119	Jul 8-9 1995	Wendt Beach Regatta Angola, NY	Don Tompkins	716/627-9362
New	Jul 15-16 1995	Mississauga Regatta Ontario, CAN	Ian Tompson	416/604-8669
295	Aug 5-6 1995	Ontario Open 017 Hamlin Beach, NY	Mark Gibson	716/533-1531
TBC	Aug TBC 1995	KinkyKat Regatta Kinkardine, Ontario, CAN	Chris Ufton	416/456-1642
238	Aug 19-20 1995	Grat Sacandaga Regatta N. Hampton, NY	Phil Adriance	413/684-1144
183	Aug 26-27 1995	Wellers Bay Regatta Ontario, CAN	Ian Tompson	416/604-8669
150	Sep 9-10 1995	Open Regatta Barrie, Ontario, CAN	B Murray	519/722-8640
183	Sep 16-17 1995	Ben Hur Open Toronto, Ontario, CAN	Chris Ufton	905/456-1642


### **INTERNATIONAL**

DATE	EVENT	LOCATION
Mar 4-5	Point Regatta	Carnac, France
Mar 5	Seniors Championships	St Gilles La Reunion, France
Mar 9-20	Tour de Ile Maurice	Ile Maurice, France
Mar 11	Youth Championships	St. Gilles La Reunion, France
Mar 11-12	Point Regatta	Antibes, France
Mar 11-12	Trofeo Incio Temporada	Calafell, Spain
Mar 12	Point Regatta	Val Joly, France
Mar 18-19	Point Regatta	Carnac, France
Mar 18-19	Catafolies	La Rochelle, France
Mar 19	Guadeloupe Championships	Gosier, FWI
Mar 22-23	Point Regatta	Ciboure, France
Mar 24-26	Olympic Sailing Week	Anzio, Italy
Mar 25-26	Catamaran Regatta	Erguy, France
Apr 1-2	Regatta Wind Cat House	Calafell, Spain
Apr 1-2	Point Regatta	Carnac, France
Apr 1-2	La Deferiante	La Rochelle, France
Apr 1-2	Point Regatta	Cazaux, France
Apr 2	Criterium HC 13 & 16 Easy	Les Sablenttes, France
Apr 2	Youth Challenge	Gosier, FWI
Apr 2	Point Regatta	Valenciennes, France
Apr 8	Youth Championships	St. Gilles La Reunion, France
Apr 8-9	Aquafresca Regatta	Assenza, Italy
Apr 8-9	Point Regatta	Martinique, France
Apr 9	Guadeloupe Championships	Gosier, France
Apr 9	Senior Championships	St. Gilles La Reunion, France
Apr 9	Catamaran Regatta	Beaulieu/Mer, France
Apr 9	La Barca Challenge	St. Aubin, Channel Islands
Apr 14-16	IV Open Sitges	Sitges, Spain
Apr 15-17	Vele di Pasqua	Cesenatico, Italy
Apr 15-17	Open French Nationals	La Grande Motts, France
Apr 17	Point Regatta	Gosier, FWI
Apr 18-22	Training Regatta ENV	Quiberon, France
Apr 22-23	Eifelcup	Laacher See, Germany
Apr 22-23	Catamaran Cup Schwerin	Schweriner See, Germany
Apr 22-23	Regate des Cloches	Carnac, France
Apr 22-23	Hobie Cat Challenge	Hyerres, France
Apr 22-23	Challenge Basque	Socco, France

Apr 22-23	Point Regatta	Muiderzand, Netherlands
Apr 23	Dinghy & Multihull	St. Aubin, Channel Islands
Apr 25-May 1	Eurocat	Carnac, France
Apr 28-May 1	Seimana Catalano de Vela	Sitges, Spain
Apr 28-May 1	Open Italian Nationals	Venezio Lido, Italy
Apr 29-30	Fruhjahrspokal	Stambergersee, Germany
Apr 29-30	Catamarangau	Brombachsee, Germany
Apr 29-30	Queen Mary Reservoir	South Shields, Great Britain
Apr 29-May 1	Youth Challenge	Gosier, FWI
Apr 29-May 1	Fleet Regatta	Nurnana, Italy
Apr 29-May 1	Hobie 20 F Circuit Race	Assenza, Italy
Apr 29-May 1	Eurocat	Carnac, France
Apr 29-May 1	Weiden Regatta	Neusiedlersee, Austria
Apr 30-May 1	Coupe Coriphene	Les Saintes, FWI
Apr 30	Catamaran Regatta	Beaulieu/Mer, France
May 5-8	French Olympic Sailing Week	Brest, France
May 6	Youth Championships	St. Gilles La Reunion, France
May 6	Fuji Film Series	St. Aubin, Channel Islands
May 6-7	Hinkelstein Regatta	Ammersee, Germany
May 6-7	Regatta Wind Cat House	Calafell, Spain
May 6-7	DHCA Spring Cup	Greve Strand, Denmark
May 6-7	Naz Cagliari	Cagliari, Italy
May 8	Point Regatta	Wimeroux, France
May 8	Point Regatta	Sables d'Olonne, France
May 9	Liberation Cup	St. Ouen, Channel Islands
May 13	St. Ouen St. Aubin Race	St. Ouen, Channel Islands
May 13-14	Goldener Ginster	Nurse-Eifel, Germany
May 13-14	Katamaranregatta	Altmuhlsee, Germany
May 13-14	Open Plo Olimpic	Barcelona, Spain
May 13-14	815 Tune Cup	Skovshoved, Denmark
May 13-14	Hobie Cat 16 Nationals	Skovshoved, Denmark
May 13-14	Point Regatta	Wassenaar, Netherlands
May 13-14	Naz Bracciano	Trevignano, Italy
May 14	Point Regatta	Wimereux, France
May 14	Senior Championships	St. Gilles La Reunion, France
May 14	Bravad Regatta	St. Tropez, France
May 14	Point Regatta	Goyave, FWI
May 14	Point Regatta	Le Lementin, France
May 18	Regatedesdeux Freres	Les Sabiettes, France
May 20	Point Regatta	Fort de France, FWI
May 20-21	Cat-Spektakulum	Waginger See, Germany
May 20-21	Regatta Wind Cat House	Calafell, Spain
May 20-21	Open German Nationals	Plobsheim, Germany
May 20-21	Hobie 18 Ranglist Regatta	Plobsheim, Germany
May 21	Dinghy & Multihull	St. Aubin, Channel Islands
May 21	Point Regatta	Wimereux, France
May 21	Point Regatta	Cagnes/Mer, France
May 24-25	Point Regatta	Le Touquet, France
May 25	Blaues Band vom Rursee	Rursee Eifel, Germany
May 25-26	Catamaran Regatta	St. Maio, France
May 25-26	Bray-Dunes Perroquet	Brey-Dunes, France
May 25-28	Criterium de Printemps	Saint Raphael, France
May 25-28	Folio's Cup	Hyerres, France
May 26-28	Champ Quadre	Marina di, Italy
May 27	Coupe Coryphene	Les Saints, FWI
May 27-28	Podersdorf Regatta	Neusiedlersee, Austria
May 27-28	Hobie 17 German Nationals	Pioner See, Germany
May 27-28	Ascheberger Hobie Troff	Pioner See, Germany
May 27-28	Point Regatta	TBC, Netherlands
May 28	Voile 44	Goyave, FWI
May 28-31	Open British Nationals	South Shields, Great Britain
June 1-4	Open Italian Nationals	Venice, Italy
June 3-4	MBSC Pokal	Chiemsee, Germany
June 3-4	Regatta Wind Cat House	Calafell, Spain
June 3-5	Open Swiss Nationals	Crans, Switzerland
June 3-5	Ostseepokal	Scharbeutz Ostsee, Germany
June 3-5	Raid des lies d'Or	Hyerres, France
June 3-5	Challenge Cote Basque	Soccoa, France
June 4	Senior Championships	St. Gilles La Reunion, France
June 4	Hobie Cat 16 Challenge	Gosier, FWI


\*Non-points regatta





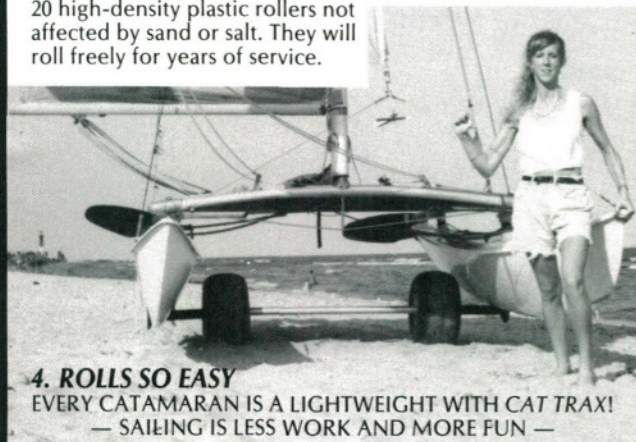
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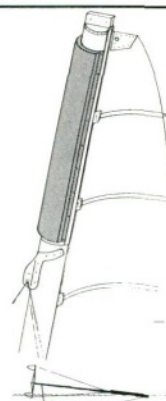
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## 1995 Gets Off To A First-Class Start

### Exciting Changes In Hobie Cat Sailing Begin At 16 World Championship

BY PAUL PASCOE  
IHCA PRESIDENT

The 1995 Hobie 16 World Championship in Huatulco, Mexico brings a few firsts to IHCA events. It will mark the first time a women's event has been held in conjunction with an open event. The Championship also will be the first time the new "gate" courses will be used at an international level.

#### ATTENTION WORLDLY WOMEN

The inclusion of the women's regatta immediately prior to the open category will undoubtedly increase the level of awareness of the entire event, as well as its international reputation. Due to a great deal of interest from abroad, many new faces are sure to be at the helm. I personally hope many of the women will compete in the open event, although it is going to be tough for those who don't get a break during the qualifying round.

The women's event is called the World Cup rather than World Championship because we are sailing a boat designated by the IYRU as an international class. We want to keep this status, so we are bound by the IYRU's regulations concerning the naming of events.

The IYRU is trying to reduce the number of "World Champions" in the sailing community, because it believes the term becomes meaningless in a class raced by only a handful of boats. With time, the IHCA may be able to give the women's event the full title of world championship, but the outcome will depend partly on the amount of support and participation provided by women around the globe. Okay, ladies, the ball's in your court!

#### HERE COME THE GATES

The new gate courses have been tested at many events during the last couple years.

They have proven to be extremely popular with competitors. These courses were approved for use at world championships at last year's IHCA meeting, and so will certainly be high on the list for race director, Paul Ulibarri, in Mexico.

There are two variations. One features a mid-gate halfway up the weather leg. The second incorporates a leeward gate instead of a leeward mark.

The mid-gate is quite wide. It forces every competitor to do at least three tacks up the course, rather than taking the safe, predictable port tack out to the starboard layline and following the crowd. Having a wide rather than narrow gate opens up a lot more possibilities up the leg, as compared with two laylines through a narrow gate.

The leeward gate is great for Cats, in that it immediately splits the fleet at the leeward mark rather than resulting in a single port tack parade out of the leeward mark. If your course includes a gate and everyone else goes through on port, just gybe across and take the other exit by yourself.

**The 1995  
Hobie  
16 World  
Championship  
in Huatulco,  
Mexico brings  
a few firsts to  
IHCA events.**

A leeward gate also significantly changes tactics on the approach to the mark. No more is the inside running the ideal spot. It may be better to be the outside boat, force all boats inside you to round one mark, and at the last minute gybe off and round the other mark all on your lonesome.

Both gate variations can be a lot of fun, but challenging, too. If you plan to attend a world championship this year, I suggest you twist the arm of your local fleet or club captain to get in some gate-course practice.

#### MORE CHANGES AND CHALLENGES ON THE HORIZON

Last year's IYRU World Championship provided a stepping-stone not for just new sailors, but also in terms of additional nations represented. We are keen to keep this interest strong.

The 1996 16 World Championship in Dubai will bring another change with the introduction of a master's title. When the category was first suggested, IHCA officials and other sailors pondered the age of eligibility. Then, they considered which sailors would race in this category. It quickly became clear a master's race would not be a quiet sail by a couple gray-haired old gents, but rather would be challenging to sail and difficult to win.

Over the last few years, all sorts of other experiments in sailing have taken place. Several rather different courses and event formats have been tried. Some have proven successful, while others have floundered hopelessly.

The IHCA is committed to reviewing both the courses and formats for world championships continually, but we firmly believe these events are not the places to experiment. Therefore, we will introduce only changes that have been proven at less-critical events. We also believe in the motto, "Evolution rather than revolution."


#### ALL "FOHR" YOU AT THE 1995 14 WORLDS

Later this summer, Germany will play host to the Hobie 14 World Championships. The tiny island of Fohr is a summer holiday resort, offering plenty of activities in addition to the sailing.

When Henri van der Aat and I originally visited the site last year, two things led us to believe it was really windy. We noticed lots of large wicker windbreaks for bathers on the beach and many wind generators on the island. To me, these observations are much more credible than the usual lines from the locals about how it "blows all summer, steady, 20 knots."

Good sailing, and see you in Mexico.

P.S. Somehow the gremlins got into the November/December HOTLINE. My real phone and fax number is +44 1703 253 711. The man at the other number is getting sick of fax messages left repeatedly on his home phone in the middle of the night.

For a complete list of 1995 IHCA officers refer to the November/December '94 HOTLINE, page 34. Ed. 



# 1995 Hobie 16 Campeonato del Mundo

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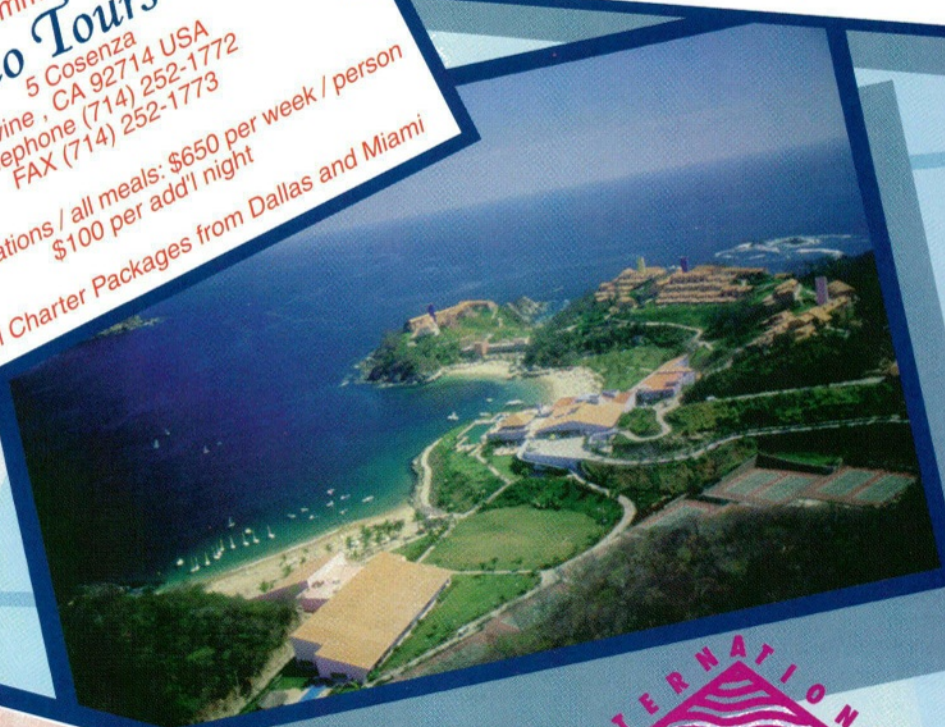
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**the weather,**

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**wear your Personal**

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On a boat such as the Hobie 20, which allows most of these adjustments while racing, the draft needs to be changed as you go from upwind to reaching to off the wind. Changes also are dictated by sea conditions and wind velocity.

Response is critical on the race course. The sailor who adjusts quickest and best for the conditions often will win the race. Thus, draft does play an important part in sailing your Hobie Cat.

#### **DRAFT CONTROL ON THE HOBIE 16**

This specific question is about the Hobie 16 and mast rotation for draft control. Superficially, as mast rotation increases, draft increases.

Most Hobie 16 sailors sail with considerable mast rotation. Over the years, the factory actually has cut back rotation stops.

**R**esponse is critical on the race course. The sailor who adjusts quickest and best for the conditions often will win the race. Thus, draft does play an important part in sailing your Hobie Cat.

By class rules, Hobie 16 mast rotation cannot be changed while racing, so what happens in heavy air when you do not want that extra draft and increase in power? Over time, a way to depower the sail without changing the mast rotation has been found. The answer lies in mainsheet tension.

As the mainsheet is tensioned, the mast is bent, allowing the leach of the sail

to fall off to leeward. The maneuver decreases draft, thus depowering the boat.

Bending the mast is like adding more material to the leach, making the sail flatter. The more you sheet and bend the mast, the flatter the sail becomes. Sheet-ing in the 16's main with the mast over-rotated actually depowers the sail.

Sailing upwind in a blow requires only that you over-sheet the main and really bend that mast, enabling you to sail faster and higher. The drawback is when a puff hits and you must sheet out. At that point, the sail momentarily provides an increase in power. Real men don't sheet out anyway; just kidding, ladies.

Initially allowing the mast to rotate more increases draft, creating more power. However, the reality is that the decreased cross-section of the mast permits the force of the mainsheet to bend the mast and decrease draft.

In summary, if you need to decrease power on your Hobie 16, just over-sheet the main and bend the mast. This will flatten the sail, just what the doctor ordered. If you want a quick way to depower the main in heavy air, sheet harder to depower ... it seems backwards, but it works.

*If you have a Hobie question you would like answered in print, send it to HOTLINE "EXPERT," P.O. Box 1008, Oceanside, CA 92051 or fax to (619)758-1841. ✉*

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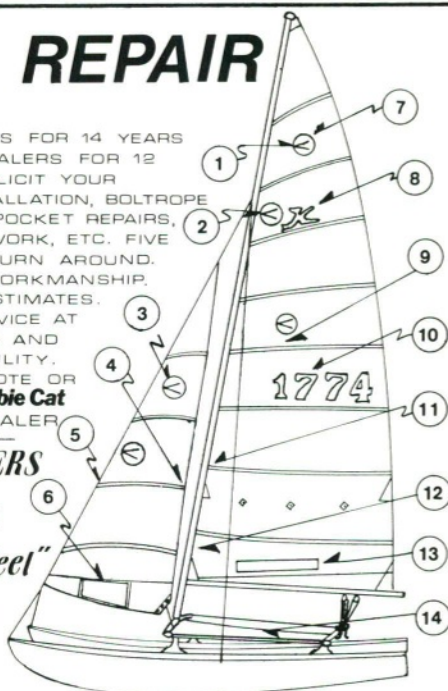
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# DANGER

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A mast near a wire could be fatal!



that made Division 6 slicers and dicers look like kitchen novices. As some boats grabbed by the chop flipped over backwards on tacks and others surrendered to strong gusts and blew over, Blount quipped, "Hobie Alter should have added another nine feet to the back of a trampoline on a 16."

Wind speed became even more excessive, and mud hens reigned supreme. Tom Materna was crowned king of the mud hens; he stuck his boat into the stuff so hard that when he finally got it out, the flying "H" three panels from the top was no longer visible on his formerly white sail.

On the day after the cut, the top 42 racers were dismayed to discover they once again would have to face weather conditions more challenging than mere mortal competition. Huge gusts and steep chop made the 25 knots of powerful gulf air into a daytime nightmare. One-fourth of the fleet didn't finish the race. Sailors left the boat-strewn beach praying for light air.

They got their wish, and then some. On the next and final day, racers had to play each shift as it came in the nine knots of fluky air. In the end, Wally Myers and Mark Santorelli of Marmora, New Jersey repeated their 1993 performance and again claimed the title of Champion. Second place went to Californians Keith Christensen and Chris Venneman, with Enrique Figueroa and Carla Malatrasi from Puerto Rico in third.

Blount succinctly summed up the event, saying "Wally Myers proved he could sail fast in heavy, medium and light air. That's what champions are all about."

Although Texans did not place among the top three spots in the open division, as they did in the women's and junior races, Texas favorites admirably represented their state (see race results.)

### ***Exciting Open Gives Way To A Great Close***

As the windy week wound down to an end, the open awards banquet kicked off with a champagne toast in honor of all racers, then proceeded with the awarding of several unique prizes that all participants had the opportunity to win. TAG Heuer and Continental Airlines donated over \$2,000 worth of great gifts for special drawings, including beautiful watches and a round-trip airline ticket.


In addition, all participants had the opportunity to win a brand-new Hobie 16, compliments of Hobie Cat Company. The drawing was held at the 16 Open awards party. Florida skipper Juli Dixon and crew Marc Dixon were the lucky winners.

Silver-fleet trophies were presented to the top four finishers, in a demonstration of the large geographical base of the Hobie 16's popularity. Marv Gantsweg and Barb McPherson from Marina del Rey, California took first; then came Robert Wythes and Jeannie Summers

from Kailua, Hawaii; Armando Noriega Junior and Armando Noriega Senior from Mexico; Juli and Marc Dixon from Cocoa, Florida; and Jim Sykes and Mike Vraebal from Houston, TX.

Custom-etched glass trophies were presented 15-deep in the gold fleet. Champions Wally Myers and Mark Santorelli walked away with a large, one-of-a-kind piece.

Phil Trotter received a round-trip Continental airline ticket for winning the 1994 Hobie 16 National Sportsman Award. Each sailor had voted for the racer they felt best portrayed good sportsmanlike conduct throughout the event.

Looking back on the week of wind — compliments of the outstanding Hobie hosts and the dozens of great women's, junior and open racers — the 16 National Championships couldn't have been held in a better place than Corpus Christi. The unforgettable event was as huge as all of Texas. 

## **HOBIE 16 NATIONALS OCTOBER 28-NOVEMBER 5, 1994 CORPUS CHRISTI, TX**

### **HOBIE 16 WOMEN'S**

Name	St	Points
1. Fuller/Palmer	TX	26.50
2. Larcher/Davis	TX	26.57
3. Holmes/Creel	TX	29.25
4. Goldberg/Deliz	PR	33.50
5. Korzeniewski/Howard	NY	33.50
6. Tully/Winternitz	CO	54.75
7. Tully/Haubl	CA	76.00
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16. Hennessey/Venell	TX	135.00
17. McHugh/Shockey	PA	141.00
18. Drake/Miloy	TX	165.00

### **HOBIE 16 JUNIORS**

Name	St	Points
1. Whittington/Goltermen	TX	11.75
2. Noriega/Montano	MEX	14.25
3. Srofe/Possert	FL	19.75
4. Tomko/McCarthy	TX	21.50
5. Edwards/Kornacki	NJ	24.00
6. Marshack/Marshack	OR	36.00
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### **HOBIE 16 GOLD FLEET**

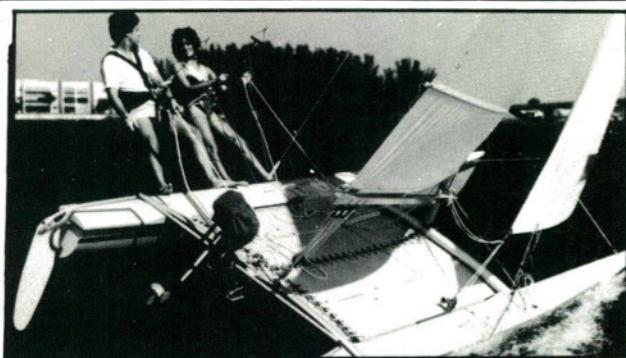
Name	St	Points
1. Myers/Santorelli	NJ	98.75
2. Christensen/Venneman	CA	116.25

3. Figueroa/Malatrasi	PR	117.00
4. Hauser/Hauser	CA	169.75
5. Ralph/Holmes	TX	170.75
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43. Jarret/Jarret	NC	534.00
44. McDonald/McDonald	NE	552.00

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2. Wythes/Summers	HI	6.75
3. Noriega Jr./Noriega Sr.	MEX	7.00
4. Dixon/Dixon	FL	8.00
5. Sykes/Vraebal	TX	8.00
6. Johnson/Luber	MN	10.00
7. Richardson/House	OR	11.00
8. Tomko/McCarty	TX	13.00
9. Tully/Haubl	CA	15.00
10. Hill/Fuller	WY	17.00
11. Mathia/King	KS	18.00
12. Pierpoline/Michel	TX	18.00
13. Mohill/Mohill	CA	19.00
14. Mallum/Drake	TX	20.00
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16. Richards/Williams	KS	26.00
17. Bridgman/Preller	KS	30.00
18. Clark/Hinkle	WA	31.00
19. Schader/Whalen	NY	32.00
20. Bass/Goins	CO	33.00
21. Urband/Morr	TX	36.00
22. Ellis/Pearson	OR	41.00
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CONTINUED FROM PAGE 23

race!" Fill in any of the following phrases in the blank space:

- 1) I hadn't gotten screwed
- 2) he hadn't fouled me
- 3) I hadn't sailed into that hole
- 4) the race committee hadn't screwed up the start
- 5) my crew hadn't blown that tack for us
- 6) that cleat hadn't jammed on the reach

We all succumb to these excuses on occasion. Successful skippers don't let mishaps affect them on the course. They just keep on plugging and make the most of the cards they are dealt.

Just as in life itself, if something bad happens to you, dwelling on it doesn't get you up the course any faster. It will only slow you down. If someone fouled you, protest. Otherwise, circumstances cannot be undone.

There will be some times you are handed a gift from the wind spirits. Other times, defeat will be snatched from the jaws of victory by those same gods. That's yachting ... save the excuses for that night's campfire. They are more fun to embellish after a cool one or two.

**The interaction  
between skipper  
and crew can  
make the  
difference  
between triumph  
and failure.**

### YOUR CREW AND YOU

The interaction between skipper and crew can make the difference between triumph and failure. On two-person boats, the relationship can have a dramatic impact on the performance of the team. Everything may depend on what happens when the chips are down.

There is enough tension and pressure from outside sources while racing. It is exponentially multiplied when team members do not support each other.

Crews can be your best asset when it counts. They can act as a cheerleader, fostering a positive attitude. They can help focus your energy on making the boat go fast. A crew's importance to the

skipper should be typed boldly in their job description.


As in any sport, when one team member makes a mistake, he doesn't need to be told about it. He knows he screwed up, he knows it cost you places in the race, and he knows you are not happy about it. Yelling at him only heightens the negative waves pulsing from the right half of his brain. If you can muster a word of encouragement rather than expletives at that moment, you will gain a more receptive partner and loyal friend.

This advice goes for both skipper and crew. If a problem needs to be discussed, wait for a quiet time between races or at the end of the day to talk rationally about what happened. Then, discuss what can be done to prevent the problem in the future.

### WINNING EMOTIONS

Emotions are considered the spice of life. Without them, the world would be a very dull place.

There is a place in sailboat racing for joy, anger, fear and other right stuff. Skippers who allow these feelings to control them will become frustrated and never improve. Those who can control their feelings and allow the steadfast sailing knowledge stored in their left sides to dominate their strategies on the course are the ones standing proudly on the trophy platform at the end of the weekend.

*Note: The 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 Wick a note through CompuServe. His address (user ID) is 72262,1373. Wick will do his best to respond to your questions through CompuServe as quickly as possible. As space allows, we will print the best questions and responses in future issues of Racer's Edge. You can get mail to CompuServe through the other major on-line networks — check your network documentation for details. See you on the PC! *

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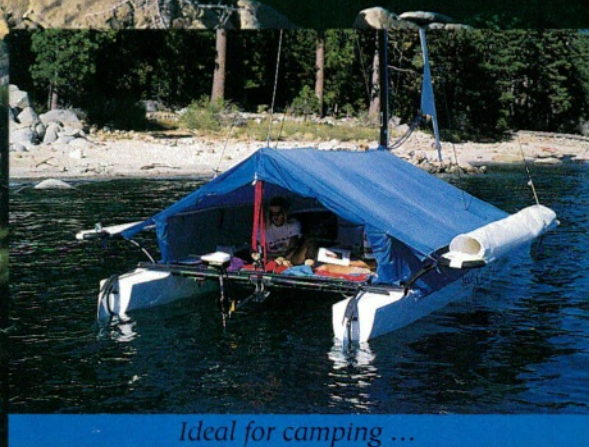
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