

# *Kobie* **HOTLINE**

JULY/AUGUST 1992

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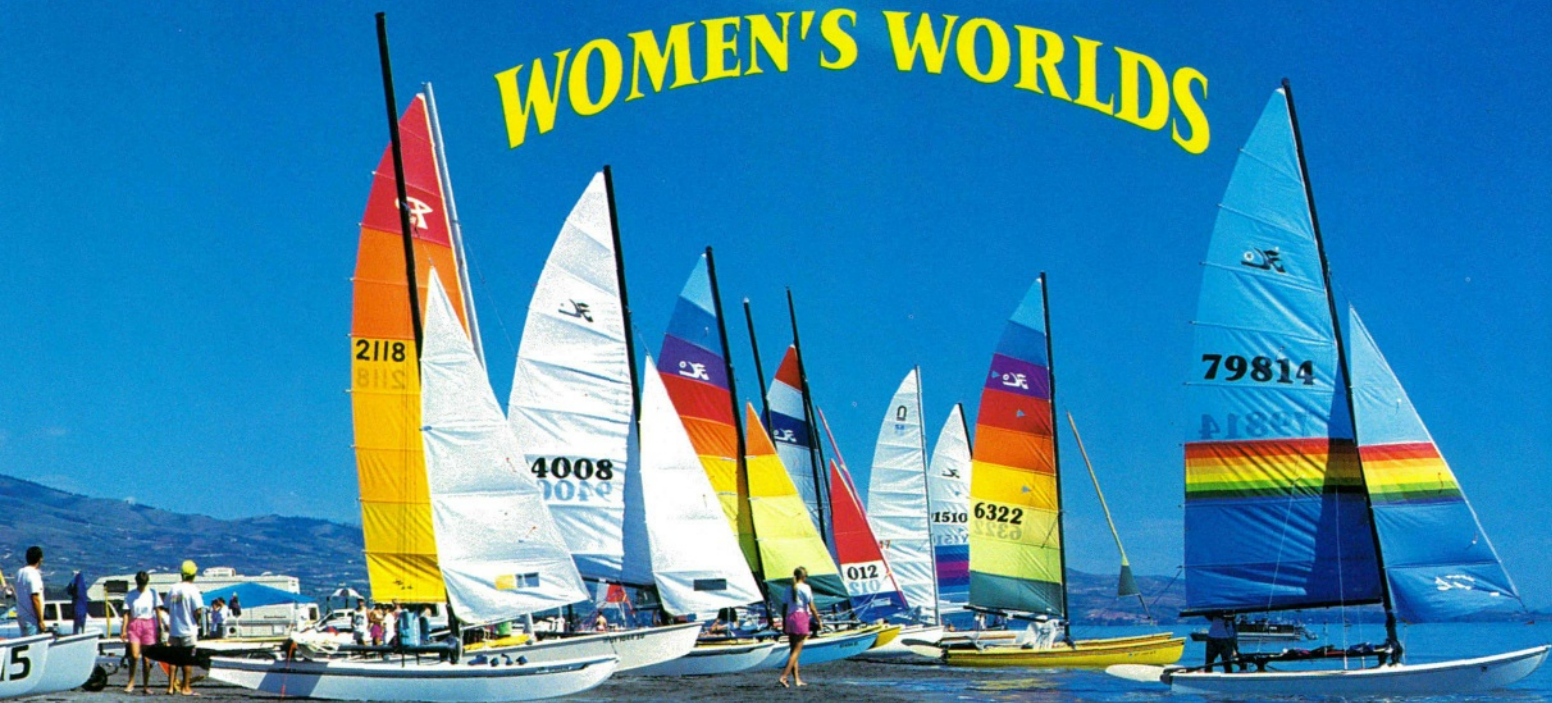
Jeff Alter Reveals How To Do It Right

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# 1992 HOBIE 16 NATIONALS AND WOMEN'S WORLDS



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**FORMAT:** All racing will be B.Y.O.B. (bring your own boat). However, a limited supply of local boats will be made available for rent at the site on a first-come-first-served basis. Though not new, these boats will be refurbished as needed by our able Fleet 67 Beach Captain Ted Biehn. All rental boats will also be equipped with a set of new sails courtesy of Hobie Cat. Contact Ted at (801) 295-4040 to reserve a rental boat.

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CREW: \_\_\_\_\_ TOTAL WT.: \_\_\_\_\_

16 NATIONALS: \_\_\_\_\_ DATE: SEPTEMBER 13TH THROUGH 19TH  
WOMEN'S WORLDS: 16 \_\_\_\_\_ 18 \_\_\_\_\_ DATE: SEPTEMBER 9TH THROUGH 11TH

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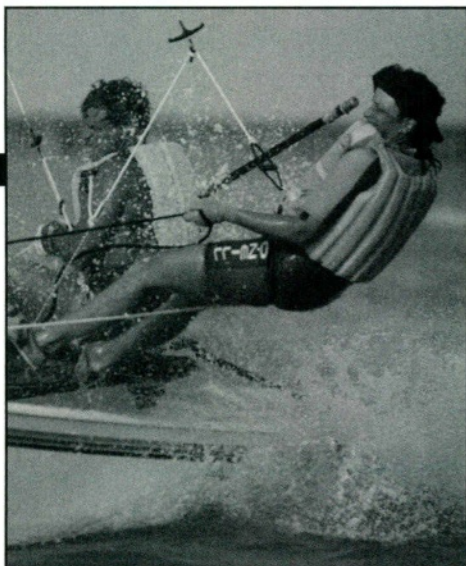
THE NEWS EXAMINER MTA RESORTS KVSI RADIO BEAR LAKE WEST DUCE MARINE  
GRAPHIC DESIGN BY GRAPHIC SHOP PHOTOGRAPHY BY ALAN HUESTIS, FAST FOCUS





## HOBIE HOTLINE

JULY/AUGUST 1992 • VOLUME 21 NUMBER 4



### DEPARTMENTS

#### **4 HOBIE TORIAL**

#### **6 LETTERS**

#### **8 WAVELINES**

#### **10 ASK THE EXPERT**

Dear John. Daggerboards face pebble beach invasion while sail campers search for extra space.

#### **14 CAT TALES**

Pupper Uppers. A Cat couple's life goes to the dogs.

#### **16 IN TUNE**

Tent City. It's a rough job, but if someone's gotta enjoy summer sail camping, it might as well be you.

#### **27 HOBIE RACING**

#### **28 RACER'S EDGE**

Right From The Start. Happy endings begin with great starts, as racing champ Jeff Alter well knows.

### FEATURE

## 20 SAILING THROUGH HISTORY

Visit Virginia, where America's never-ending story all began.

#### **On the cover**

On the road again ... and enjoying every minute. Photo by Guy Motil.

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

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## You Make Us Hot

**Y**ou know, of course, what makes HOTLINE the unique publication it is; it's not the staff (although we like to think the magazine would not be the same without us!) — it's all of you.

First of all, we couldn't do without you as readers. We are excited to watch each issue of the magazine come together, and we hope you eagerly look forward to receiving your copy every two months.

You're also of the utmost importance when it comes to contributions. If it weren't for all of you, we wouldn't have the many great stories, letters and Name Game photos we do. Here in the HOTLINE office, we can't wait to see what the mail and fax machine bring every day. We don't even mind the complaints (well, maybe we do, just a teeny bit). After all, well-intentioned and thought-provoking criticism helps us improve what we do for you.

I love hearing about what's going on in the local fleet communities around the country ... and the world. Fleet newsletters are one of the best ways for me to take the pulse of the sailing community. Besides being fun to read, the publications contain a wealth of information, which often is applicable to other fleets and divisions across Hobie Catland. More than one Waveline tidbit has been culled (with permission of course) from a Hobie newsletter.

It's amazing how many Hobie Catters have as great a way with words as with winds. Reading your articles is a good way to tap into the many talents that exist in the fleets. Don't be surprised if you get a call from me asking you if you'd like to expound in a future HOTLINE on an issue, topic or story you wrote about for your newsletter. The heartwarming dog/Cat Tale in this issue — "Pupper Uppers" — comes from the April 1992 MAINSHEET, the lively newsletter of Hobie Fleet 66 in Phoenix.

Attention all fleet newsletter editors: Please put me on your mailing list! Although not every article will be grist for our mill, I still want to hear from you.

On a slightly different tack, let me remind you that anything (legal!) Hobie Catters do, on or off the water, could be the subject of a fascinating article. So please, if you have even the bare bones of an idea, give me a call at (619) 758-9100, ext. 604. I'll be happy to discuss your story possibility with you. And don't worry if your spelling isn't two gud. We have an editor who hangs over my shoulder wielding her red pens like swords, ready to strike out punctuation errors with a single swipe.

The bottom line is, we're interested in you; in what you do, what you think; in anything and everything concerning you as a Hobie Catter and the sport in general.

When we say keep those letters and photos and stories coming, we really mean it! And if you have suggestions for sailing-related inclusions in future issues, don't hesitate to let us know.

Everything that relates to Hobie Cat relates to the HOTLINE. What I'm trying to say is, it's all relative, and when it comes to the Hobie Cat family, I have some of the best relatives around!





# Deals on Wheels

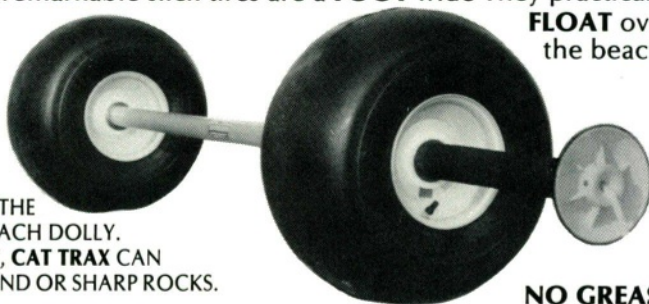
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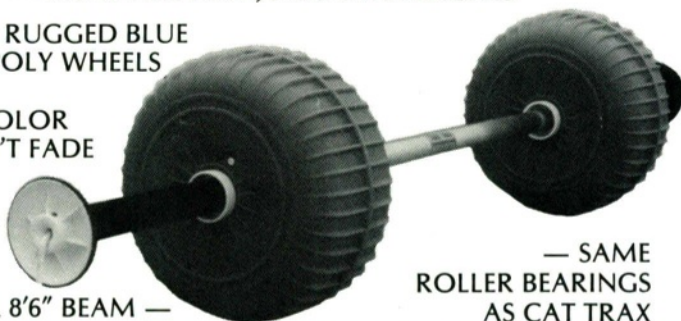
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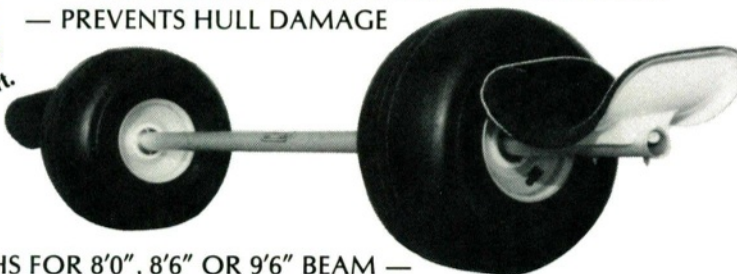


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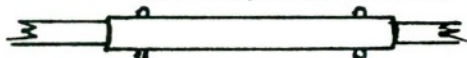
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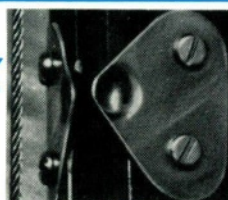
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## GET THAT PROTEST IN ON TIME

I am writing about an experience I had this past weekend. I have been sailing and racing for about 10 months, and in that time have only fond memories of all the regattas I've attended. That is, until this past weekend.

In my quest to develop my sailing skills and improve my boat speed, I unfortunately overlooked what I now have found to be a very important part of racing — knowing when and how to file a protest.

I was finally on my way to winning my first trophy in a regatta that meant very much to me, as it was the first event I had entered last year. During the previous race, all I had to do was place ahead of a boat crewed by a couple who had never raced before. Now, I had my finish very well in hand by the second-to-last mark.

As I approached A-mark, I happened to notice the boat behind me tacking and heading back toward C-mark. I was confused, but wrote the guys off, figuring they had dropped out. Unfortunately for me, it wasn't until the trophy presentation that I found out they had actually rounded C-mark and finished!

I'll have to admit to this point I had been a little naive about this racing business. I was under the false impression that sailing was one sport in which one could still find a degree of honesty and integrity. I'm sure most people are honest, but making this assumption only will cause you to lose out on what very well could be rightfully yours.

The people holding the regatta told me that since I had failed to file a protest within 30 minutes of race time, all I could do was to confront the offending sailor. I very politely went over, introduced myself, and asked him what had happened, explaining I saw him skip his second A-mark rounding. To my surprise, his wife (and crew) admitted they had missed the mark. She laughed, "Well I guess we got caught," and said "Oh well" to her husband, who explained that not only did they make the rounding, but they went (in his words) "wide around the buoy."

Now I know this is only my side of this incident, but I'm a very honest person and have worked my tail off this past year to become a decent sailor. I attend all regattas even remotely close to my area and have had the time of my life, but I'll have to say that I was in total shock when I heard them call someone else's name for a trophy that I had rightfully won. I just want to let all the other C fleeters out there know never to let anything go just because you're in C fleet. I'm sure there are many cases in

which asking a simple question will get things sorted out. I, unlike my competitor, at least had a weekend to be proud of to some degree. I will be back at another regatta next weekend and all others to follow.

I imagine there are other people out there like me, whose fear of being a whiner cost them maybe a better finish. Let me just say that all the hard work and practice in the world won't do you any good if everyone else isn't playing by the rules. In my case, it was like I never left the beach — all because I failed to understand a rule I never thought I'd need to use.

I do hope the gentleman and his wife enjoy their trophies and remember what they had to do to get them.

Charles Dobbins  
Arlington, TX

*We empathize with your disappointment and deplore poor sportsmanship that borders on dishonesty. To protect their accomplishments on the water, all sailors entering a regatta should familiarize themselves with the rules **before** the first race begins. Wick Smith's recent **HOTLINE** articles in "Racer's Edge" are a good place to start.*

## A HEARTFELT THANKS

Just a note after my ultralight flight to let you know that I will always have a soft spot in my heart for Hobie Cats, and the wonderfully kind people who sail them.

Just off Point Roberts, Washington today, my engine gave a couple backfires and started to run very roughly. Carefully I nursed it around the point and across the 49th parallel, carrying out a precautionary landing near a sandy beach. With the tips of the floats snubbed up against the shore, I did a spark plug change and an engine run-up. Satisfied all was well, I pushed off and taxied around on the water while the engine came back up to temperature. Then I applied takeoff power. Climbing through about 50 feet, the engine let out one more mighty backfire and stopped cold. The crankshaft had broken.

Now dead in the water, with a light offshore breeze and an ebbing tide, I was slowly drifting back out to sea. The only boat in the area was a Hobie Cat. Despite very light breezes, its owner was able to tow the little airplane and me right in to a boat ramp near Tssawwassen. As a backup, I was in touch with a local airport control tower and with the Coast Guard on

my VHF radio. Nevertheless, a lone sailor and his Hobie saved my day.

Tomorrow will be saved by a trailer and some wrench work in an effort to get the beast home in a timely fashion.

Just thought you might be interested in this Hobie story. Cheers ...

Don Simmons  
Vancouver, British Columbia

## 17 SPORT FAN WANTS CLASS ACTION

The Hobie 14, 14T, 16, 17, 18, 18F, SX-18, 20 and 21: all of the boats mentioned are class legal. The 17 Sport is not. Please explain why the 17 Sport is not class legal and the 20 is. I read somewhere all boats built by Hobie are class legal.

That is not the "Hobie Way of Life." It is not my fault that Hobie built too many classes. Own a Hobie ... race a Hobie. Turn one away ... turn them all away. Make the 17 Sport a racing class and give it a racing life, or stop selling the damn thing.

Why was the 14 Turbo made class and the 17 Sport not? Don't give me the recreational end of it either. Why should I join IHCA if I cannot race legally? I am holding my \$35.00.

Thank you for your time.

Paul D. Vera  
Port Arthur, TX

*The "Hobie Way of Life" does not just mean racing. The majority of Hobie Cat owners are recreational sailors — they don't race, not even in fun races. The Sport was never promoted by the company as class legal. If the company had manufactured only the Hobie 14, there would be no company. The Sport is one of the company's most popular products.*

*The decision whether or not a boat is class legal is no longer under the jurisdiction of the company. As with the Hobie 20, the class association will decide if it wants any new boat the company introduces to race as class legal. You already sent a copy of your letter to the IHCA. **HOTLINE** suggests you also send a copy to the NAHCA.*

*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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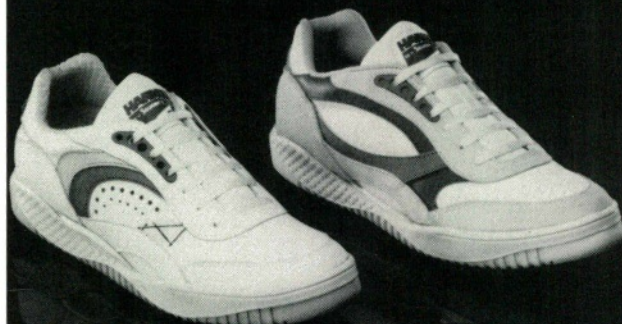
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M A R I N E

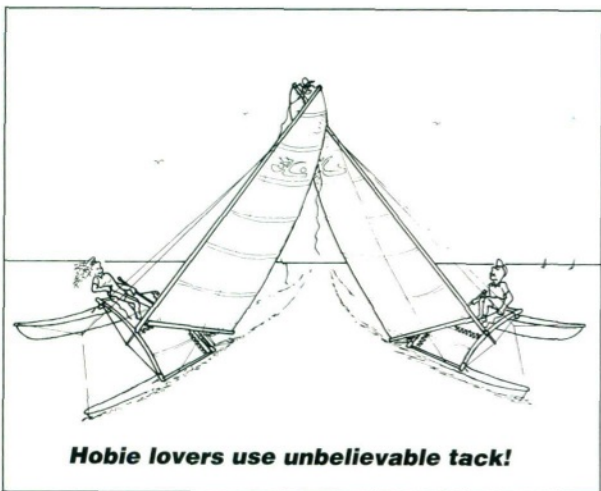


## AND THE WINNER IS ...

Thanks to our readers, a lot of ha ha's have been heard around the HOTLINE office, in response to the Ho Ho's cartoon published in the January/February 1992 Wavelines.

The winning entry was submitted by George Osif from Mercerville, New Jersey. His caption: Hobie lovers use unbelievable tack. George's sense of humor won him a tramp storage bag.

Congratulations, George, and thanks to everyone who entered. To all our readers: Keep your sense of humor close at hand; we'll have another Ho Ho coming your way soon.



**Hobie lovers use unbelievable tack!**

## AS FUNNY AS LIFE ITSELF

Although her caption did not win the Ho Ho contest, Janet Kroupa earned an "Honorable Mention" as well as the "Truth Is Stranger Than Fiction" award. Her caption: Mating ... The Hobie Way.

The cartoon brought instant laughter and memories. This actually happened to me at Rick White's Sailing Seminar in the Florida Keys with 25-knot winds! I thought I was still flying a hull ... just slow ... until I looked up and saw the two connected masts in opposite directions. Just ask Rick — he captured it on video for all to see. The laugh was on me.

The moral of the story: If you're flying a hull and suddenly stop ... look up!

Jan Kroupa  
Minneapolis, MN

## AS THE HULLS FLY

The third episode of our Hobie soap opera finds Nici Mahlandt taking her first sail as skipper at the Frostbite Regatta.

## EPISODE 3: OH, SAY CAN YOU "C"

Let me preface this installment with my pre-skippering, dictionary-according-to-Mahlandt definitions of two important sailing terms. To wit:

**SKIPPER:** Loud, occasionally obnoxious and usually irate individual found on the back end of a Hobie. (See Figure-head.)

**CREW:** Bright, intelligent, hard-working, patient individual whose timing and expertise wins races.

I dreamed of a beautiful fall day, my Hobie and I skipping across sun-dappled waves. What I got was a scene from a Stephen King novel, as directed by Alfred Hitchcock; and me in a rubber suit — advertising "wet" and "warm" in the same sentence!

We were shrouded in fog, cold and mists. My old skipper (now volunteer crew) Dave mentioned something about a lack of visibility and my never having skippered before, but I assured him I'd been steering cars through all kinds of weather since I was 16. I'd watched HIS every skippering action carefully, I'd read ALL the books, and it seemed to me NOTHING could be easier than sailing by his code: skipper talks, crew listens.

Textbook-perfect, I shoved off the beach and pulled in the mainsail. I asked Dave if something was wrong with the steering. He informed me that whatever was wrong would be corrected if I put the rudders down. He seemed a little pale, but maybe he had missed breakfast. Where did those other boats go?

I sailed with confidence, randomly ordering tacks and jibes. Glancing at Dave for approval, I noticed that in addition to his pallor, small droplets of sweat had formed on his face. I concluded he must have been feeling worse, perhaps a little seasick. Wasn't the beach over there a minute ago? Or was it over that way?

At one point, judging by the horns, I think we passed between a power boat and the hull of a tanker. It was hard to tell in the fog, but hearing no sound of scraping gelcoat, I assumed I'd accomplished the maneuver with style and grace. I did notice that Dave's countenance now seemed tinged with green.

I gave my crew the final order: head home. Would you believe he had NO IDEA where we were? AND had not thought to

bring a compass or chart! Fortunately for him, a boat appeared out of the mist. Taking matters in hand, I simply followed it home.

Land must have cured Dave's indigestion. He immediately headed for the keg of beer and drank several mugs without stopping.

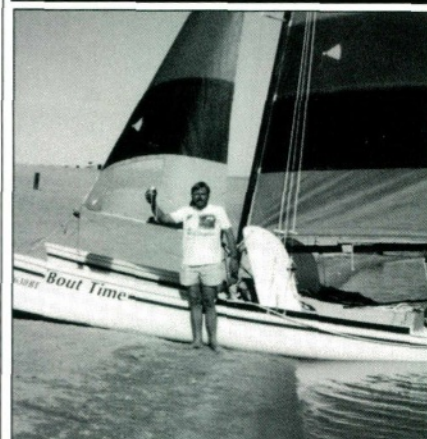
That sail certainly gave me a new perspective on definitions; to wit:

**SKIPPER:** Bright, intelligent, hard-working, patient individual whose timing and expertise wins races.

**CREW:** Bow ballast.

Coming up next in Episode 4 — I Can "C" Clearly Now: Nici's ad for crew bears fruit ... er, BEEF, and the new two go for their first regatta win! (Do you suppose she managed to find a truckdriver with a compass?)

## NAME GAME CORNER



Enclosed you'll find our entry for the Name Game Corner. Our Hobie 18 got its name because our neighbors taught us how to sail and got us hooked. We "borrowed" their Hobie 18 for four years before we bought one of our own in 1990.

Hence the name "Bout Time." It indeed was about time we had our own Hobie. In 1991 we entered our first regatta and again the name seemed to be quite appropriate. We are sure the name will fit numerous occasions in the future, as in "It's about time we made it back to the beach!" or "It's about time we got this thing righted!"

"Bout Time" has a middle name that isn't visible in this photo because, after all, we did want it to be printable in HOTLINE!

Randy and Gail Clark  
Golden, CO

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



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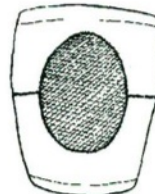


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*Cat Crewing from Start to Finish*

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*Cat Racing from Start to Finish*

*Hobie Cat Book* by Jake Grubb

\* Spiral bound, 1991 reprints



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# Dear John

BY JOHN HACKNEY

## Hard Rock Jam Session

*I own an early Hobie 21. I recently moved to a new, man-made beach on Lake Michigan. Because this beach is so new, little pebbles get stuck in the daggerboard slot, causing a lot of problems getting the daggerboard down and sometimes getting it up. Do you have any suggestions on prevention?*

**T**he Hobie 17 and Hobie 21 have more than a pedigree in common; their systems of retractable centerboards are functionally identical. This proprietary Hobie feature has no equal when it comes to ease of use and practicality. The first sandbar you hit at reaching speeds on the Hobie 21 will make you appreciate real fast how convenient auto-retracting centerboards can be. On the other hand, trapezing on a Hobie 18 and getting caught with your pants or daggerboards down when suddenly encountering a shallow spot, crab trap, anchor rope, or just hitting a jellyfish, can make your annual trip to the forestay happen at the most inopportune time, and me without my video camera.

**If you crash unexpectedly into a sandbar or a passing submarine, you have no worries; your centerboard simply retracts.**

Speaking of daggerboards and centerboards, it's time for a vocabulary lesson. Can these two terms be used interchangeably? Right you are! Actually, no matter what your answer, you're correct. This is not a quiz, more like solitaire. Nobody knows if you cheated, and if you did who cares.

A daggerboard is a specific type of centerboard, one which does not pivot on a pin but rather moves vertically (up and down). Therefore, if you have a pivoting

centerboard, as on the Hobie 21, and crash unexpectedly into a sandbar or a passing submarine, you have no worries. It simply retracts, allowing you to pass over the obstacle without boat damage or sudden deceleration.

If you ever raced in the annual Memorial Day regatta held years ago at Jetty Park/Cocoa Beach, Florida, you'll recall that hitting a submarine was a distinct possibility, especially if you tried to use the current in the inlet to an advantage. Speaking of Cocoa Beach, what a great place to race! Located in an area of the country noted not only as home to the Kennedy Space Center, gateway to the stars, Cocoa Beach also is an extraordinary locale to watch some awesome displays of electrical discharges during the summer squall season. We are talking large meltdown quantities of electrons looking for a place to party. A fiesta of lightning bolts is better watched from afar and certainly never to be encountered while sitting on your Hobie Cat with your cheeks and other near-and-dear body parts resting on highly conductive aluminum extrusions.

### WHAT GOES UP SHOULD COME DOWN

The question for this issue, if you were wondering, is what do you do about Hobie 21 daggerboards becoming jammed in the up position by sand, shells or pebbles. Hobie Alter conceived and designed an easy-to-use daggerboard system that does not require penetration in the deck of the boat. A spring is used to force the daggerboards down and out of the hull and into the water.

One minor problem with this system, well maybe not a problem to everyone, is the daggerboards are not accessible from the top. Therefore, there is no way to force the daggerboard down while sailing if sand, shells and/or pebbles (no, not Fred's daughter) are caught in the daggerboard trunk. Once in a great while, these pieces do prevent the daggerboards pivoting out from the bottom of the boat.

The question of the day is, what can be done to prevent foreign material from jamming the boards. Well, the initial thought is to prevent anything getting there in the first place. This could be accomplished with a set of beach wheels, a little expensive, but well worth the price to move around a 500-pound boat. Wheels will keep the daggerboard trunks from coming in contact with the beach and therefore should not allow foreign material to jam the boards. When you remove the beach wheels for overnight storage, make sure you set the boat on a few small pieces of wood to keep the daggerboard trunks off the sand.

An idea which previously crossed my

mind was to make fiberglass cradles to fit under the hull right at the daggerboard trunks, as a preventive measure. After a little more thought, this idea was dismissed, as it may be more trouble than it's worth. Back to the beach wheels.

**The moral of this story is to avoid dragging the boat over the sand or setting it down on shells or pebbles.**

Even when using the beach wheels, some Hobie 21 sailors do have occasional problems with jamming sand into the daggerboard trunks. Usually you can make sure the sand washes away quickly, however, by sailing for a few minutes before attempting to drop the daggerboards. As a general procedure after leaving the beach, wait a couple minutes before trying to lower the daggerboards. If waiting doesn't work, use the daggerboard control line to jiggle the boards up and down a few times to loosen any additional shells or pebbles from the daggerboard trunk areas.

### A STICKY SITUATION

Ninety-nine percent of the time these procedures will work. But it always seems daggerboards stick at the most inopportune times. Patience and perseverance appear to be virtues, as the daggerboards always lower by themselves.

Never say always! The crew may hear a few new and old expletives from a frustrated skipper during the process, but in the end, friendship prevails.

A lesson I learned as a racer was to lower the daggerboards early as part of pre-flag maneuvering, thus relieving some of the urgency built up during the starting sequence. On occasion, I sailed the first weather leg with the daggerboard in the up position, before using the simple techniques outlined above. I discovered that miraculously, in severe cases of stuck daggerboards, if the daggerboard control line is left loose upwind, the daggerboards will extend down during the weather leg.

The moral of this story is to avoid dragging the boat over the sand or setting it down on shells or pebbles, as doing so may jam the daggerboards. A pound of prevention is worth an ounce of cure, or a penny earned is a penny saved ... not!



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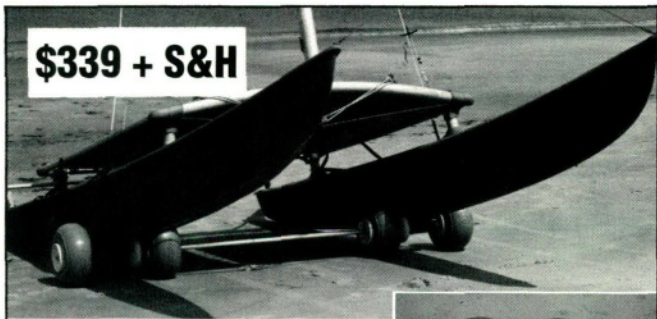
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## Sail Camping Storage Space

In the November/December 1991 "Ask The Expert," you answered a question about sail camping. I, too, want to sail camp on my Hobie 18 and need more storage space. How do I make access ports? Do you have any other suggestions?

Camping can be fun, especially when you use the old Hobie Cat instead of the family truckster as a means of transportation. Attaching roof racks to your Hobie for extra storage, however, presents a few problems no one cares to address.

Frankly, finding storage space on a Hobie Cat can be a challenge. A perusal of various sailing publications, including of course the *HOTLINE* and the Hobie Parts and Accessories Catalog, reveals several storage bags and racks are available. Racks made specifically for a cooler are common and seem logical, but the cooler rack is a little small for camping, with room only for a six-pack and three ice cubes. Stay calm, there is life after ice; think freeze-dried, canned goods, beef jerky and peanuts. Storage bags that attach to the tramp come in many sizes and colors, but most do not ensure your cargo will remain dry. Pack everything first in garbage bags for cheap double protection.

Years ago, please keep in mind my memory is less than adequate, a large storage container spanning the hulls in front of the mast was available, but I have not seen one for quite some time. Possibly it was custom-made, but in any case, it no longer seems to be around. At present, the best solutions to storage problems are tramp storage bags and cooler racks.

**F**inding storage space on a Hobie Cat can be a challenge.

### SLIP-SLIDING AWAY

As you know, both the Hobie 21 and the incredible new Hobie Miracle 20 (guess which boat I sail) contain access ports in the hull. The porthole is small, but many items can be stuffed into the hull. Cargo stored in the hull has a nasty habit of rolling or sliding forward into the bow and aft toward the stern. Whichever way the cargo goes, retrieving the roaming cargo can be difficult. Porthole bags are available to stop

shifting cargo, but offer little in the way of storage capacity. Tying or wedging stowed items in place will prevent them from sliding around.

I caution you about cutting additional access ports into your Hobie as you could damage the structural integrity of your boat. A camping trip is not a good time to test your boat's structural integrity.

**T**he best solutions to storage problems are tramp storage bags and cooler racks.

Nevertheless, if you feel the need to cut accesses into your hull, certain locations are best. Your local Hobie dealer or marine shop carries standard access ports to do the job. Keep in mind the access ports generally are cut into the hull in a few common locations. First, the access ports are most often placed along the centerline of the boat. The preferred location is between the rear crossbar and transom, or about eight inches forward or aft of the front crossbar, so cut away.

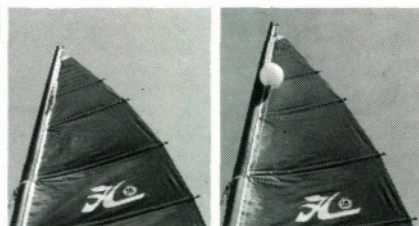
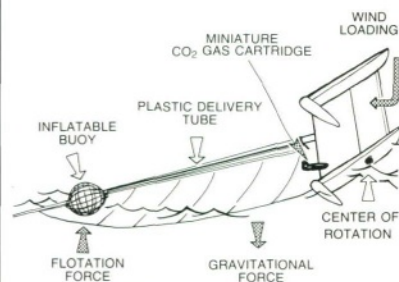
Most areas cut into have a foam core material between two fiberglass skins. If there is a sign of delamination, the proper way to finish off this cut edge is to remove the core about 1/2-inch back between the skins, and fill the area with an epoxy such as Marine Tex. This finished edge will be stronger and give the access port pop rivets or screws something solid on which to fasten. The access port you bought also will have to be bedded in place with silicone or epoxy. This procedure is necessary, because the deck of the Hobie is curved and most access ports are flat.

If you have a Hobie question you would like answered in print, send it to: *HOTLINE "Expert,"* P.O. Box 1008, Oceanside, CA 92051. ✉

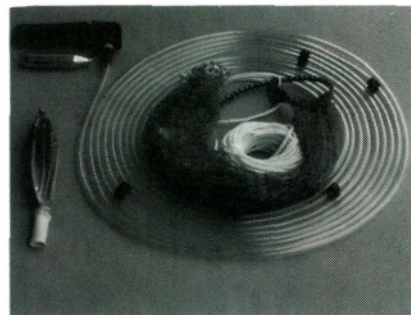
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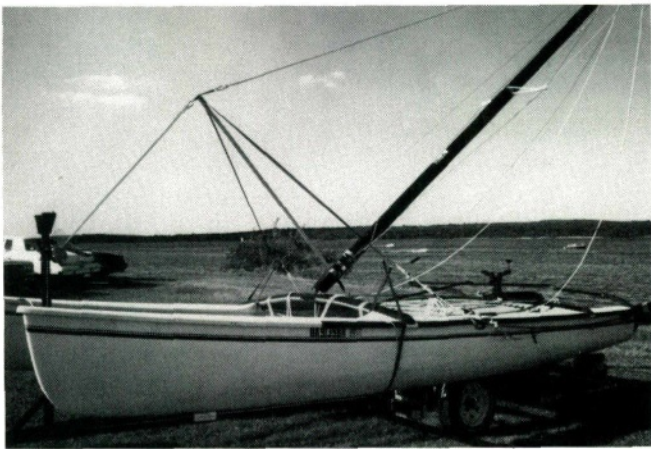
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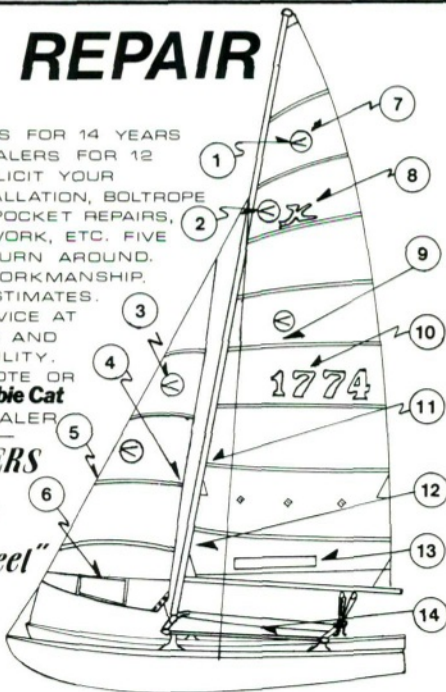
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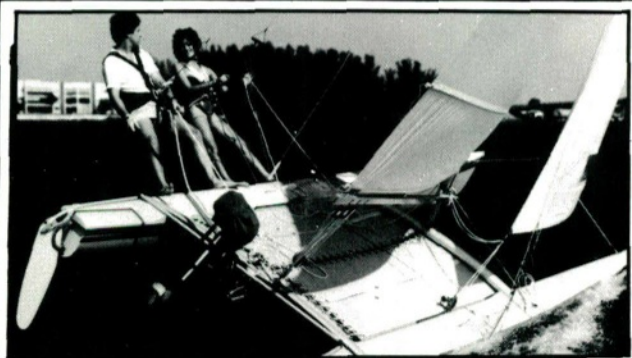
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## Pupper Uppers

### Cat People Train Dogs To Enrich The Lives Of The Disabled

BY TED AND SUE LINDLEY

*The authors of this heartwarming tale exemplify the best the "Hobie Way of Life" has to offer. Fierce racing competitors (as any Fleet 66 sailor can tell you), they are the best friends a Hobie Catter or any person could hope to have. Just ask avid Hobie enthusiasts and occasional HOTLINE contributors Ron and Shirley Palmer — Sue and Ted Lindley introduced them to the sport.*

*After a flirtation with monohulls, the couple has been sailing Hobies since 1974 — two 16s and now an 18. Ted and Sue average 14 major races a year, including their Division 2 regattas as well as national and world events, when possible. In their hull-less life, Ted is a sales executive for a cement firm who also enjoys bicycling and skiing. When not on a Cat or with a dog, Sue usually can be found on a horse.*

**H**ave you ever observed the variety of pets at Hobie regattas? People have brought dogs, cats and parrots. Once, I even encountered a deceptively realistic cardboard cat.

Have you noticed how many dogs at Cat events are golden retrievers? What wonderful pets they make! And we've found they make exceptional working dogs, too.

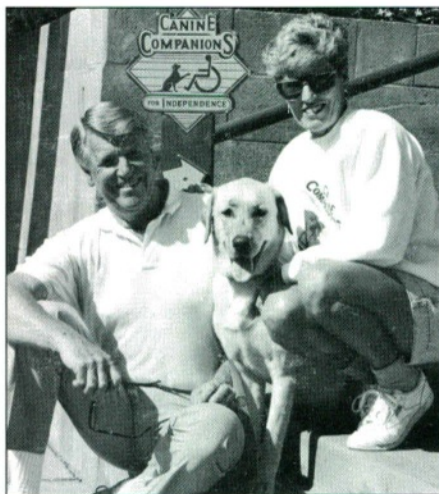
Some years ago, we were introduced to Canine Companions for Independence (CCI). CCI is a non-profit organization that provides highly skilled assistance dogs to people with disabilities, bringing them a more independent and exciting lifestyle. CCI assistance dogs help make self-sufficient living a reality for these people by turning on lights, pushing elevator buttons, pulling a wheelchair or alerting a deaf person to various sounds requiring attention. With their canine companions, hundreds of people with disabilities are now experiencing the freedom and independence that before was only a lifestyle in their dreams.

Although we had our own pet golden retriever, many fellow Fleet 66 sailors may remember our first CCI puppy, Tammy. A cross between a golden retriever and a

black labrador, Tammy turned out looking just like a yellow lab. We received Tammy at eight weeks old from CCI's carefully selected pedigreed stock. She became a great pet, friend and companion.

#### LEARNING TO DO IT ALL

CCI's puppy-raising program is designed to ensure the pups grow up loved, socialized and well-mannered. During the 18 months Tammy was in our care, we taught her 30 commands. In addition to the usual instructions such as sit, down, roll over, stay, retrieve and give, we also taught her to heel, with and without a leash, speak, get on and off or under a bench or table, and stand.



The training included exposing Tammy to every aspect of life. That meant riding in a car, a motor home, and, of course, on a Hobie Cat. In addition to learning to live and love the Hobie lifestyle, Tammy took trips in the cabin of a commercial airline as well as up and down an elevator. She accompanied us to restaurants, to the boat show, to the bank, on shopping trips, and of course to every regatta.

Everyone who raises a CCI puppy feels great pride in knowing a person with disabilities will be helped by their efforts. To see your young playful pup develop into a responsible assistance dog with a significant purpose in life is truly exciting and rewarding for the puppy raiser.

#### GOODBYE, HIGH SCHOOL; HELLO, COLLEGE

When Tammy was 18 months old, we transported her, with mixed emotions, to the CCI Southwest Regional Training Center near San Diego. She was going to "college" for six months. Although Tammy was no longer part of our family, she would always be in our hearts.

After each dog's personality and skills

are thoroughly evaluated by the CCI training staff at the college, the dog is assigned to a professional instructor who reviews the 30 commands taught by the puppy raiser and then introduces the more difficult commands needed to aid the handicapped. These include pulling a wheelchair right, left or straight ahead; turning light switches on and off; opening the refrigerator door; retrieving various items and learning to wear a backpack that holds personal items such as a wallet. Only about half the dogs make it through these six months of schooling.

The final two weeks of puppy college are called Boot Camp. Here, the recipients of the CCI dogs attend an intensive training session in which they learn to work with the now fully trained animal. CCI participants have named the training session Boot Camp because of its difficult sessions and long days, sometimes lasting 10 hours. They learn the training techniques, as well as the history, psychology and veterinary care of their canine companion.

To be eligible for a CCI-trained dog, a person must have limitations that can be overcome with the assistance of a canine companion. He or she must display the leadership skills necessary to control the dog, and must be capable of providing a loving and secure home.

#### GRADUATION AND BEYOND

Tammy was paired with a wonderful 23-year-old woman, Jennifer Cabernoch. Jennifer has had muscular dystrophy since birth, and is wheelchair-bound. In just two weeks, Tammy had begun bonding with Jennifer, and at CCI graduation ceremonies, we officially presented Tammy to Jennifer. Although it had been several months since we had seen Tammy, she certainly hadn't forgotten us and was very happy to see us, as we were her.

We have wonderful memories of Tammy, kept fresh with pictures and letters from Jennifer, and we take great pride in her accomplishments. Now we are training a new puppy, California Gold, a purebred golden retriever. She travels to all Division 2 regattas with us, and is very comfortable on our Hobie 18. We'll have her until November, when she, too, will go off to puppy college.

It's a bit like being a teacher seeing your students off to the next grade. You hope you've prepared them for the future and you look forward with them to their exciting life ahead. And you know you'll miss them, too.

*Those interested in more information about CCI can write to: Canine Companions for Independence, National Offices, 4350 Occidental Road, P.O. Box 446, Santa Rosa, CA 95402-0446. ✉*



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<b>1983</b>	<b>Jan/Feb</b> Rules for the Beginner Rudder Maintenance
	<b>Nov/Dec</b> Sailing Strategy Reefing the 18 - Heavy Air
<b>1984</b>	<b>May/Jun</b> Understanding Rules I
	<b>Jul/Aug</b> Understanding Rules II
	<b>Sep/Oct</b> Understanding Rules III
<b>1985</b>	<b>Jan/Feb</b> Formula for Success More to Sailing than Tuning
	<b>Mar/Apr</b> Flying the Magnum Blocks
	<b>Jul/Aug</b> Tuning the 14
	<b>Sep/Oct</b> Flying the Super 18
	<b>Nov/Dec</b> Evolution of Hobie 17 Tuning the 16 - Beginners
<b>1986</b>	<b>Jan/Feb</b> Tuning the 14 Rules Before the Start
	<b>Mar/Apr</b> From Last to First 18 Performance
	<b>May/Jun</b> Hobie 17 Primer Staying Ahead
	<b>Sep/Oct</b> Anatomy of a Roll Tack
<b>1987</b>	<b>Jul/Aug</b> Hobie 14 Tips Regatta Management
	<b>Nov/Dec</b> Hobie 21 Introduction
<b>1988</b>	<b>May/Jun</b> Inside Hobie Hulls 21 Spinnaker Tips
	<b>Jul/Aug</b> Notes for 16 Performance
	<b>Sep/Oct</b> New Sailor Dictionary Successful Trapezing
	<b>Nov/Dec</b> Winter Sailing Spots Hobie 18 Tuning
<b>1989</b>	<b>Jan/Feb</b> Pleasure Sailing Hobie 21 Update
	<b>Jul/Aug</b> You Just Bought a Hobie. Now What?
	<b>Sep/Oct</b> Charterboating
<b>1990</b>	<b>Jan/Feb</b> COMPTIP™ Controversy
	<b>Mar/Apr</b> Spinnaker Pole vs. Bridle Sport Cat
	<b>Jul/Aug</b> Anatomy of an 18 Team Metcalfe
	<b>Sep/Oct</b> 16 Setup and Tuning
<b>1991</b>	<b>Jan/Feb</b> Boat Refurbishing Physical Conditioning
	<b>Mar/Apr</b> 1991 Division Book
	<b>May/Jun</b> Miracle 20 Hobie 17 Tuning - Part 1
	<b>Sep/Oct</b> Setting Your Sights to Win
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<b>1992</b>	<b>Jan/Feb</b> Hobie 16 - Part 2: Tuning
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# Tent City

## Stake Your Claim To A Great Sail Camping Experience

**D**o you recall the first time you camped out? It might have been on a muggy midwest night when your parents finally allowed you and your 8-year-old pals to set up a makeshift tent in the backyard. Banging the screen door, tearing in and out of the house on countless bathroom trips and forays into the kitchen after the rest of the family was asleep — it might not have been exactly Daniel Boone, but it nevertheless was your first real nighttime adventure, and it gave you a taste of the outdoors as it has existed from the beginning of time.

Remember the excitement (mixed in with a tantalizing bit of fear) of being outside — alooooooone — as the world turned totally dark? The peacefulness of watching the stars work their magic in a cloudless sky? The anticipation of holding your breath in hopes you'd see a shooting star? The wonderful smell of nature dawning anew as you awoke amid the morning dew?

Growing up doesn't mean you can't re-experience the thrills of your childhood. With a Hobie Cat, you even can add to them. Don't just go camping. Go sail camping.

### CAMPER SCAMPER

Cat camping opens a new world to the Hobie sailor, a world far beyond the fun of an afternoon cruise or a fast-paced race. It gives you the rare and wonderful opportunity to point your bows in one direction, sail until the sun sets, and remain as close to the water as a non-amphibian can, sleeping on a beach or even on your boat. It gives you the freedom to travel up and down any coast, in any cove ... as long as you are properly equipped.

### WHAT TO BRING

What should you take on your sail camping excursion? Everything necessary to keep you warm, dry, well-fed, well-hydrated, and most of all, safe. It's not likely you'll forget food and drink, but the prudent sail camper also should carry all safety devices required by the Coast

Guard and common sense.

To begin with, of course, don't even think of getting on board without one PFD per person. Additionally, on both long and short trips, get in the habit of considering an anchor, compass, flares, paddle, whistle, chart, weather radio, lights and EPIRB as part of your gear. First aid and emergency repair kits, a signal horn and small flotation rafts should be on your "To Bring" list, too.

If you're an extreme adventurer, such as Jeff McInnis sailing the Northwest Passage, you shouldn't leave shore without a LORAN set, Sat Nav, integrated auto pilot and perhaps radar to help ensure getting in and eventually out of that exotic sailing spot.

Even if you set sail on a calm summer morning, remember weather conditions can change with a rapid vengeance, so take the time to gather together the above equipment. It may add a few pounds to your boat, but it could save your life.

As for clothes, wet and/or dry suits are a must, if you're sailing in colder climes or in the evening. Don't forget about the hot sun beating down relentlessly throughout the day; suntan lotion, sunglasses, hats and plenty of drinking water are among the bare necessities. For Catters making camp on dog-day afternoons, insect repellent can save your skin and your sanity. (Some

bodies of water in late summer twilights cry out for a battery-powered bug zapper!)

Knowing that anything on a Hobie Cat can get wet, take your pick of the many racks, bags and storage devices available from the Hobie Parts & Accessories Catalog, through your local dealer. Some veteran sail campers swear by duffel-size neoprene bags with waterproof zippers. A cheaper solution may be the dry bags popular with white-water canoeists, which work great inside the hulls or inside a stronger bag strapped to the tramp. Plastic olive barrels make a strange sight to behold on a Hobie, but they are waterproof, and inexpensive to boot. There's no law against using plastic trash bags, either — just remember not to discard them or anything else in the water or on the shore. Littering a beautiful pristine area is a definite no-no.

In general, camping equipment depends on your budget and the climate. A decent outdoor store can outfit the camping-bound sailor with equipment much the same as a canoeist's or backpacker's, such as a propane stove, dome tent and freeze-dried tidbits. Bear in mind the less you carry, the faster you will go. Food-related items to consider bringing include soft coolers and hot-sealed plastic bags with pre-cooked food in serving portions.

By all means, avoid glass containers and other breakables.

### WHAT TO LEAVE BEHIND

Making sure you bring sufficient food, water and safety equipment on your sail camping trip is essential. Equally important is what you leave behind: a float plan. Being stranded in reality isn't all it's cracked up to be on Gilligan's Island, so before you set foot off shore, file a detailed float plan with the Coast Guard or at the very least with friends and family. If you change course during your journey, notify the proper people of the revision.

Don't just tell others where you are going; remind yourself. Sew or tape a plastic map window on the mainsail to keep your ever-important chart handy for quick review.

### CURL UP WITH YOUR CAT

Sleeping on your Cat can be awesome fun. It also can be awfully uncomfortable, unless you do it right. As sailing guru John Hackney advises, you easily can transform an inexpensive tarpaulin into a standard boom tent apparatus.

Using the main halyard to hold the boom off the tramp, with the





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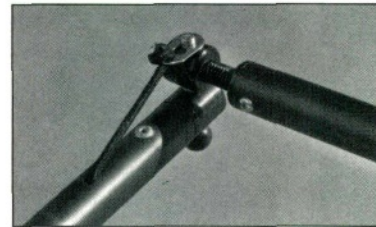
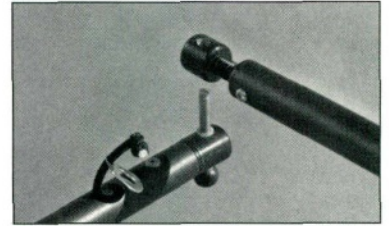
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## **Black Beauty Telltales — Don't Do Windows!**

Now you don't have to install telltale windows - Hobie Cat's Black Beauty telltale accomplishes the same goal. The high contrast of the black telltale against lighter color sail cloths allows viewing of the leeward telltale without a clear window. Less hassle, more visibility: Black Beauty.

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**July Special:  
10% Off!\***



## **Power Downhaul — Now It's Legit!**

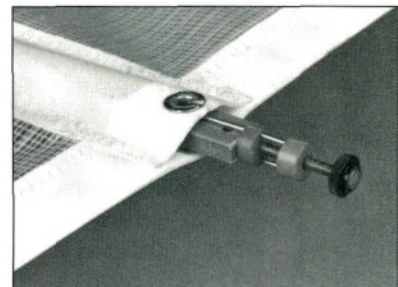
That's right - the popular Hobie 18 5:1 Power Downhaul is now class legal. This easy-to-install system includes a Harken "head knocker" that installs in the luff groove, with no drilling required, and swivels for easy downhaul adjustment on either tack. Racers who win know that downhaul is a critical sail shape adjustment. Add Power Downhaul to your Hobie 18 and be a winner.

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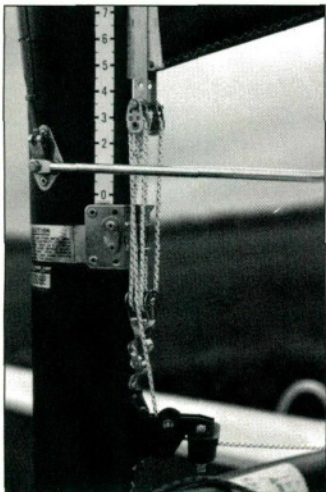
This is the best, most precise batten tension adjuster available. Tune your sail with precision and absolute repeatability.

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**DON'T GET BESTED,  
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**\*See your Hobie Dealer**





mainsheet holding the boom in the center of your Hobie Cat, drape the tarp over the boom. Tie it at the front and rear crossbeams (or other convenient location), and you're in business.

### TRAVEL LIGHT, BUT TRAVEL RIGHT

Whoever said you can't take it with you never has been sail camping with the experts. By planning ahead and making the best use of space, you can and should take all the essentials along.

"Now that we have assembled the right equipment, our Hobie sail camping is an absolute delight," announced Jeff McInnis in a *HOTLINE* article four years ago. More recently, as the brothers Joder camped on Baja California's steep rocky shores, with two lines holding back the boat from blowing into the sea, they wondered if they had gone too far back to basics. However they, like Mary Wells and Rick White sailing through the Everglades, realized the full enjoyment made possible by sail camping: the extended freedom to go where few have gone; to experience nature unsullied by civilization; to brave the elements; and (if you can erect the dome tent on your Cat quickly enough to keep out the salivating mosquitoes Mary Wells reported are waiting for Hobie sailors like incense-bearing supplicants at airports) to hold your own in the wild.

Although Wells and White later found a comfy campground where they could have spent the night, she concluded, "Then we would never have found out if it were indeed possible to put up a tent the size of the trampoline on the boat when it is surrounded by water."

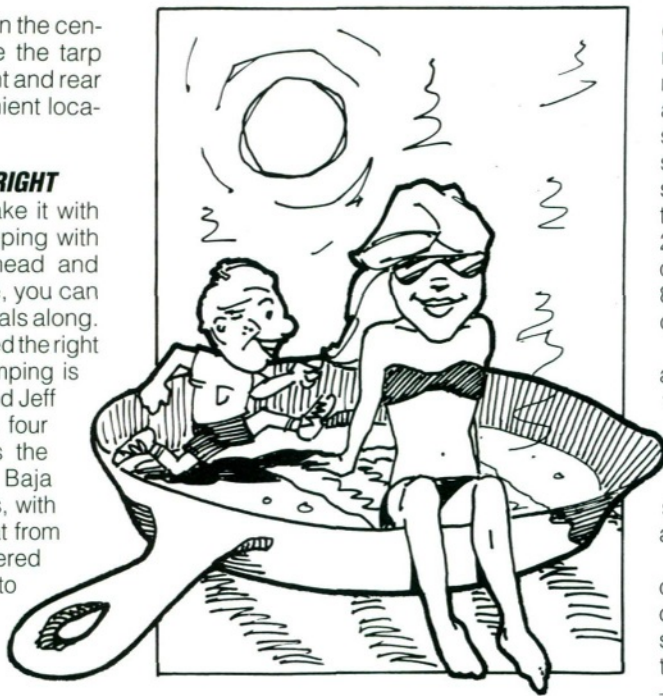
Therein lie the true challenge and opportunity of sail camping. On a lakeshore close to home; on the seas of a distant country: no matter where you sail camp, the journey leads you to find ... yourself.

## Practice Safe Sun

After a dreary winter, Hobie Catters look forward to a long, hot summer of sailing and perhaps sail camping. Although Americans today are inundated with warnings about sun-related skin and eye problems, when that first warm breeze of the season hits, even the more prudent among us are ready to throw all caution to the wind and hit the deck with little protection against the elements. Here are just a few reminders to keep you sailing in the sun for many happy, disease-free years to come.

### DON'T FLIRT WITH SKIN CANCER

Summer cooking can be a blast, but not when it's you on the barbecue. Remember the "Fry now, pay later" American Cancer Society billboards? Probably every sailor knows someone who's had to pay the price



## Summer cooking is not a blast when it's you on the barbecue.

for too much sun and too little protection.

Recent figures report one in six Americans will have a skin cancer during their lifetime. Many of these are malignant melanomas, the most deadly form of the disease.

Sun in and of itself is not bad; after all, it causes those winds to blow your Hobie sail and keeps the life cycle regenerating. Too much of a good thing can be harmful to your health, however. When UV rays hit exposed skin, the basal cells near the surface begin to swell and the local blood vessels dilate, causing sunburn. To help protect the skin, the body releases melanin, which thickens and toughens the skin, but also can start the process toward skin cancer. Beginning with sunburn, the steps along that potentially fatal path go through wrinkling, liver spots and ultimately, cancer.

UV rays have a cumulative effect, meaning people who suffer severe sunburns in their youth are prime candidates for skin cancer in later years. Some are more susceptible than others to the effects of UV radiation, but even very dark-skinned people who do not burn at all should approach the sun with discretion and protection.

If those lazy, hazy days of summer include full mornings and afternoons sailing in the sun, a good deal of prevention is in

order. Start off your summer with only a few minutes of sun exposure each day, remembering the hours from 11 AM to 3 PM are the most dangerous. Clothing offers some, but not full protection. Putting on a shirt after you burn magnifies the problem, so put it on first. Even shade is no guarantee, reducing some rays, but allowing about 25 percent to come through. Cloudy days offer much less protection — as much as 80 percent of UV rays can pierce the clouds and get under your skin.

The best protection? As with AIDS, it's abstinence. Since few of us are able or willing to stay out of the sun, however, the most important means of guarding against dire effects is generous use of an effective sunscreen; one with a high sun protection factor (SPF). Experts advise an SPF of at least 15.

Being particularly prone to the effects of the sun, sailors always should wear a hat or visor. Exercise care; at the first sign of sunburn, call it a day. And give your kids the gift that will keep on giving later in life — a healthy respect for the power of the sun and the damage it can cause.

### THE EYES HAVE IT

Most people are familiar with the possibility of sunburn from ultraviolet radiation. Not everyone realizes their eyes are sensitive to UV rays, also. Unlike the skin, the eye does not develop a tolerance to repeated exposure.

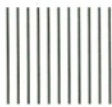
Sun-related problems range from minor eye irritation after a day of exposure to more serious growths on the white of the eye, bleaching of the retina, snow blindness and cataracts.

Sunglasses are of course an answer, but some may be the wrong answer. Certain types of over-the-counter sunglasses may do more harm than good, only protecting the eye from visible light and not from UV light, which is invisible. Since these inadequate products reduce the amount of visible light entering the eye, the pupil dilates, thus allowing more damaging UV light in. You'd be better off wearing no glasses at all.

Proper sunglasses, in addition to reducing brightness and glare and shielding the eye from wind and debris, provide optimum protection from UV radiation. Eye specialists recommend water-sports sunglasses should have a high or medium dark grey tint screening out 75 to 90 percent of light and offering a high-to-maximum level of UV protection. For safety's sake, they also should meet government impact-resistance standards, be free of distortion and imperfection, and be large enough to provide full protection, with frames that do not interfere with side vision. In other words, not the \$1.49 variety from Glasses R Us. *✍*



# Dealer Menu



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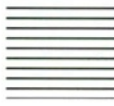
**Cat Park**  
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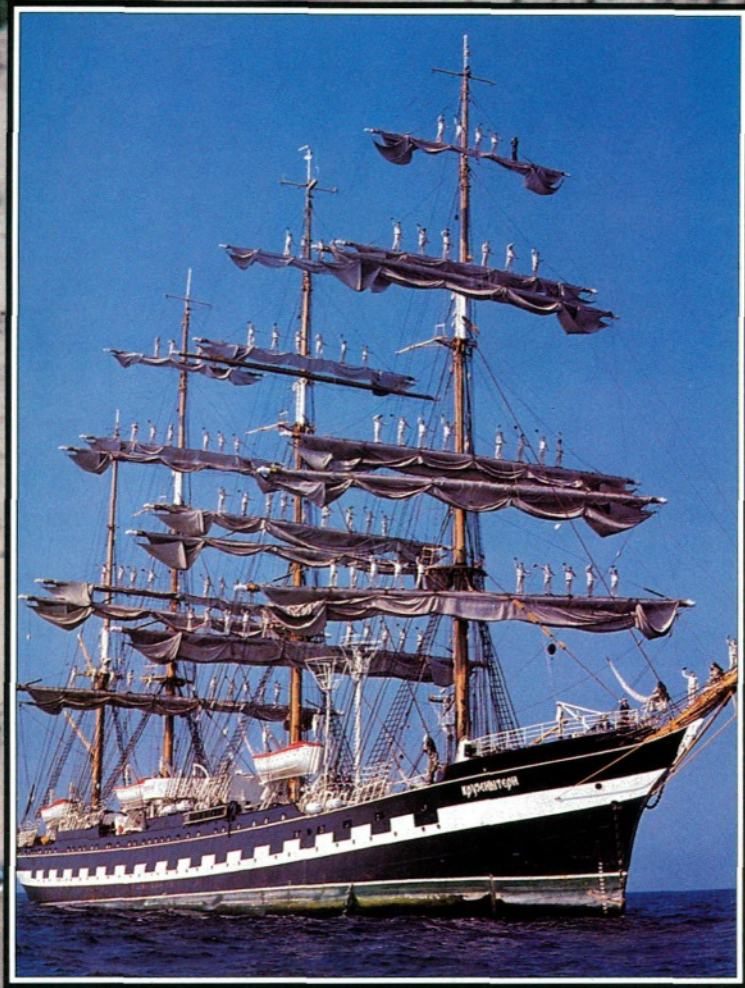


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HISTORY



# VIRGINIA IS FOR LOVERS, ESPECIALLY HOBBIE CAT LOVERS



To deprived souls who have never set foot in Virginia, this southern commonwealth may seem like just another state. However, to those who know her, she represents a land of extraordinary natural beauty and richly elaborate heritage, a state where the first permanent English settlement was established, the roots of the American Revolution were put down and more major battles of the Civil War were fought than in any other state.

Today, Virginia's appeals are as diverse as its geography and as abundant as its nearly four centuries of history. The state stretches from the Atlantic Ocean to the Blue Ridge and Allegheny Mountains, from glittering skyscrapers to meandering drives over tranquil, rolling roads. In-between are exciting cities, thrilling theme parks, the historic homes and villages of George Washington, Thomas Jefferson, Robert E. Lee and other famous Virginians, and as much recreational activity as you'd care to squeeze into a stay.

## Blue Ridge Mountain Highlands

If you enter the western tip of Virginia through Cumberland Gap, you immediately find yourself immersed in history. It was through this gap in the Appalachian Mountains that Daniel Boone carved out the Wilderness Road and opened up new frontiers to early American settlers. Driving in from farther north on I-64, you will find yourself in what some people say are the most beautiful mountains anywhere. While the youthful exuberance of the Rockies has long since eroded away for these grand old Blue Ridge Mountains, the more subdued terrain covered with fertile soils still inspires countless visitors each year. The lichens and evergreens of high altitudes have given way to lush canopies of hardwoods whose autumn colors are virtually impossible to describe with words. Water enthusiasts can raft the New River or visit Claytor Lake State Park for relaxing fishing and sailing.

## Shenandoah Valley

To the northeast, nestled within the Blue Ridge Mountains, is the 200-mile-long Shenandoah Valley. Named from an Indian word meaning "daughter of the stars," the area is renowned for some of the most beautiful scenery and restful resorts in America. Its beauty is more than just skin deep. Beneath these scenic vistas exists another world comprised of no fewer than seven glittering limestone caverns, which are open to the public and contain an unbelievable assemblage of underground streams, stalactites and stalagmites.

## Northern Virginia

The historical and cultural contrasts of northern Virginia span nearly three centuries. Within easy reach are skyscrapers and plantations, cobblestone streets and state-of-the-art highways, restored colonial homes and fashionable shopping centers. While sailing along the Virginia shoreline of the Potomac River, you can easily view George Washington's Mount Vernon, which serves as the centerpiece for a rich assortment of historic homes.

Virginia history is intimately linked to both the Revolutionary and Civil Wars. This region in particular is dotted with historical battlefields and Civil War sites. Among the best-known battles were those fought at Manassas and Fredricksburg, where exhibits and tours drive home the immense impact of this war on our nation as we know it today.

## Central Virginia

Central Virginia is home to some of America's greatest patriots. Scotchtown near Ashland was the home of Patrick Henry, who refused to sign the Constitution because it contained no Bill of Rights. Monticello, in Charlottesville, is the famous home of Thomas Jefferson, who expressed the preference on his tombstone that he be remembered for authoring the Virginia Statute of Religious Freedom and the Declaration of Inde-

BY WALLY PAROLARI





# THE OLDEST PART OF AMERICA IS A ROMANTIC LAND OF RESORT BEACHES, FAMOUS BATTLEFIELDS



MIKE EASON

pendence and founding the University of Virginia. Directly across a winding mountain road from Monticello is Ash Lawn-Highland, home of Jefferson's good friend and fellow president, James Monroe. Half an hour to the northeast is Montpelier, home of yet another president, James Madison, "Father of the U.S. Constitution."

For a change of pace, visitors can exit I-95 and be at Kings Dominion Theme Park in a matter of minutes. Stalwart sailors who claim to be immune to seasickness might try their hand at a few of the park's five roller coasters, including the brand-new, six-loop Anaconda.

Camping, fishing and boating opportunities abound throughout this region, particularly at the numerous state parks and major lakes such as Buggs Island, Lake Gaston and Smith Mountain.

## Eastern Shore

Many travelers from farther north choose to travel the Eastern Shore on their way to Virginia Beach. The Shore, as many people call it, consists of a 70-mile peninsula with quaint towns and 18 secluded barrier islands. This special world is bordered on the west by the Chesapeake Bay and on the east by the Atlantic Ocean.

To the north is the state of Maryland; to the south, the 17.6-mile Chesapeake Bay bridge-tunnel connecting the Eastern Shore with the city of Virginia Beach. An engineering marvel and tourist attraction in itself, this complex

consists of three bridge spans and four huge, man-made islands anchoring the two tunnel sections on the floor of the Chesapeake Bay.

Near the Virginia-Maryland border on the Atlantic side, the town of Chincoteague on Chincoteague Island offers superb seafood as well as numerous shops displaying hand-carved waterfowl decoys. The nearby island of Assateague is famous for its herds of wild ponies and the annual pony swim. During this festive event, wild ponies are rounded up by local "cowboys" and herded across a narrow channel to Chincoteague, where some of them are auctioned off as pets to good homes. The remainder swim back to the island, where they roam freely for another year.

To the west, stranded in the Chesapeake Bay and accessible only by ferry, is Tangier Island. Here, the commercial fishermen use boats as their primary means of transportation. Most still speak in heavy Elizabethan tones.

To the south, pristine barrier island beaches serve up rare and elaborate seashells to the infrequent visitor who manages to find his way through the expansive marshes by boat, the only means of arrival. Owned by a nature conservancy, the islands are protected from development, vehicular traffic and virtually all man-made impacts that would degrade their peaceful beauty and serenity. In return, they graciously protect the mainland from the occasional ravages of a stormy Atlantic and provide refuge for rare, endangered shorebirds

from all over the world. Popular with dedicated beachcombers and surf fishermen, this is a place where you can sit still on the beach and hear yourself think, a place where your footprints may be the first human steps in months, a place that will immediately soothe the most troubled mind.

On the mainland, the island's calming effect is reflected in the personalities of its residents. As you travel through the region, you'll pass through towns with Indian names such as Nassawodox, Kiptopeake, Pungoteague and Wachapreague. Populated mostly by hard-working farmers and commercial fishermen, these villages exude a character unique to the Eastern Shore.

## Tidewater and Hampton Roads

The oldest part of America is a romantic land of resort beaches, famous battlefields and historic cities; of horse-drawn carriages, victory monuments and elegant plantations. It is the home of colonial taverns, abundant water-related activities and some of the finest nautical and space museums in the country.

In the beginning, however, there was only Jamestown. In April 1607, the Susan Constant, the Godspeed and the Discovery ended what might be considered the first civilized long-distance sailboat race to end in Virginia Beach. On that spring day, 13 years before the Pilgrims landed at Plymouth Rock, the first permanent English settlers came ashore at Cape Henry. Today, we can only surmise what they must have witnessed — miles of white sand, rolling dunes, pine forests and brackish estuaries full of succulent oysters.

These same settlers, led by John Smith, then sailed inland up the James River to Jamestown where they established the first permanent English settlement. That world is recaptured in the still-standing old church tower and reconstructed church, in early foundations and unearthed streets. Nearby, visitors can experience full-scale replicas of James fort and the three sailing ships that brought those early settlers to a new world.

The waters off Cape Henry, where the Chesapeake Bay spills into the Atlantic Ocean, soon became a pathway for British merchant ships calling on America. Due to the treacherous nature of the waters, in 1720 the governor of Virginia called for a lighthouse to be built at Cape Henry. Not until 1774 did the King allow construction to begin. Shortly thereafter, work was halted because of





# AND HISTORIC CITIES; OF HORSE-DRAWN CARRIAGES, VICTORY MONUMENTS AND ELEGANT PLANTATIONS.



PHOTO COURTESY VIRGINIA DIVISION OF TOURISM

the Revolutionary War. Finally completed in 1791 and still standing, the lighthouse has become the symbol of Virginia Beach.

Not far from there is colonial Williamsburg, the largest restored 18th-century town in America. Here lie charming old taverns, colonial homes and stately public buildings such as the governor's palace. Every byway brings more adventure, with expert artisans demonstrating colonial crafts; producing barrels and baskets, candles and silver bowls as you watch.

From Williamsburg and Jamestown, the beautiful Colonial National Parkway leads to Yorktown, where the Revolutionary War ended and the United States began. Visitors can roam through the Victory Center and throughout the picturesque village of Yorktown, which celebrated its tricentennial in 1991!

Farther north, Virginia's northern neck, bordered by the Potomac and Rappahanock rivers, takes travelers to the birthplaces of George Washington and Robert E. Lee as well as to riverfront resorts, bay and river cruises and a vineyard.

### A State Of Perpetual Pleasure

The gently southern commonwealth of Virginia is a land of beginnings; a land without end. Lakes, rivers and the ocean ... a wealth of history ... presidential grandeur: Virginia is an altogether glorious place for our nation to have begun.

In the beginning there was Jamestown. In the end, there is all of Virginia to sample and enjoy.

*Portions of this article are reprinted, with permission, from the "Virginia is for Lovers" 1992 Travel Guide. To learn*

*more about this beautiful state or to request a copy of the publication, contact the Virginia Department of Economic Development Tourism Development Group, 1021 East Cary Street, Tower II, Richmond, VA 23219, (800) 786-2051. Or better yet, go there in person!*

## HOBIE AND VIRGINIA BEACH GO HAND IN (SINGLE) HAND

In 1972, when a small group of Hobie Cat owners in coastal Virginia decided to organize themselves into a sailing club, Hobie Fleet 32 was born.

Twenty years and hundreds of races later, Fleet 32, Inc. is still going strong.

This year, for the first time since 1978 when the 14 National Championship was held in our city, a major Hobie Cat regatta returns to the oceanfront of Virginia Beach. Scheduled to be held October 3-11, Fleet 32 and the city of Virginia Beach will be hosting the 1992 Singlehanded Nationals, an event which promises all of the racing and off-the-water entertainment you'll be able to stand.

### 1992 Hobie Singlehanded Nationals Begin October 3

The host location is the Clarion Resort and Conference Center. Featuring all oceanfront rooms and suites, a rooftop pool and tennis courts, a complete

health spa, a youth activity center and one of the finest restaurants in Virginia Beach, this facility offers a fabulous location at very affordable rates. Individuals wishing to rough it can take advantage of several campgrounds within minutes of the race site, including Seashore State Park on Chesapeake Bay.

Virginia Beach's oceanfront area is easily accessed by I-64 and the Virginia Beach - Norfolk Expressway. For air travelers, Norfolk International Airport is just 20 minutes away. See you there!





# LONG BEFORE THE WORLD HAD HEARD OF A HOBBIE CAT,



JACK EURE

## Back Bay National Wildlife

**Refuge** - Located in southern Virginia Beach, this 5,000-acre refuge of beach, woodland and marsh is a seasonal home for a wide variety of waterfowl. December and January are the best months to observe whistling swans, peregrine falcons, and bald eagles. Five miles south of Back Bay refuge is False Cape State Park, with maritime forests and dunes to walk along.

## WATER FUN

**Fishing** -The Virginia Beach area boasts some of the best saltwater fishing to be found on the east coast. Shorebound anglers, small-boat owners and serious bluewater fishermen are presented with ample opportunity to satisfy their urges. Beach and pier fishermen routinely catch large numbers of tasty spot, croaker, seatrout, flounder and bluefish. Small-boat fishermen who venture out into the lower Chesapeake Bay are often rewarded with the same fish as well as striped bass and cobia.

For the bluewater angler, truly large fish such as tuna, wahoo, dolphin and marlin are the target. How large are they? The state record blue marlin tipped the scales at 1,093-3/4 pounds!

Freshwater enthusiasts can pursue their recreation of choice on several local lakes or on Back Bay, the northern-most extension of a large inland waterway that includes Pamlico and Albemarle Sounds and connects with the Atlantic through Oregon Inlet in North Carolina.

**Surfing** - Several designated surfing areas along the resort oceanfront are available year-round. Once each year, the East Coast Surfing Championship takes over the oceanfront. Celebrating its 30th anniversary this year, the ECSC is the second-oldest continuous surf contest in the world! Long before the world had heard of a Hobbie Cat, Hobbie surfboards were being ridden to victory here in Virginia Beach.

**Sailing** - More sailing opportunities than you have time to hear about exist in the Virginia Beach area. With over 38 miles of beaches split between the Chesapeake Bay and the Atlantic Ocean, it's no wonder Virginia Beach lays claim to being the largest pleasure beach in the world! Not only does recreational off-the-beach daysailing run rampant, each sailing season is filled with numerous organized catamaran races running the gamut from small races to major events drawing from up and down the east coast. Here is a sampling of just a few of the more noteworthy events.

## DESPERATE FOR A GOOD TIME?

## RESORT TO VIRGINIA BEACH

A focal point of Virginia is the resort area of Virginia Beach. Covering 310 square miles and boasting over 38 miles of sandy beaches, Virginia Beach has become the most populous city in the state. Over 11,000 motel rooms beckon visitors, in addition to cottages, condominiums and campgrounds. Within a short drive of the area are numerous parks, museums and festivals.

### FACILITIES

#### The Virginia Marine Science

**Museum** - Located one mile south of the resort strip is one of the most educational and enjoyable museums you'll ever visit. It is comprised of 100,000 gallons of fresh and saltwater aquariums and numerous "touch tanks" where you can experience handling live sea creatures. Curious minds will revel in the many educational displays such as wave tanks actively demonstrating the seasonal changes in ocean wave patterns and their effect on beach profiles.

**The Mariners Museum** - Located an hour away in Newport News, this museum invites visitors to experience 3,000 years of maritime history. One of the most fascinating galleries is the Crabtree collection, consisting of 16

hand-carved vessels ranging from a primitive raft to a Venetian galleass decorated with 359 hand-carved figures depicting the evolution of boatbuilding in an unparalleled display of craftsmanship. The Age of Exploration gallery opened in March 1992 in conjunction with the quincentenary celebration of Columbus' voyage to the new world. Displays show how scientific and technological developments in shipbuilding, ocean navigation and cartography led to explorations of the 15th, 16th and 17th centuries. It's no wonder the New York Times called the gallery "the best maritime museum in the country."

**The Chrysler Museum** - This museum contains the works of masters such as Gauguin and Matisse as well as an 8,000-piece collection of historic glass. A sailing-oriented exhibit, "The Great Age of Sail," will be at the museum November 22, 1992 through January 17, 1993. Included will be paintings, photos, models and artifacts from the National Maritime Museum in Greenwich, England.

**Seashore State Park** - Located in the heart of Virginia Beach, this 3,000-acre park fronts on the Chesapeake Bay. It encompasses 27 miles of nature trails and is home to 500 species of plants.



# HOBIE SURFBOARDS WERE BEING RIDDEN IN VIRGINIA BEACH.



*Down the Bay* (May 22-24) - Just having completed its sixth year, this open class catamaran race is rapidly gaining an enthusiastic following. It begins just north of the Bay Bridge in Annapolis and ends approximately 150 miles south in Virginia Beach. Along the way overnight stops are required at Solomons Island and Windmill Point. Held in the relatively protected waters of Chesapeake Bay, this race gives the adventurous set a tiny taste of what the old days of the Worrell 1000 cat dash from Florida to Virginia Beach must have been like.

*Worrell Brothers Classic Points Regatta* - A Division 9 points regatta was held on June 6-7, along the resort strip, during the heat of the tourist season.

*Low Rent Regatta* (Labor Day) - Now in its 15th year, this regatta and three-day beach party was named as a result of condescending remarks directed at Bay sailors by some of the Virginia Beach oceanfront clique. Today, this event is undoubtedly the most popular cat race in Virginia. Each year, approximately 150 catamarans converge on Chesapeake Beach to participate in a LeMans-type beach start that launches serious racers and daysailors alike across the Bay and back along the Chesapeake Bay bridge-tunnel.

This popular race has only two rules: 1) Everyone leaves the beach on the same tack; and 2) There are no other rules! The festivities begin on Friday night with a monstrous party that seems to attract the entire city, despite the fact most residents have never been close to a cat with hulls instead of paws.

*ODU Challenge* (April 25) - As those of you who follow collegiate sailing are aware, Old Dominion University in Norfolk, Virginia has one of the winningest teams in America. To be more specific, since 1982 this team has won seven overall championships, including two in 1990!

A few years ago, some of the more confident members of Hobie Fleet 32 decided it would be entertaining to slap a recreational challenge on this team and see where it all ended up. A race was planned pairing an ODU team member with a Fleet 32 sailor. Every effort was made to keep team weight and total experience as equal as possible. In the morning, a series of races were run on FJs with Hobie skippers at the helm. After lunch and much heckling of several A-fleet Hobie skippers who managed to take a swim by inadvertently tacking their boats right out from under them, a second series of



PHOTO COURTESY VIRGINIA DIVISION OF TOURISM

races was run. Now the roles were reversed. The boats were Hobie 16s and the skippers, ODU team members.

Watching these young guys and girls sail, it was tough to believe they had never sailed Hobies before. From the first preparatory whistle, they showed as much enthusiasm and thirst for speed as you will ever see in a born-and-bred Hobie Catter. At the conclusion, all agreed an annual event had been born!

**Scuba Diving** - Several dive shops in Virginia Beach offer daily trips to WWII and other shipwrecks within Chesapeake Bay and nearby locales.

**Whale Watching** - Just this past year, an exciting new activity has become popular along the Virginia Beach coastline: whale watching! We're not talking bottlenose dolphin or pilot whales, but giant humpbacks within a mile or two of the shoreline and occasionally within the mouth of the Bay.

**19th Annual Neptune Festival** - Once a year, one million people come together for what has been billed as one of the biggest block parties on the east coast. It all happens in Virginia Beach.

Locals join with visitors to participate in this popular celebration, held this year from September 13 - 27. Many vacationers to our city plan their trip around this festival. An incredible variety of events is planned.


If there is a sport, the Neptune Festival offers a tournament: golf, volleyball and tennis tournaments are popular among participants and spectators alike. Other competitive events include the Sandman Triathlon, a surfing classic and

sailboat races, all celebrating the beach's seaside lifestyle.

For artists and art lovers, there is the Neptune Art and Craft Show, and the ever-popular Sandcastle Classic, a sand-sculpting contest requiring a little sand and a lot of imagination. Other events include an air show, country fair day, grand parade and a rousing fireworks display. The last three days of the festival are jam-packed with live entertainment, lots of food, and arts and crafts lining the boardwalk.

**Harborfest** - In early June each year, the neighboring city of Norfolk plays host to another major waterfront festival. Harborfest engulfs the Norfolk waterfront with entertainment, food and music. It's full of fun for everyone, with sailboat races, mock pirate battles, water shows, children's activities, a bounty of Chesapeake Bay seafood and one of the finest fireworks displays seen anywhere. From a sailor's perspective, however, the most awe-inspiring aspect has to be the magnificent tall ships gracing Harborfest from around the world.

## THE FUN IS CONTAGIOUS

CAUTION: Travelers to Virginia Beach who are subject to allergic reactions to sun, sand, good food, and/or good times should consult with their physician. Virginia Beach may be hazardous to your health! 



# Virginia Beach, Virginia

## SINGLEHANDED NATIONAL CHAMPIONSHIPS

### October 3 - 11, 1992

### Hobie Fleet 32, Inc.

**Location:** For water enthusiasts, Virginia Beach has it all: the Atlantic Ocean, the Chesapeake Bay, expansive estuaries and over 38 miles of sandy, sunny beaches. The host site for the race is the Clarion Resort and Conference Center located at 5th Street and Atlantic on the Oceanfront. Among other things, this fabulous location features all oceanfront rooms and suites, a rooftop pool and tennis courts and a full health club. Make your reservations early by calling the Clarion at 1 (800) 345-3186.

**Camping:** Camping is available approximately 2.5 miles away at KOA Campground (804) 428-1444 and Holiday Trav-L-Park (804) 425-0249.

**Air Travel:** Norfolk International Airport is located 20 minutes from the race site. Those of you planning to fly are encouraged to make reservations through Phil Garcia, CI Travel at 1 (800) 222-3577.

**Charter Boats:** While the race format is BYOB (bring your own boat), a limited number of boats will be available for charter on a first-come, first-serve basis. Sailors interested in chartering boats should contact Wally Parolari at (804) 463-6717 no later than July 15, 1992.

**Race Schedule:** Hobie 17

- Saturday - Registration
- Sunday/Monday - Qualifying races H17
- Tuesday-Thursday - H17 round robin
- Friday/Saturday - H17 championships
- Saturday Night - Awards Presentation

**Race Schedule:** Hobie 14/14T

- Tuesday - Registration
- Wednesday-Saturday - H14/H14T races
- Saturday Night - Awards Presentation

**Registration:** All competitors must preregister whether prequalified or not. Registration must be received prior to August 30, 1992 to avoid a late fee. Registration is \$175 (\$225 after August 30) and includes t-shirts, parties, lunches and awards banquet.

**Information:** Contact Wally Parolari (804) 463-6717 or Bernie Kania (804) 431-2621.



**1992 Singlehanded National  
Championships  
Registration Form**

Make checks payable to:  
**Hobie Singlehanded Nationals**

c/o Rebecca Chappell, Treasurer  
Hobie Fleet 32, Inc.  
1502 Royal Terrace  
Norfolk, Virginia 23509

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State \_\_\_\_\_ Zip \_\_\_\_\_

Home Phone \_\_\_\_\_

Work Phone \_\_\_\_\_

Class (circle one) 14 14T 17

T-Shirt size (circle one) S M L XL



# HOBIE RACING



GUY MOTTIL

## IN THIS SECTION

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

## JULY/AUGUST 1992

# MAJOR EVENTS

## MAJOR REGATTAS

### 1992

Sept. 9-13	<b>Hobie 16 Trapseat World Championship</b> Whiskeytown, CA	Mike Strahle	(916) 221-7197
Sept. 9-11	<b>Women's Worlds</b> Bear Lake, UT	Steve Phipps	(801) 451-5728
Sept. 13-19	<b>Hobie 16 National Championship</b> Bear Lake, UT	Steve Phipps	(801) 451-5728
Sept. 24-26	<b>USSA Alter Cup Championship</b> South Lake Tahoe, CA	Doug Skidmore	(619) 758-9100 X205
Sept. 28-30	<b>Hobie 20 National Championship</b> South Lake Tahoe, CA	Bonnie Hepburn	(619) 758-9100 X604
Oct. 3-11	<b>Hobie Singlehanded National Championships</b> Virginia Beach, VA	Bert Parolari, Jr.	(804) 463-6717

### 1993

Jan. 3-9*	<b>Hobie 16 World Championship</b> Gosler, Guadeloupe	Bernadette Loffreda	(33) 94.08.11.88
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\*Due to circumstances beyond the hosting group's control, prior dates have been changed.



# Right From The Start

## Jeff Alter Shares His Starting Techniques

BY WICK SMITH

*This is the first in a continuing series of interviews Racer's Edge will be conducting with several top Hobie Cat sailors in the country. This issue features an interview with Jeff Alter discussing his starting techniques. Jeff is a six-time U.S. National Champion and has placed among the top three in several world events. He has shown his ability to dominate a starting line at all levels of competition. We wanted to find out how he does it.*

### **R.E. What do you try to accomplish with your starts?**

J.A. I try to get the best start I can at the right end of the line. Observers of the America's Cup races realize that unless you have dominant boat speed, the start is about 80 percent of a race. Generally, I try to pick the right end of the line and go for THE start, not second best. Sometimes I do end up second best, which is better than being way back. I try for the ultimate start and whatever I end up with, I end up with. I'm usually pretty aggressive on the line.

The first step is to have a game plan for what you intend to do, whether it's starting at the leeward end or the committee boat end. I let my crew know what I am going to do as well. A lot depends on what side of the course you want to end up or which end of the line is favored. At that point, hit the line with some speed, which in many cases means starting from no speed. The trick is to sheet in a couple seconds prior to the guy next to you, so you get out ahead of him.

Some racers are better than I am at sighting the line. Several of them are middle-of-the-line starters. They get good starts in that area of the line. They are real good at popping off clean. I'm not real good at that.

I'm not suggesting my style of starting is the best way for everyone, but it's the most comfortable for me. I've been in many regattas where the middle of the line looks good and I've tried it, but that just doesn't work for me because I'm not good at it. I like to start at one of the ends. The drawback is that you are committed to one side. In the middle of the line, you have a little more flexibility.

### **R.E. What are the techniques for achieving a good start?**

J.A. Get familiar with the race committee if you can. Some RCs are very predictable as to how they will set the line. I don't base my start on these presumptions, but I do use it as a beginning point.

If I'm on a boat with a crew, I let the crew know before the start when I say in or out, I want the jib all the way in or all the way out. I want to be going full speed or fully stopped; nothing in-between. I want to be able to do both quickly. The jib really helps pull the bows off the wind when you have the boat going slowly at the start.

My experience with B and C fleeters is that they don't know how to stop the boat. They are very concerned with how to attain boat speed, but they haven't figured out how to stall and stop the boat on the line.

**W**hat are the reasons for Jeff's success as a starter? Practice, aggressiveness and his theory on the start being a huge portion of the race.

### **R.E. How do you get the boat stopped without going into irons?**

J.A. It's a lot easier on a boat with a jib than on a boat without one. With the jib, the crew can help control the bows by sheeting in to pull the bows off the wind and letting the jib out to allow me to bring the bows up into the wind. Also, the rudders jammed over hard will bring the boat up and stop it quickly. Stopping is a little easier on a Hobie 16 than on boats with a centerboard, because the outside of the leeward hull is a flat surface rather than curved to push against the water. In trying to stop the 17, you can't bring the bows up quite as far and you have to work harder to make it stay in one spot.

On any boat, stopping is something you have to practice. It is a combination of crew and skipper working with the jib, main and rudders to get going forward and then backing up and returning to your proper tack. You have to know how to get yourself out of irons without going onto port tack.

### **R.E. So having an understanding of backing the boat is just as important as being able to go forward?**

J.A. Yes, and backing also is an important skill in other areas, such as tacking in heavy air. All skippers should practice backing the boat using a buoy or mark. Sail up to it and attempt to back down in a straight line several times until you get the knack for steering the boat while backing up.

### **R.E. How do you determine if a line is port- or starboard-favored?**

J.A. There are a lot of different methods. I look to see which end of the line is closer to the eye (source direction) of the wind. (See Diagram for an example of a port- and starboard-favored line.) I do this by going head-to-wind on or near the line. I want the true wind, not the apparent wind. The boat must be still and there can be no other boats around me to accomplish this.

Once I make this determination, I then compare it to the line by extending my arms to help visualize the angle of the line. Whichever end is "closer" to the wind is the favored end at that moment. It is difficult to tell which end is favored on a nearly square line. On those lines, there is no real advantage to one end or the other. You should pick the end that will put you on the side of the course you want to be on, and that better suits your game plan.

### **R.E. How much difference does the size of the fleet make in your starting techniques?**

J.A. In small fleets, you don't want to be parked on the line with no one around you. The size of the fleet is a big variable in determining how much you need to park. In most cases, you want to hit the line with speed. On uncrowded lines, racers have a tendency to group together. There is no reason for this; unless they are all grouped up at the perfect place to start, they are creating their own problems. In this case, you usually can get close enough so your position doesn't matter that much. I would stay by myself as much as possible, and hit the line with as much speed as possible.

On a crowded line, I tend to get up to the line much earlier than most people. I like to be in the driving position to leeward of the rest of the fleet, and controlling it if I am going for the pin. I take this position on a port-favored line, typically getting up to the middle of the line early and letting the fleet come down to me. I try not to run the line prematurely, to leave as much distance as possible between me and the pin.

If two or three boats start coming down too early, they really are not doing themselves any favors. Sometimes you have to let those people go, knowing that they are too early and won't make it, or that you'll deal with them when you have to. You try to put the majority of the fleet behind you,



giving you more time to negotiate — up until the last second. I attempt to hold up the boats above me to make room to accelerate at the last second into the “hole” I have carved to leeward. If you can do this, you’ve done a great job and probably have won the start!

On a square or starboard-favored line, I want to start at the committee boat; which isn’t necessarily correct. I do it anyway, so if I get a bad start, I can tack out and get clear of the fleet. If you get a bad start at the leeward end, it’s almost impossible to get out of it. The middle of the line has some options, but you still have to duck a lot of boats getting out of a bad situation. I like sailing by myself. I don’t like sailing in crowds.

**R.E. Do you use the same technique starting at the starboard end as you do at the leeward end (getting there early and holding everyone up)?**

J.A. I try not to get there too early. Lots of skippers will go on down the line if you let them. You do have to make sure you are



early enough to get on the “front row” and not barge. This positioning requires a bit of finesse. You have to evaluate the situation and realize when to stick your head in there and hang out for a while. Then it REALLY is a parking job!

Sometimes you can use the technique of getting there a little late and hoping everyone screws up and leaves a tiny hole for you. This is a gamble. It works sometimes; other times may find you totally hemmed in amidst a huge pile-up.

**R.E. Do you use line sights (sighting through the committee boat and leeward pin to a point on shore to help see exactly where the starting line is)?**

J.A. No, but my brother (Hobie Jr.) does. Line sighting is more a middle-of-the-line starter kind of thing, and something I should do. Because I usually start at one end of the line or the other, I have a pretty good idea of where that line is. I know that my brother and others who are good at popping their heads out in the middle of the line use sights very effectively.

**R.E. Once the clock is down to 15 seconds before the start, what is most critical to you?**

J.A. I like my crew to be wearing a watch and count down from 10 seconds. I make sure I listen only to my crew, not to anyone on another boat. (Their count could be off and might distract you.) Remind your crew to ignore other countdowns as well, so he or she doesn’t get confused in the heat of battle.

If the race begins in trapping conditions, I hook into the trapeze at about three minutes prior to the start so I won’t have to worry about it at the last second. As I said earlier, I try to carve the hole below me in the last 30 seconds by holding up the boats to windward. With luck, any boats to leeward are working on down the line. Then I fend off whatever attackers I might have, and depending on my position, sheet in with about five seconds to go. I accelerate into the hole below me and hit the line with speed. At the gun, I concentrate on boat speed only. All other factors must take a back seat until everything settles down. I have my

crew look for over-early flags and other signals, so I can devote all my attention to the boat.

**R.E. There is an adage that says if you are not over the line once every ten races, you aren’t trying hard enough. Do you believe that?**

J.A. I believe racers sit back from the line too far. I don’t believe you have to be over. A lot of room exists if you are willing to take it. You have to play the fleet as well as the line. Many times, you can sit back with a bunch of boats, knowing they are well under the line. If you move up too early, you’ll draw them up with you. You should wait until the last second to move up, to avoid dragging other sailors with you.

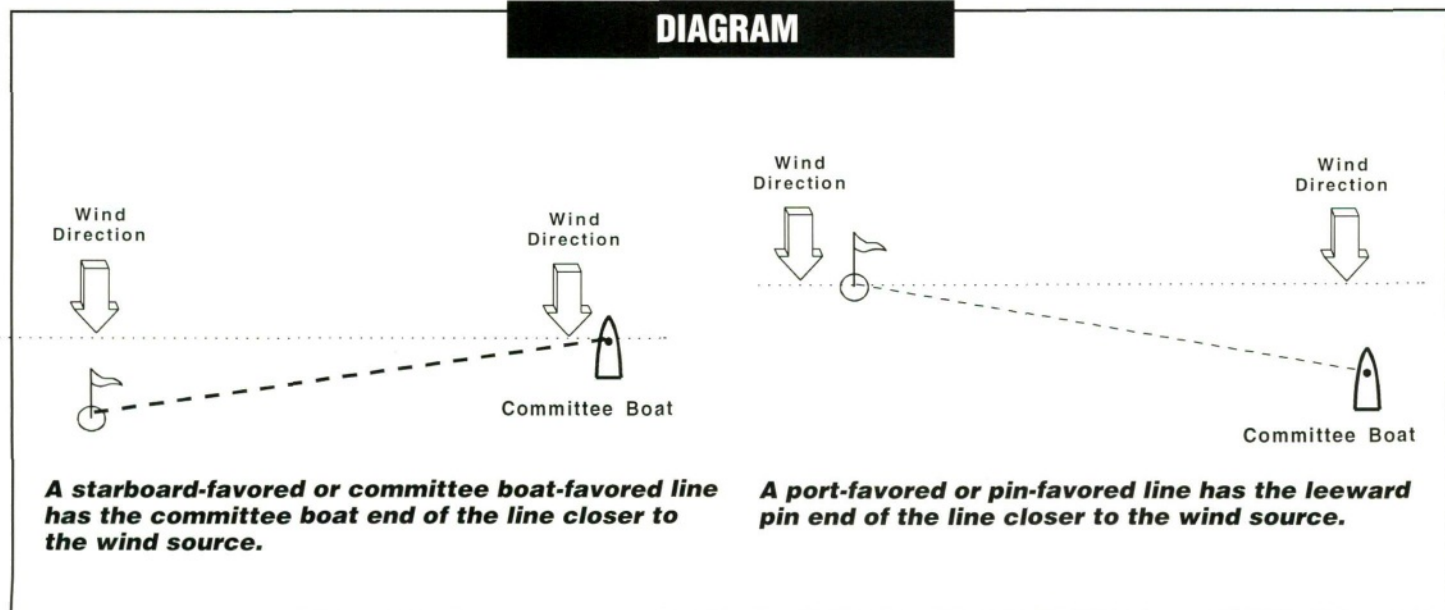
**R.E. In your earlier days, you started on port a great deal. You don’t seem to do that as much now. What are your thoughts on port starts?**

J.A. Trying a port start is never a good idea. Opportunities are there and available at certain times, if the line is very port-favored or if a current is sweeping the starboard tackers below the line. These are two legitimate reasons. Most racers attempt port starts because they get frustrated and say, “Screw it, let’s do it!” The other valid reason to start on port is if you get down the line early on starboard and can’t get out at the pin. You should bail out with 45 seconds to a minute to go and round the pin. Lay back a little and hit the pin full speed.

You also must know when to bail out if you aren’t going to make it. Nothing is worse than trying a port start and fouling the entire fleet at the leeward end of the line. If there’s not a hole at the pin, work your way back toward the committee boat and find a hole to squirt through.

If I’m the leeward boat on starboard, I’m going to try to shut the door on the port

## DIAGRAM





tackers and not let them out. Generally, as I said, port starting is not a good idea.

**R.E. Do you ever advise "barging" at the committee boat?**

J.A. You should never barge, period. If someone is trying to barge on me, and I have the ability to get them, they are going into the committee boat or they will end up on the wrong side of it. No one should ever have to let in bargers, acting illegally for their own gain.

You certainly can come in above the starboard layline to the committee boat, but it is risky because you have no rights and you may not have a hole open up at all.

**R.E. What about dip starts?**

J.A. You can dip start at any point on the line. I think they are kind of hairy. They usually create over-early situations and general recalls, so avoid using them. Often, guys will stay high and come driving down into the line, drawing the rest of the fleet out to where they are. You should retain the ability to be over early before the start and still dip back in. I do it sometimes; everyone does it occasionally.

**R.E. What do you do when you are buried at the start? How do you get out?**

J.A. I do whatever I have to do, including jibing in rare cases to get out of a buried situation. Basically, you look for some room to tack. You either pinch or drive or do

whatever it takes to create a space behind you to tack; you don't want to tack too close and foul anyone.

It is pretty easy to get out at the leeward end by footing out to obtain clean air. You lose some space to windward, but you can break free from the pack. Sometimes, your only choice is to tack and fight your way through the starboard tack boats.

At the committee boat end, you still have to create a hole. Most skippers usually panic and start looking around to discover when they can tack. On noticing the skipper's dilemma, fellow competitors should let them go. If you find yourself in this situation and other sailors refuse to let you in, do your best to create your own hole in which to tack.

**R.E. Is there anything special about starting alone on a 14 or 17?**

J.A. You need a crew! It's hard. You have so many lines to pull and no one to help. Usually, you come off the line with about 20 feet of line dragging in the water. It's a mess. The more organized you are, the better you do. Many times skippers come off the line worrying about their boat, trying to clean up a mess and not sailing fast. Get the boat moving first and then worry about the clean-up detail.

**R.E. What are the reasons for your success as a starter?**

J.A. Practice, aggressiveness and my theory on the start being a huge portion of

the race. Some very good sailors and racers who win many big regattas tend to work from behind and move up through the fleet. I like to start right up front. I think focusing on getting to the weather mark first is critical. I put more emphasis into that part of the race than most people. I don't see any reason to let anybody in front of me at that point.

**R.E. What advice would you give the average sailor to improve his/her starting techniques?**

J.A. You don't need a race committee to practice starts. There are buoys and other marks on all bodies of water.

Use a buoy as the leeward pin, and practice stopping the boat and accelerating. These techniques are the two keys to being able to position your boat where you want, when you want on the line.

Understanding the line and being on the line also are critical issues. A lot of guys are off dilly-dallying, and don't get up there quickly enough to achieve a good start.

*R.E. Thanks to Jeff for his insight into one of the toughest aspects of our sport! As this aggressive and fair-minded racer points out, there are no deep, dark secrets to starting. You have to be better at the basics than everyone else. Being able to carry out the fundamentals will take you a long way toward winning the start (and the race). **JK***

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Directions: From South—Lewes Ferry to Cape May, signs to Garden State Parkway, Exit 4B, East to Ocean Ave., South (right) to Primrose Rd.  
From North—Garden State Parkway, Exit 4B, East to Ocean Ave., South (right) to Primrose Rd.

Information & Pre-Registration: Hobie Fleet 443, 713 Dennisville Rd., Cape May Court House, NJ 08210. Doug Ackroyd 609-861-5674 or Rob Wagner 302-239-1739

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# IHCA REPORT

## A YEAR OF ACHIEVEMENT

BY JEFF AND LAURIE ALTER

**I**t's hard to believe we accepted the positions of Executive Director and Executive Assistant only one year ago. Over this time, many different goals set forth at the 1991 annual meeting in Italy have been attained, and several more have been set. The financial support received from Hobie Cat Europe, Hobie Cat USA and regional membership dues have been a great help in getting this new IHCA off the ground.

### Rules And Manuals

After a lot of hard work, we were able to compile and print 15,000 copies of the newly amended and ratified Hobie Class Association Rules Book, at virtually no cost to the IHCA. We achieved this by selling advertising space within the book itself. This innovative concept was very much needed, as no money was available to cover printing costs. The books have been distributed worldwide through the various membership programs recently initiated.

We also currently are completing the Race Management Manual, an 85-page document designed to help fleets run their regattas. We would like to thank Paul Ulibarri and Kim Kymlicka for their efforts in compiling this extensive and valuable information.

### IYRU Acceptance & Olympic Bid

Another product of our labors has been IYRU acceptance and ratification of the new IHCA Constitution and Rules for the first time since 1988. During this process, the IHCA officers established a great working relationship with the IYRU, which is crucial to the development of our class and to our quest to have the Hobie 16 designated the Olympic catamaran.

With reference to our Olympic campaign, we have mailed a 21-page color Olympic bid proposal to sailing federations in 96 nations, several sailing authorities and the Olympic Committee.

We have received letters of intent from Hobie Cat Europe and Hobie Cat USA for presentation to the Olympic Committee. The letters represent a commitment from the manufacturers for

full support on supplying boats, parts and any other needed items for the Olympics. This agreement fulfills a major requirement of the Olympic Committee.

We also have been informed that U.S. Sailing is recommending the Hobie 18 sailed by a co-ed team as its choice for the catamaran of record in future Olympics. Although the IHCA has been pursuing the Hobie 16 as the Olympic choice because it is the largest international one-design catamaran class in the world, we nevertheless are excited that U.S. Sailing also has recommended a Hobie Cat. Time will tell how the other nations vote on our proposal. The Hobie Cat Companies have agreed to supply boats for either the 16 or 18. We will keep you posted.

### Hobie 16 World Update

We are working with Hobie Cat Europe to finalize plans for the '93 Hobie 16 World Championship, January 3-9, in Guadeloupe. It is going to be an exciting round-robin event in a spectacular location. Hobie Cat Europe will supply brand-new boats for the event. A minimum of 12 guaranteed qualifying positions will be available. We look forward to seeing you there.


Prior to this event, an annual general meeting of the IHCA Council will be held. We invite all of you to attend.

### Communication Is Crucial

Over the past year, we have learned how essential it is to communicate with the entire International Hobie Cat Association throughout the world. We believe communication is the key element of a successful organization, and we are striving to keep all sailors informed of any changes or new ideas.

Our goal is to use the input received from sailors internationally to create a better organization. The most important thing you can do is write us with your comments and suggestions, and pass along information. Our current communications system relies upon the HOTLINE, regional representatives, and division and fleet officers to get information to the sailors. We want everyone in our organization to have an equal chance to participate in decision-making.

In closing, we want to thank the many individuals who have volunteered to take on the multitude of tasks and responsibilities connected with the IHCA.

This past year has been an exciting time for us, and we hope your 1992 sailing season is going great!! 

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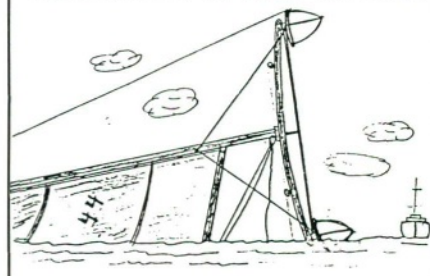
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277	Tom Crocker	Birmingham	205/252-4841	15	40 Joe Kuchenbuch	Richland	616/935-4579	10	134 Charlie Miller	Memphis	901/744-7552	15	
<b>ARIZONA</b>					58 Stoney Green	Jackson	517/529-9218	10	249 Bobby Scott	Nashville	615/459-3571	15	
66	Keith McClanahan	Phoenix	602/946-1003	2	108 Rich Devon	Muskegon	616/784-6176	10	<b>TEXAS</b>				
514	Tom Kirchner	Tucson	602/743-3580	2	117 Alan Bourdo	Shelbyville	616/673-5696	10	8 Jim Sykes	Galveston	713/780-1175	6	
<b>ARKANSAS</b>					144 Ric Blamer	Mt. Pleasant	517/773-9619	10	23 Fred Crowley	Dallas	214/867-2626	14	
145	Susan Langston	Ft. Smith	918/775-4522	14	519 Jim Kuk	Portage	616/322-4905	10	64 Randy Cowan	Austin	512/255-1467	6	
241	Jeff Oim	Little Rock	501/835-8041	14	<b>MINNESOTA</b>					91 Vic Franklin	Ft. Worth	817/732-5671	14
<b>CALIFORNIA</b>					52 Chuck Hildebrandt	Roseville	612/429-2653	7	99 Scott Kee	Corpus Christi	512/994-1816	6	
2	Ramone Stark	Grass Valley	916/273-4150	3	246 Wayne Thorson	Grand Rapids	218/326-3318	7	102 Mike Hardy	South Padre Island	512/630-1845	6	
3	Tom Materna	Long Beach	818/784-4500	2	<b>MISSISSIPPI</b>					128 Dave Eller	San Antonio	512/630-1267	6
4	Kaysie	San Diego	619/422-6990	2	70 Jimmy Brenner	Ocean Springs	601/497-5621	15	146 Dick Glidewell	Wichita Falls	817/691-6911	14	
15	Duey Englehardt	Oxnard	805/985-5594	2	278 Richard Shelton	Jackson	601/856-6823	15	161 Gene Hawkins	Bryan	409/268-3213	6	
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21	Steve Kiefler	Modesto	209/239-5416	3	123 Dan Hanson	St. Louis	314/878-7355	10	268 Gary Messersmith	Lubbock		14	
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62	Eric Pfister	Fresno	209/323-8061	3	<b>NEBRASKA</b>					457 Scott Beach	Brownwood	515/784-7004	6
167	David Bethell	Bakersfield	805/322-9178	2	192 Roger Hensler	Omaha/Lincoln	402/332-4104	7	486 Jim Bryant	Abilene	915/673-6589	14	
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194	Margaret Harris	Benicia	707/864-1352	3	51 Stan Wilkerson	Las Vegas	702/877-6922	2	<b>UTAH</b>				
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252	Bill Timms	Quincy	916/263-0979	3	209 Tom Sullivan	Gilford	603/293-8151	12	32 Jack Eure	Virginia Beach	804/255-4756	9	
259	Brett Dingerson	San Luis Obispo	805/541-6249	3	496 Cliff Parkinson	Seabrook	603/335-4476	12	196 Chris Bolton	Alexandria	703/550-0398	11	
281	Michael Britt	Santa Rosa	707/534-4030	3	<b>NEW JERSEY</b>					516 Tom Yorly	Washington DC	703/476-6853	11
537	Derek Hunt	Redding	916/244-7857	3	24 Wally Myers	Ocean City	609/390-8182	11	<b>WASHINGTON</b>				
<b>COLORADO</b>					65 Read Hayward	Plainsboro Bay	908/577-9537	11	14 Paul Ulibarri	Seattle	206/364-9938	4	
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<b>CONNECTICUT</b>					137 Ed Maley	Lake Hopatcong	201/627-8844	11	95 Annette Stuckey	Seattle	206/547-7479	4	
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<b>DELAWARE</b>					267 Tom Kimmel	Long Beach Island	215/644-8138	11	156 Tad Jones	Casper	307/472-4052	5	
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89	Martyn Wills	South Bend	219/234-6247	10	63 Bryan Rainbow	Norman	405/321-5112	14	311 J. Francois Bockell	La Baule, FRANCE			
126	Jim Kartz	Gary	219/844-8496	10	131 Phil Collins	Oklahoma City	405/721-0737	14	312 Thierry Monge	Hyeres, FRANCE			
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10	Gary Thomsen	Clear Lake	515/357-3528	7	432 Shirley Parma	Ponca City	405/762-3535	14	320 Jean Pierre Blaise	Ludres, FRANCE			
84	Roger Taha	Des Moines	515/262-9497	7	468 Boyd Bass	McAlester	918/426-4745	14	321 Guy Delmas	St Medard, FRANCE			
475	Terry LaRoche	Storm Lake	712/732-1074	7	<b>OREGON</b>					324 Etienne Mouthe	Marseille, FRANCE		
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219	Joe Corey	Paducah	502/443-6851	10	466 Tim Nixon	Pittsburgh	412/457-6448	16	354 Marcon Louis	Martigues, FRANCE			
<b>LOUISIANA</b>					<b>PUERTO RICO</b>					355 Robert Rives	Toulouse, FRANCE		
9	Glen Richard	Lake Charles	504/923-0320	6	133 Heriberto Martinez	San Juan	809/726-4325	13	357 Raymond Descatoire	Bondues, FRANCE			
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<b>MAINE</b>					53 Mike Groshon	Charleston	803/722-4272	9	347 Bernard Lion	Ajaccio, FRANCE			
231	Brian Borchers	Greater Portland	207/934-7166	12	141 Wade Potter	Columbia	803/788-5519	9	363 Francois Sangiardi	Paris, FRANCE			
<b>MARYLAND</b>					164 Shree Yongue-Kendrick	Clemson	803/855-2070	9	805 J. Jacques De Keyser	Halluin, FRANCE			
54	Dan Dietermyer	Baltimore	301/750-8760	11	174 Wayne Robinson	Myrtle Beach	803/626-8946	9	809 Laurent Bonnet	La Rochelle, FRANCE			
<b>MASSACHUSETTS</b>					520 Buzz Moore	Hartsville	803/332-6103	9	813 Francois X. Eveillard	Carnac, FRANCE			
28	Steve Latham	Bedford	508/993-0867	12	536 Marvin George	N. Augusta	803/279-5750	9	818 Laurent Larrourou	St. Maring, FRANCE			
					<b>SOUTH DAKOTA</b>					301 Dangel Manfred	Wolfrathshausen, GERMANY		



- 317 Detlef Mohr
- 318 Bernd Beilfub
- 319 Mathias Stender
- 327 Andreas Szameitai
- 334 Peter Jannack
- 332 Fritz Rudige Klocke
- 342 Gunther Konig
- 348 Wolf Ossner
- 349 Klaus Zuchel
- 350 Rainer Kellerman
- 351 K. Kuhlich
- 352 Manuel Weisbender
- 356 Hans Petter
- 360 Fritz Von Dornick
- 361 Jandeck Hartmunt
- 366 Ditrik Praetorius
- 373 Peter Mueller
- 374 Wolf Petrovicki
- 377 Thomas Stange
- 388 Folker Zinke
- 513 Frieder Niederquell
- 395 Heinz Welbers
- 398 Fiete Noack
- 803 Siegfried Tietz
- 323 Brian George
- 346 David Collett
- 804 Thursby Neil
- 806 Graham Sawyer
- 807 Jim Stag
- 816 Simon Morgan
- 816 Simon Morgan
- 814 Gilles Lefebvre
- 304 Rob Van Deursen
- 305 Bram Lussenburg
- 306 Nol Eitens
- 307 Jan Van Spellen
- 308 Jan Wijker
- 316 Martin Schuitema
- 325 Wim Bongers
- 330 Arthur Smit
- 343 Bram Van Straalen
- 353 Hans Kersseboom
- 378 Nico Olthof
- 380 Kees Snijders
- 382 Ernest Zwikker
- 390 Robert Heilbron
- 391 Milko Berben
- 819 Bram Sprij
- 179 Nick Elliott
- 302 Enrico Maltagliati
- 331 Eduardo Colosetti
- 337 Paolo Span
- 345 Gabriele Loy
- 358 Maurizio Juris
- 359 Maurizio De Rossi
- 375 Manciatl Francesco
- 383 Antonio Nocca
- 384 Vincenzo Baglione
- 389 Sergio Revello
- 800 Michael Wohl
- 802 Piero Dinucci
- 808 Marino Sandro
- 810 Anna Maria Rosalidini
- 811 Oscar Calzati
- 365 Didier Constant
- 314 Jacques Frei
- 46 Tony Teutenberg
- 69 Doug Hislop
- 471 Peter Chadwick
- 512 David Blazer
- 531 Lester Smith
- 550 Bill Thorpe
- 402 Colin F. Klappa
- 367 Cato Knem
- 420 Juan de Orbaneja
- 421 Ricardo Rovira
- 422 Santiago de la Ribera
- 423 Jose Rodriguez
- 424 Joan Torroella
- 425 Felipe Bellini
- 426 Ramon Piño
- 428 Pedro Garcia
- 429 Antonio Oriol
- 430 Antonio Muñoz
- 431 Rodolfo Ortiz
- 458 Adrian-Angel Viudes
- 459 Carlos Palau
- 460 Carlos Hernandez
- 483 Miguel Soldevila
- 326 Per Ahlberg
- 368 Thomas Nilsson
- 371 Stelen Tunhage
- 387 Rolf Haraldson
- 812 Lars Persson
- 310 Jean Philippe Privat
- 322 Thomas Muhlethaler
- 329 Walter Steiner
- 341 Werner Wittwer

- Hamburg, GERMANY
- Ritterhude, GERMANY
- Aachen, GERMANY
- Eutingen, GERMANY
- Hamburg, GERMANY
- Flensburg, GERMANY
- Morun/Sylt, GERMANY
- Pucheim, GERMANY
- Lechenich, GERMANY
- Velbert, GERMANY
- Herdecke, GERMANY
- Hiltscheid, GERMANY
- Nurnberg, GERMANY
- Kalkar, GERMANY
- Bergkamen, GERMANY
- Hemmingen, GERMANY
- Mendig, GERMANY
- Globusch, GERMANY
- Bremen, GERMANY
- Borkum, GERMANY
- Korbach, GERMANY
- Monchengladbach, GERMANY
- Berlin, GERMANY
- Friedrichshafen, GERMANY
- Cornwall, GREAT BRITAIN
- Houghton Cambs, GREAT BRITAIN
- Tynes & Wear, GREAT BRITAIN
- Nottinghamshire, GREAT BRITAIN
- Southampton Hants, GREAT BRITAIN
- London, GREAT BRITAIN
- Vassiliki Lenkas, GREECE
- Gosier, GUADELOUPE
- Le Heemstede, HOLLAND
- Hoekvan, HOLLAND
- Katwijkzee, HOLLAND
- Den Haag, HOLLAND
- Edmond A/Zee, HOLLAND
- Ja Wassenaar, HOLLAND
- Noordwijk, HOLLAND
- Vlaardingen, HOLLAND
- Gravezande, HOLLAND
- Naarden, HOLLAND
- Hemelingen, HOLLAND
- Vetserbroek, HOLLAND
- Assen (Drenthe), HOLLAND
- Wassenaar, HOLLAND
- Rotterdam, HOLLAND
- Rotterdam, HOLLAND
- HONG KONG
- Trevignano, ITALY
- Varedo, ITALY
- Aurisiana, ITALY
- Cagliari, ITALY
- Venezia Lido, ITALY
- Roma Lido, ITALY
- Orvieto, ITALY
- Gaeta, ITALY
- Palermo, ITALY
- Genoa, ITALY
- Meran, ITALY
- Formia, ITALY
- Pescara, ITALY
- Arezzo, ITALY
- Latina, ITALY
- Abidjan, IVORY COAST
- Noumea, NEW CALEDONIA
- Auckland, NEW ZEALAND
- New Plymouth, NEW ZEALAND
- Christchurch, NEW ZEALAND
- Wellington, NEW ZEALAND
- Tauranga, NEW ZEALAND
- Gisborne, NEW ZEALAND
- Lagos, NIGERIA
- Oslo, NORWAY
- Malaga, SPAIN
- Barcelona, SPAIN
- Hurcia, SPAIN
- Barcelona, SPAIN
- Girona, SPAIN
- Mallorca, SPAIN
- Valencia, SPAIN
- Cadiz, SPAIN
- Madrid, SPAIN
- Madrid, SPAIN
- Zaragoza, SPAIN
- Murcia, SPAIN
- Castellon, SPAIN
- Seville, SPAIN
- Alicante, SPAIN
- Vellinge, SWEDEN
- Sollentuna, SWEDEN
- Goteborg, SWEDEN
- Salen, SWEDEN
- Skovde, SWEDEN
- Geneva, SWITZERLAND
- Unterengstringer, SWITZERLAND
- Altenrhein, SWITZERLAND
- Echandens, SWITZERLAND

# NORTH AMERICAN REGION NEWS

## WOMEN'S HOBIE CAT RACING ASSOCIATION At 14

### Necessity Was The Mother Of This Invention

BY MARCI FORGRAVE

Can you believe that this year's Women's Worlds scheduled to take place September 8-11 on Utah's Bear Lake is actually the fourteenth consecutive women's championship event? That's right, every year since 1979 female Hobie Cat racers from hometowns far and near have traveled to a variety of great sites, matching skills to determine who will be crowned champion. At these events, I've had the pleasure of meeting some very special people, whom I feel fortunate to call my friends. I now know women not only from around the U.S. but also from countries such as South Africa, Canada, Great Britain, Australia, New Zealand and even Tahiti, as well as I know my neighbors.

The first Women's U.S. National Championship was held on Hobie 14s in 1979 at Lake Tahoe in Nevada. Paula Alter, Hobie's daughter, won the title. Since then the event, now known as the Women's Worlds, has grown to a competition level using both Hobie 16s and 18s.

Back in 1989, right around when Hobie Cat determined it no longer was able to subsidize major events, a few women racers decided it was up to us to make sure what had been built over the decade would be preserved and not sidelined. We felt it was necessary to create our own association. With the blessing of the NAHCA, Linda Leon, Jan Ketterman and I formed the Women's Hobie Cat Racing Association (WHCRA).

### Simply Successful

How did we do it? It was really quite simple. First, we compiled the names and addresses of all female competitors participating in national and world events over the years. Then, we produced a 30-page introductory WHCRA newsletter, drew up a questionnaire, and sent both pieces with a letter informing each and every woman on the list that she was instantly a member of the newly formed organization. No membership fee was required, anyone (even a man) could (and still can) join by sending in her name. Everyone was encouraged to contribute articles and photos to future newsletters.

The response from new members was overwhelming. A whopping 78 percent joined. Even though a lot of time and effort went into the project, it was completely worth it. The letters of enthusiasm, joy and encouragement we received made WHCRA organizers work even harder. We felt we had successfully provided women sailors with a multi-purpose communication link. Now, for the first time, thanks to the new WHCRA, women racers always would be well-informed of goings-on in the circuit.

### Instant Formula Leads To Lasting Success

From the beginning, the WHCRA has assisted by providing information and encouragement through clinics that help women train for upcoming events. WHCRA involvement also has led to an increase in women's teams entering local regattas. In fact, a WHCRA member, Juli Inventasch, won 16A at Midwinters East this year!

The WHCRA exists primarily to provide a voice from and for women; junior sailors and new Hobie enthusiasts as well as experienced female racers. It's that simple. Each Hobie division has its own WHCRA representative. Their efforts will always be direct and their policy will remain simple. Just the way Hobie Alter Senior said it should be.

Have a happy and healthy Hobie day!

*The WHCRA will be happy to locate a crew, skipper, boat or transportation to the upcoming Women's Worlds. If you would like information about this event or anything to do with women's Hobie racing, write to: WHCRA, 1220 Rosecrans Street, San Diego, CA 92106. ✕*



## REGATTA SCHEDULE

### DIVISION 1

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
6	July 18-19 1992	Froome Boating Co. Regatta, Kualoa, HI	Dean Froome	808/261-2961
6	July 25-26 1992	Haleiwa Regatta Haleiwa, HI	Chris Chesley	808/262-2477
6	Aug. 1-2 1992	*Division 1 C/Ship Kaneohe, HI	Chris Chesley	808/262-2477
6	Aug. 15-16 1992	Kaneohe Regatta Kaneohe, HI	Dave McFaul	808/946-3361
6	Sept. 19-20 1992	Kualoa Regatta Kualoa, HI	Dan Williams	808/531-6373
6	Oct. 17-18 1992	*Duke Kahanamoku Regatta, Waikiki, HI	Chris Chesley	808/262-2477

### DIVISION 2

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
167	July 11-12 1992	Woffard Heights Lake Isabella, CA	David Bethel	805/322-9178
259	July 18-19 1992	CA State C/Ship Alva Beach, CA	Brett Dingerson	805/541-6249
4	Aug. 1-2 1992	Todos Santos Regatta Ensenada, Mex.	Ross Tyler	619/268-0125
30	Aug. 15-16 1992	Women's Perris Regatta Lake Perris, CA	Dan Veenbass	714/987-2256
3	Aug. 22-23 1992	16 Divisionals Long Beach, CA	Bruce Fields	213/540-9629
3	Aug. 29-30 1992	17 & 18 Divisionals Long Beach, CA	Tom Materna	818/784-4500
15	Sept. 26-27 1992	Blue Water 12 Ventura, CA	Tim Olsen	805/659-4489
514	Oct. 17-18 1992	Piñata Regatta Puerto Peñasco, Mex.	Dean Zimmerman	602/795-3632

### DIVISION 3

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
17	July 11-12 1992	Whitecaps Regatta Union Valley, CA	Kit Wiegman	916/736-0647
259	July 18-19 1992	CA State C/Ship Avila Beach, CA	Brett Dingerson	805/541-6249
62	Aug. 8-9 1992	Mile High Regatta Huntington, CA	Eric Pfister	209/323-8061
194	Aug. 22-23 1992	Round Treasure Island Alameda, CA	Margaret Harris	707/864-1352
20	Sept. 19-20 1992	Railroad Regatta Woodward, CA	Steve Lawlor	408/257-5983
537	Oct. 10-11 1992	Twisted Skippers Whiskeytown, CA	Derek Hunt	916/244-7857
222	Nov. 7-8 1992	Turkey Regatta Monterey, CA	Allan Houser	408/394-7661

### DIVISION 4

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
214	July 4-5 1992	Harrison Lake Regatta Harrison, B.C., CAN	Steve Jung Dieter Cramer	604/263-1347 604/526-7176
37	July 18-19 1992	Sudden Valley Regatta Bellingham, WA	Zop	206/773-3291
Div. 4	Aug. 8-9 1992	Lake Quinalt Regatta Quinalt, WA	Stan Breed	503/698-6307
95	Aug. 22-23 1992	Westport Regatta Westport, WA	Annette Stuckey	206/547-7479
72	Sept. 5-6 1992	Skamokawa Regatta Skamokawa, WA	Jim Williams Peter Nelson	503/357-8861 206/772-2951

### DIVISION 5

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
61	July 3-5 1992	*Bun Burner Lake McConoughy, NE	Thom Larsen	303/979-4348
48	July 4-5 1992	*Independence Day Sail Storrie/Heron (TBD), NM	Thomas Cox	915/751-0373
156	July 18-19 1992	Div. 5 Championships Glendo, WY	Tad Jones	307/472-4052
48	July 18-19 1992	*Zen Sailing Storrie, NM	Thomas Cox	915/751-0373
61	Aug. 1-2 1992	Standley Lake Regatta Denver, CO	Bill Gerblick	303/798-3484
48	Aug. 1-2 1992	*Wine & Cheese Party Elephant Butte, NM	Thomas Cox	915/751-0373
61	Aug. 15-16 1992	Dillon Regatta Lake Dillon, CO	Ray Flores	303/843-0234
48	Aug. 15-16 1992	*Midnight Sail Storrie, NM	Thomas Cox	915/751-0373
48	Sept. 5-6 1992	*Labor Day Fun Races Heron, NM	Thomas Cox	915/751-0373

67	Sept. 8-11 1992	Women's Worlds Bear Lake, UT	Steve Phipps	801/451-5728
67	Sept. 12-22 1992	Hobie 16 Nationals Bear Lake, UT	Steve Phipps	801/451-5728
48	Sept. 19-20 1992	*Hull Flying Contest II Elephant Butte, NM	Thomas Cox	915/751-0373
48	Oct. 3-4 1992	*Hunt for Red Octohobie Elephant Butte, NM	Thomas Cox	915/751-0373
48	Oct. 24-25 1992	*Octohobiefest Elephant Butte, NM	Thomas Cox	915/751-0373

### DIVISION 6

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
407/64	July 11-12 1992	Mid Summer Classic Lake Somerville, TX	Ron Wreyford	713/288-1248
99	July 25-26 1992	Sand Dunes Regatta Port Aransas, TX	Scott Kee	512/9941816

### DIVISION 7

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
52	July 11-12 1992	Bald Eagle Regatta White Bear Lake, MN	Debbie Swanson	612/738-1976
149	July 18-19 1992	Mardi Gras Regatta Lake Perry, KS	Dan Calvert	816/356-8047
59	July 19 1992	*Fellows Lk Poker Run Fellows Lake, MO	Carl Votaw	417/865-4230
532	July 24-26 1992	No. American Regatta Lake Sakakwea, ND	Stephen Hoetzer	800/437-2077
291	Aug. 1-2 1992	Old Timer Regatta Yankton, SD	Debbie Swanson	612/738-1976
192	Aug. 8-9 1992	*Fleet Regatta Branched Oak Lk, NE	Roger Hensler	402/332-4104
273	Aug. 15-16 1992	St. Louis Blews St. Louis, MO	Tom Burrows	314/837-5823
84	Aug. 22-23 1992	Division C/Ship Des Moines, IA	Roger Taha Jim Sohn	515/224-5328 515/255-4307
59	Sept. 19 1992	*Fellows Lake Regatta Fellows Lake, MO	Carl Votaw	417/865-4230
149	Sept. 26-27 1992	*Pitchpolecat Regatta Lake Perry, KS	Steve Sterner	913/287-2357
192	Sept. 26-27 1992	*NE State /Ship Branched Oak Lk, NE	Roger Hensler	402/332-4104
59	Oct. 3-4 1992	*Long Distance Race Stockton Lake, MO	Carl Votaw	417/865-4230
273	Oct. 3-4 1992	*MO Governor's Cup St. Louis, MO	Tom Burrows	314/837-5823

### DIVISION 8

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
127	July 25-26 1992	Devil's Triangle Regatta Ft. Pierce, FL	Tom Sutterfield	407/461-7912
80	Aug. 15-16 1992	Summer Sizzler Daytona Beach, FL	Sprae Briggs-Gray	904/767-0243
5	Aug. 29-30 1992	Div. 8 Championships St. Petersburg, FL	Wade McPherson	813/541-2310
11	Sept. 12-13 1992	Orlando by-the-Sea Daytona Beach, FL	Bob Mackey	904/898-3179
36	Nov. 7-8 1992	Miami Regatta Miami, FL	Paul Moe	305/858-1343

### DIVISION 9

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
101	July 11-12 1992	Div. 9 Championships Wrightsville Beach, NC	Alan Held	919/799-8030
191	Aug. 15-16 1992	Kool Cats Regatta Wrightsville Beach, NC	Dan Jarrett	919/272-3478
154	Sept. 19-20 1992	*Middle GA Hobie Open Lake Blackshear, GA	Bruce Miles	912/923-6721

### DIVISION 10

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
501	July 11-12 1992	Grand Lake Celina, OH	Doug Wilkins	419/586-6114
115	July 18-19 1992	Lake Michigan Chicago, IL	John Cifelli	708/754-1334
None	Aug. 3-5 1992	*Lake Erie Put-In-Bay, OH	Jim Frederick	419/634-2691
218	Aug. 8-9 1992	Lake Erie Mentor, OH	Pam Suhan	216/974-1982
519	Aug. 15-16 1992	Div. 10 Championships Ludington, MI	Dave Stiemsma	616/323-2822
85	Sept. 12-13 1992	Alum Creek Columbus, OH	Mike Flanagan	614/764-1351
123	Sept. 19-20 1992	Lake Carlyle Carlyle, IL	Terry Allen	618/398-1087

\*Non-points regatta



## REGATTA SCHEDULE

199 Oct. 10-11 Crab Orchard Lake Gordon Isco 618/457-8702  
1992 Carbondale, IL

### DIVISION 11

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
250	July 4 1992	*Miss Liberty Cup Race Atlantic Highlands, NJ	John Sullivan	908/566-1247
54	Aug. 15-16 1992	*Special Olympics Elk Neck State Park, MD	Dan Dietermyer	301/750-8760
443	Aug. 29-30 1992	Wildwoods Classic Wildwood Crest, NJ	Doug Ackroyd	609/861-5674
250	Sept. 12-13 1992	Sandy Hook Regatta Atlantic Highlands, NJ	John Sullivan	908/566-1247
196	Sept. 19-20 1992	Upper Potomac C/Ship Leesylvania State Park, VA	Chris Boltol	703/550-0398
54	Oct. 3-4 1992	Gunpowder II Regatta Chase, MD	Dan Dietermyer	301/750-8760

### DIVISION 12

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
109/143	July 18-19 1992	NE Area C/Ship East Islip, NY	Jim Matthews	516/472-3927
28	July 25-26 1992	The Buzzard Divisionals New Bedford, MA	Steve Latham	508/993-0867
231	Aug. 15-16 1992	Main State C/Ship Old Orchard, ME	Greg Harwood	207/622-1105
56	Sept. 12-13 1992	Long Island Snd C/Ship Westport, CT	Amy Maynard	203/838-1722
496	Sept. 19-20 1992	MA State C/Ship Salisbury, MA	Cliff Parkinson	603/335-4476
448	Sept. 26-27 1992	RI Fall Classic Narragansett, RI	Christopher Brosco	401/434-2164
31	Oct. 10-11 1992	CT State C/Ship Brookfield, CT	Cliff McCarty	203/740-8318

### DIVISION 13

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
133	July 11-12 1992	Summer Fest Regatta Ocean Park, PR	Enrique Figueroa	809/727-0883
133	July 19 1992	*Sunday Series Ocean Park, PR	Enrique Figueroa	809/727-0883
133	Aug. 8-9 1992	North Coast C/Ships Vega Baja, PR	Enrique Figueroa	809/727-0883
133	Aug. 23 1992	*Sunday Series Isla Verde, PR	Enrique Figueroa	809/727-0883
133	Sept. 5 1992	*Sunday Series Isla Verde, PR	Enrique Figueroa	809/727-0883
133	Sept. 19-20 1992	Discover the Caribbean Ponce, PR	Enrique Figueroa	809/727-0883
133	Sept. 26-27 1992	Discover the Caribbean Ponce, PR	Enrique Figueroa	809/727-0883
133	Oct. 5-6 1992	Frank Amaru Cup Ponce, PR	Enrique Figueroa	809/727-0883
133	Oct. 31-Nov. 1, 1992	Halloween Regatta Puerto del Rey, PR	Enrique Figueroa	809/727-0883
133	Nov 14-15 1992	Back to Puerto Puerto del Rey, PR	Enrique Figueroa	809/727-0883
133	Dec. 5-6 1992	Christmas Ball Regatta Puerto del Rey, PR	Enrique Figueroa	809/727-0883

### DIVISION 14

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
27	July 11-12 1992	Prairie Regatta Wichita, KS	Jon Tiger Ron Means	316/648-9191 316/721-3068
25	Aug. 1-2 1992	*OK Championships Tulsa, OK	Mark Benge Kenny McIntosh	918/451-2190 918/224-6573
27	Aug. 15-16 1992	Cat Chase Regatta Wichita, KS	Jon Tiger Ron Means	316/648-9191 316/721-3068
23	Sept. 19-20 1992	*1992 Sail Fair The Colony, TX	Fred Crowley Billy Hodge	214/867-2626 214/276-6412
91	Sept. 26-27 1992	Cowtown Cats Ft. Worth, TX	Vic Franklin Wayne Might	817/732-5671 817/581-6222
23	Oct. 10-11 1992	Dallas Regatta Lake Texoma, TX	Fred Crowley Billy Hodge	214/867-2626 214/276-6412

### DIVISION 15

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
178	July 18-19 1992	*Hobie For Heart Ft. Walton Beach, FL	Steve Essig	904/897-1124
178	Sept. 19 1992	*Round the Island Ft. Walton Beach, FL	Nanette Bell Steve Essig	904/678-6702 904/897-1124
134	Sept. 26-27 1992	Broken Mast Regatta Lake Arkabutla, MS	Andy Humphries Charlie Miller	901/523-5576 901/744-7552
249	Oct. 10-11 1992	Panama Reds Rum Run Nashville, TN	Bobby Scott John Sheridan	615/459-3571 615/321-5639

120 T.B.A. Panama City Regatta Mike Wilson 904/235-2823  
1992 Panama City, FL Robert Self 904/763-7539

### DIVISION 16

FLEET	DATE	EVENT/LOCATION	INFORMATION CONTACT NAME	PHONE NO.
119	July 11-12 1992	Wendt Beach Regatta Angola, NY	Bob Kaine	716/947-4886
KCC	July 18-19 1992	Kingston Regatta Kingston, Ont, CAN	Nick Elliot	613/545-7790
295	Aug. 1-2 1992	Hamlin Beach Regatta Rochester, NY	Dave Mortenson	716/383-8631
238	Aug. 15-16 1992	Sacandaga Regatta Northville, NY	Mike Hands	518/664-8030
404	Aug. 22-23 1992	*Shore 64 Erie, PA to Dunkirk, NY	David Block	716/549-3628
74	Aug. 29-30 1992	Last Chance Regatta Whitby, Ont, CAN	Tyler Cobbett	416/492-1517
404	Sept. 12-13 1992	North Americans Hamburg, NY	David Block	716/549-3628
183	Sept. 19-20 1992	*Ben-Hur Etobicoke, Ont, CAN	Stuart Crabbe	416/272-1198

### INTERNATIONAL

DATE	NAME/LOCATION	INFORMATION CONTACT NAME	PHONE
July 2-6 1992	1st Vassiliki Classic Levks	IHCA Europe	94.08.11.88
July 3-5 1992	Campionat Catalunya C.N. Sitges, Spain	Lluis Fernandez	34.3.725.46.65
July 4-5 1992	Fleet Regatta La Cadena, France	Patrice Vivient	33.94.08.11.88 33.94.38.63.08
July 4-5 1992	Gromitz Cup Gromitz, Germany	Erwin Ocklenburg Thorsten Wycisk	49.23.53.47.41 49.41.81.39.149
July 4-5 1992	Point Regatta Attersee, Austria	Thomas Waller Wolfgang Malatschek	43.222.804.56.55 43.222.22.24.74
July 4-5 1992	Cat Open TT Bognor Regis, Great Britain	Roy Campbell	44.243.551.613
July 4-8 1992	European Youth Spa Newport, Belgium	Patrick Demesmaeke	32.50.62.07.52
July 10-13 1992	Raid Helsinki-Hanko Helsinki, Finland	Martin Hildebrand	358.0675.084
July 11-12 1992	Sail Boat C.N. Benicasim, Spain	Lluis Fernandez	34.3.725.46.65
July 11-15 1992	French National Erquy, France	Patrice Vivient	33.94.08.11.88 33.94.38.63.08
July 11-12 1992	Priulla Cup Palermo, Italy	Carlo Lepscopy Benii Bozano	39.6.379.1210 39.185.62.602
July 11-12 1992	Week End Hobie Cat Geneva, Switzerland	Pierre Alain Besuchet	41.21.824.12.57
July 11-12 1992	Belgium National Oostende, Belgium	Patrick Demesmaeker	32.50.62.07.52
July 14 1992	Fleet Regatta Martigues, France	Patrice Vivien	33.94.08.11.88 33.94.38.63.08
July 17-19 1992	Nacional Hobie Cat La Manga, Spain	Lluis Fernandez	34.3.725.46.65
July 17-19 1992	Fleet Regatta Marstrand	IHCA Europe	94.08.11.88
July 18-19 1992	Semana del Mar C.N. Castelldefels, Spain	Lluis Fernandez	34.3.725.46.65
July 18-19 1992	5th Multilaro Gravedona, Italy	Carlo Lepscopy Beni Bozano	39.6.379.1210 39.185.62.602
July 18-19 1992	Fleet Regatta Ste. Marie/Mer, France	Patrice Vivient	33.94.08.11.88 33.94.38.63.08
July 18-19 1992	Champions of Champs South Shields, Great Britain	Roy Campbell	44.243.551.613
July 24-26 1992	Dutch Nationals Katwyk, Holland	Martin Schuitema Hans Van Nes	31.17.15.12.834 31.17.19.19.451
July 25-26 1992	Seefestregatta Vilstalsause, Germany	Erwin Ocklenburg Thorsten Wycisk	49.23.53.47.41 49.41.81.39.149
July 25-26 1992	Gorey Regatta Gorey, Channel Islands	Barry Jenkins	44.534.59.990
July 25-26 1992	East Coast Piers Race Marconi SC, Great Britain	Roy Campbell	44.243.551.613
July 27-Aug. 8 1992	European HC 16 Katwyk, Holland	Martin Schuitema Hans Van Nes	31.17.15.12.834 31.17.19.19.451
Aug. 1-2 1992	Territorial Levantina C.N. Benicasim, Spain	Lluis Fernandez	34.3.725.46.65
Aug. 1-2 1992	Nordseecup Wyk Foehr, Germany	Erwin Ocklenburg Thorsten Wycisk	49.23.53.47.41 49.41.81.39.149
Aug. 1-2 1992	333 Cup Middelfart, Denmark	Nina Martinussen Gunhild Hutter	45.64.40.31.38 45.3129.86.00
Aug. 2 1992	Anglesey Offshore Anglesey, Great Britain	Roy Campbell	44.243.551.613
Aug. 8-9 1992	Fleet Regatta Ste. Marie/Mer, France	Patrice Vivient	33.94.08.11.88 33.94.38.63.08
Aug. 8 1992	Round of Oud Naarden Oud Naarden, Holland	Martin Schuitema Hans Van Nes	31.1751.12.834 31.1719.19.451



# RACE RESULTS

## DIVISION 2

LAKE PERRIS REGATTA  
FLEET 30, DIVISION 2  
LAKE PERRIS, CA  
APRIL 11-12, 1992

### HOBBIE 20 POINTS

- Skidmore/Skidmore 7.00
- Parizeau/Thomas 8.75
- Jeff Alter 10.00
- Lundberg/Newmen 11.75
- Egusa/Nunes 12.75
- Jenkins/Wood 16.00
- Fred Fogarty 18.00
- Greenwald/Wallace 23.00

### HOBBIE 18A POINTS

- Timms/Timms 2.75
- Brown/Wong 5.00
- Parks/Parks 8.00
- McGraw/McGraw 8.75
- Tschaikowsky/Tschaikowsky 11.00
- Harper/Harper 11.00
- Brown/Burnight 13.00
- Wandley/Lindley 13.00
- Wagniere/Meirod 17.00
- Charleston/Mo 20.00
- Crocker/Towery 21.00

### HOBBIE 18B POINTS

- Ganz/Hagio 4.00
- Halberstadt/Watts 4.75
- Daily/Daily 7.75
- Phillips/Phillips 8.00
- Brown/Brown 9.00
- Delis/Fletcher 10.00
- Bowen/Bowen 14.00
- Hockett/Hockett 15.00
- Simon/Simon 17.00
- Ryan/Ryan 21.00
- Glenn Wadsworth 23.00
- Ryan/Ryan 25.00
- McCurdy/McCurdy 28.00
- Olson/Lango 29.00
- Maybeno/Smith 30.00

### HOBBIE 18C POINTS

- Cline/Durbin 4.75
- Uphan/Fisk 5.00
- Margetts/Jessica 5.75
- Overdeest/Beck 7.00
- Christoffels/Dennis 8.00
- Caster/Durkee 11.00
- Vasquez/Vasquez 14.00

### HOBBIE 18M POINTS

- Curtis Smith 1.50

### HOBBIE SX-18 POINTS

- Spindle/Ortega 1.50

### HOBBIE 17A POINTS

- Steve Leo 4.75
- Bruce Fields 6.00
- Bill Myrter 9.00
- Steve Kerckhoff 9.00
- Jack Linn 10.00
- Wayne Schafter 11.75
- Erik Bjerring 13.00
- Michael Kramer 13.00
- John Bauldry 17.00
- Tom DeLong 18.00
- Kaysie 20.00

### HOBBIE 17B POINTS

- Bob Colvin 1.50
- Tim German 4.00
- William Tripp 6.00

### HOBBIE 17C POINTS

- Jan Nichols 2.25

### HOBBIE 16A POINTS

- Materna/Brown 1.50
- Petron/Lyde 5.00
- DeLave/Hoy 6.00
- Seaman/Margetts 8.00
- Winkler/Seaman 10.00
- Ketterman/Harper 12.00
- Acuna/Speggle 15.00
- Gantsweg/Barbra 18.00
- Dixon/Dixon 18.00
- Ziolkowski/Ziolkowski 21.00
- Corell/Johns 22.00
- Forgrove/Lyon 22.00
- Wells/Darigian 23.00

### HOBBIE 16B POINTS

- Englehardt/Winter 4.75
- Miller/Bieed 4.75
- Clay/Clay 5.00
- Mohill/Mohill 7.00
- Holgrain/Clark 11.00
- Miller/Miller 13.00
- Overdeest/Bowen 13.00
- Ketterman/Dohners 15.00
- DeCurtis/DeCurtis 18.00
- Kuebler/Kuebler 19.00
- Chaik/Jernigan 22.00
- Hornby/Arn 23.00

### HOBBIE 16C POINTS

- Winter/King 2.75
- Milliefsky/Gelick 6.00
- Kocka/Machado 8.75
- Dailey/Endee 9.00
- Hunter/Hunter 9.00
- Barre/Pam 9.00
- Steve Garcia 12.00
- Schrader/Schrader 15.00
- Frost/Hauser 19.00
- Bunce/Bunce 20.00

### HOBBIE 16N POINTS

- Lesley/Lesley 1.50
- Levy/David 4.00

### HOBBIE 14T POINTS

- Howard Chase 3.75
- Eric Heischman 5.00
- Earl Landers 6.00

## DIVISION 3

BREAKAWAY REGATTA  
FLEET 17, DIVISION 3  
COMANCHE LAKE, CA  
APRIL 25-26, 1992

### HOBBIE 21 POINTS

- Henderson/Wallace 3.50

### HOBBIE 20 POINTS

- Mooneyham/Trevy 4.75
- Probst/Lehman 8.75
- Pedrick/Harris 8.75
- Leslie/Reiser 9.00
- Harris/Axford 13.00
- Dunn/Justin 19.00
- Valenta 20.00

### HOBBIE 18A POINTS

- Burling/Seidner 6.75
- Rayfuse/Guarine 8.75
- Collier/Stranahan 10.00
- Goodell/Vaughn 11.00
- Wiegman/Wiegman 15.00
- Yahalom/Yahalom 16.75
- Sajdak/Picha 21.00
- Head/Santiago 22.00
- Gardner/Gardner 25.00

### HOBBIE 18B POINTS

- Bliven/Kirk 3.50
- Borris/Borris 5.75
- Walker/Walker 10.00

### HOBBIE 18C POINTS

- Brocius/Patterson 2.25

### HOBBIE SX-18 POINTS

- Montague/Tully 3.50
- Joder/Klemenc 4.75
- Van Dijk/Jenny 11.00
- Lawlor/Brown 12.00
- Wagner/Devinzenzi 13.00
- Thompson/Moore 18.00

### HOBBIE 17A POINTS

- Doug Johnson 3.50
- Dave Baumgartner 4.75
- Al Leonard 9.00

### HOBBIE 17B POINTS

- Nina Farrell 6.50
- Michelle Leonard 8.75
- Kelly Lantz 9.00
- Steve Osborne 9.00
- Bob Eustace 11.00

### HOBBIE 16A POINTS

- Hess/Hess 5.75
- Tobie/Lindes 11.00
- Porter/Blessing 11.75
- McDonald/Vona 12.00
- Grosskopf/Schraishuhn 14.00
- Tully/Tully 19.75
- Rodal/Kuhre 22.00
- Kearney/Kearney 24.00
- Forbert/Reilly 27.00
- Stark/Stark 28.00
- Pfister/Posey 30.00
- Parseghian/Mallery 30.00
- Apple/Apple 34.00
- Schroyer/Vignone 39.00

### HOBBIE 16B POINTS

- Russell/Martini 5.50
- Gray/Gray 9.00
- Schroyer/Schroyer 10.75
- Layer/Hall 11.00
- Klein/Miller 14.00
- Watkins/Harwell 15.00
- Oswald/Burleson 18.00

### HOBBIE 16C POINTS

- Kennedy/Strahle 6.50
- Rettinghouse/Rettinghouse 7.00
- Martin/Little 10.00
- Steve Witt 11.75
- Thomas/Taylor 15.00
- Patrick/Patrick 20.00
- Marriott/Hite 21.00
- Bob Bronner 24.00
- Godfrey/Perrine 25.00
- Scott/Winstow 30.00
- Alex Miller 39.00

## DIVISION 9

MID-ATLANTIC CHAMPIONSHIP  
FLEET 92, DIVISION 9  
CHARLOTTE, NC  
APRIL 3-5, 1992

### HOBBIE 20 POINTS

- Willard/Misner 5.25
- Stewart/Stewart 6.75
- Harper/Wilson 8.75
- Callahan/Steven 15.00

### HOBBIE SX-18 POINTS

- Glover/Lowe 3.00

### HOBBIE 18A POINTS

- Pitt/Pitt 3.00
- Dunn/Dunn 8.00
- Jones/Jones 14.00
- Hart/Newton 17.00
- Cope/Cope 18.00

- Duran/Duran 22.00
- Adams/Forbis 23.00
- McGowan/McGowan 29.00
- Armstrong/Armstrong 33.00
- Spivey/Stubbfield 36.00
- Frets 36.00
- Olson/Olson 46.00

### HOBBIE 17 POINTS

- Wick Smith 4.25
- Steve Knatzka 6.50
- Roger White 14.00
- Jim Brown 18.00
- Steve Weatherford 18.00
- Paul Zimmer 21.00
- Doug Hough 29.00
- John Krause 31.00
- Ed Bush 33.00
- Reggie Poplin 33.00
- John Sherm 38.00
- Doug Miller 40.00
- Ron Walters 41.00
- Tom Viers 47.00
- John Medyette 55.00
- Rick Jarrett 61.00
- Fred Johnston 67.00

### HOBBIE 16A POINTS

- Bounds/Bounds 7.50
- Ayscue/Hanchey 8.75
- Jarrett/Jarrett 8.75
- Morton/Junson 23.00
- Diamond 23.00
- Jerry/Roth 23.00
- Holt/Holt 31.00
- Jeffers/Geremia 33.00
- Potter/Potter 34.00
- Robinson/Robinson 34.00
- Koch/Carbanis 34.75
- Graves/Singletary 35.00
- Vaught/Talmadge 40.00
- Settil/Settil 41.00
- Williams/Folk 48.00
- Hall/Hall 50.99
- Murphy/Murphy 60.00
- Beurlein/White 66.00
- Hanchey/Spencer 80.00
- Bordelon/Bagwell 80.00

### HOBBIE 16B POINTS

- Locke/Moore 5.50
- Collins/Phillips 8.75
- Kinney/Kinney 13.00
- Medlin/Medlin 13.00
- Johnson 20.00

### HOBBIE 16C POINTS

- Morgan/Morgan 3.00
- Purvis/Cindy 6.75

## AREA CHAMPIONSHIPS

MIDWINTERS EAST '92  
TAMPA, FL  
MARCH 28-29, 1992

### HOBBIE 21 POINTS

- Bergman/Bergman 6.00
- Wooten/Wooten 6.00
- Daniel/Webster 6.75
- Deans/Visnar 6.75
- Haley/Young 13.00
- Beery/Maanatha 11.00
- Manganello/Nickerson 12.00
- Keysor/Jones 13.00
- Valante/Tarallo 18.00

### HOBBIE 20 POINTS

- Cope/Cope 1.50
- Ferres/Szabo 7.00
- Hackney/Hackney 7.00
- Harper/Owens 8.00
- Jones/Jones 11.00
- Stewart/Blackbren 13.00
- Isco/Carter 15.00
- Earle/Lorick 17.00
- Carlson/Carlson 17.00

### HOBBIE SX-18 POINTS

- Gelatt/Gelatt 2.75
- McNeal/La Rue 2.75
- Keysor/Lunn 7.00
- Beal/Beal 7.00
- Holder/Holder 10.00
- Tryon/Tryon 13.00
- George/George 14.00

### HOBBIE 18M POINTS

- Catley/Catley 0.75
- O'Neal/O'Neal 2.00
- Cooper/McLeod 3.00
- DeWitt/Rodgers 4.00
- Reed/Johnson 5.00
- Sutterfield/Laughlin 6.00
- Lotz/Lotz 7.00

### HOBBIE 18A POINTS

- Liebel/Liebel 2.75
- Pitt/Pitt 6.00
- Bird/Kiel-Dean 8.75
- Dunn/Scott 9.00
- Bell/Jan 10.00
- Johnson/Brisbois 19.00
- Murray/Murray 20.00
- Johnson/Cabish 20.00
- Whidden/Barry 21.00
- Boone/Boone 22.00
- Hopper/Starck 23.00
- Moehl/Donnellan 24.00
- Russell/Russell 25.00
- Cunningham/Cunningham 28.00
- Olson/Dees 28.00
- Forbis/Adams 31.00
- Kiemele/Taylor 31.00
- Sullivan/Gorman 34.00

- Hubbell/Rauhut 35.00
- Berecz/Coffee 37.00
- Hart/Wagner 38.00
- Coffee/Coffee 39.00
- Shea/Selden 39.00
- Dees/Dees 40.00
- Sheridon/Lockhart 40.00
- Borg/Borg 41.00
- Reid/Koogh 41.00
- Popp/Sonlag 42.00
- Harper 45.00
- Frets/Russo 49.00

### HOBBIE 18B POINTS

- Stevenson/Moore 0.75
- Schaaf/Smith 2.00
- Colley/Frazier 3.00
- Henderson/Morefield 4.00
- Coffee/Octes 6.00
- Ridenour/McGinnis 7.00
- Doug Miller 7.00
- Scott/Van Sise 9.00
- Stapleton/Benton 9.00

### HOBBIE 17A POINTS

- Brian Lambert 2.75
- Courtney Veehl 7.00
- Wick Smith 7.75
- Scott/McMillen 13.00
- Dick Post 13.00
- Cliff Roche 14.00
- David Hough 15.00
- Paul Zimmer 20.00
- Tim Carney 21.00
- Acquart/Acquart 22.00
- Stecher/Scott 23.00
- Rich Schulman 24.00
- Alex Kirby 25.00
- Terr Lusk 26.00
- Lodes/Scoggins 30.00

### HOBBIE 16A POINTS

- Levintsch/Dixon 1.50
- Morton/Abines 12.00
- Camp/Sanchez 13.00
- Jarrett/Jarrett 14.00
- Ayscue/Ayscue 19.00
- Legrand/Legrand 19.00
- Bounds/Bounds 19.00
- Koch/Burgess 21.00
- Diamond/Diamond 22.00
- Jeffers/Geremia 24.00

### HOBBIE 14T POINTS

- Vel DeKreek 1.50
- John Wallace 5.00
- Bill Wetty 5.00

### HOBBIE 14 POINTS

- Bob Clark 1.50
- Carter Krone 4.00

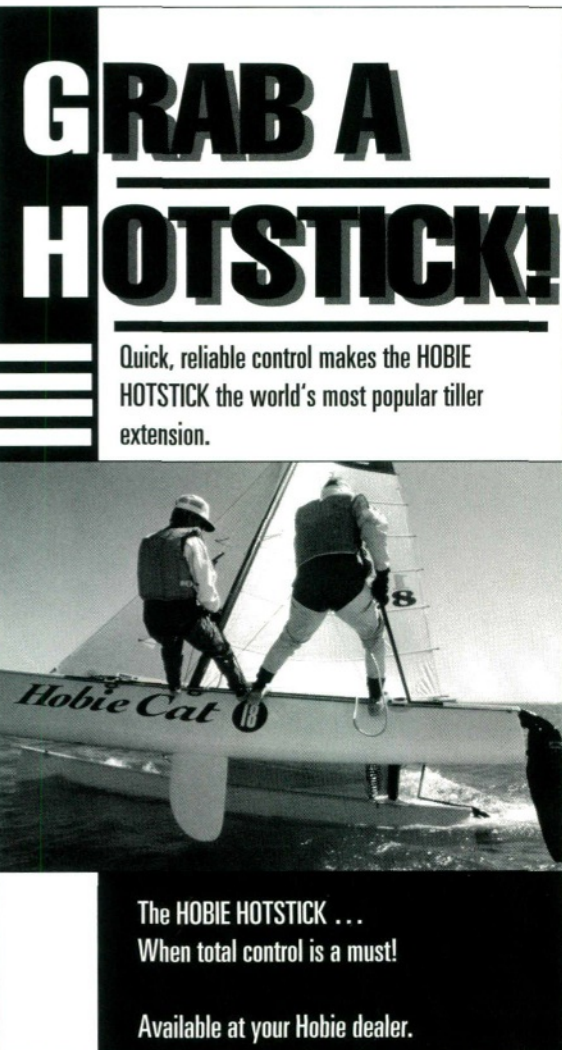
- Schnied/Ron Jr. 28.00
- Vaughn/Talamadge 28.00
- Meyers/Stiff 29.00
- Merritt/Fry 29.00
- Sanchez/Sanchez 30.00
- Jerry/Appel 31.00
- Zable/Bretton 33.00
- Kuikoski/Villa 38.00
- Murphy/Murphy 39.00
- Woodruff/Woodruff 39.00
- McDonald/McDonald 41.00
- Vasilade/Deans 43.00
- Allen/Allen 48.00
- Avant/McGinnis 49.00
- Boetcher/Boetcher 52.00
- Loewen/Kirkpatrick 53.00
- McPherson/McPherson 54.00

### HOBBIE 16B POINTS

- Levine/Levine 4.00
- Howerton/Ellingse 4.75
- Weisberg/Sanchez 5.75
- Monnell/Perkins 7.00
- Hale/Hale 8.00
- Sullivan/Sullivan 14.00
- Lengyel/Lengyel 16.00
- White/Eames 16.00
- DeSalvo/Phillips 17.00
- Stephans/Goreocc 18.00

### HOBBIE 16C POINTS

- Nichols/Nichols 2.75
- Wedin/Wedin 4.75
- Duben/Duben 5.00
- Keyser/Whitten 9.00
- Dudley/Robertson 9.00
- Niles/Muhlbauer 11.00
- D'Arcy/D'Arcy 15.00
- Ingalls/Mesarc 16.00



**GRAB A HOTSTICK!**

Quick, reliable control makes the HOBIE HOTSTICK the world's most popular tiller extension.

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When total control is a must!

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# CANADIAN Hobie Nationals

**JULY 30, 31–AUGUST 1, 2, 1992**

**COME FOR THE RACES... MAKE IT A VACATION**

The picturesque village of Baddeck, Nova Scotia, home of Alexander Graham Bell and the beginning of the famous Cabot Trail, will host the 1992 Hobie Nationals. Races are to include 16', 17', 18' and 21' to be held on two separate courses for A and B classes.

Come experience the thrill of racing on one of the best kept inland sailing secrets on the world's largest salt water lakes. Consistent prevailing south-west winds and spectacular scenery will make a fun and colorful event.



Come taste our lobsters and oysters and enjoy our hospitality.

A variety of accommodation is available and should be confirmed as soon as possible.

## Hobie Nationals

For further information about accommodation and registration, please contact:



1992 Canadian Hobie Nationals  
Race Chairman  
P.O. Box 514  
Baddeck, Nova Scotia  
Canada  
B0E 1B0  
Fax (902) 794-2159





# THE LONGUEUIL SAIL FEST



**July 30 - August 2, 1992**

## The sailing event

### • Four events:

July 30th	Team racing
July 31th	Oval Course
August 1st	Long distance regatta (45 miles)
August 2nd	Elimination round

- The International Tornado Events (8 foreign countries invited)
- Open for Expert and Beginner
- \$2000 in cash prizes
- More than 125 catamarans
- Interclass and intraclass awards, booby prizes, training workshops and door prizes

- Cost: \$25 (\$50 after July 22)
- Campground facilities or special lodging package

Welcome to all catamaran's owner, 21 feet or less:  
**HOBIE CAT, MYSTERE, NACRA, PRINDLE, TORNADO AND OTHERS**

They participated in the Longueuil Sail Fest in 1991:

Carleton Tucker	1st Alter Cup 1991
Randy Smyth	1st Alter Cup 1990
Bruce Blalock	3th Alter Cup 1991

## The cultural event

- Four days of exciting activities for the family on the shore of the St-Lawrence river and in Longueuil's historical quarter

Montreal 350 years: let's celebrate!

- Fireworks
- Olympic Stadium (Expos)

Come see our culture and legendary *joie de vivre!*

**For more information, please call: (514) 651-4402**





# 1ST HOBIE 20 NATIONAL CHAMPIONSHIP

SEPTEMBER 28-30, 1992 • SOUTH LAKE TAHOE

Lake Tahoe is a wonderful place for memories to begin. One of the best vacation wonderlands in the west, it also is a multihull sailors' mecca, drawing racers and funseekers from points far and near. The combination of water, wind and spectacular scenery is an attraction hard to resist. And the potpourri of activities and entertainment just a hop, skip and sail away makes the locale a great draw for the non-sailing crowd as well.

September Tahoe temperatures are near-perfect, typically ranging in the high 60s to low 70s, with westerly winds 10-20 mph. The location of host site Richardson's Resort is ideal as well. Nestled on the South Shore, this beautiful historic resort offers rustic charm and a list of things to do almost as high as the mountains that surround it. You're right around the corner from sailing, fishing, horseback riding, tennis, volleyball, wagon rides, mountain biking and roller blading. And if spending money is your sport of choice, you'll find lots of fun ways to do that, too — there's great shopping, entertainment and of course gambling minutes away.

Sailing aficionados should consider coming early, to watch the top ten multihull racers in the U.S. go for the prestigious Alter Cup, September 24-26. It might just be another first in a series of fabulous firsts.

Forever after, when you think of a place and time that were head and shoulders above the ordinary, you'll remember Tahoe 1992 ... and smile.

## ACCOMMODATIONS

Richardson's offers a wealth of accommodations at down-to-earth prices. For reservations or more information, call (800) 544-1801.

### Lakefront Cabins

Includes fireplace, kitchen, living room, bedroom. Each cabin sleeps 6-8 people.  
\$75 per night

### Lodge or Motel Rooms

Doubles/queen/king available.  
\$40 per night

### Full-Hookup RV Campsites

\$18 per night

### Tent Camping

Two tents maximum per site.  
\$12 per night

## RACES

The Hobie 20 National Championship is a BYOB (Bring Your Own Boat) event, with a limited number of charterboats available. Paul Ulibarri will be race chairman. Prequalification - not required: no cuts; NAHCA membership required; USSA, IYRU and NAHCA rules apply.

### Sunday, Sept. 27

9 a.m.-Noon  
Check-in and Registration  
Afternoon Practice Race

### Monday, Sept. 28

Racing Starts  
Welcome Party

### Tuesday, Sept. 29

Racing Continues

### Wednesday, Sept. 30

Final Day of Racing  
Awards and Dinner

## HOBIE 20 CHARTERBOATS

Fee: \$350  
Refundable boat damage deposit: \$250  
Nonrefundable USSA boat damage insurance: \$50

If you would like to get on the rental list for a brand-new Hobie 20 charterboat, send your name, address, daytime/evening phone numbers and a \$100 deposit (check, money order, or credit card with information specified in registration form) made payable to Hobie 20 National Championship, to: Hobie 20 Charterboats, P.O. Box 1008, Oceanside, CA 92051. Deadline: July 1, 1992. Racers on the list will be contacted by July 15th to confirm charterboat availability.

## FEES

Registration fees include two high quality sweatshirts, lunches, welcome party, awards dinner and a chance for skipper and crew to earn a free ski package. **Sorry, no personal checks or credit cards will be accepted on site for any fees.**

### Registration

Pre-registered before August 21, 1992: \$135  
After August 21, 1992: \$185

### Party Packets

Additional party packets include the welcome party and awards dinner for \$45.

### Additional Sweatshirts

Additional sweatshirts may be purchased for \$25 each. Please specify quantity and size(s) of shirt(s) ordered on your registration form. Payment for additional shirts must be included with your entry fee.

You'll Always Remember The First Time ... Lake Tahoe Makes It Hard To Forget.

Entry must be postmarked by August 21, 1992 to avoid late fee

RACE REGISTRATION FORM

SKIPPER: \_\_\_\_\_

ADDRESS: \_\_\_\_\_

CITY/STATE/ZIP: \_\_\_\_\_

DAY PHONE: \_\_\_\_\_

EVENING PHONE: \_\_\_\_\_

CREW: \_\_\_\_\_

WEIGHT: \_\_\_\_\_ SAIL NO.: \_\_\_\_\_

SWEATSHIRT SIZES:  Med  Large  X-Large

\_\_\_\_ Additional Sweatshirts @ \$25 ea • \_\_\_\_ Additional Party Packets @ \$45 ea

I have enclosed a check made payable to Hobie 20 Championship for \$\_\_\_\_\_ in U.S. funds.

Charge \$\_\_\_\_\_ to my  Mastercard  Visa

Card No. \_\_\_\_\_ Exp. Date \_\_\_\_\_

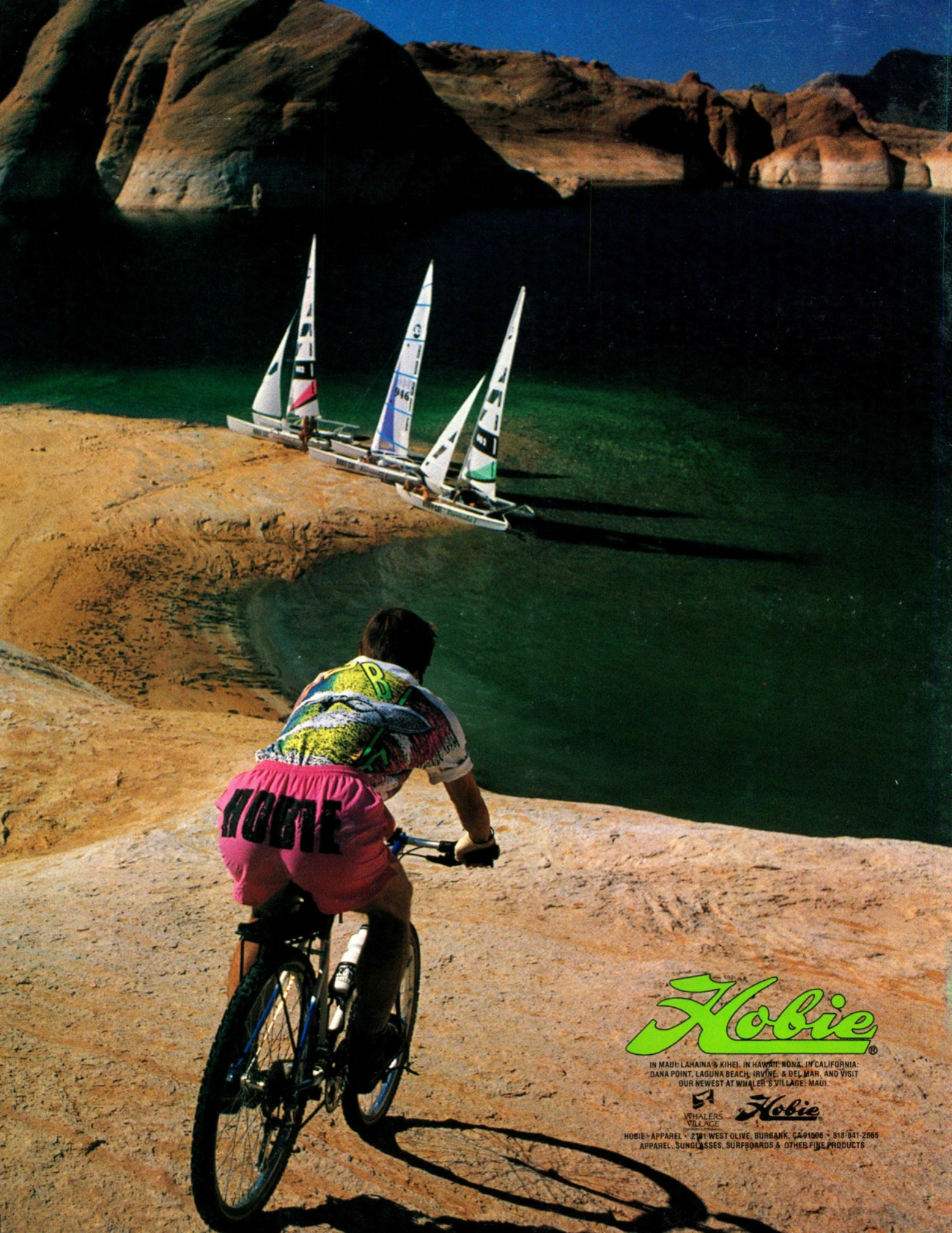
Cardholder's Signature \_\_\_\_\_

Mail to: Hobie 20 National Championship • P.O. Box 1008, Oceanside, CA 92051

**Sorry, no personal checks or credit cards will be accepted on site for any fees.**

INFORMATION CONTACTS: Bonnie Hepburn (619)758-9100 x604 • Doug Skidmore (619)758-9100 x205 • Fax (619)758-1841





**Hobie**

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OUR NEWEST AT WHALER'S VILLAGE, MAUI.

WHALERS  
VILLAGE

**Hobie**

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