

Hobie **HOTLINE**

MAY/JUNE 1995

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Ticket To Ride

LUCK OF THE DRAW
GETS HER A NEW 16

Youth On The Move

JUNIOR SAILING COMES OF AGE

Know Thy Mast

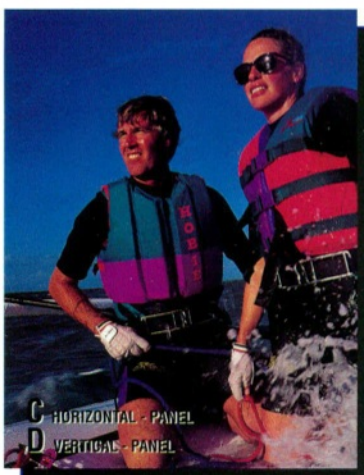
LEARN HOW TO ROTATE
TO A WIN



THE BEST PARTS OF

Sailing

HOBIE PARTS



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 trapeze. 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.

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#20970056 H16 \$360.00 #40970056 H20 \$572.00
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Hobie HOTLINE

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On the cover

Color your day teal. Photo 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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PUBLISHER

Bonnie Hepburn

EDITOR

Marilyn Campbell

EDITORIAL ASSISTANT

Kelly Mesko

**ADVERTISING AND PRODUCTION
COORDINATOR**

Heather Stone

CIRCULATION MANAGER

Jean Stein

FULFILLMENT

Pat Powell

DESIGN DIRECTOR

Miles Burke, Da Biz Grafix

COMPUTER DESKTOP

Mary Ellen Free, DBG

CONTRIBUTORS

MATT MILLER • JOHN HACKNEY • WICK SMITH
MURRY SILL • GUY MOTIL • KAREN MADISON
SUSAN CAMERON • PATRICK MCDOWELL
DEBBIE MARSHACK • ROB WHITTINGTON
HANNAH POTEAT • DOUGLAS SROFE
FRED MYERS • RICK LANG • BOB HENDERSON
IOWA DEPARTMENT OF TOURISM

**INTERNATIONAL HOBIE CLASS
ASSOCIATION**

Paul Pascoe, President

**NORTH AMERICAN HOBIE CLASS
ASSOCIATION**

Dick Blount, Chairman

PRINTER

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It's Time To Face The Graduation Music

How many of you out there remember those ancient times B.C. — before children? I certainly do.

Although I have been known to dash into the grocery store to get milk and then return home with dog food, cat food, lizard food, junk food and everything else except milk — I well remember how I felt and acted (and sometimes "acted out") when I was my daughter Summer's age. Actually, in many ways, I still feel (and have been accused of acting) like I felt when I was her age — 17 going on the world.

Instead of major ongoing financial responsibilities like house payments, I could flit from apartment to apartment. (As a friend once confessed, "When the oven got dirty, I knew it was time to move.") School was just school, a job was just a job, not a career, and fun and friends were out there to be enjoyed.

I did my share — and then some! — of enjoying. Lately, I've heard many a friend express the ubiquitous parental anxiety, "I only hope my kids don't do half of what I did!"

I've been fortunate — blessed, actually — in that Summer is everything I could have asked for in a daughter. And now that she's graduating from high school in June, I look forward to enjoying her as much as an adult as I've loved her as my child.

Yet still and all, I realize that I'm moving into yet another era of my life — soon I'll be an empty nester. And after spending almost 18 years creating and tending and guarding that nest, the thought brings a tear to my eye. Walking past a room full of teenage life (and the odd potato chip buried in dust), I already miss her, and she's not even gone yet!

I wish her so much — a life full of laughter and love, a good job, a great husband, and children who bring her as much pleasure as she has brought me. And I wonder, have I prepared her adequately for all the obstacles she'll encounter and will have to conquer? Did I do everything right as a parent, or did I do everything wrong?

At my own graduation, I bet I was fidgeting in my cap and gown waiting for the ceremony to be over so my life could begin. And in just a few short weeks, there I'll be in the audience, fidgeting, while I watch a chapter of my life end. (Not that parenthood ever ends — after all, I still run around frantically cleaning cobwebs out of the corners before my mother comes to inspect, I mean, visit.)

Once Summer moves away to go to college, I know I'll miss our fun shopping excursions and sushi dinners and female conversations and just having her around the house. And I'll miss having her youth around to keep me young.

Maybe having teenagers brings out the teenager in us. Sometimes, indeed, when Summer and I are experiencing one of those quiet, calm, placid, typical mother-daughter exchanges that rock the roof and raise the neighbors' eyebrows, I wonder if people ever do grow up. But then again, I wonder if growing up is the goal.

I'm sure you knew at the beginning of this column that I was eventually going to relate this subject to Hobie Catting, as I always do. You were right.

Maybe we're not meant to grow up, at least not in every way. Careers and homes and yard work and financial planning are of course necessary, but hey, sometimes it's time to stop and smell the water and feel the spray hitting you fresh in the face on your Hobie Cat.

Graduating from one stage of your life to another is fine and proper. But daughters (and sons) are never too old to be hugged, and life is too short not to sail!



ARUBA



ONE*COOL SUMMER

ARUBA O'NEILL HOBIE WAVE WORLD CHALLENGE

August 29 — September 3, 1995

Find enchantment in Aruba, land of wild aloe, divi divi trees, beckoning trade winds, crystalline turquoise waters and sun-drenched, white sand beaches. The musical language is Papiamentu, and "Bon Bini" means welcome to what Arubans call *One Happy Island*. You'll be one happy islander in this tourist-loving tropical haven, where the daily air temperature is 88 degrees and the average wind speed is 14.4 knots. A fun-for-all event on the exciting new Hobie Wave — it's the perfect summer cooler!

ACCOMMODATIONS

The Wave Challenge will be held on the beach directly in front of host hotel, Aruba Marriott Resort & Casino. **Reservations: call (800) 223-6388.**

- **Before** July 31 \$ 89 Double/Single \$115 Triple
- **After** July 31 \$156 Double/Single \$175 Triple

RACES

The Wave Challenge is an innovative Open, Womens', Juniors' and Masters' event. Sailors at all levels will enjoy the competition on the fun and fast new Hobie Wave. All participants sail together in round-robin racing, with trophies and prizes awarded in each category. **NOTE:** Prequalified sailors must arrive and register by August 31. To prequalify, payment must be received by July 25.

Tues., Aug. 29 Registration Welcome Party
Wed., Aug. 30 Round-Robin Racing Begins Theme Party
Thurs., Aug. 31 Round-Robin Racing Continues Theme Party
Fri., Sept. 1 Round-Robin Racing Continues Theme Party
Sat., Sept. 2 Round-Robin Racing Continues Theme Party
Sun., Sept. 3 Final Day of Racing Special Long-Distance Race
Awards Banquet & Aruban Festival

REGISTRATION FEE

- Before** July 25 • \$200 + \$150 on-site refundable charter boat damage deposit.
- After** July 25 • \$250 + \$150 on-site refundable charter boat damage deposit.
(Boat deposit payable only in cash or travelers checks.)

Fee includes airport transfers, boat charter, Bon Bini breakfasts, lunches and dinner parties as well as official event jersey, t-shirt and keepsake Aruba gifts.

REGISTRATION

Entry must be postmarked by July 25, 1995 to avoid late fee.

<input type="checkbox"/> OPEN	_____ SKIPPER
<input type="checkbox"/> WOMENS'	_____ ADDRESS
<input type="checkbox"/> JUNIORS'	_____ CITY/STATE/ZIP
<input type="checkbox"/> MASTERS'	_____ DAY PHONE EVENING
	_____ HOMETOWN NEWSPAPER

Shirt Size: ☐ Large ☐ Extra Large

I have enclosed a check made payable to Aruba O'Neill Hobie Wave World Challenge for:
\$ _____ in U.S. Funds

Mail your completed registration form to: **Aruba O'Neill Hobie Wave World Challenge
2002 Strathaven Road, Winter Park, FL 32792.**

NO personal checks or credit cards will be accepted on site for any fees.

For information, contact Julie Renfro at phone: 011-2978-60440; fax: 011-2978-27093.

D
A
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R

Extreme
caution
must be
exercised
when
launching
and sailing
near
overhead
wires.
A mast
near a wire
could be
fatal!

HE WANTS TO KEEP THAT RACING INFORMATION FLOWING HIS WAY

If you can bear with my handwriting, I would like to offer my two cents' worth.

Regarding the always-popular criticism of recreational-versus-racing content of HOTLINE, as a racer I am always interested in this area of tactical, technical sailing. Please keep a good focus on this area with high-quality articles. A good balance of general and recreational information is also interesting, but my personal second choice.

Regarding racing (again), I really enjoy the regatta results section. It is usually the way I find out how everything went at regattas I personally attended, since the dementia that comes with the "Hobie Way of Life" causes me to forget results within hours. Plus, I am able to keep track of the building number of Hobie sailors I am getting to know through the years and increasing participation in regional and national events.

Please!! — make a better attempt to publish these summaries even if it means calling the regatta organizer (I'm sure results are reported on a haphazard basis). Everyone I know looks at this section — it is a most important feature of HOTLINE.

Hey! Keep up the good work. I'm 51, started sailing at 43 on my Hobie 16 and primarily now on a Hobie 17. It's a second childhood!

P.S. If you think the handwriting is bad, you should see some of my starts!

John Sherm
Macungie, PA

PRAISES MARCH ON

Great article on Rebecca Cliness in the latest Cat Tales section of the HOTLINE!

Congrats to whoever did the HOTLINE cover, too.

Have a great spring!

Bob Johnson
Lima, OH

HE WANTS HIS HOTLINE SUBSCRIPTION BACK

I find it most difficult to ask to have my subscription renewed. For eight years I have been a growing "Hobie sailor."

I joined the official NAHCA association when it was formed and thought "how nice to include the HOTLINE cost in the membership fee." Now I find out that member-

ship does not include HOTLINE subscriptions. Why? What happened? What changed?

The membership fee didn't decrease. I will enclose a check for one year, but let's get back on board the "Hobie Way" and offer a year's supply of reminders and updates as to what Hobies are doing worldwide. Why join an association that doesn't promote itself?

David Witmer
Minoa, NY

Thank you for renewing your HOTLINE subscription.

Although the North American Hobie Class Association is a separate organization, the Hobie Cat Company, HOTLINE and the NAHCA do work closely together to support and promote the "Hobie Way of Life."

It was the decision of the NAHCA not to include the HOTLINE as part of its 1995 membership package.

A copy of your letter has been forwarded to Dick Blount, NAHCA chairman.

PHOTOS LURE HER TO LARGO

I've been subscribing to HOTLINE for years ... about 15, and I gotta tell you the photographs appearing in the last couple of issues have been some of the best ever! So good, in fact, my family and I decided to spend our vacation on one of those bed and boat vacation deals (Sleep with us ... Sail with us) at Caribbean Watersports in Key Largo. I'll be sure to let you know how much fun we have.

Liz Chesen
Eden Prairie, MN

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. ✍

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HOBIE CAT'S ACQUISITION MEANS EVEN STRONGER SAILING AHEAD

Hobie Cat Company was recently acquired by an investment group committed to performance sailing. New Hobie Cat Chairman Dick Rogers believes, "This acquisition will significantly strengthen our presence in performance sailing." The investment group also has a key investment in the Tri Foiler, the world's fastest production sailboat.

The acquisition will give Hobie Cat strong financial backing and additional state-of-the-art performance sailboats. Production of the exhilarating, easy-to-sail Tri Foiler will be staged into Hobie Cat's existing factory in Oceanside, California.

All Hobie Cat policies, operations, sales and marketing will remain unchanged. Dick Rogers, based in St. Louis, Missouri, has become Hobie's chairman. Scott Foresman will continue to serve as president in the Oceanside facility.

Outgoing chairman Tony Wilson has led Hobie Cat through many changes in the industry since his purchase of Hobie Cat in 1989. Dick and Scott praise Tony's perspicacity and wisdom through "some pretty tough times overall. Throughout everything, Tony's top priority was to keep the company alive, support the people doing the work, build strength and look to the future," they explain. "Along the way he helped foster, with the aid of many inventive people, a number of great boats: the Sport 17, Miracle 20, Sport Cruiser 21, the rebirth of the Hobie Power Skiff and, most recently, the Wave."

Tony, Dick and Scott agree that Hobie Cat is in its strongest position since the late '80s, which means Hobie Cat sailors can look forward to many more years of sailing fun and fast boats brimming with energy, in a continuing atmosphere of warm camaraderie and friendly competition.

MONSTER MASH

It's one of the oldest and largest regattas, and host Fleet 23 says it's one of the best. The 1995 Mid America Regatta marks the 22nd running of the event. This year, more than 150 teams will compete over Memorial Day weekend at the Cedar Mills Marina on Lake Texoma, on the Texas/Oklahoma border.

Regatta chairman Laurie Cronan explains the allure of the Mid America monster of a regatta. "It's more than just 'another Hobie Cat race.' It is an entire weekend devoted to the 'Hobie Way of Life.' There's no one-boat-in-a-fleet rac-

ing, no gimmies; every trophy is earned."

When racers aren't heating up the course in all classes of boats, from 14C to 20A fleets and every category in-between, they can be found partying from morning till night. The festivities begin on Friday at a monstrosity huge welcome party held at the local watering hole, during which complimentary beverages get the competition off to a friendly start. By Saturday evening, the place is rocking under a humongous circus tent, where Laurie promises that "three bands will battle it out for the title of official band of the 1995 Mid America MONSTER REGATTA."

Thanks to extremely generous sponsorship from both local and national sources, awards are plentiful. "There's no skimping on trophies, either in magnitude or quantity," notes fleet commodore Sam Baker.

Anyone looking for a monster of a Memorial Day is invited to call Laurie at (214) 530-3350 or Sam at (214) 444-8995.

NEW GILL DRYSUIT AND DECK SHOES OFFER COMFORT AND STYLE

Douglas Gill USA recently introduced two new products designed to enhance the sailing experience for both recreational sailors and racers.

The **Style #806 Drysuit** is a competition-cut suit with a full, elasticized waist for

maximum comfort and mobility. Gill proofed the hard-wearing yet flexible oxford weave nylon with a special combination of PVC and PU, yielding a suit that you can slip into smoothly and easily. The seat and knees are reinforced to provide great abrasion-resistance and non-skid qualities. Serious racers will appreciate the heavy-duty characteristics and special sailor-friendly nuances such as the leg pocket designed to hold sailing gear and race instructions.

Racers sporting the drysuit, which is available in sizes XS-XL and retails for \$399, are destined to stand out among the competition. The suit is bright red with white trim.

Also new on the scene are Gill's redesigned **Deck Techs**. According to the manufacturer, the company "took an already superlative athletic-style deck shoe and improved it," combining the best features of a comfortable athletic shoe with a refined technical deck shoe.

Multi-directional, non-slip sole grips, and increased traction features are a few of the new innovations. A removable, washable inner sole provides extra convenience and durability, while speed lacing and a padded tongue and collar result in a snug, secure fit. Drainage holes and use of low-absorption, quick-drying materials enable wet Deck Techs to dry rapidly.

The white (with blue trim) shoes come in a complete range of sizes and retail for about \$62. For more information about either of these new Gill products, call (404) 945-0788. 

NAME GAME CORNER



When I purchased my "Stars and Stripes" edition 18, it had a few bumps and bruises — thus the new name. While traveling around Division 9, I've received several comments on the name, so I decided to send in the picture.

Watch out on the starting line — another "skar" won't hurt!

G. Lawrence Lucas
Charleston, SC

Dear John

BY JOHN HACKNEY

HOW TIGHT IS TIGHT ENOUGH?

I've had to replace the right front corner casting on my Hobie 16 due to cracks in the casting. Unfortunately, I did not count the number of screw threads on the end of my dolphin striker, or take any measurements before replacing the corner casting. How do I properly tighten my dolphin striker back to the original setting? What exactly does tightening up or loosening a dolphin striker do to a boat? Since I like to race my boat, I want it to be in the best tune possible.

The dolphin striker's main function is to support some of the downward force the mast applies to the front crossbar. When you tighten the shrouds, jib halyard, forestay and trapeze, fly a hull or pull in on the mainsheet, you put pressure on the front crossbar. Just about everything you do quickly loads the front crossbar and dolphin striker. As for the original setting, my inside factory source tells me the dolphin striker should be tightened until it's snug.

The dolphin striker definitely should not be loose, as this allows the front crossbar to flex under loads, slowing your boat and creating future structural problems for the front crossbar. On the other hand, if you took an air impact wrench and overtightened the bar, you might break the corner casting or, more likely, pop the mast step off the front crossbar. On the Hobie 18, overtightening the dolphin striker will cause the mast step to lift off the front crossbar. The factory now uses four pop rivets instead of two on the mast base to stop this problem — a good retrofit idea.

STRIKE IT RICH

As you have probably gathered by now, the dolphin striker needs to be fairly tight. Fairly tight lies somewhere in-between too tight, which is rare, and really tight, which is a little more common.

While pondering how best to describe fairly tight, I called some of the top minds in the field of dolphin striker tightness to help out. Here is what we came up with.

Take the palm of your hand and hit the dolphin striker. If you hear a thud, it is too loose. Tighten until it makes a harmonic sound when struck. (We couldn't decide on the key — maybe C; after all, we're only sailors.) Also, if the dolphin striker is not

tight in the striker post, keep on tightening. WD-40 or CRC should be applied to the threads of the striker rod to make the job a lot easier.

Boat performance is enhanced by a tight dolphin striker, as it keeps the rig stiff, thereby not allowing any flex — a speed-draining, "slow-boat" condition. One school of thought, to which I subscribe, believes that by tightening the dolphin striker on a Hobie 16, the bows are forced closer together, thereby helping windward pointing ability.

For those of you, like myself, who just read the last sentence (in this case, the second to last sentence) of an article or demand concise answers, keep the dolphin striker tight. The number of threads showing does not matter, as this will vary from boat to boat and with age.

DO YOUR RUDDERS HUMMMMMMM?

Help me get the rudder hum out of my new racer rudders. I've tried just about everything ever recommended, and they still hum. I'm afraid to do too much sanding, for fear of breaking through the fiberglass.

My rudders fit snugly into the casting; I've installed the nylon rudder shims; and my gudgeons are in good shape. I also have padded the lower part of the casting with duct tape to take up any slop, as advised in the Hobie 18 performance manual.

I'm sure I'm not the only one having this problem. If I am, maybe I have a bad batch of rudders. Please help. I will keep an eagle eye out for an article on this subject.

Humming rudders are not unique to racer rudder blades. Hobie plastic PCG experiences the same problem, which has a solution.

The hum is caused by water breaking free from the back edge of the rudder blade. The smooth, round, aft edge of the rudder hinders water separation from the rudder blade, creating vibrations, which we hear as a hum. Sharpening or squaring off the aft edge of the rudder should stop the hum.

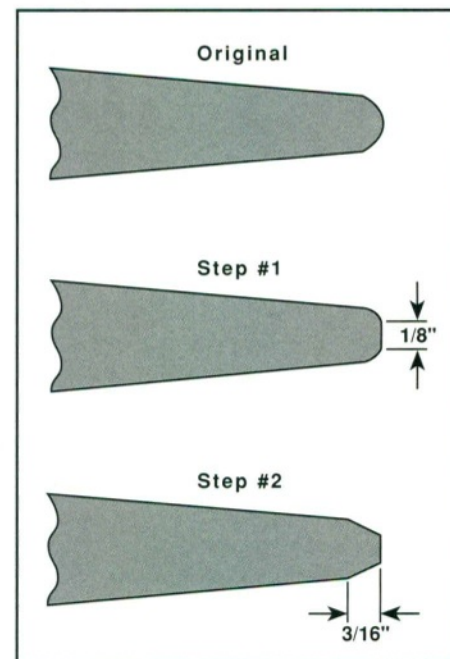
PCG rudder blades are constructed with solid plastic and can be filed exten-

sively. However, the lighter racer blade has approximately 1/16-inch skin (fiberglass), so care must be taken not to file through it.

TAKE IT SLOW

Material should be removed slowly, using a file or sandpaper with a sanding block. Step 1 requires sanding the back edge of the racer rudder blade square (see diagram). Make sure you do not sand through the skin. If you notice a yellowish-tan color, you're getting close to the foam core. Be careful.

Step 2 involves sanding a slight taper on each after-side of the rudder (see diagram), forming a sharp square edge (no radius).



Many plastic rudder blades have a high area in the foil on both sides of the blade, noticeable after cooling from the molding process. This high area causes a water disturbance that makes a vibration or hum at higher speeds.

The foil shape and hum can be corrected by reshaping the high area and improving the foil shape. Use a sharp pair of scissors to reshape the trailing edge of the rudder. Draw the blade along the rudder, shaving off material with each pull. The correct blade angle is near 90 degrees to the rudder surface. The correct foil shape features a 1/8-inch flat trailing edge. *[Signature]*

CATAMARAN COVERS BY

Hobie Cat

TOP GUN COVERS are made of royal blue polyester acrylic impregnated for colorfastness and UV tolerance, then ZEPEL®-coated for waterproofing and stain resistance. Hull covers completely enclose the hulls and are closed with zippers and velcro from stem to stern. The all-purpose, three-piece cover is designed for trailering at highway speeds (trampoline cover is not suitable for trailering).

ECONOMY UNIVERSAL COVERS are woven polyethylene film-coated on both sides covering the woven fabric. The covers have fantastic tear resistance and are specially designed for outside storage, protecting against UV degradation and dirt.

For more details, see your
**HOBIE dealer and the HOBIE
Parts & Accessories Catalog**



TOP GUN ALL-PURPOSE 3-PIECE TRAILERABLE COVER

**Beach or Trailer • Mast Up or Down • Highway Speeds
Road Hazards Protection • Easy Installation • No Lifting**
Also available: Top Gun one-piece storage cover for beach or
trailer storage, mast up or down.



ECONOMY UNIVERSAL 1-PIECE STORAGE COVER

**Beach or Trailer • Mast Up or Down
Easy Installation • No Lifting**

LUCKY LADY

This Mathematician Knows The Equation For Success

PHOTOGRAPHY BY
KAREN MADISON

"I've been lucky all my life," declares Juli Dixon, but her achievements owe as much to pluck and perseverance as they do to serendipity. Nevertheless, this logical, methodical and analytical Hobie Cat sailor and mathematics educator also is just plain lucky, in love and in all of life.

Feeling quite luckless indeed after being cut from the gold fleet at the 1994 Hobie 16 National Championship in Corpus Christi last fall, she and her husband and crew, Marc Dixon (whose appearance in her life Juli considers to be another stroke of great luck — but more about that later), won the Hobie Cat Company-sponsored raffle for a brand-new Hobie 16.

To cap it off, that boat became their winning ticket in the very first race in which it sailed. The Dixons took home the trophy from the Citrus Sail Fest last December; who knows what winning ways lie ahead for them and their new boat in the seasons to come.

MS. FORTUNE

Juli, at 29 a highly competent Hobie skipper, seems to have a lifetime knack of transforming good luck into great luck, and misfortune into fortune. Once, for instance, she didn't have the money to pay her rent. Luckily, she had just won a Windsurfer and wet suit. Ever-practical, Juli sold the bounty and paid her rent.

As an adolescent growing up in Cortland, New York, Juli's first sports love was figure skating. "I was a competitive skater and into body building as well," she recounts.

"I always overdo things," she ruefully admits, "and I ended up having to undergo surgery on both legs." The medical difficulty iced her figure-skating career, but opened up a whole new endeavor in the form of Hobie Catting.

"I had grown up sailing with my family, but we had monohulls," recalls Juli. "After my surgery, I had to abandon my plans to get into windsurfing, too. In 1987, a friend helped me find a used Hobie 16." Ever since, it's been sweet 16 for Juli all the way. Hobie Cat sailing has provided a life of fun and friendship she cannot imagine living without.

After Juli receives her Ph.D. this month, she plans to investigate job opportunities around the country. As she and Marc contemplate moving from their current home in Cocoa, Florida, one geographic criterion predominates: "We'll go anywhere we can sail!"

SHE COMES OUT OF HER SHELL

A fortune-teller observing Juli's initial Hobie Cat experience in a crystal ball may not have predicted her eventual success as a skipper. "After using the manual to set up the Hobie 16, I took my family out for a sail. I scared my mother and sister so badly, they jumped off and swam to shore." Juli chuckles, "If you know how cold Lake Ontario is, you can imagine how my sailing affected them!"

Although mom and sis jumped ship, Juli's father stuck by her. Stuck is the salient word here, for what they did next was turtle.

Despite this unlucky first episode, Juli flipped over the sport. "I heard about Fleet 204 in Syracuse and went on over. The people were great! I started going out on weekends and jumping on other people's boats to crew for them. I learned so much, and had a fantastic time! Everyone was entirely friendly and enthusiastic about sailing," explains Juli, who is no slouch in the enthusiasm department herself.

After teaching mathematics in middle school for three years and attending college at night to obtain her Master's Degree, Juli was accepted into the Mathematics Education doctorate program at the University of Florida in Gainesville. Always independent, she moved to Florida on her own and promptly became involved in Fleet 153. Just as in Syracuse, the members welcomed Juli with open arms and boundless warmth.

"Actually, one of the reasons I selected Gainesville was that it was home to a Hobie fleet," reports Juli. At the time, she had no idea that a different kind of water would figure in another important equation in her life — finding her soul mate.

A NEW KIND OF SOAP OPERA

At last, the dirty story can be revealed in its entirety. Yes, Marc and Juli Dixon met in the laundry room of their apartment complex. Soon after, Juli introduced Marc to sailing. Before long, they were cleaning up on the race course at local regattas.

Right from the very beginning, Juli realized she and Marc were on the same wavelength. "I let him know I couldn't date or marry someone who wouldn't be content crewing for me for the rest of his life," jokes Juli. Marc took to sailing like a fish to water, and Juli greatly admires his stance as a crew.

"We've raised a few eyebrows and taken some comments about our status as a female/male team," Juli confirms, stressing the novelty of the situation doesn't bother her or her husband. "It takes a special person like Marc to crew for a woman. You have to be confident in



your masculinity, which he definitely is," she notes, with love and respect in her voice. "Besides, we're a team. Our goal is to improve as a team."

Juli and Marc form a unique twosome in more ways than one. She explains, "Marc is a civil engineer, so we're both math-oriented. When we're racing, he gives me the coordinates of the other boats, so I don't even have to look. We're constantly talking."

They're constantly winning, too, coming out on top in many regattas in which they sail. And that's quite a few. "We sail about 40 weekends a year," an admirable number on its own and even more astounding when you factor in Juli's intensive work on her research-driven Ph.D. dissertation.

THE LATE NIGHT SHOW STARS JULI AND HER CAT TRICKS

Throughout Juli's life, hard work, focused energy and free-spirited determination have set the stage for her success. Just as she turned, of necessity, from figure skating to sailing, she has never allowed late starts to get in the way of great finishes.

Starts have been her nemesis, Juli confides. "Marc and I are Division 8 high points, and we do well at smaller regattas, but I'm a terrible starter. I can't hold my own with so many boats on the line."

Despite suffering a series of late starts in the 1994 Hobie 16 National, Juli and Marc had a terrific finish. No, they didn't win the gold, or even the silver. But they did win a new (drum roll, please!) Hobie 16.

"Amid the 71-boat confusion, we were called over early and cut from the gold fleet. In the remaining races, the rough conditions tested my strength beyond my capacity," acknowledges Juli, as candid as she is determined. "Marc had more to do than other crews, due to the balance of strength."

Dispirited and exhausted after the racing ended (although they had captured fourth place in the silver fleet), the Dixons packed up before the awards ceremony on Saturday night. After the party, they planned to drive the 1,000-plus miles from Corpus Christi to Gainesville straight-through, as Marc needed to be back at work bright and early on Monday morning.

The best-laid plans of cats and men oft go awry, but this time they went awry in an all right way. Slightly more than all right. "With me in graduate school and Marc supporting us both, we had decided beforehand to purchase two \$25 chances to win the Hobie 16," reports Juli. "My in-laws had bought us a 16 for a grand wedding present, so we were not boatless

or expecting to win."

But lucky lady, Juli Dixon, did win. Now, the only problem remaining was how to get the doggone thing home.

"We decided to double-stack the boats. A fellow Hobie sailor gave us his 2x4's, and we used halyards, righting lines and everything else we could find to tie the boat down."

Suddenly, out of the darkness walked "three humongous men." They turned out to be angels of mercy. Seems a carnival was in town. "My apprehension changed immediately into appreciation. With huge, helpful hands, they assisted us in tying down the boats, then went along on their way."

Exhausted, elated and firmly tied down, Juli and Marc took off for home. Almost in sync, every few hours, they'd look at each other and exclaim, "New boat! New boat!"

Juli and Marc have not yet decided what to name that new boat, which already has distinguished itself as a winner. Actually, they never got around to naming their old boat, either.

Since both Hobie Cats have brought the Dixons such good fortune — the first signifying the start of their new life together and the second marking the blossoming of Juli's career — and as Juli and Marc are both mathematically inclined, we think they should give their Hobie 16s names that really add up. How about Lucky One and Lucky Two? *✍*



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every sailor, no

matter what the

level of

experience.

PFDs ... Use Them!

◀ FIELD OF

Scenic Iowa Has Set The Stage For A Baseball Fantasy, Covered Bridge Escapade And Now The Exciting 1995 Hobie 18 Continental

BY SUSAN CAMERON

Don't let the name or location fool you. The northwestern Iowa community of Storm Lake is full of surprises.

Tucked away in America's heartland, Storm Lake is a peaceful, lakeside town that offers just the right balance of tradition and progress. You'll discover tree-lined city parks, marvel at grand homes lining the lakeshore and enjoy Lake Avenue, a vital main street bursting with quaint shops, strong business and industry, and a regionally respected private college.

Storm Lake, called the City Beautiful, provides the perfect setting for getting away from it all this summer at the 1995 Hobie 18 Continental Championship, July 14-18. The 10,000 residents of Storm Lake take pride in their midwestern values of community spirit, volunteerism and hard work. It is those qualities that have them busily preparing to roll out the welcome mat for visiting Hobie sailors.

PHOTO: BOB HENDERSON



DREAMS ▶





IOWA DEPARTMENT OF TOURISM



IOWA DEPARTMENT OF TOURISM

WELCOME TO S.L.O.B. CITY Your

Hobie 18 Continental hosts will be Fleet 475 and the Storm Lake Organization of Boat Sailors, or S.L.O.B.S. The S.L.O.B.S. are a fun-loving group of Hobie Cat sailors. For over fifteen years, they have held sailboat races and beach parties on Storm Lake.

While not formally organized, the S.L.O.B.S. race together often during the summer boating season. After a day of sailing, there is usually a beach party. Trophies are awarded at the end of the season.

The S.L.O.B.S. count 30 to 50 families on the membership roster. The only requirement to join is a love of Hobie Cat racing and an afternoon of fun and good food on Storm Lake.

The S.L.O.B.S. have hosted three Division VII points regattas and two Division VII championship races. The entire group is excited about holding this major Hobie Cat event on Storm Lake this summer.

Come see us in July. Remember, anyone can sail, but it takes a special person to be a S.L.O.B.



PATRICK MCDOWELL

Lots Of Lake Action

It's no surprise that Storm Lake's greatest asset is its 3,200-acre natural lake. Sailing, boating, fishing and other water sports are popular pastimes. For those who prefer to admire the water from its shores, the LakeTrail, which lines five miles of the lake, offers a path with a view for bicyclists, joggers and walkers. A handicapped-accessible dock allows everyone to enjoy the many great water activities.

Several large city parks border the lake, reflecting the community's commitment to preserving Storm Lake's natural setting. The parks feature everything, from an old-fashioned bandshell where a community band offers summer concerts, to sand volleyball and tennis courts. You'll also find children's recreation equipment, a Living Heritage Tree Museum, a swimming pool and golf course, picnic areas and campgrounds, and the Storm Lake Municipal Golf Course.

Fun For Land Lovers

Beyond the lake, visitors will find plenty to do. Summer games such as soccer, softball and baseball are popular at Storm Lake's Field of Dreams. Golf enthusiasts may test their skills at the beautiful, 18-hole, Lake Creek Country Club, where water hazards make play interesting. Storm Lake's Health and Fitness Center also offers opportunities for physical activity, from aerobics and racquetball to a heart-pumping workout on quality fitness equipment.

Movie fans can check out the shows at Vista III Theatres, and plenty of outstanding restaurants offer a variety of atmospheres for dining and relaxation. Shoppers will find everything they want or need in distinctive gift shops, boutiques and sporting goods stores as well as department and discount stores.

Event For All Seasons

Storm Lake is noted for several annual events that have become regional traditions. Popular attractions include the July 4th Star Spangled Spectacular, the Great Iowa Hot Air Balloon Races each Labor Day weekend, and Santa's Castle, which delights children of all ages with animated displays and seasonal decor from Thanksgiving to New Year's.

◁ FIELD OF DREAMS ▷



PATRICK MCDOWELL

The Spectacular will kick off Storm Lake's July activities, with traditional family entertainment in the parks. Thousands come from across Iowa and surrounding states to enjoy a huge parade, art in the park, time-tested competitions, water skiing exhibitions, and plenty of music and fine food.

If you like nostalgia, you'll want to saunter through Storm Lake's historical sites and antique shops during your visit. You can tour the Log Cabin in Sunrise Park, Lake Avenue's charming, restored Harker House, or the Buena Vista County Historical Museum on West Fifth Street.

Friends of the arts will want to take in exhibits at the Witter Gallery, located at the Storm Lake Public Library, and the Summer Art Show at the Buena Vista College Art Gallery.

A Two-College Town

Storm Lake places a high priority on education and is proud to be home to Buena Vista College and the Storm Lake branch of Iowa Central Community College. Both institutions serve the higher-educational needs of students throughout the region.

Buena Vista College, founded in 1891, has grown and progressed right along with the city of Storm Lake. The 1,100-student private college is consistently recognized by U.S. News & World Report in its "America's Best Colleges" issue and Peterson Guide's "Top Colleges for Top Students."

During your stay, check out the lakeside campus and its Harold Walter Siebens Forum, a \$10 million educational showplace that houses the college's business school and conference center. Watch your step on campus, however; a \$20 million Library and Information Technology Center is currently under construction.

The Heart Of It All

What better place to bring your family for summer vacation than to America's heartland? We in Storm Lake are enthusiastically preparing for the Hobie 18 Continental Championship, and we look forward to meeting you in July.

Remember, don't let the name throw you. Come and discover for yourself why Storm Lake is called the City Beautiful. *✍*

Romance FINDS ITS WAY TO America's HEARTLAND

An anyone who doesn't think a cornfield or a covered bridge can be full of romance has never experienced "Field of Dreams" or "Bridges of Madison County", both of which were set in Iowa. In addition to the two fabled California hunks — Kevin Costner and Clint Eastwood — who are the stars of the above films, another western movie great grew up here. John Wayne's impressive frame may dominate the airport named after him near Disneyland, but his fame began right here in his boyhood home of Iowa.

Iowa's romantic past lends an aura of glory days gone by to the area's present-day visitors. Family fun awaits tourists who board the Boone & Scenic Valley Railroad for a trip into the past of passenger trains. Kids and adults will enjoy going back in the time machine at the Living History Farms, where village farmers, blacksmiths, schoolmarms and merchants present life as it was lived a century ago.

Cultures commingle in America's heartland, where ethnic communities share their proud heritages. You can sample tasty Norwegian lefse and admire Czechoslovakian embroidery, Amish quilts, Danish windmills, German handicrafts and Dutch shoes while honoring the powwows and headdresses of the first Americans.

Iowa is a great place to stir up a little romance of your own. Try your luck on a floating river casino. Wind your way along a challenging bike trail while keeping an eagle eye on the majestic symbol of American freedom flying high above you. Hide away from the world in a quiet bed and breakfast inn. Dress down at a bronco-bucking rodeo, then dress up for a night at the symphony, ballet or opera. Best of all, steal away to a cornfield or covered bridge, and wait for the magic of Iowa to begin.

Generation

Flying



New Crop Of Hobie Sailors Will Enter The 21st Century In Hull-Flyin' Style

KEN MARSHACK - SKIPPER (DAD)
SAM MARSHACK - CREW (SON)



WHITTINGTON

MIKE WHITTINGTON - SKIPPER (SON)
ROB WHITTINGTON - CREW (DAD)



FRED MYERS

STEPHEN MYERS - SKIPPER
SCOTT LANG - CREW

Folks have been complaining about the younger generation ever since there was a younger generation. (Come to think of it, Cain did leave a bit to be desired in the brotherly love department.)

In the early part of this century, parents grumbled the kids were "going to the dogs." During the '60s, the complaint was they were "going to pot." Now, as we prepare to enter the 21st century, it looks like many kids are "going to the cats." Specifically, Hobie Cats.

Youth sailing is not an entirely new phenomenon. After all, the Alter kids (Jeff, Hobie Jr. and Paula) sailed Cats at a young age. With Hobie Cat founder, Hobie Sr., as their dad and the Pacific Ocean at their southern California door, flying a hull was as familiar to them as flying a kite is to everyone else. Some sailors from way back when fondly remember Hobie Jr. and Jeff Alter floating happily on a Hobie 12 along with Christian Banks (son of Sandy Banks, a core member of the original Hobie team). Then, as now, presence or absence of wind really had little to do with the teenage bonding aboard these great vehicles of delight.

As you know from reading *HOTLINE's* periodic updates on the Alter family, the third generation of Alters is hull-bent for Hobie Cat pleasure as well. Little Cody, Jeff's son, attended his first regatta shortly after he was born.

Although Hobie Cats started rolling off the production lines less than 30 years ago, we've heard about several three-generational sailing families such as the Alters. We suspect many others are out there hitting the waves in sundry parts of the globe, too.

HOTLINE publisher, Bonnie Hepburn, who has confessed to thinking Hobie Cat was an earth-moving company when she first signed on several years ago, has great memories of youthful sailing.

"Actually, I didn't make the connection at first," she confides. "But after I'd been working here for a couple years, my dad reminded me I practically lived on a Hobie 14 when I was a kid!" Seems her family and two other families rounded up an assortment of children and boats almost every weekend back in Richmond, Virginia where Bonnie grew up.

"One father bought a Hobie 14 — probably one of the first. All us kids used to take the 14 out and play around on it all day long. We'd intentionally flip it and swim off it and just have a ball!"

Many of you probably harbor equally warm recollections of Hobie Cats and summer fun. Rumor has it Hobies serve a multitude of entertainment options, including making use of the tramp like a gymnastic trampoline. To many families, a week in the dog days of August at a cabin by the lake just wasn't (and still isn't!) complete without a Hobie to dive off of, play on, and, of course, sail.

Kids Of All Stripes Make Great Catters

Junior sailing as a Hobie Cat racing category and an organized program to develop young sailors and promote the future of our sport is a relatively new development, one gaining support and strength every day. But as mentioned, junior sailors have been around as long as the sport itself.

Anyone who has watched a toddler playfully splash around in the bathtub knows kids and water are a natural combination. Add the excitement of a fun and fast little boat, and you have the perfect recipe for a wonderful childhood and lasting memories.

Over the past few years, we've heard from many parents of kid sailors, and from the children themselves, often profiling their achievements in entertaining "Cat Tales" in this magazine. We've also been keeping a proud eye on the racing wizardry of the boys and girls ages 19 and younger taking part in organized competition. Some, such as Mike Whittington, come from longtime Hobie Cat families; others, including Enrique Montañó, fortuitously happened upon the sport through friends.

Some juniors are already hard-core racers tearing up the course against their peers, and often against their older counterparts as well. Some are into it more for the strictly recreational and social aspects.

Many are fast approaching the magic crossover age into adulthood. As Hannah Poteat wistfully remarked (in "Child's Play," March/April 1991 *HOTLINE*), "Pretty soon, [parents] will hear, 'Would it be okay if I skippered this race? Oh, and by the way, you'll need to lose a few pounds if you intend to crew for me.'" A few — like

Kids Say The Darn'dest Things

Some Off-The-Cat Comments

These candid comments provide a window into the hearts and minds of a variety of young Hobie Catfers. The youth ages listed reflect the age at which the comment was made. The ages of the adults remain confidential, to protect the young at heart.

"I want you to know how much I appreciate what you have done for me this week. You've taught me that I can be and do more than I ever thought I could."

Carrie Bird, 18, to her mom, V. Gail Force, after they survived some Wildwood times at the 1993 Women's World.

"My favorite thing is getting out on the trapeze. Of course we always wear our life jackets. That's what you're supposed to do!"

"Bear" Smith, 7.

"At first I wasn't crazy about sailing. Now I think it's relaxing and challenging. I mainly keep my mind on trying to do well in the race."

Tanya Govertsen, 10.

"We like going fast and being out on the trapeze!"

A group of 1990 Hobie 16 National crews, ages 8-16, when asked what they liked best about sailing Hobies.

"The 1994 Junior National was a great championship, well run and a lot of fun. We made new friends. We will never forget it. I want to thank all of the junior sailors and the NAHCA for this great time. Muchas gracias y hasta luego."

Armando Noriega Jr., 17.

"It's fun and it keeps me out of trouble. And I have a talent for it — a little, I guess."

(an overly modest) Ryan Srofe, 15.

"We are going to win a trophy, aren't we? I don't want to go if we aren't going to win."

Hubie Poteat, 6, to his dad, Bob, before the 1986 North Carolina Summer Games at which they captured third place.

"Some people go to football games. I grew up in a family that surfed and sailed."

Paul Alter, reminiscing on a well-watered upbringing.

Congratulations on choosing such a great lifestyle, juniors! Or, as Ryan Srofe's mother, Louise, echoing the kids, encourages, "Hook up, sheet in, go fast!"



HANNAH POTEAT

WELCOME PARTY

1993 JUNIOR NATIONAL — CAPE MAY, NJ

seven-year-old "Bear" Smith, who crews for his dad, Wick (author of *HOTLINE's* popular "Racer's Edge" column) — are learning their multiplication tables while learning how to multiply their chances for racing success.

Whether born-to-be-racers or recreational sailors, these young skippers and crews share a love of life in the fast lane ... the "Hobie Way of Life" in the fast lane to instant, long-lasting fun.

Youth Programs Gain Momentum Among The "Deliciously Insane"

Developing sailing skills is great for all types of Hobie Catfers. Many of today's most active junior sailors participate in supportive programs coast to coast. On the west, for instance, there's the San Francisco-based Richmond Yacht Club Junior Program; on the east, there's the Suncoast Junior Sailing Group in Safety Harbor, Florida; several others are in-between.

Augmenting fine sailing-oriented camps such as Camp Sea Gull and Camp Seafarer, among others, and the sailing programs at countless general-purpose summer camps across the United States, many Hobie fleets and divisions sponsor seminars and learn-to-sail days for kids and interested novices of all ages.

During two days of instruction last year, Division 9 in Charlotte, North Carolina transformed young sailors from mostly monohull backgrounds into dynamite Hobie aficionados. Division 9 commodore, Rick Flack, explains the "Flight School" clinic was so successful it had kids begging not to return to shore and parents pleading for an adult program.

Acknowledging organizers were delightfully surprised by the clinic's overwhelming success, Rick concludes, "The fun of a Hobie Cat is contagious!" Will Hanckel and Robert Shapiro, both 10-year-old, recent converts from slow-moving boats to unfettered, fast Cats, would surely agree. When informed the clinic was over for the day, they entreated in unison, "We can rest later! We want to sail!"

One of the earliest, most vocal and consistently powerful voices behind junior sailing has been Hannah Poteat, sometime contributor to *HOTLINE* and full-time (along with hubby, Bob) parent of three sailing children. In "Child's Play," Hannah posed her view of Hobie Catting's attraction for kids.

"These are the same thrill-seekers who spurn the ferris wheel for Wild Willie's Water Rapids Roller Ride or for other moving terrors with words such as Monster and Danger in their names. The wilder and more outrageous, the better. What more appropriate sport for these intrepid youths than Hobie racing or sailing on the edge."

In that same article, Hannah recalled a consoling comment made to a terrified adult crew by her own (now-grown) daughter, Hannah, when she was only ten. "It's okay," Hannah the younger soothed. "Just pretend you're on a roller coaster."

Hannah the older observed, "There definitely is something deliciously insane about someone who calms down by pretending to be on a roller coaster."

Strongly believing "The young and the restless make good sailors," Hannah and other NAHCA leaders have worked tirelessly to make junior sailing an official

program that stands on its own. Pointing out the many teens crewing expertly for their skippering dads and moms, the NAHCA began surveying **HOTLINE** readers in 1992. The subject was a Hobie 16 Junior National, and the object was to provoke interest and promote the innovative concept. As you can see from the sidebar ("What's Their Line?"), their efforts were extremely successful and bode well for the future of the program.

With junior racers on the scene from so many places throughout North America (including Mexico and Canada), if every young Hobie sailor would subscribe to the "Each one, teach one" theory, just imagine how crowded with fun the Hobie 16 Junior National Championship of 2001 could be!

Keep The Movement Going And Growing

As the commercial says, "We've come a long way, baby!" But not far enough, if we're going to take advantage of the natural enthusiasm and high energy level of kids. Like skiing or other intensive, skill-based sports, sailing is something easier to learn at a young age. (Then again, what isn't? The older we get, the more set in our own little schedules and habits we become.)

Like riding a bike, once you learn how to sail, you never forget. Even if you depart from it for a time as an adult buried under tons of activities and commitments, sailing will come back to you when you need and want it, like the lifelong friend it is. As for the racing aspect, just ask trophy-heavy racer Enrique Figueroa if he thinks the experience and practice he gained from sailing since he was very young has paid off. Of course, don't ask him while he's racing — chances are, you'll never catch up with him.

RYAN SROFE - SKIPPER
DEVINE POSSERT - CREW

What's Their Line?

An In-Depth Look At 1994 Hobie 16 Junior National Participants

It made sense that one of the world's most all-time popular boats, the legendary Hobie 16, would be the Cat of choice of young sailors everywhere. As a great two-person racing boat, it's ideal for the very-up-and-coming junior events.

Even before the first Hobie 16 Junior National kicked off a fantastic new era in 1993, kid crews were becoming as common a phenomenon as lunchtime hot dogs at Hobie 16 regattas. Sam Speegle, Dave Edwards and Hubie Poteat crewed for adults at the 1991 16 National, when they were 12. Also teaming up with the over-21 crowd at that event were Katie Ziolkowski, 13; Keith Baker, 15; and Brett McGinnis, 15. Needless to say, these youngsters were not invited on the boat as token crews; they were expected to do their part, which they admirably did.

By 1993, the junior program was off and running on its own. Hannah Poteat's 17-year-old daughter, Morgan, had almost as much fun writing about the race (see "Youth Movement" in the January/February 1994 **HOTLINE**) as she did crewing for her skipper/brother in the 14-team event featuring sailors ages 12-18.

As you can imagine, throwing a bunch of teenagers (most of whom had never met the others) from all parts of the country together meant a quiet, shy gathering ... NOT. As Morgan described the first evening, "By 10:00 PM it was a PARTY!"

The kids weren't a bit shy on the race course, either. The teams raced on the water by day and (after reviving themselves with LOTS of food), raced out every evening to have all sorts of fun. Not a group to let one moment

of entertainment pass them by, the kids organized beach volleyball games in the afternoons between races.

When the dust settled and the last potato chip had crumbled, Mike Whittington took home the trophy. Interestingly, in Morgan's account of the event, who won took a back seat to the fun.

She ended her account on a meditative note, saying, "Although it seemed like we had spent a lifetime together, the three days were coming to an end ... As I walked with my brother, my skipper, I softly said, 'If I could sail every regatta with this group of sailors, I would never miss a single competition!'"

On With The Show

Now, Hobie juniors were ready to take their show on the road. A 1993 Hobie Junior Championship had been held in Guadeloupe, in conjunction with the Hobie 16 World, so with two major youth events under their belt, organizers began spreading the word early for the 1994 Hobie 16 Junior National. Skippers and crews were put together, boats and the boat-less were met and matched, other support was looked for, and, thankfully, found, from many sources. Before anyone hardly had time to catch a breath, Corpus Christi was welcoming young competitors to the 1994 event.

Instead of giving you a tack-by-tack description of every race, we wanted to take a closer look at some of the 18 participants in the event. That way, other young sailors can get to know future friends and competitors. And all you over-19 racers can start preparing to learn if old age and treachery will be able to win out over youth and skill.

Ageless Appeal

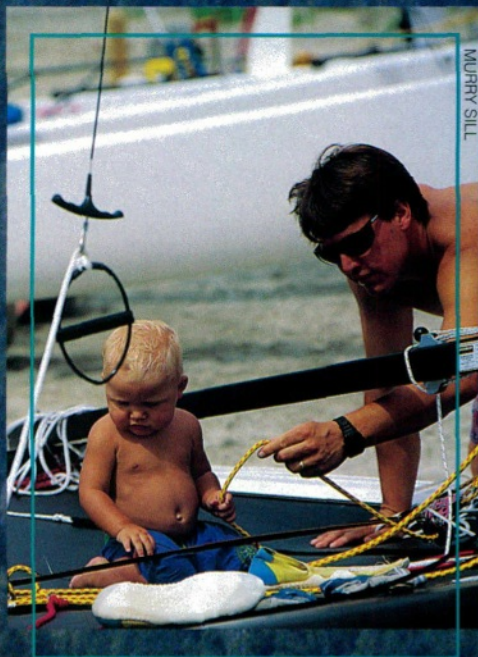
Although the sailors who met at the 1994 Junior National came from different locales and backgrounds, they got along great right from the start. As at adult gatherings, love of sailing created an instant bond.

Many who also race (as crew or skipper) in open events were happy to be on a level playing field in terms of age. "I must admit that it is a little frustrating to get beat by someone my own age," acknowledges Ian Marshack. Although Travis Apple agrees, saying the race was a "humbling experience," he articulates what others felt, saying, "I never get to meet anyone my age who sails, so it was great getting to know everyone and find out lots of them are in the same position."

Ian, 15, crewed for his brother, Eric. Both have crewed long and hard for their dad, Ken. "I started when I was six," recalls Eric, 17. "For as long as I can remember, we've always had a boat." At present, with the family's arsenal consisting of a Hobie 14, 16,



DOUGLAS SROFE

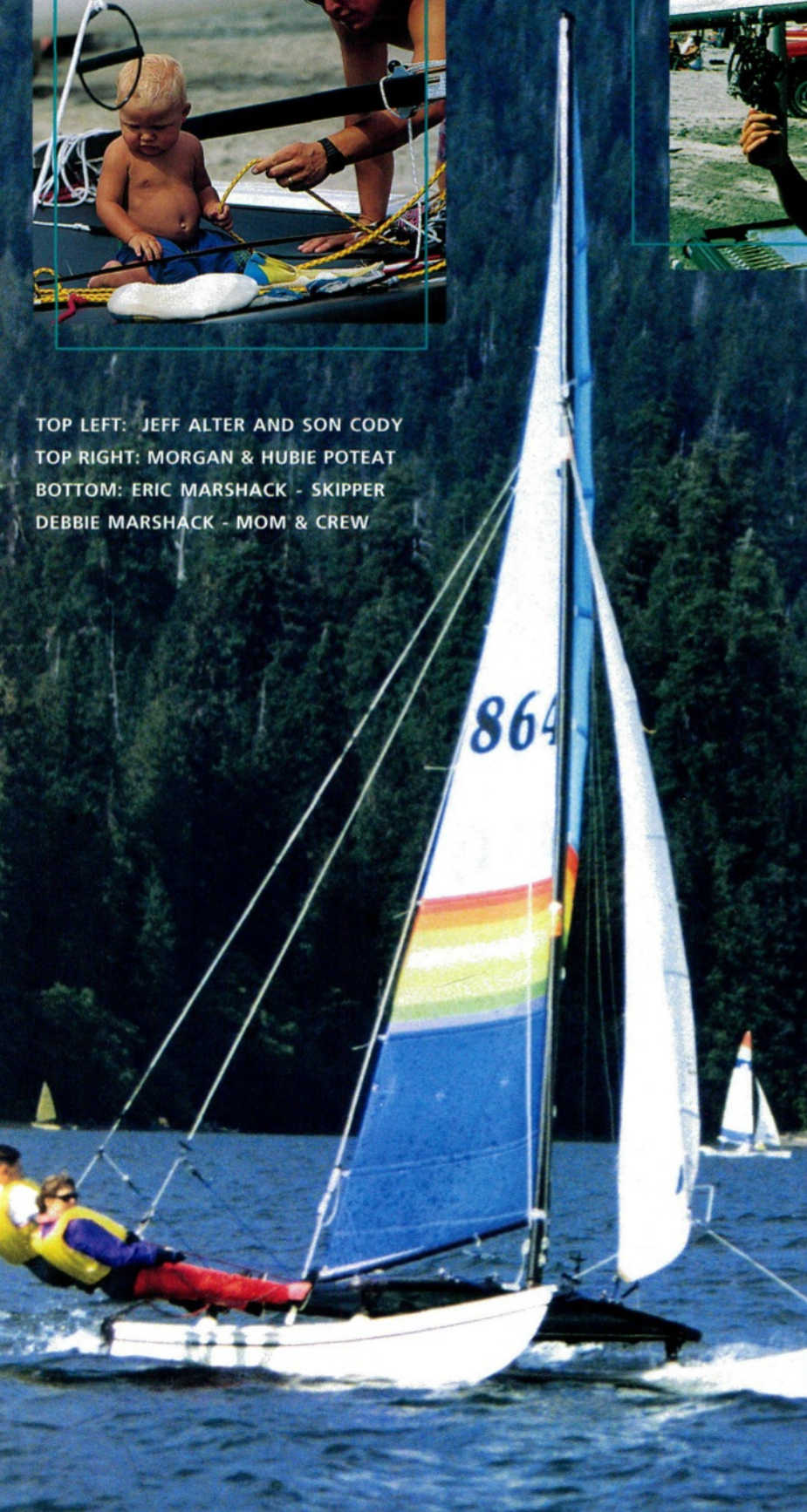


MURRAY SILL

TOP LEFT: JEFF ALTER AND SON CODY
TOP RIGHT: MORGAN & HUBIE POTEAT
BOTTOM: ERIC MARSHACK - SKIPPER
DEBBIE MARSHACK - MOM & CREW



HANNAH POTEAT



MARSHACK

17 and 18, "It's like a parking lot up here," jokes Eric.

Eric's mom, Debbie, says he was fascinated by racing as a young child. "While other kids went off and played during a race, Eric would sit on shore and watch the boats." Eric plans to continue sailing and racing, fitting it in with the rest of his life as he does now with basketball, snow skiing and other activities. He enjoys introducing others to sailing. "All the friends I've taken sailing have liked it. It's been a positive experience for them."

Brother Ian is positive about sailing, too. He likes the 17 best. "It's all up to you when you race. You can't blame it on the crew." (Spoken like a true crew.)

Ian also has a full sports schedule, one that includes snowboarding, kneeboarding and, until recently, wrestling. He and his family race in most of Oregon's Fleet 72 events and Ian may be doing the upcoming 17 Continental; "My dad thinks it would be a good experience for me."

Fun For Family And Friends

Sailing has long been a family affair for many folks whose kids participated at the 1994 Hobie 16 Junior National. Stephen Myers, 16, started sailing with his parents when he was three. "I got my first boat, a Holder 12, when I was nine."

Currently, Stephen usually sails his Hobie 18, leaving the 20 to his father. He took third in his division last year in the 18, but has raced in both Hobie 16 Junior events so he could meet other young sailors.

Stephen definitely has sailing in the blood. When asked what he does when he's not sailing, he replied, "I think about sailing." Stephen has a lot of other things going on in his life. He and his good friend and 1994 crew, Scott Lang, 17, are in a heavy metal band. Both interests came together at a fleet regatta last year when the band entertained the troops at the race's end.

Stephen introduced Scott to sailing when both were in the fifth grade. Now, Scott not only skips a 16 and crews an 18, but is designing what for him is "the perfect catamaran: a 15-footer that resembles a shrunken 20." He explains, "I'm trying to fill the performance hole, with a single-handed boat that is faster than a 14 and will fit on lakes on which the Hobie 17 might be too big." Currently in search of financial support to help him achieve his goal, Scott hopes to build the boat as his senior project next year and intends to pursue a career in naval architecture.

Like Pennsylvanians Stephen and Scott, Mexicans Armando Noriega and Enrique Montaño came from sailing and non-sailing families, respectively. Armando Junior and Senior sail together regularly on a mountain freshwater lake two hours away from their home in Mexico City.

Enrique is a mountain bike rider who found (as did everyone else behind the team's second-place finish) that his endurance skills translated well from wheels to water. "We are already training hard for Daytona next year, and hoping to bring another team from Mexico," reports Armando.

Repeat Performers

For several participants, including Team New Jersey's Dave Edwards and Derek Kornacki, both 15, the 1994 National was their second national event. Although Dave and Derek are veteran sailors ("They sail anything they can get their hands on!" reports Derek's mother, Susan), they are relative newcomers to Hobie Cats. Of course, that didn't stop them from taking second at the 1993 event or fifth in the 1994 race.

For Mike Whittington, the second event was a repeat in more ways than one. In 1993, he won at Wildwood; in 1994, he triumphed again. Like fellow Texans John Tomko/Kevin McCarthy and Kenner Kee/Dennis Marksbury, he was on his home state turf, but with the way Mike races, anything that contains water is his turf.

Assessing the two races, Mike comments, "There were more boats the first year, but stiffer competition the second year." Assessing his expertise, Mike replies, "I've got boat handling down, but I need to work on tactics."

Mike's innate modesty belies his formidable skills. He races in A-fleet and tears up the course in local, regional and national events. "I crewed for my dad, Rob, in the 1992 16 National at Bear Lake. We placed 43rd and my dad was bummed. He told me to skipper in 1993 and we came in 20th — the best we've ever done. It was awesome!"

Mike and his dad are very close. They became even closer sailing partners after his mother passed away.

Mike recounts that he learned sailing literally from the cradle. "My parents bought a Hobie 16 when I was three months old. I was always on it. I didn't realize until I got to first grade that not everybody sailed Hobie Cats."

After a two-year hiatus from water activities due to ear problems as a youth, Mike had the tubes taken out when he was 12. His first request: "Get me on a Hobie Cat!"

Mike enjoys just plain sailing as much as he loves racing. "I love it all! I like flying hulls ... going fast ... jumping the surf. I really take to the competitive aspects of a race. It's not like football where the goals stay in the same place. Everything's shifting and drifting and changing. You have to keep on top of it."

Keeping on top of it is the key to Mike's success, but he relishes the non-competitive aspects of the sport as well. "I enjoy introducing my friends to sailing — they all love it. I like the regattas a lot. Everyone comes out to have fun."

Mike encourages all juniors to attend an event, no matter what their skill level. "It's not just the racing," he declares. "It's the hanging out. Everyone gets into the fun. It's like a total weekend party!"

More Kids On The Move

It hasn't been too much of a party lately for Dennis Marksbury, who recently broke his arm roller blading, but while he's waiting to get back on the blades and the boat, he's fixing up his aunt's Hobie Cat, which he plans to sail. Dennis, 16, who crewed for Kenner Kee in last year's event, has sailed with his mother and stepfather for several years. He participated in his first national event in '88.

Active in many sports, Dennis says he "most definitely!" plans to continue sailing for life. "There's nothing that compares to it!" He enjoys sailing alone as much as he likes meeting sailors and competing at races.

Dennis may soon be competing against his (now former) skipper, Kenner Kee, whom he originally recruited into Hobie Catting. "I love sailing!" exclaims Kenner, who skips his 1992 Hobie 16. "You're out there on the water and you don't have to worry about anything or anybody. You just have fun."

An avid surfer and roller blader, Kenner is another well-rounded youth. When asked whether he intends sailing to be part of his adult life, Kenner echoes his friend: "Most definitely!"

Little did 16-year-old Ryan Srofe and Devine Possert know, as they spent their younger years growing up on opposite sides of Ohio, that both would move to Palm Harbor, Florida, meet each other and end up sailing together. After moving in with his sailing father and stepmother, who have since organized the Suncoast

Hobie Wave Of Life

Newest Hobie Cat Is A Perfect Introduction To Sailing For Kids

Hobie Cat Company is firmly committed to the future of sailing, and thus, to the next generation of sailors. That's why we created the exciting new Wave, an excellent youth boat as well as an ideal first cat for novice sailors of all ages. We wanted to produce a boat that would be accessible in every sense of the word — one that was easy to sail and easy on the pocketbook, too.

For years, sailing has been stigmatized by the incorrect presumption that it is a difficult and expensive sport to pursue. Our continuing involvement in large-scale meetings such as the annual Community Sailing Conference and introduction of the Wave should put that notion to rest for good.

Changes that will benefit the entire Hobie Cat community are already taking place. US Sailing Association (USSA) has passed a resolution to include catamarans in its sailing instructor certification program. That opens the door for yacht clubs to offer learn-to-sail and youth programs on cats as well as monohulls.

The North American Hobie Class Association (NAHCA) shares Hobie Cat's dedication to the future of sailing, and is developing and promoting many youth-related programs. Alan Egusa, the NAHCA's energetic first vice chairman, has taken responsibility for his organization's junior sailing programs. In accordance with his efforts, he has approached the Hobie Cat company about promoting the Wave at a National Junior Sailing Symposium taking place this August in San Diego.

Hobie Cat of course has said, "Right on!" We're already telling the world — especially the younger portion — about the fun and fast Hobie Wave. This catamaran is especially suitable for summer camps, and that's precisely what we've told the American Camping Association, which has been pleasantly receptive to our suggestions.

The Miata Of Sailboats

Cute and colorful, fast and fun, zippy as all get out, the Wave has been compared to the Miata sports car. And why not — they're both easy-on-the-eye convertibles that really (and we mean really!) fly.

We think the Wave is a great boat to learn on, because it's so simple to set up and sail. Although it's about as non-intimidating as you can get — safe, stable, very forgiving and almost impossible to pitchpole — it's nevertheless ready to go as fast as your young son or daughter is ready to go; and as you know, that's pretty darn fast.

Not only is the Wave a breeze to sail, but it disassembles in minutes. After an afternoon of sailing, just toss it back on top of your car and (sigh) head home, where it stores in a very compact space — actually, taking up no more room than the Miata.

Best of all for families with kids who plan to one day bankrupt their parents by attending college, the Wave has a Ph.D. in affordability. At under \$3,000, it costs less than four years of pizza at the student union.

All in all, what boat could be more appropriate for the wave of the future in sailing. Today, we'll be waving hello to those young skippers and crews. Tomorrow, we may be waving good-bye as they pass us on the race course.

Oh well, that's life. The "Hobie Way of Life."

Continued on page 36



IN THIS SECTION:

- Major Regattas
- Racer's Edge
- Regatta Schedule
- NAHCA News
- Race Results

HOBIE RACING

MAY/JUNE 1995

MAJOR EVENTS

MAJOR REGATTAS

1995

May 11-13	Hobie 16 Women's Worlds Huatulco, Mexico	Ron Palmer	(602)299-0609
May 14-20	Hobie 16 World Championship Club Med, Huatulco, Mexico	Ron Palmer	(602)299-0609
May 27-29	MidAmericas Lake Texoma, TX	Laurie Cronan	(214)530-3350
July 1-3	Canadian Nationals	Graham McGlashan	(604)876-2286
July 15-17	Hobie 18 Women's Continental Storm Lake, IA	Lois Dixon	(515)278-4646
July 18-21	Hobie 18 Continental Championship Storm Lake, IA	Lois Dixon	(515)278-4646
Aug. 3-4 Aug. 5-6	NorthWest Area Champs (Clinics) NorthWest Area Champs (Races) Lake Quinalt, WA	Ken Marshack	(503)661-6114
Aug. 11-18	Hobie 14 World Championship Fohr, Germany	Rolf Dalmann	(49)4681-1660
Aug. 28- Sep. 2	Hobie 17 Continental Long Beach, CA	Bruce Fields	(310)540-9629
Sep. 13-15	Hobie 16 Women's Continental Daytona Beach, FL	Mike Zabel	(407)855-1121
Sep. 16-17	Hobie 16 Junior Continental Daytona Beach, FL	Mike Zabel	(407)855-1121
Sep. 18-23	Hobie 16 Continental Daytona Beach, FL	Mike Zabel	(407)855-1121
Oct. 5-14	Australian Master Games Melbourne, Australia	Kim Barnard	(03) 690 6144 Fax (03) 690 3472
Oct. 9-14	Hobie 20 Continental Fort Walton Beach, FL	Carlton Tucker	(904)581-2628

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Head Set

Setting Mast Rotation Correctly Takes Knowledge And Skill

By Wick Smith

Many sailors worry about mast rotation, but aren't sure what difference more or less rotation makes or even what they are trying to achieve. First, let's take a look at the dynamics and evolution of the mast.

In the early days of sailing, the mast was purely a device to hold up the sail. It usually consisted of a round wooden pole with sufficient diameter to withstand the loads of high winds placed on it and the sails. These masts were very heavy. Due to their size, they didn't do much for the aerodynamics of the sail.

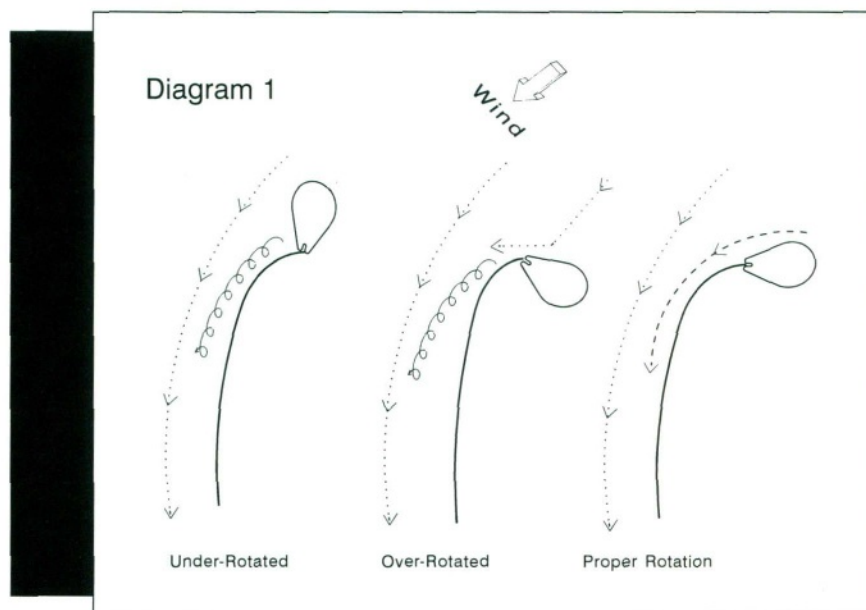
As technology advanced, engineers began using extruded aluminum to replace the bulky wooden masts of old. Two benefits ensued. First, the masts were lighter than wood, reducing weight aloft and helping make the boats less tippy. Second, they were stronger and produced from more consistent material, enabling boat designers to use a smaller-diameter mast for a given boat. The new mast reduced the size of the solid cross-section at the front of the mainsail, increasing efficiency of the sail itself.

As designers began to tinker more, they discovered a tapered, or tear-drop, shaped mast was even more efficient for two distinct reasons. This shape is stronger along the long axis (fore to aft), where strength is needed most. The short axis (side to side) can be supported with single or multiple stays or shrouds. Also, the tapered shape deflects less wind away from the sail, making it a more efficient foil.

MAST AMASSES ATTENTION

As this thought process continued, the mast was looked upon more and more as an integral part of the airfoil, not just an obstruction. Mast sections became more elongated, to aid in air flow. Taking the principle to an extreme, current high-speed board sailors use a mast/sail foil combination that precisely incorporates this concept.

An even more radical approach is to throw out the sail altogether and concoct one giant lightweight mast in the shape of an optimum foil. These masts are the fastest of all in the sailboat world. Unlike soft sails, the



solid wing maintains its ideal shape without distortion in higher winds.

The only disadvantage is that it is extremely difficult to handle off the water. You can't just roll one up and put it in your sail box at the end of the day. Nevertheless, this type of sail has been built for years to use at an event known as the "Little America's Cup" unlimited catamaran challenge.

Dennis Conner borrowed this technology when he built Stars & Stripes '88, the 60-foot catamaran his syndicate sailed in that year's now infamous America's Cup against the 130-foot monohull captained by Michael Fay of New Zealand. This type of mast also is used in most sailboats designed strictly for speed record attempts.

Even a well-designed, tear-drop mast pointing fore and aft does not present an ideal situation. It still leaves a concave pocket where the sail joins the mast on the lee side.

For those familiar with aerodynamics, attached flow on the lee side of the sail is the most critical component of lift. A large-diameter metal stick blocking the flow is detrimental to the effort. This fact is the reason a jib is more efficient than a main. The jib has only a luff wire at the leading edge, so flow can be maintained across it with minimum interruption.

THE ROTATING MAST

When catamarans came on the scene in the mid-'60s, so did the rotating mast. Due to the width of the platform, design of the mast step, and inherently high apparent wind speeds, the need and ability to rig a rotating mast were a natural progression.

A rotating mast's first, and most obvious, advantage is that it eliminates the problem of the mast/sail transition on the lee side. By

rotating the mast to the correct setting, it truly becomes part of the sail. There is a smooth flow of air across the mast and no obstacles prevent movement past the luff of the sail.

These benefits become very obvious when you take any Hobie with mast rotation control (such as a Hobie 17) out on the water with the mast rotator adjustment pulled tight and the arm parallel to the boom. While sailing upwind and trimmed in tight, look at the lee side of the mast. You will notice a distinctive concave shape where the luff of the sail joins the mast. Continue sailing upwind, and ease the mast rotator very slowly. You will see the concave shape disappear. There will be a point at which the mast/sail form one smooth curve.

As you continue to ease the rotator, another situation occurs. The mast/sail joint begins to protrude to leeward, developing a corner around which the air must negotiate before getting to the sail. Just as with the concave shape, this protrusion will cause turbulence, leading to a loss of attached flow (see Diagram 1). The result: a slow boat.

To continue the experiment, return to the setting that gave you the smoothest transition between mast and sail. You have just arrived at the optimum setting in light to medium air upwind!

On most Hobies, the rotator arm pointing at the leeward shroud indicates proper positioning, but the position is only an approximation. If you have an extremely flat main, you will need less rotation to accomplish the ideal setting. If your sail is fuller, a little more rotation is called for.

ROTE LEARNING

As you begin to reach or head downwind, you will ease the main traveler and sheet to accommodate the apparent wind shift. You

also must increase mast rotation, to maintain optimum curvature.

When sailing downwind, setting the rotator arm at around 110 degrees (a couple inches in front of the front crossbar) works well. Depending on rig tension, you may

THE BENDS

Try this experiment on your own boat to determine how mast rotation affects bend. Pull the mast rotation line all the way in, to center the rotator arm. Center your main traveler and sheet the main in hard. Observe

much bend, which might break your mast. When sailing upwind, a good rule of thumb is never to move the rotator arm forward of pointing halfway between the side shroud and the front crossbar.

WIND RESISTANCE — THE FORGOTTEN FACTOR

Remember when you were a little kid? You would put your arm out the window of the family wagon when riding down the road and let the wind blow your hand back. As your palm faced the stiff breeze (apparent wind for the purists), quite a bit of force pushed on your hand. As you turned your palm 90 degrees to the wind, much less force was exerted on your arm. After your mother yelled at you to get your dang-fool arm inside the car and told you to use your head for something besides a hat rack, you could have come back with a witty retort such as, "It's an aerodynamic experiment, mom!"

It (your hand moving, not your mom flapping her gums) truly is the most graphic example of wind resistance. Let's look at the impact wind has on your mast. When your mast is pointed directly into the wind, a certain number of square feet are being pushed by a given wind force. When the mast is rotated such that one flat side faces the wind, many more square feet are being pushed by that same force.

When sailing upwind, that force is directly opposed to the direction in which your boat is traveling, thereby slowing your progress. If there were a way to reduce this windage, it would be to your advantage. Keep that in mind while reviewing the various conditions.

UPWIND SETTINGS

The point of this discussion relates to finding the optimum lee side flow and sail shape while attempting to reduce wind resistance on the mast. The bottom line is this: upwind sailing involves four distinct conditions that require different mast rotation settings.

In the 0-3 knot range, there isn't enough wind to bend the mast by wind power alone. You must shape the mast through sheet tension and downhaul. More rotation allows you to sheet with less effort while still bending the mast.

The downhaul is your big tool in these conditions. It will bend the mast irrespective of rotation setting. Lee side flow is still a concern, so don't get carried away with over-rotation. Windage certainly isn't an issue, as 3 knots or less isn't going to exert much force on the mast.

When the wind is between 3-12 knots, lee side flow is your only concern. You rarely attempt to dump power in these conditions. Also, wind resistance, while a factor, is much less important than proper flow. Set your rotator at the optimum angle for achieving that flow. Any more or less rotation is counter-productive.

As the wind increases above 12 knots and you begin to get over-powered, rotate

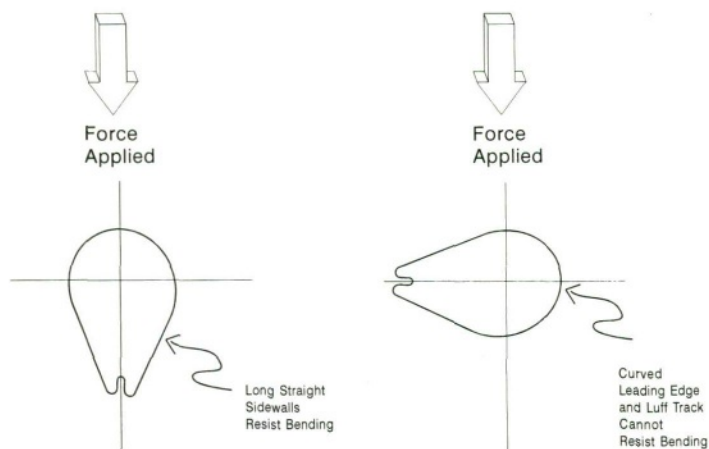


Diagram 2

need to hold the arm manually in this position or hook up some sort of preventer to do it for you.

A special note is in order here for owners of Hobie 14s, Turbos and 16s. These boats have no mast rotation controls. They merely flop from one stop to the other.

Your only means of control is to keep an eye on the mast base and step. After years of banging on each other, the step protrusion and matching base stops can distort. This problem causes your mast to over-rotate, which probably is not the optimum setting for your boat in most sailing conditions.

If the parts are worn, you should replace them. Replacing the mast base isn't that hard. Just make sure you get the mast sealed back up again, so it doesn't leak.

The mast step is another matter altogether. The dolphin striker (on the 16) threads into the mast step. After an aluminum step and stainless steel dolphin striker bar come in contact with each other and salt water for years, they may fuse together with no hope of separation. Consult your local Hobie dealer for the best advice on how to put asunder what time and tide have joined together.

LET'S GET COMPLICATED

Up until now, we have talked only about how the mast/sail transition determines the ideal rotator setting. Two other major factors are involved. (You knew it would get complicated at some point.) The two elements are mast bend and wind resistance.

Mast bend varies with the amount of rotation, as does the square footage of the mast exposed to the wind. Both factors play a large role once the wind gets above 12 knots. Let's examine them one at a time.

the amount of bend in the mast. The tighter you sheet, the more the mast flexes.

Now, rotate the arm to a position just behind the front crossbar. Snug up the mainsheet again, using the same degree of tightness as before. Examine the amount of mast bend. At this extreme angle, the mast curves much more readily ... by design. As stated earlier, a tear-drop mast is strongest along its long axis. This configuration has more metal with a flatter shape along its sides as compared to the front (extremely curved) and rear (narrow luff track).

When the mast rotator arm is straight back, the flat sides prevent extreme bending. As the mast rotates more, the load is transferred from the sides to the front and rear. Less structural integrity in these areas results in more distortion or bend (see Diagram 2).

The amount your mast bends significantly affects sail shape. As it flexes, the middle of the mast moves forward. This forward movement pulls the luff of the sail forward, loading and stretching the sailcloth. As this occurs, the sail flattens out, creating less camber and a less-powerful sail plan.

Also, as the top of the mast moves back and down, it reduces the distance between it and the aft end of the boom. This configuration puts less load on the back edge, or leech, of the sail. Both the flattening of the luff and loosening of the leech are desirable in higher winds as well as in super-light drifting conditions.

Following this theory, you could conclude that more mast bend is hot in heavy air and in super-light stuff. To a degree this is true; however, you must keep one thing in mind. If you over-rotate the mast to an extreme when sailing upwind in big air, you risk allowing too

HOBIE:RACING

REGATTA SCHEDULE

DIVISION 1

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
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.
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	Bob Garcia	805/654-0780
	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 Christensen	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.
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 1995	*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.
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	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 1995	Rocky Mtn Regatta Lake Dillon, CO	Deb Betts	303/789-2046
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 Fliasher	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 Gaspy/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.
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

* Non-Points Regatta

REGATTA SCHEDULE

99	Jul 29-30 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 Regatta 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.
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.
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
191	Sep 30- Oct 1, 1995	Old Spice Regatta Greensboro, NC	Tom Sutton	910/282-3106
92	Oct 21-22 1995	Cat Fest Charlotte, NC	Jeff Price	704/892-1936
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.
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	Barneget 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
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/Eliacoya 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.
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

* Non-Points Regatta

REGATTA SCHEDULE

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	5022 318 317
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

DIVISION 14

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
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 Mimplitch	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	Samuel Baker	214/444-8995

DIVISION 15

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
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 Rupprecht	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
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 Hamilin 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

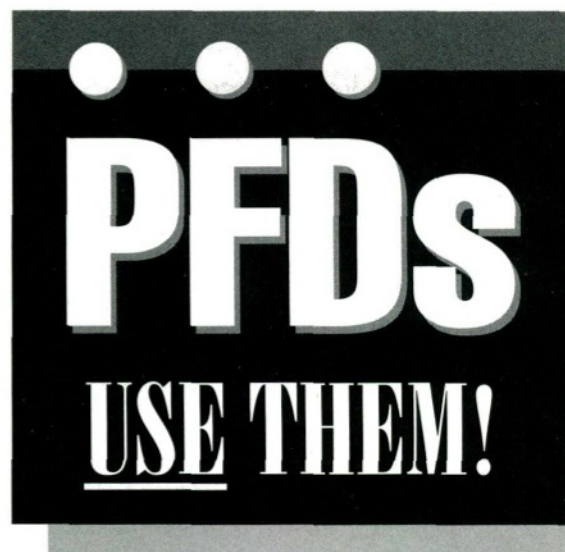
DATE	EVENT	LOCATION
May 5-8	French Olympic Sailing Week	Brest, France
May 6	Youth Championships	St. Gilles La Reunion, France
May 6	Fuji Film Series	St. Aubin, Channel Islands
May 6-7	Hinkelstein Regatta	Ammersee, Germany
May 6-7	Regatta Wind Cat House	Calafell, Spain
May 6-7	DHCA Spring Cup	Greve Strand, 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	Rurse-Eifel, Germany
May 13-14	Katamaranregatta	Altmuhsee, 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	Wimeroux, 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	Wimeroux, 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	Hyeres, 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

* Non-Points Regatta

REGATTA SCHEDULE

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	Hyeres, 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
June 4	Jersey-Guernesey Race	St. Aubin, Channel Islands
June 10-11	Fleet Regatta	Landeda, France
June 10-11	Naz Conero	Numana, Italy
June 11-12	Muritz Cup	Muritz Robel, Germany
June 16-18	Hobie 18 German Nationals	StambergerSee, Germany
June 17	Fuji Serie II	St. Aubin, Channel Islands
June 17-18	Bernard's Regatta	Serre-poncon, France
June 17-18	Regatta Wind Cat House	Calafell, Spain
June 17-18	Open Austrian Nationals	Neusiedlersee, Austria
June 17-20	Kieler Woche	Kiel, Germany
June 20-23	Vassiliki Classic	Vassiliki, GR
June 23-25	Vassiliki Open	Vassiliki, GR
June 24-25	Brighton Regatta	Brighton, Great Britain
June 24-25	Coupe de la Reunion	St. Gilles/La Reunion, France
June 24-25	Aquitaine Championships	Ciboure, France
June 24-25	Doppelmina	Beversee, Germany
June 24-25	Super Sail + 20 Fa Circuit	Kellenhusen, Germany
June 25	Marathon de la Mer	Cagnes/Mer, France
July 1	Round The Island Race	St. Aubin, Channel Islands
July 1-2	Coupe de Bretagne	Baie de Quiberon, France
July 1-2	SEFSTA Regatta	Stamberger See, Germany
July 1-2	SCIA Cat Regatta	Ammersee, Germany
July 1-2	Coupe de la Reunion	St. Gilles/La Reunion, France
July 1-2	National Regatta	Bolsena, Italy
July 1-2	Regatta Wind Cat House	Calafell
July 1-2	Point Regatta	Neusiedlersee, Austria
July 1-5	Hobie 16 European Youth	Newport, Belgium
July 1-10	Raid CataWorld Cup	Mediterranee, France
July 5	RCIYC Regatta	St. Aubin, Channel Islands
July 8-9	Open Belgium Nationals	Knokke, Belgium
July 8-9	National Regatta	Bolzena, Italy
July 9	RCIYC Regatta	St. Aubin, Channel Islands
July 15-16	Gromitz Cup	Ostsee vor Gromitz, Germany
July 15-16	Pentewan Sands	Cornwall, Great Britain
July 16	Longbeach Longhaul	St. Aubin, Channel Islands
July 16	Longbeach Regatta	Gorey, Channel Islands
July 19-23	Priulla Cup Raid	Palermo, Italy
July 22-23	Regatta Wind Cat House	Calafell, Spain
July 22-23	Muggelregatta	Muggelsee Berlin, Germany
July 23	Carterey Jersey	Carteret, Channel Islands
Aug 5-6	Open Dutch Nationals	Den Helder, Netherlands
Aug 5-6	Riva Cup	St. Ouen, Channel Islands
Aug 5-6	333 Cup	Middelfart, Denmark
Aug 5-6	Abersoch Regatta	Abersoch, Great Britain
Aug 5-6	Regatta Wind Cat House	Calafell, Spain
Aug 12-13	Open Finnish Nationals	Helsinki, Finland
Aug 14	Coupe Coryphene	Guadeloupe, FWI
Aug 14-18	Hobie Cat 14 Worlds	Fohr, Germany
Aug 19-20	Sommeregatta	Stamberger See, Germany
Aug 19-20	Point Regatta	Soccoa, France
Aug 19-20	Final Regata Wind Cat House	Calafell, Spain
Aug 19-21	Open Danish National	Charlottenlund, Denmark
Aug 19-21	Super Sails	Charlottenlund, Denmark
Aug 19-21	HC 16 European Qualification	Charlottenlund, Denmark
Aug 23-26	Multi-Europeans	Charlottenlund, Denmark
Aug 23-26	European Cup	Charlottenlund, Denmark
Aug 24-25	Pro-Rainer's Cup	Ostee Kellenhusen, Denmark
Aug 29-30	Hobie 17 Catalunya Championships	Calafell, Spain
Aug 29-Sept 2	HC 16 French Youth Championships	Cap d'Agde, France
TBC	South Shields Cat Open	South Shields, Great Britain
Sep 2-3	Breitenbrunn Regatta	Neusiedlersee, Austria
Sep 2-3	Um's Walchenfass	Walchensee, Germany

Sep 2-3	Twee Landen Cup	Mulderzand, Netherlands
Sep 2-3	St. Helier YC Regatta	St. Aubin, Channel Islands
Sep 3	Point Regatta	Bray Dunes, France
Sep 5-6	2 Lander Cup	Gooimeer, Netherlands
Sep 8-10	Cat Ora Cup	Gardasee, Germany
Sep 8-10	H16 German Nationals	Scharbeutz Ostsee, Germany
Sep 8-10	National Regatta	Riva del Garda, Italy
Sep 9-11	Trofeo de Plata	Castelldefels, Spain
Sep 10	Point Regatta	Dunkerque, France
Sep 10-15	Raid CataMorbihan	Quiberon, France
Sep 16-17	Vendange Regatta	Hyeres, France
Sep 16-17	Open Channel Islands National	St. Aubin, Channel Islands
Sep 16-17	Challenge de Bretagne	Carnac, France
Sep 16-17	Hobelregatta	Ammersee, Germany
Sep 17-18	Wartaweiler Topferi	Ammersee, Germany
Sep 23-24	Point Regatta	Geneva, Switzerland
Sep 23-24	Rollo's Regatta	Harkortsee, Germany
Sep 23-24	Cata Classic	Brest, France
Sep 23-24	Point Regatta	Cagnes/Mer, France
Sep 23-24	Hagars Axt	Stamberger See, Germany
Sep 23-24	Weiden Regatta	Neusiedlersee, Austria
Sep 23-24	Merce de Barcelona	Barcelona, Spain
Sep 30	Fotosound Trophy	St. Aubin, Channel Islands
Sep 30-Oct 1	Ugly Cup	Skovshoved, Denmark
Sep 30-Oct 1	HC 16 Regional Championships	Kleppesies, Germany
Oct 7-8	Turn Down Regatta	Middelfart, Denmark
Oct 7-8	Tompei Trophy	Zulpicher See, Germany
Oct 8	Point Regatta	Boulogne, France
Oct 12-15	Trofeo Fin Temporada	Calafell, Spain
Oct 14-15	Point Regatta	St. Tropez, France
Oct 15	Point Regatta	Boulogne, France
Oct 15	HC 16 Challenge	Gosier, FWI
Oct 16-17	Naz. Napoli	Napoli, Italy
Oct 21-22	Naz. Arma di Taggia	Arma di Taggia, Italy
Oct 22	Point Regatta	Boulogne, France
Oct 28-29	Point Regatta	Carnac, France
Oct 29	Point Regatta	Gosier, FWI
Oct 29	Point Regatta	Marin, FWI
Nov 11-13	Grand Prix de l'Armistice	Maubuisson, France
Nov 12	HC 16 Challenge	Gosier, FWI
Nov 18-19	Essener Eispokal	Baldeneysee, Germany
Nov 18-19	Point Regatta	Plestin les Greves, France
Nov 26	Catamaran Regatta	Cagnes sur Mer, France
Dec 10	CSBF Challenge	Gosier, FWI
Dec 26-30	Christmas Training Regatta	Hyeres, France
Dec 28-30	Finale Challenge HC 20	Hyeres, France



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NAHCA NEWS

KIDS ON THE LINE

It's Time To Jump-Start The Future Of Our Sport

BY RICHARD BLOUNT

I believe, as do many in our class association, that the future success of the NAHCA rests on our ability to identify and train youth sailors. In order for the IHCA, NAHCA and Hobie manufacturers to continue flourishing, we all need to target a potentially large and enthusiastic, untapped market. The common mission: to get kids off Gameboy and on Hobie Cats.

Hannah Poteat got the ball rolling for the NAHCA youth movement several years ago. We have made slow but steady progress; last year, nine teams competed in our second Junior National Championship in Corpus Christi, Texas.

Preparing a youth for this kind of a race takes a long time and a lot of effort. How many years did you invest in sailing before you felt ready to test yourself in a national competition?

After speaking with Rob Whittington, the father of this year's youth champion, I feel confident the rewards are worth our efforts. "My son Michael, age 17, has been on a Hobie since he was three. Watching him mature as a racer has been very exciting to me, and I'm very appreciative of the Class Association's efforts to involve juniors in the Hobie racing scene. While there is no reason juniors cannot compete successfully in open competition, I speak from first-hand knowledge when I say that the challenge and camaraderie of competing with kids their own age instill the desire to get out on the race course as often as possible."

Rob suggests, "We have a long way to go to match the commitment of US Sailing and other organizations to involve juniors in the sport. We should begin at the local level, by encouraging our sons and daughters to invite their friends —

who may not know a Hobie Cat from a house cat — out on the boat and eventually on the race course. We also can all help by making more boats available for juniors at fleet races, regattas and continental events."

LET'S PUT OUR TIME AND MONEY WHERE OUR MOUTH IS

The NAHCA feels so strongly about supporting youth sailing that it offered a highly coveted, pre-qualified spot on TEAM USA to young Michael Whittington at the upcoming 1995 Hobie 16 World Championships in Huatulco. Rob emphasizes that having Michael out on the course competing against him has doubled his racing pleasure. He also hopes he can keep up with him once the red flag drops in Mexico.

Another young sailor, Armando Noriega Jr. from Valle de Bravo in Mexico, has done quite well in a short period of time. He was runner-up to this year's junior champion.

Armando trains against a small fleet of Hobies in the mountains. He is very enthusiastic about his Corpus Christi accomplishments. "The race was fantastic. We never thought we would


be able to go so far. My crew, Enrique Montañó, had never sailed, but he is one of Mexico's top junior mountain bike riders and he learned fast. We sailed in all local races we could."

Armando is trying to get more youths in his area involved in Hobie Catting. He and his father have already made plans to participate in the upcoming world events.

TAKE THE FIRST STEP

Hundreds of Hobies languish in back yards, unused. Why not take a little time, patch them up and make them available for youths in your area?

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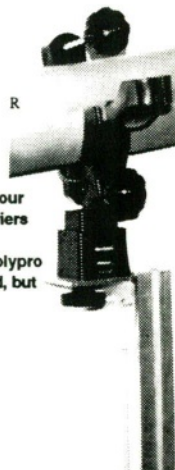
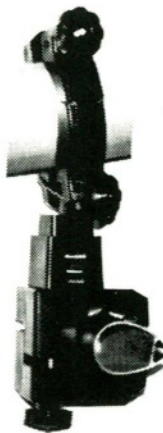


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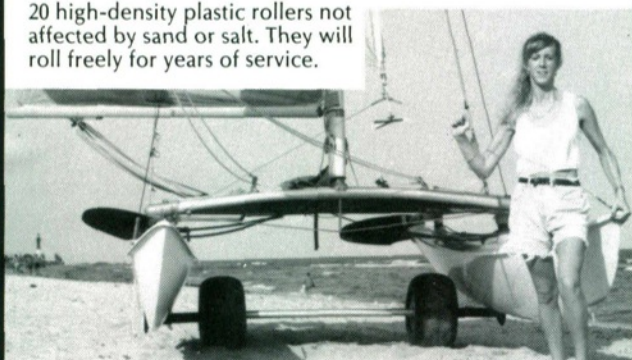


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13. Bolton/Breanard	45.00
14. Flack/Taylor	48.00
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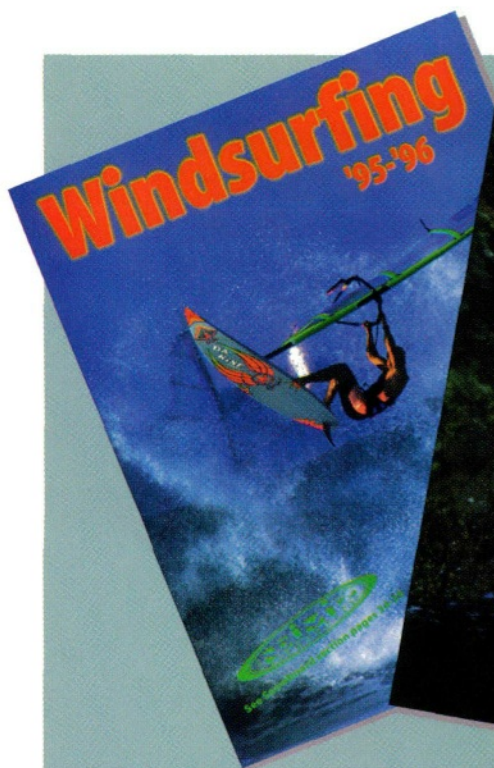
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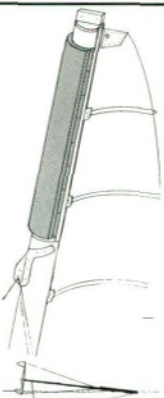
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Generation Flying

FROM PAGE 23

Junior Sailing Group to promote youth sailing, Ryan began sailing a Hobie 14. He became friends with Devine, who went for a sail with Ryan and immediately fell in love with Hobie Catting.

They began making history right away. To date, in addition to capturing third in the 1994 Hobie 16 Junior National, they have placed high in local 14 and 16 races. Last fall, Devine received Division 8's 1994 Jay Legrand Junior Achievement Award. Not bad for someone who up until a year ago had never set foot on a boat!

"I haven't felt out of place at any regatta," confirms Devine, who was the only female sailor at the 1994 Hobie 16 Junior National. Devine says she and the others had fun just being with sailors their own age. "Everyone is very supportive. It builds my confidence. It feels really good to be able to do something well."

Devine did it quite well indeed as soon as she hit the water. "My first regatta was under tough, windy conditions, but I wasn't scared," says this athlete, who as a surfer is used to wind. "I'm really improving, thanks to all the practice I get with Suncoast and my coach and racing with Ryan. I know a lot about the boat. I pay attention. At the beginning, I really wanted to show Ryan I could handle it. I think I surprised a lot of people."

Seasoned adult sailors have praised Devine, saying, "You're so good, you even beat me and I've been sailing for years!" Now, she is ready to move on to new challenges. Ryan plans to sail his 16 with his girlfriend as crew, and Devine is planning to skipper her own boat. They both agree, "I don't ever plan to stop!"

Two California Cats

Remember the Cabbage Patch dolls? Well, Californian Travis Apple relates the water at Corpus Christi was full of the little critters. Actually, explains Travis, 17, "They were these little, cabbage-shaped jellyfish about six or eight inches in diameter. When you hit one with your rudder and your rudder kicked up and you were flying a hull, it was a major problem." Nevertheless, he had a great time.

A true Hobie aficionado, Travis plans to attend Chico State University. A major reason for his choice: "They have an amazing Hobie program and a big fleet of sailors my age."

Travis crewed at Corpus Christi for Jack Jeffries, whose father, Kirk, owns a Hobie dealership in Sacramento. Kirk so firmly believes "the future of sailing is in our children," every weekend he chauffeurs his son the 90 minutes each way to San Francisco's Richmond Yacht Club Junior Program, where Jack sails

eight-foot prams. Naturally, Jack prefers his fast Hobie Cat, but Kirk lauds the program for giving kids a good grounding in the basics. "I get a real kick out of watching nine-year-old girls rig their boats and discuss inside overlaps."

Jack, who has sailed since he was seven and crewed for his dad for many years, agrees the technical instruction he is gaining is important. Nevertheless, he stresses, "Any chance I get to sail my 14, I take it."


Already a man with an independent mind, Jack relates that some of his friends question his loyalty to sailing. "They think it looks like too much work and ask me why I just don't jet ski." His rejoinder? "Sailing is more exciting!"

Jack, 14, perhaps the youngest Junior National participant, sums up the 1994 event with the time-immemorial sailing desire: "I wish there had been more wind." Don't

fret, Jack, there are many more winds and waves just beyond the horizon, waiting for you and all other young Hobie Cat sailors.

Back To The Future

"I truly hope the junior program continues and grows. These kids deserve our support and encouragement," asserts Hannah Poteat. "Sailing is more than being out on the water. It teaches them an awful lot about life. They learn about self-sufficiency. They learn control. They learn how to face serious conditions."

It looks like Generation Flying H certainly isn't going to the dogs. We raise our masts to you in respect (colored slightly green with just a hint of envy). The best is yet to come! 

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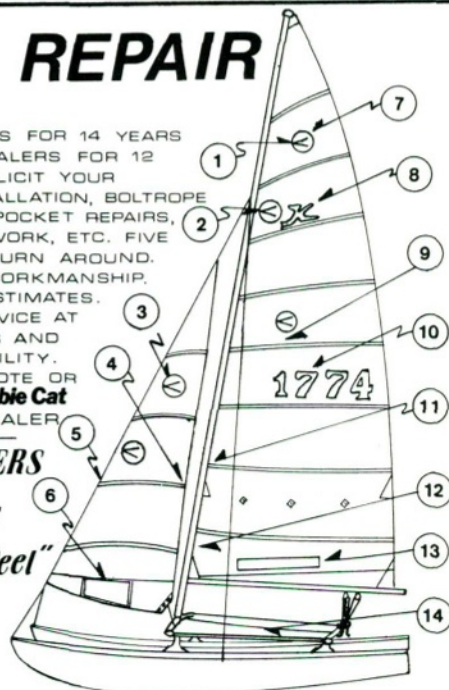
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RACER'S EDGE

FROM PAGE 27

the mast 5-10 degrees more than the optimum angle for medium air. You will achieve more mast bend, giving you better control of the boat.

This theory is especially true in puffy conditions. As the blasts hit, the bendy mast acts as a buffer, giving you a little more time to react. The setting may cost you slightly in pointing ability due to the open leech, but boat control is your first concern. Extra rotation may detrimentally impact lee side flow, but the increased control more than offsets that disadvantage. Also, windage on the mast is not yet a factor.

If you have a Hobie 20, ignore the above paragraph. The 20 has what is known as a pre-bent mast. The configuration of the spreaders and support wires associated with them pre-bends the mast even before it is raised to a vertical position. On this type of boat, you flatten the sail by under-rotating rather than over-rotating the mast. A full discussion of the intricacies of mast rotation on the 20 (and other facets of tuning this exciting boat) will be covered in future issues.

THE BIG BUILDUP

As the wind continues to build, and you are fully trapped out and traveling out on the main, different forces come into play. Now, windage becomes the dominant concern. When it blows 25 knots, lee side flow is the last of your worries. You have all the power you can stand.

In addition, faced with this much wind, your COMPTIP™ mast is going to bend to its maximum limit, with or without over-rotation. This axiom is especially true on the Hobie 17, as its tapered COMPTIP is smaller in diameter near the top. The trick in really heavy stuff is to begin to under-rotate the mast, to reduce windage on it.

As the wind gets stronger, and over-rotation no longer depowers the boat, bring the rotator arm back to pointing six inches behind the side shroud. The more it blows, the less you rotate.


By the time you get to survival conditions, point the rotator arm back to the leeward end of the rear crossbar. This setting will rotate the mast directly into the apparent wind, providing much less resistance to your forward motion. You may not feel that the boat is under better control, but you definitely will move faster through the water.

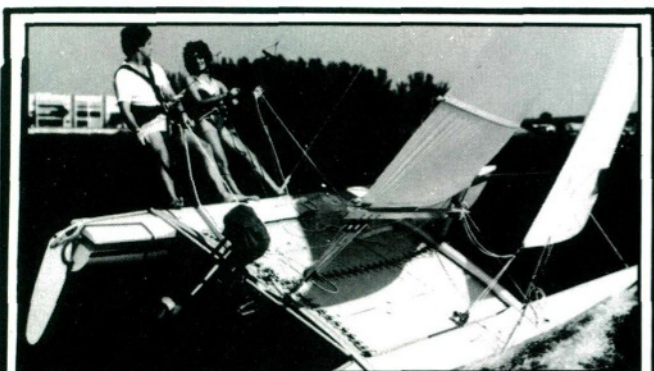
Downwind, you should release the rotator control in all conditions except the most extreme. In survival conditions, you couldn't care less about flow. It's one more thing to have to adjust on the front of the boat both while rounding A-mark and readjusting down near C-mark.

DON'T CHEAPEN YOUR GAME

Mast rotation is one of the least understood adjustments. I hope I have cleared up some of the mystery.

Here is one last piece of advice when contemplating this important tuning tool. Make sure you have good line on your adjuster and a good metal cleat to hold it in place. The cheap plastic ones will slip over time, and be a source of great frustration. Mark the key spots in the line that represent the best settings, so you can reset them quickly after each mark rounding. Good luck and good racing!

Note: The Racer's Edge has jumped onto the information super-highway! If you have specific questions about Hobie racing, including tuning, tactics, or rules, you can send me a note not only via this magazine but also through CompuServe. My address (user ID) is 72262,1373. I will do my best to respond to your questions as quickly as possible and will print responses to the best general-interest questions in future issues. You can get mail to CompuServe through Internet and other major on-line networks — see your network documentation for details. See you on the PC! 



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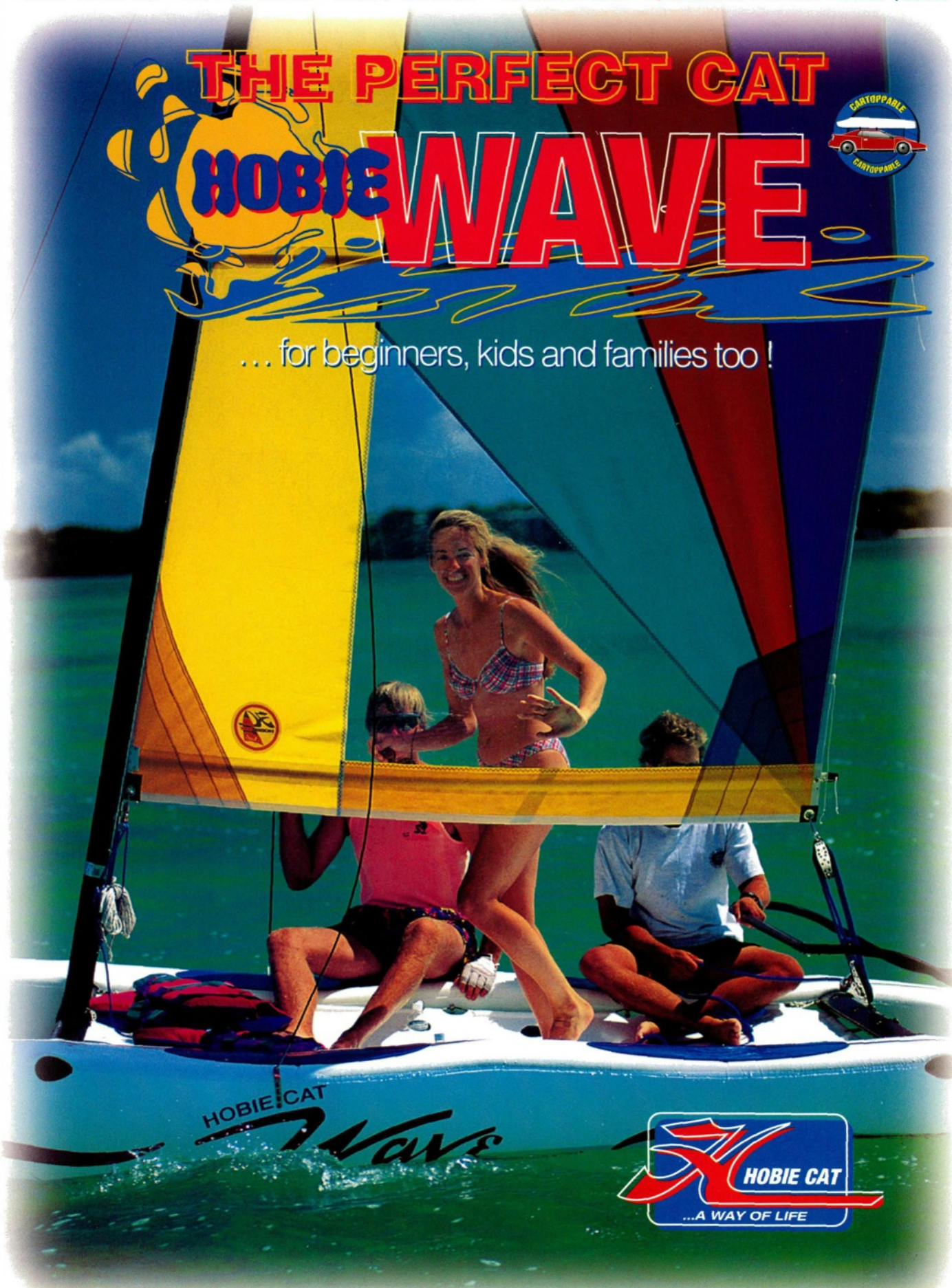
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