



HOTLINE

WINTER 2011

VOLUME 40 NO. 1



THE OFFICIAL PUBLICATION OF THE
HOBIE CLASS ASSOCIATION OF NORTH AMERICA





Celebrating
41 YEARS

HOBIE MIDWINTERS EAST

Fort Lauderdale, Florida

March 25-27, 2011

NOTICE OF RACE

ORGANIZING AUTHORITY

The Hobie Class Association of North America in affiliation with CAT44 / Hobie Fleet 44

VENUE

Ft. Lauderdale, FL, 3900 Beach Blvd.
Sailing will be on the Atlantic Ocean.

RULES

The event will be governed by the rules as defined by The Racing Rules of Sailing (RRS). Sailing Instructions will be made available at registration.

CLASSES / STARTS

The regatta is open to all Hobie One-Design Classes. Starting groups will be determined after all registrations have been received.

CONDITIONS OF ENTRY / ELIGIBILITY

Pursuant to IHCA Rule 26, one crew member on each boat must be a member of the IHCA. Proof of current liability insurance is required.

SCHEDULE OF EVENTS:

Friday, March 25, 2011

3:00-7:00 PM Registration
7:00 PM Welcome Party

Saturday, March 26, 2011

7:00-9:30 AM Registration
10:00 AM Competitors' Meeting
11:00 AM 1st Race Warning Signal
7:00 PM Post-race dinner

Sunday, March 27, 2011

10:00 AM Warning Signal

Trophy presentation ASAP after last race on March 27.

ACCOMMODATIONS:

Bahia Cabana Resort - www.bahiacabanaresort.com

BahiaCabana@hotmail.com

800-323-2244 / 954-534-1556 / Fax 954-764-5951

Event Rates:

	Fri/Sat	Weekday
Standard Room	\$119	\$99
Efficiency	\$135	\$115
One Bedroom Suite	\$150	\$130

Rates based on single/double occupancy and subject to 11 % tax. Just mention "Hobie Regatta"

Cutoff Date: 3/4/2011

ENTRY FEES:

Double-handed boat: \$85, Youth: \$50
Single-handed boat: \$75, Youth: \$40
Social Ticket: \$22

REGISTRATION:

On-line - www.regattanetwork.com.
Paper form available at www.cat44.com
After March 1, 2010 entries will be subject to a \$20 late fee.

CONTACT: Steve Voeller - svoeller@comcast.net
954-325-7972

Presented by:



FT LAUDERDALE'S HOBIE CAT DEALER



NOR Revised 01/21/2011



The Official Publication of the Hobie Class Association of North America

**WINTER 2011
VOLUME 40, NUMBER 1**

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1st Vice Chair	Secretary
Pat Porter	Kathy Ward
2nd Vice Chair	Treasurer
Tony Krauss	John Mork
Youth Program Dir.	Race Director
Gordon Bagley	Matt Bounds

HOTLINE

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The purpose of the Hobie Class Association of North America is to establish and promote the highest standards of Hobie Cat sailing/racing in its geographic boundaries in collaboration with the National and International sailing authorities.

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it's all good ...



I hope everyone had a fun-filled Holiday Season surrounded by family and friends. As is customary at this time of year, I have made some New Years' Resolutions, some personal, some professional and of course, some as Class Chair. I want to share those that I have as class chair here so to inspire you in your sailing endeavors for the coming year.

My first New Years' Resolution is more of a goal: I hope to increase our membership numbers to 1000 by the AGM in Fort Walton Beach in November. We have been hovering around 850-members for a few years now, but I believe that we can attain twice that number. There are a lot of reasons membership has decreased, however we need to encourage those who have left to rejoin. It is all of our responsibility to show those who have left the benefit of belonging to our association. Our perceived focus on 'racing' is just that: perceived. We have lots to offer the non racer or the one or two regatta a year sailors. We need to be enthusiastic about our group and events. We all love Hobie sailing and this is the reason for our association. We need to find ways to build interest and entertain our members. Thinking outside the box is necessary if we want to build our ranks. I hope to increase membership in our association by adding 'social fleets' across the region which focus on new and interesting ideas for people to gather around sailing Hobie Cats. Also, with the focus on youth (new Wave Jr. Class, heavy involvement with the Junior Olympics) there are ample opportunities to attract new young people to our group.

Another resolution as Class Chair is also more of a goal: to streamline our expenses. We have found ways to cut expenses this last year and will continue this process for 2011.

By pairing the GEP duties along with the Event Coordinator, this process has become much more efficient and will save money in the long run.

Reducing the number of HOTLINE issues from six to four has reduced costs drastically, without hurting content. This has also allowed us to save on postage.

We've made some changes to the Membership program, and look to save quite a bit on money on this front as well.

I am really looking forward to two big events: the Mini Mega in Mississippi and the 16/20s in Fort Walton Beach. These large events are more than just racing; they are mini reunions...a place to share a love for sailing with old friends. They are a place to explore a new area of the country and enjoy fine food and entertainment with new friends. Please encourage other sailors to share this camaraderie.

Have a great Spring!

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photo / illustration credits

Cover – **Dan Jebens**
 It's All Good – **Clear Lake Yacht Club**
 Contents – **Matt Bounds, Jerry Valeske, Dan Jebens, Michelle Eatough**
 Membership Matters – **Goeff Webster, Chris Carrboro**
 Just in Off the Wire - **Jeremy Leonard, Dan Jebens**
 Hobie History – **Hobie Cat USA / Hobie HOTLINE**
 This Old Hobie - **Matt Bounds, John Bauldry**
 Hobie 16 North Americans – **Ellie Martin, Jeremy Leonard, Jerry Valeske**
 MAC NAC – **Matt Bounds, Garland Ayscue, Dan Jebens**
 ODSS – **Michelle Eatough, Chris Petracco**
 Class Action – **Stuart Crabbe, DonTherre, Mike Fahle**

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on the cover

Lake McConaughy, NE – Phil Collins and Dan Borg lead the fleet back to the weather mark at the MAC-NAC. Photo by Dan Jebens.

membershipmatters



by Matt Bounds, HCANA Membership Chair

2011

1000 Members – It All Depends On You

Grooming old database files is not my idea of fun, but I spent the week between Christmas and New Years doing just that. Once upon a time . . . and not too long ago . . . the Hobie Class Association of North America had over 2500 members. When I consolidated the database files from the previous four computer systems we've had since 1992, I ended up with over 6000 unique names. Yet, in 2010 we had less than 700 paid members. What happened?

There are a lot of answers to that question and not enough space to elucidate them here. However, I think a large part of it is that we've abandoned the recreational sailor. Those people with old boats and

no desire to race. They are perfectly happy tooling around on their lake with their family and friends. They don't know what they're missing. These are the people that used to flesh out the (now vanished) B and C fleets.

Hobie Cat racing as we know it will die unless we all take responsibility for it. That's a harsh statement, but we've all seen the signs: fewer regattas and fewer people attending them. Only three of our racing classes are still in production and two of them are "recreational classes" (Wave and Adventure Island).

The good news – there are still thousands of Hobie Cats out there. You know where they are – parked in backyards, along lakeshores, buried at the beach, stashed away in barns and garages. How do we awaken these boats from their slumber?

The first step in getting these boats back on the water is contacting the owners. This is where you can help. Knock on doors, leave flyers, and get a name and an address. Feed it to me and we can take over from there. We've created a \$20 "Recreational Membership" this year that is essentially just a **HOTLINE** subscription. It doesn't count if you want to go racing, but most of these

people never will. But it gets them connected, and that's very important.

If the boat is abandoned, or the owner has no intention of using it again, convince them to give you the boat or sell it at a nominal price. Some people will be happy just to have the thing out of the back yard. Restore it or part it out and get more people on the water. Use the money to pump up your fleet. Print more flyers. Don't blow it on a party for the old-timers. Use it to bring in new people.

This can't be a one-shot deal. The history of Hobie sailing is littered with failed attempts to rejuvenate fleets and regattas. The reason they failed is that people quit pushing, burned out or ran out of ideas. If you want this to go on, you can't ever stop pushing and innovating.

2011 marks the 20th year of the HCA membership program. HCA Chair Chris Wessels has set a goal of 1000 primary memberships this year. That's a reasonable goal, although it's going to take considerable effort to get there. However, HCANA membership is not for just for membership sake. It's to stay connected. It's to keep racing. It's to keep sailing. It's to keep the Hobie Way of Life alive.

Do your part to keep it going.

How much do you think those rake-adjustable rudder castings are worth?



CHRIS CARRBORO

2011hcaboard/contacts

VOTING MEMBERS

DIVISION 1

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45-155 Unahe Place
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Hobie Cat Company
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Hobie Cat Community Forums
www.hobiecat.com/forums

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Scorekeeper

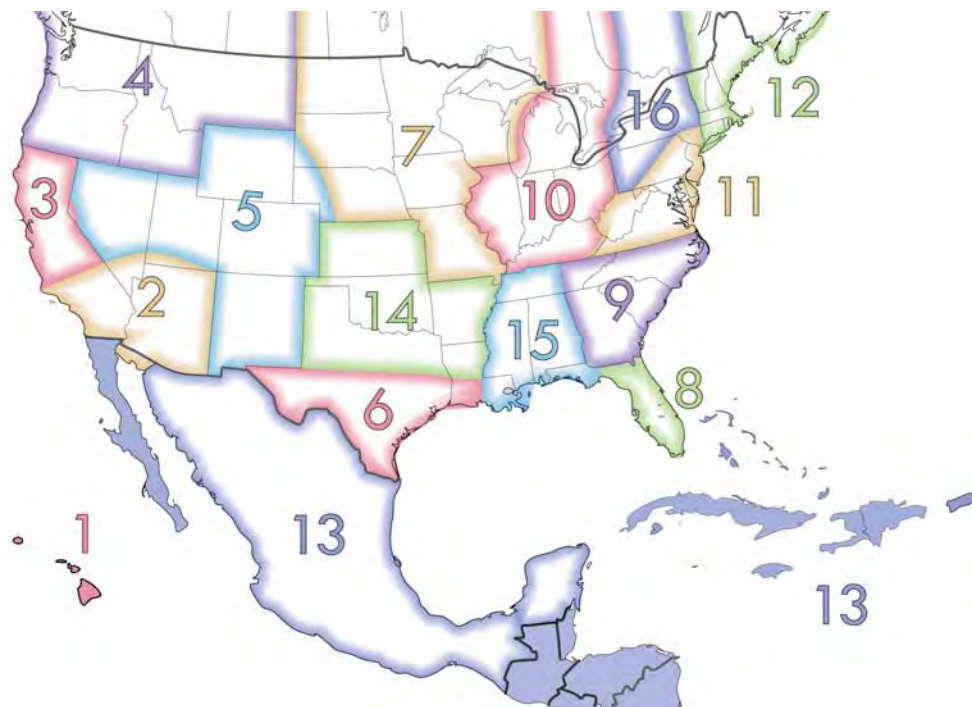
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Race Director / Membership Chair

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Web Master

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Silver Spring, MD 20905
301.384.3695
rmcveigh@verizon.net



2011



regattaschedule

DIVISION 2

Lake Havasu, AZ
March 12-13
MidWinters West
 Gordo Bagley
gmbii@msn.com

Lake Mohave, NV
April 2-3
Hobie Way of Life
 Dave & Ellie Martin
h16music@cox.net

Puerto Peñasco, MEX
May 7-8
Cinco de Mayo
 Roger & Patti Hensler
twohenslers@aol.com

MBYC - San Diego, CA
May 14-15
Alter Cup Area J Qual.
 John Williams
john.e.williams@charter.net

ABYC - Long Beach, CA
July 23-24
Multihull Regatta
 Jeff Newsome
Jeff.Newsome@schawk.com

June 4-5
San Diego Classic
SW Area Championships
 George Burchfiel
george@artainsurance.com

Santa Barbara, CA
August 20-21
Wine & Roses
 Steve Leo
steve@infocuspromo.com

Lake Arrowhead, CA
September 11-12
Lake Arrowhead
 Chris Dunn
dunndl@charter.net

Ventura, CA
September 24-25
Blue Water Regatta
 Jeff Petron
jpetrondds@yahoo.com

Puerto Peñasco, MEX
October 8-9
Piñata Regatta
 Barb Perlmutter
skipperbarb@hotmail.com

DIVISION 3

Santa Cruz, CA
April 30-May 1
Kickoff Regatta
 Adam Borcharding
adam.borcharding@gmail.com

Woodward Reservoir, CA
May 14-15
Wet'n Wild Regatta
 Mike Little
 209-466-4668

Clear Lake, CA
June 11-12
Clear Lake Regatta
 Andy Pollock
sharkfeed2000@aol.com

Huntington Lake, CA
June 25-26
Commodores Regatta
 Sean Tomlinson
h16@sbcglobal.net

Alameda, CA
July 9-10
Round Treasure Island
 Mike Little
 209-466-4668

Santa Cruz, CA
July 16-17
Summer Multihull
 Adam Borcharding
adam.borcharding@gmail.com

Huntington Lake, CA
August 6-7
Mile High Regatta
 Sean Tomlinson
h16@sbcglobal.net

Bodega Bay, CA
September 10-11
Shark Feed Regatta
 Andy Pollock
sharkfeed2000@aol.com

Richmond, CA
September 24-25
Alter Cup Area G Qual.
 Gene Harris
gene@pedrick.org

Santa Cruz, CA
October 8-9
Fall Multihull
 Adam Borcharding
adam.borcharding@gmail.com

Monterey, CA
October 22-23
Turkey Regatta
 Jason Moore
hobie.20@comcast.net

DIVISION 4

Vancouver, BC
June 11-12
Jericho Classic
 Mark Jones
markjones2@shaw.ca

Skamokawa, WA
July 9-10
Smoke on the Water
 Todd Christensen
toddcc@ci.issaquah.wa.us

Oak Harbor, WA
July 16-17
Dinghies Whidbey Island
 Bob Combie
bobcombie@gmail.com

Bellingham, WA
July 30-31
Lake Whatcom
 Scot Chapman
nllcar@earthlink.net

DIVISION 5

Longmont, CO
Date TBD
3 Peaks to the Wind
 Stephen Cooley
MUST429@aol.com

Loveland, CO
Date TBD
Prairie Winds
 Stephen Cooley
MUST429@aol.com

Lake Alcova, WY
June 18-18
Wyoming Governor's Cup
 Stuart Hill
boarderstu@bresnan.net

Lake McConaughy, NE
July 9-10
Tropical Dreams
 Stephen Cooley
MUST429@aol.com

Oahu, HI
April 2-3
April Fools
 Dan Williams
rollerskate-hi@clearwire.net

Oahu, HI
October 1-2
Fall Regatta
 Dan Williams
rollerskate-hi@clearwire.net

August 13-14
Lake Quinault
NW Area Championships
 Al Jones
Atkjones@centurytel.net

West Port, WA
September 10-11
West Port
 Ben Colwell
teamsele@charter.net

Location TBD
Date TBD
Alter Cup Area L Qual.
 Laura Sullivan
mslauras@hotmail.com



DIVISION 14

Lake Hefner, OK
April 30-May 1
Daggerless 14/16 Div'1
 John Mork
jmark1@cox.net

Cheney Lake, KS
July 23-24
Cat Chase
 Scott Mathia
mathia1620@yahoo.com

Oak Point, TX
May 7-8
DCYC Leukemia Cup
 Laurie Cronan
lcronan@solbroadband.com

Oak Point, TX
September 3-4
Mid-Americas Area Champs
 Rob Kollman
r-kollman@ti.com

Cheney Lake, KS
May 21-22
Prairie Regatta
 Scott Mathia
mathia1620@yahoo.com

Lake Tawakoni, TX
September 17-18
Daggerboard
 Sue & Bob Mimitch
sue_and_bob@verizon.net

Lawton, OK
June 11-12
OK State Champs
 Bill & Peggy Coe
coe4302@aol.com

Lake Ray Roberts, TX
October 1-2
Shegatta
 Sheila Holmes
sheilaholmes@ntin.net

REVISED 2011-01-27

DIVISION 7

Storm Lake, IA
June 11-12
Storm Chaser
Andy Larson
larsona@iwnet.net

Yankton, SD
July 30-31
Lewis & Clark Lake
Dave Rice
david.rice@bankofthewest.com

Clear Lake, IA
August 27-28
North Central AC
Todd Wilson
todd@hollingsworthmfg.com

Spicer, MN
July 9-10
Green Lake Regatta
Kevin Chase
kcchase@comcast.net

Des Moines, SD
August 13-14
Saylorville Lake
Roger Taha
rtaha@mchsi.com

Storm Lake, IA
September 11-12
Storm Lake
Andy Larson
larsona@iwnet.net

DIVISION 10

Indianapolis, IN
May 14-15
Mayor's Cup Regatta
Skip Kaub
skipkaub@mac.com

DIVISION 16

Syracuse, NY
May 20-22
Madcatter
Sean Smith
seansmith204@gmail.com

DIVISION 11

Gunpowder, MD
April 30-May 1
Gunpowder
Dan Flanigan
dflp135@msn.com

Toronto, Ontario
June 4-5
Flying High
Dan Borg
Dan_Borg@toyota.ca

Dewey Beach, DE
May 7-8
Rehoboth
Dave Raughley
droughley@aol.com

Angola, NY
July 9-10 or 23-24
Hobie Kenobie
Bob Burns
burnsmepup@verizon.net

Atlantic Highlands, NJ
June 4-5
Sandy Hook
Greg Raybon
graybon@verizon.net

Rochester, NY
August 6-7
R.O.H.R.
Mark Gibson
Gibson@xelic.com

Spray Beach, NJ
June 11-12
Spray Beach
Ron Laporta
ronlaporta@verizon.net

Canandaigua, NY
September 17-18
CMOR
Sue Bennett
sharkoops5@aol.com

Lanoka Harbor, NJ
July 16-17
Barneget Breezer NEAC
Chris Begrow
cbegrow@aol.com

Location TBD
July
Alter Cup Area C Qual.
Mark Santorelli
mark@mnktechnologies.com

DIVISION 8

Punta Gorda, FL
February 4-6
Charlotte Harbor
Brian Gleeson
gleeson@sun-herald.com

Wildwood, NJ
August 20-21
Wildwood
Rob Wagner
rob.wagner@verizon.net

Fort Lauderdale, FL
March 26-27
MidWinters East
Steve Voeller
svoeller@comcast.net

Shore Acres, NJ
September 10-11
Shore Acres
Rob Wingender
rawingender2@comcast.net

Tampa, FL
November 5-6
Alter Cup Area D-5 Qual.
Dave Ingram
smalldog266@comcast.net

Rock Hall, MD
September 24-25
Rock Hall
Dan Flanigan
dflp135@msn.com

Dewey Beach, DE
October 8-9
Sharkey's Cup
Bill Colgan
hobie106@speakeasy.net

DIVISION 15

Ocean Springs, MS
June 19-23
17/18 North Americans
Ken Altman
goclau@yahoo.com

Fort Walton Beach, FL
November 6-11
16/20 North Americans
Tom Garner
todd@hollingsworthmfg.com

Ocean Springs, MS - Ocean Springs Yacht Club
June 24-26
14/Wave/Women/Junior/Youth North Americans
Ken Altman
goclau@yahoo.com

Lawrence, KS
October 15-16
Frased Knot
John Eaton
jailflatlands@gmail.com

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GREEN Text denotes a yacht club one-design regatta. Check with the organizer to confirm which classes are invited.

POINTS RESULTS GO TO:
HOBIESCORES@YAHOO.COM

justinoffthewire

News and Notes

Should Carbon Tiller Extensions Be Allowed?

The current IHCA Class rules for most classes have the following restriction on tiller extensions:

11.1 The tiller extension may be either an extendable or non-extendable design but shall be a single tiller with one end connected to the crossbar in the same location as the factory supplied tiller. THE TILLER EXTENSION SHALL BE MADE OF A NONELECTRICAL CONDUCTIVE MATERIAL ON ALL NORTH AMERICAN REGION BOATS. NONELECTRICAL CONDUCTIVE TILLER EXTENSIONS ARE RECOMMENDED ON ALL BOATS WORLDWIDE.

There's been a lively discussion on the Hobie Forums (www.hobiecat.com/forums/viewtopic.php?f=4&t=32914) regarding this rule and its implicit prohibition of carbon fiber / epoxy tiller extensions exclusively in the North American Region.

The HCA-NA wants your input on the following change to this rule:

11.1 The tiller extension may be either an extendable or non-extendable design but shall be a single tiller with one end connected to the crossbar in the same location as the factory supplied tiller. THE TILLER EXTENSION SHALL BE MADE OF A NONELECTRICAL CONDUCTIVE MATERIAL ON ALL NORTH AMERICAN REGION BOATS. NONELECTRICAL CONDUCTIVE TILLER EXTENSIONS ARE RECOMMENDED ON ALL BOATS WORLDWIDE.

(delete first all-caps sentence)

An on-line survey is set up:

www.surveymonkey.com/s/JYPX96M. Please take the survey and let us know how you feel about this issue.

New HCA Council Members

With the new year comes new people on the council . . .

Tony Krauss has been elected 2nd Vice Chair of the HCA Council by the HCA Board of Directors. Tony and his wife Lani are regulars at Division 2 events, especially the events in Puerto Peñasco. They have been sailing "A" fleet for the last 12 years or so, and have gotten to the point where they can almost read the sail numbers on the boats finishing in front. They also keep trying to finish in the top half of a National event, or make it through the qualifying rounds at the Worlds, but haven't managed it yet. Tony is a current officer in Hobie Fleet 514, and is a past Commodore. Tony has been the PRO for Fleet 514's Division Points Regatta several times, and has helped run events for the local multihull

fleet. Tony MCs a mean raffle, is an opinionated bastard, and has several times regretted hitting "Reply All" on an e-mail response. He also promises to pay his 2010 HCANA dues, and hopes he can get his back issues of the **HOTLINE**. He is flattered and honored by this offer to serve on the HCANA Council, and hopes that neither he, nor anybody else, looks back on this decision and wonders what they were thinking.

Mark Ashburn replaces Dave Martin as Division 2 Chair. Mark lives only about two doors down from Dave, it should be an easy transition. Like Dave, Mark's a member of Hobie Fleet 51 in Las Vegas. Like Tony, he's an opinionated bastard who's not afraid to speak his mind (just kidding, Mark!).

Mark Ashburn, speaking his mind at the H16 NACs



JEREMY LEONARD



DAN JEBENS

Stephen Cooley has announced that he will be resigning the Division 5 Chairmanship at their annual meeting in the spring. **Tom Machette** has volunteered to follow in Stephen's footsteps, subject to confirmation at the Division 5 meeting. Stephen will be a very hard act to follow, since he often served as the "devil's advocate" in council discussions. His input will be sorely missed.

Garland Ayscue "volunteered" (with only a bit of arm-twisting) to fill the vacant Division 9 Chairmanship. Garland and his wife Brenda are from Henderson, NC. They raced Hobie 16's for many years until Brenda retired a few years ago. Garland now races a 17, most recently at the MAC-NAC in Nebraska. Garland is hopeful he can get some class racing going again in the southern-Atlantic division.

John Eaton from Lawrence, Kansas has replaced Tom Page as Division 14 Chair. John races a variety of boats including a 14, 16 and 18. You can find him hanging out on the Hobie Forums as "J-Eaton" and on the Catsailor.com forums as "flatlander".

In Division 16 (upstate New York), Theresa White will be stepping down in the spring, to be replaced by **Rico Quatrone**, the husband of Event Coordinator Bridget Quatrone.

www.hcana.hobieclass.com

HCANA Website Address Change

Well, not really. You see, the URL has always been www.hcana.hobieclass.com, but it's been masked behind a forwarding address. We let that address expire last year. Update your bookmarks to:

www.hcana.hobieclass.com

Women's / Youth / Junior Event Set for June

The Notice of Race isn't done yet, but the Hobie Women's, Youth (<21) and Junior (<16) North American Championships will be held on **June 24-26** at the Ocean Springs Yacht Club, Ocean Springs, Mississippi during the Hobie 14 / Hobie Wave North American Championships.

The Hobie Youth North Americans will be open to all HCANA members who will be under the age of 21 by the start of the event. The event will be sailed in Hobie 16s

The Hobie Junior North American Championships will be open to all HCANA members who will be under the age of 16 by the start of the event. The event will be sailed in Hobie Waves.

The Women's Hobie North American Championship will be sailed at the same time in Hobie 16s. All three events are follow-on events to the Hobie 17/18 North Americans which will take place the week prior.

HCANA Partners with Regatta Network

As of January 1, Regatta Network has been providing membership database management services for the HCANA. Regatta Network is owned by a former Hobie 18 sailor, Ken Taylor. They provide membership management for several one-design classes, including Lasers, 420s and 29ers.

Regatta Network also provides on-line registration and scoring for more than 700 events each year. All major HCANA events (North Americans and Area Championships) will be using Regatta Network for registration and scoring in 2011. All points regattas are encouraged to use Regatta Network as well.

If you would like to use Regatta Network, contact Ken Taylor at taylor@regattanetwork.com.

This is the Last HOTLINE

At least until you renew your HCANA membership for 2011! Joining or renewing couldn't be easier - just go to:

www.hcanamembers.com

and sign up on-line. You can pay with PayPal or use a credit card. If you're still stuck in the twentieth century, you can fill out the form on page 32 and mail it in.

hobiehistory

13, 23 & 33 Years Ago

1978



**TEQUILA SUNRISES OVER
LAKE MICHIGAN
1977 "THE CLUB" - HOBIE CAT
14 National Championships**

☞ In one of the first Hobie Cat supplied boats events, a familiar name topped the results – Hobie Alter, Sr.

The results were a who's who of Hobie history – the Alter brothers, Jeff Canepa, Rick Eddington, Miles Wood, Wayne Schafer, and way down in 26th – Carlton Tucker.



In 27th was Gary Russell, whose name you will see in the results on page 21.

☞ Things were simpler in the '70s. Hitch up your camper, throw the 16 on top of the station wagon and head out for the weekend at the local lake. We hope it's local, 'cause that rig doesn't look like it's going to make it very far.



☞ We're not sure how this combination PFD / trap harness gained a USCG approval, given it's got a steel hook on the front. In any case, the concept didn't stick around long. Maybe a light bulb went on at the Coast Guard?



☞ Here's something else you don't see today. Whatever happened to sailcloth shower curtains?

They even offered numbers and windows (!!).

Maybe we're just not as hard core as we used to be.

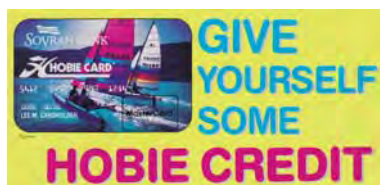


☞ Following the US Nationals, the Hobie 14 Worlds were held in Lanzarote, Canary Islands. Dean Froome became the first person to win the 14 and 16 Worlds in the same year.

Way down in 54th place was an unknown Puerto Rican kid - Enrique Figueroa.

☞ Now this is a PFD we can live with—and a lot of us did. The classic Omega life jacket with its narrow foam panels was the most comfortable PFD on the market and is still available in kid's sizes today.

1988



The Hobie Card was an "affinity" card — money it generated got pumped back into the regatta program and was the first source of funds for the fledgling NAHCA.

His 'n hers wet suits ... and haircuts. The 2000s sold on athleticism, but the '80s sold on style.



While these outfits don't have anything directly to do with Hobies, a lot of us wore "SoCal Surf Style" clothes like this (and had hair like this) in the '80s.



What were we thinking?



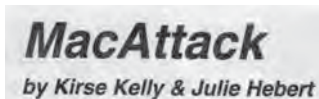
The biggest Hobie Cat ever built—The Hobie 21—is introduced to the world. It combined features of the Hobie 17 (wings and center boards) and included some thing new for a Hobie Cat—a spinnaker. At over 600 lbs, it was a beast to handle on the beach, but a true Cadillac ride on the water.

If the 21 was a 17 on steroids, then the KatBox was a CoolCat cooler on growth hormones! A neat idea that never really caught on.

1998



A report from the '97 Syracuse Hobie 17 Continentals included this awesome aerial shot of a 17 charging upwind. This was one of the largest 17 events, with 56 boats - and a party every night.



The report from the MacAttack Regatta, held on Lake McConaughy, NE, was remarkably like the report from this last year's MAC-NAC held in the same location. No wind, too much wind, just right wind. Is Big Mac the Goldilocks lake?

WORLD NATURE GAMES

Meant to celebrate humankind's interaction with the environment, the Brazilian WNG included a seven-stage, 150 nm race on Hobie 16s. Carlton Tucker and Kathy Ward (below) were the sole US entry and walked away with the first place trophy. Carlton is no longer with us, but Kathy's still around - check out page 18.



This Old Hobie

Drilling Rudders

By Matt Bounds

The pivot bolt hole positions in the rudders are one of the most important adjustments you can make on your boat. Minute hole position changes can have major affects on helm feel, the tiller arm vertical position (both in the locked down and parked positions) and the lock-down mechanism's efficiency, especially on the older, non-rake adjustable castings. What makes hole position a black art is that there's not a single straight edge or reference point on a rudder blank – you can't just measure out the hole position, drill it and have it work 100% of the time. To make matters worse, different rudder types have slightly different shapes – just enough to throw off any measurements. Also, the castings have changed several times over the years, making this a problem with lots of variables.

Before You Start

Use the procedures in the “This Old Hobie - Get the Rudder Slop Out!” (Fall 2010 *HOTLINE*) to eliminate the play in the rudder pin joint. This is critical to obtain accurate rake measurements. Determine what problem you're trying to solve – too much weather helm? Slop in the lockdown mechanism? New rudders with no holes?

Not everyone can afford an industrial drilling jig like the one at the Hobie Cat factory

Fill Before You Drill

If you're re-drilling a rudder, it's very likely that the new holes will overlap the old. While it's tempting to use a quick-setting epoxy to fill the old rudder holes, five-minute epoxy tends to be rubbery and soft after curing – unsuitable for something that will bear the load of a rudder bolt. JB Weld® is a good, hard, all-purpose epoxy as is Marine-Tex®. Both are very viscous, so apply them with a toothpick to ensure you eliminate all the air bubbles in the fill. Tape one side of the rudder, fill the hole to the top, tape that side, then flip the rudder over, pull off the first piece of tape and fill again. Once the epoxy cures, sand flush.

Drill Them Right

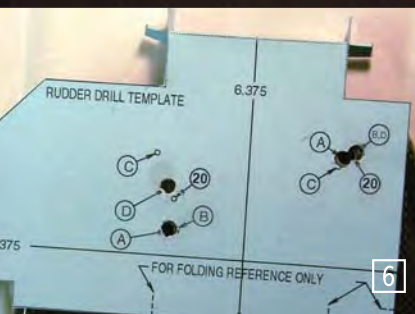
The best way to drill the rudders is with a drill press [1]. Inexpensive (~\$120) presses are available at your favorite home improvement store. Make sure to clamp the rudder down on the press to keep it stationary and perpendicular to the drill bit.

If you must drill the rudder with a hand drill, use the casting as a guide. Drill about halfway from one side, pin the rudder in place with a bolt, then complete the hole from the other side [2]. At the very least, get a new $\frac{5}{16}$ " brad point bit [3]. You won't need to drill a pilot hole to keep the bit from wandering.

To simplify testing and rake measurements, build a rudder rake jig out of scrap plywood and some old gudgeons [4]. This way, you can drill, test, measure and re-drill without running all over the place. We found that if you set up the gudgeons for the 17/18/Wave castings, the 14/16 castings would fit as well, with the upper gudgeon above the casting.



MATT MILLER



Any time you drill rudders, **never drill all the way through at once, unless you are confident the holes are in the right place.** Drill about ¼" deep and then test them on the jig by pinning them in place with a bolt. Measure the rake and see if there's slop in the lock down mechanism. On rake adjustable castings, lock down slop can generally be removed by adjusting the top plate forward. Once you're satisfied with the position, finish drilling the holes all the way through.

Drilling the Easy Way – Using a Template Rudder

The easiest way to drill rudders is to use another rudder as a template. If you're replacing the rudders, and you don't have any existing helm problems, you can use your old rudders or a rudder from another boat. If you're using another boat's rudder, the template rudder **must** come from a boat with well-balanced helm, mast rake set up similarly to yours, with the same vintage castings, and no fore/aft slop caused by the upper casting lock-down pin (non-rake adjustable 14/16 upper casting) not seating firmly into the rudder cam.

Build a wooden jig [5] to hold both rudders in alignment. Notice that there are only three stops – two at the top of the rudder head, angled slightly to capture the blades and a third at the leading edge, above the waterline. The stops must be at least 1–½" tall to hold both rudders accurately.

With the template rudder on top, clamp the rudders in place so they lie flat and parallel with each other. Very carefully, use a hand-held drill to mark the position of the new holes on the bottom rudder, using the top rudder's holes as a guide. Don't drill all the way through – the holes won't be straight, and there's a good chance you'll wallow out the holes on your template. Finish up the holes on the drill press.

Drilling the Hard Way – Starting from Scratch

If there's no suitable rudder from which to copy the hole pattern, all is not lost. How you proceed depends on what type boat you have and, in the case of 14/16s, what generation castings you have. You'll need to download the rudder drilling template from Hobie Cat's support web site (www.hobiecat.com > Support > Sailboats > Rudder Drilling Template and Instructions). Print out the PDF file on card stock at the proper scale (**very** important), cut it out, fold and assemble it per the instructions [6]. If you plan on doing more than a couple of rudders, make it out of sheet aluminum for longevity.

On all the boats, the lower/forward hole generally determines the rudder rake; the upper/aft hole determines the lock down tightness and the vertical position of the tiller arm both in the locked down and parked positions. However, they are not completely independent of each other. The template is a good starting point for positioning the lower hole; the upper hole position is determined after the lower hole is drilled. Hobie has changed the 14/16 hole positions slightly at least twice since the template was developed to accommodate increased rudder rake and the addition of the rubber bumper at the lower contact point. If you've got a newer boat (2007 onward), you're better off having the factory drill the rudders or using a template rudder off a new boat.

Hobie 17 / 18 / Wave / 20

Lay the template on the rudder head, making sure it's flat and the reference edges (the vertical parts) are at a right angle to the rudder head surface. The template is tricky to use and hard to position correctly, so take your time to ensure it's in the right place. Mark the lower hole center only with a punch [7]. Drill about ¼" into the rudder for the lower hole only. Check the rake and adjust the hole position as necessary (sidebar) before committing to drilling all the way through.



Measuring Rudder Rake

Install the rudder on either the boat or the test jig and lock it down. Using a straight edge, project the transom line (or vertical mount of the jig) down the rudder blade

①. At a point 12" below the casting, mark a horizontal line ②. The rake measurement is the distance between the vertical reference line to the leading edge of the rudder along the horizontal reference line. (Some tuning guides use a projection of the rudder pin centerline as the vertical reference line. To convert to the transom reference line, subtract $\frac{9}{16}$ " from the tuning guide measurements.)

Basic Rake Measurements

$14 - 1\frac{3}{16}$ "

$16 - 1\frac{1}{16}$ " to $1\frac{3}{16}$ "

17/18/Wave/20 – 1"

These are only basic settings – your mileage may vary depending on your boat's set up (more or less mast rake) and ruddertype. Different rudder sections and thicknesses can make a difference in the helm feel.

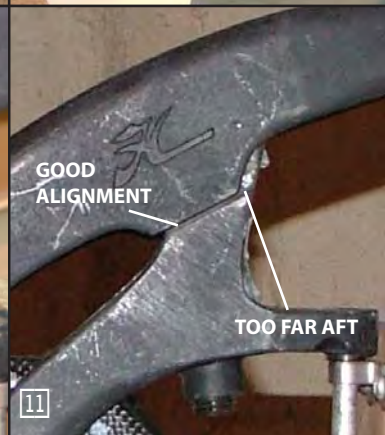
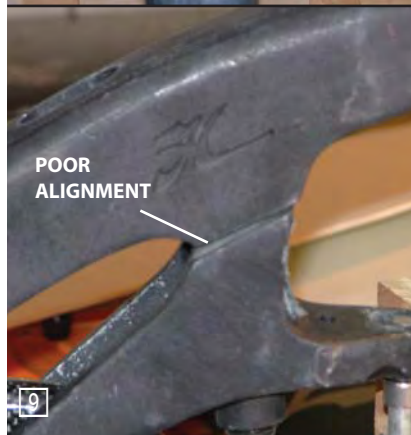
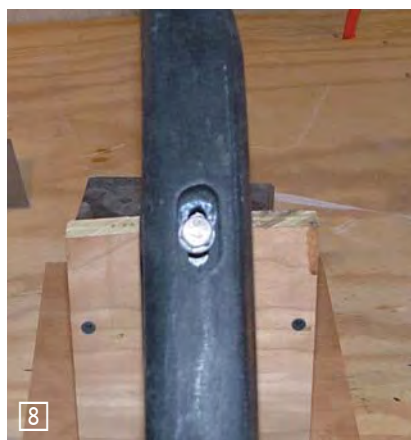


Hobie 17 / 18 / Wave / 20 (cont.)

Set the lockdown plate in the upper casting in the middle of the adjustment guide [8]. "Dry fit" the upper casting in the locked down position, and check the mating surfaces of the castings to make sure they are aligned [9], [11]. Make sure the rudder blade is tight against the forward stop at the bottom of the lower casting and the locking plate is seated firmly into the cam. It really helps to have an extra set of hands to do this [10]. Mark the upper hole position using the upper casting as a guide. Again, drill only about $\frac{1}{4}$ " into the rudder and test the fit again, both in the locked down and parked positions. When you're happy with the hole position, drill all the way through. Re-assemble the rudder and castings and remove any slop in the lock down mechanism with the adjustment plate in the upper casting.

At this point, you might want to do some on-the-water testing. Install the rudder on the boat and go sailing. Sail upwind and check the helm feel when your newly drilled rudder is on the leeward side and the weather rudder is up. There should be a very slight weather helm – just enough to slowly head the boat to wind when you lay the tiller down.

Once you're happy with the helm balance on your new rudder, use it as a template to drill the other rudder.



Hobie 14/16 – Rake Adjustable Castings (1983-present)

Proceed as per the instructions for the 17/18/Wave castings. Use Hobie's template to ballpark the lower hole; check the rake; then fit the upper casting / tiller arm. However, because the castings have curved mating surfaces, you must be vigilant to get the arm height correct. With the rudder locked down, the tiller arm forward end must be just above the rear crossbar. With the rudder parked, the tiller arm should be several inches above the deck [12]. That will prevent the tiller connectors, especially the old style, from scratching the deck.

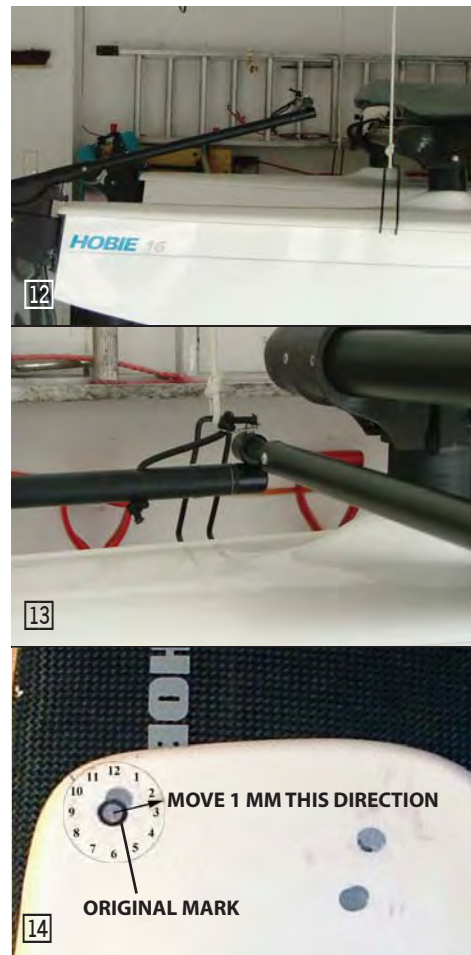
Hobie 14/16 – Non Rake Adjustable Castings (1968-1982)

Proceed as per the instructions for the 14/16 rake adjustable castings. However, since you don't have the luxury of taking the slop out with the adjusting plate, you'll need to tweak the upper hole's position after you initially mark it. With the rudder vertical and laying on its port side, mark the center of the hole 1 mm towards the 2:30 position [14]. Drill only about 1/4" into the rudder and test the fit, both in the locked down and parked positions. Make sure that there's a definite *snap* when the rudder locks down and there's no fore-aft play in the rudder tip. Finish up the hole on the drill press.

Final Checks

Install both rudders on the boat. The tiller arms should be level with each other both in the parked and locked down positions. Go sailing in a variety of conditions. The helm should be neutral / slight weather on all points of sail. If you've got too much helm or slop – try again. It may take several attempts before you get it just right, but the payoff is a much improved sailing experience.

Thanks go to John Bauldry (the "Hand Model"), Mike Hammond and Matt Miller for their help with this article.



Weather Helm Problems

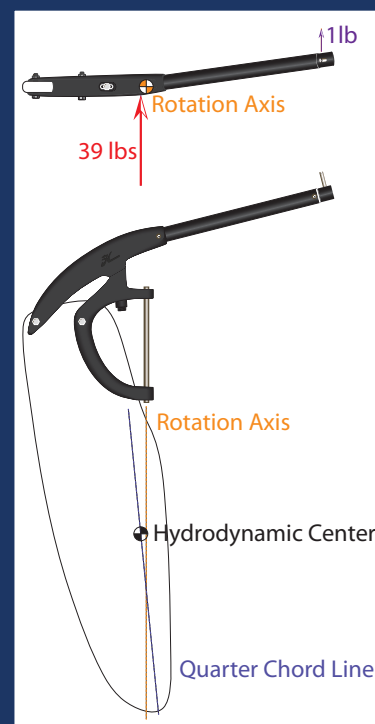
A boat has weather helm when the sail plan's Center of Effort is aft of the hulls' Center of Lateral Resistance. This moment arm makes the boat want to turn into the wind. As a consequence, you must pull on the tiller to keep the boat going in a straight line. How much tiller force it takes depends on your rudder rake relative to the rudder's axis of rotation.

Whenever a foil (like a rudder) creates lift (turning force), the force acts through a point (the Hydrodynamic Center - HC) located approximately on the foil's quarter chord line. How much force you feel on the tiller depends on how far the HC is from the rudder's rotation axis and the length of the tiller arm. On a balanced Hobie 17, the HC is about 0.4" aft of the rotation axis; the tiller arm is 17" long; therefore a 1 lb pull on the tiller is caused by a 39 lb force on the rudder. On a Hobie 16, changes are even more pronounced since the tiller arm is 26" long.

To increase the rudder rake to reduce weather helm, move the lower casting hole forward and slightly upward – the 2 o'clock direction.



On the 16 / 14 castings, a 1/8" change in hole position results in a 1/4" change in the rake measurement. On the 17/18/Wave



castings, a 1/8" change in hole position results in a 3/16" change in the rake measurement.

feature

Walking on the Moon



Forty-nine Hobie 16s gathered in October on a beautifully desolate lake in the Mojave Desert for their annual contest of speed, skill and camaraderie.

Despite the surreal landscape, or perhaps because of it, the Hobie Way of Life was never more evident.





The surreal backdrop of the Mojave Desert bore a striking resemblance to the mountains of the lunar landscape. With the occasional exception of a dust cloud rising from a vehicle trail, there were almost no signs of human habitation to be found.

The thin, dry high desert air also made judging distance difficult – the mountain peaks in this photo by Ellie Martin are over ten miles distant.



Greg Thomas and John Williams jibe around the weather mark on their way back to the right side of the course. *(left)*

Rex Miller tries (unsuccessfully) to pull off a port start. *(right)*



JERRY VALESKE

JEREMY LEONARD



The B.I.M.B.O.s were a hard-working lot. Three days of moderate to heavy wind and a long commute to the race course kept them busy. Craig Parson holds down the fort on the Pin Boat. *(left)*

Mike Montague and Kathy Ward show how it's done (including the smiles) on a perfect Mohave day. *(right)*





In what turned out to be the final race of the event, the race committee extended the last upwind leg back to the beach - nearly three miles from the leeward gate. Jerry Valeske captured the spread out fleet as they approached the signal boat to finish (far left).



Quique and Tito demonstrate championship - winning form as they round the leeward gate.

They haven't even fully passed the gate mark, yet Tito's on the wire, the main's sheeted in, the rudder's up and all that's left is for Quique to get on the wire and sheet the jib in.



Get your fiberglass repairs! No waiting! (Mark Modderman)

Score! (John Hauser and Rick Buchanan)

Scorpion? Kill it! Kill it! OW!
(George Miscannon)

But Mom! We were just
swimming! Really!
(CA and IA youths)



We're going
to VEGAS!
(the 'Ricans)

Aren't
we cute?
(JDub)



Can we
please
get this
over
with?
(GT)



What? No
wind? But I'm
feeling very
Olympic today!
(Enrique)

Yeah, this used
to be a tire.
(Wally Myers)



ALL PHOTOS THESE PAGES BY ELLIE MARTIN

2010 Hobie 16 North American Championships

United States Pan Am Games Qualifier

Lake Mohave, Nevada

Final Results

Rank	Helm	Crew	Nat	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	R13	R14	R15	R16	Total	Net
1	Figueras, Enrique	Aponte, Victor	PUR	1	1	3	(5)	5	1	1	1	1	1	1	1	1	2	1	3	29	24
2	Hess, Jason	Rozenberg, Guillermo	BRA	1	2	7	4	1	4	3	9	2	2	2	3	3	(25)	2	1	27	41
3	Figueras, Francisco	Berrios, Joliam	PUR	2	4	9	1	12	7	4	3	3	6	8	4	7	14	5	(24)	113	89
4	Colon, Dr. Pedro	Catena, Nuria Monica	PUR	3	6	4	6	21	15	5	4	6	5	5	5	2	5	6	(154)	132	98
5	Modderman, Mark	Tartaglino, Sandra	RSA	11	11	12	11	(32)	2	7	2	4	18	4	3	8	11	13	8	157	125
6	Thomson, Greg	Williams, John	USA	6	13	6	15	24	3	12	5	(26)	7	2	3	9	13	4	17	126	146
7	Myers, Walter	Griffo, Beverly	USA	7	14	2	2	2	14	21	(27)	16	16	10	16	18	4	7	7	183	156
8	Neuspome, Jeff	Fatough, Michelle	USA	22	3	35	20	7	6	2	7	5	9	24	8	11	6	15	(43)	243	180
9	Hess, Dr. Paul	Hess, Mary Ann	USA	10	8	24	29	(31)	9	17	18	9	5	16	15	6	1	3	15	216	185
10	Porter, Pat	Porter, Darcie	USA	27	9	16	19	4	10	20	72	16	8	(37)	17	14	7	10	3	226	189
11	Becker, Geoff	Hankins, Krista	USA	4	10	18	23	8	5	14	15	8	13	18	(34)	32	18	8	2	230	196
12	Montague, Mike	Ward, Kathy	USA	15	18	28	7	19	(36)	15	8	29	25	6	11	4	26	26	11	271	213
13	Borg, Dan	Champ, Marshall	CAN	19	12	8	3	3	24	26	20	27	31	22	(33)	17	16	9	21	291	258
14	Borcherting, Adam	Jones, Julianne	USA	36	5	(42)	41	38	13	28	6	10	4	3	9	13	9	41	14	302	260
15	McVeigh, Rich	Hilk, Carol	USA	12	20	20	17	27	17	10	17	(50.0 OCS)	12	15	13	21	23	21	16	311	261
16	Smith, Kevin	Romanoff, Kerri	CAN	16	19	1	34	33	20	16	34	7	15	14	6	24	19	33	(36)	307	271
17	Nelson, Ken	Cooper, Kim	USA	23	7	10	9	13	12	25	(50.0 DNF)	50.0 DNC	50.0 DNC	9	20	5	15	18	9	325	275
18	Karl, Bill	Miscannon, George	USA	14	17	73	16	28	28	11	10	31	(41)	17	10	23	32	31	10	319	278
19	Hilk, Ken	Pastoor, Tina	USA	18	25	30	10	6	11	8	21	29	11	32	14	16	24	30	(39)	324	285
20	Christensen, Todd	Sullivan, Laura	USA	14	(39)	29	13	9	27	6	16	19	30	14	22	19	20	17	25	324	285
21	James, Dr. Herb	James, Sharon	USA	8	15	34	22	18	8	(42)	11	26	27	13	12	37	8	27	30	338	296
22	Sohn, Jim	Larson, Alex	USA	26	(11)	26	31	17	16	22	20	15	19	31	19	12	31	14	13	344	303
23	Brown, Nate	Porter, Katie	USA	27	21	33	18	11	18	34	31	17	23	(41)	18	22	10	31	6	361	320
24	Miller, Rex	Bates, Shawn	USA	(28)	25	5	5	20	13	31	23	14	24	27	32	28	17	11	26	367	326
25	Peftmutter, Jeff	Stockdale, Susan	USA	(41)	27	19	25	23	29	24	25	11	20	30	29	15	28	35	23	404	363
26	Johnson, Steve	Larson, Casey	USA	34	23	41	38	26	19	37	31	11	24	31	27	10	27	12	18	416	375
27	Leo, Steve	Buchanan, Barbara	USA	9	22	11	12	15	22	19	28	23	14	(50.0 DNC)	50.0 DNC	50.0 DNC	50.0 DNC	26	27	428	378
28	Haydon, Uziat	Kornblum, Nancy	USA	35	37	21	20	21	31	16	(37)	25	21	27	27	15	1	23	22	431	395
29	Russel, Gary	Akakawa, Midori	USA	(50.0 DNF)	50.0 DNC	50.0 DNC	26	10	40	9	19	21	17	50.0 DNF	28	20	27	16	33	466	416
30	Whitfield, Dan	Roman, Debra	USA	17	27	23	13	13	29	35	13	13	10	29	27	17	11	17	(41)	473	417
31	Bagley, Gordo	Ren, Faye	USA	31	37	25	24	29	32	33	42	24	35	20	21	29	32	(45)	35	494	449
32	Brown, Bogie	Shoof, Kevin	USA	17	30	13	13	23	11	27	(50.0 DNF)	21	29	(50.0 DNF)	39.0 DNC	50.0 DNC	50.0 DNC	19	32	521	451
33	Hausser, Officer John	Hausser, Linda	USA	25	24	14	14	39	34	23	26	31	32	(50.0 DNC)	50.0 DNC	50.0 DNC	50.0 DNC	29	29	520	470
34	Hansler, Roger	Hansler, Pat	USA	36	(48)	43	36	36	36	39	34	34	37	25	21	24	11	36	38	531	471
35	Lewis, Mark	Lewis, Tiffany	USA	24	16	17	32	47	23	29	46	(50.0 OCS)	22	26	50.0 DNF	50.0 DNC	50.0 DNC	25	19	526	476
36	Katz, Ron	Katz, Donna	USA	28	40	77	37	41	43	(46)	32	35	35	11	24	25	20	40	28	530	484
37	Bradshaw, Christina	Bradshaw, Matt	USA	20	29	38	35	34	26	40	39	30	(42)	29	31	36	31	42	37	539	497
38	Mohitash, Scott	White, Floyd	USA	37	36	36	43	38	36	13	22	36	28	17	(50.0 DNF)	50.0 DNC	50.0 DNC	38	20	550	500
39	Sheton, Stefan	Shelton, Ella	USA	40	35	(44)	42	42	44	30	24	39	36	23	26	33	34	39	31	562	518
40	DeAngelis, Quinn	Perlmutter, Barb	USA	44	43	(46)	39	37	37	32	28	31	39	34	35	26	35	34	12	569	525
41	Wallace, Blair	Wallace, Sasha	USA	32	33	31	27	49	41	48	44	13	38	(50.0 DNC)	50.0 DNC	50.0 DNC	50.0 DNC	23	5	584	534
42	Brown, Ben	Williamson, Dustin	USA	29	42	23	26	46	42	39	35	(50.0 DNF)	50.0 DNC	39	39	30	30	22	40	584	534
43	Figueras, Alfredo	Guzman, Daphne	PUR	43	38	45	40	40	33	41	36	40	40	35	30	27	36	28	(50.0 DNF)	602	552
44	Ashburn, Mark	White, Frances	USA	30	34	37	44	44	35	36	30	36	26	36	(50.0 DNC)	50.0 DNC	50.0 DNC	44	42	624	574
45	Kanayan, Willie	Bennett, Debbie	USA	42	41	21	46	14	48	43	43	42	45	(50.0 DNC)	50.0 DNC	50.0 DNC	50.0 DNC	50.0 DNC	50.0 DNC	685	635
46	Dunn, Chris	Jones, Trevor	USA	43	47	39	48	43	47	44	41	41	48	40	38	36	38	47	(50.0 DNF)	691	641
47	Slavich, Jeff	Slavich, Sally	USA	45	48	47	(49)	45	46	45	40	43	44	38	37	39	39	46	44	695	646
48	Esaki, Andrew	Hallik, Sharon	USA	46	44	40	45	25	(50.0 DNF)	50.0 DNC	50.0 DNF	50.0 DNC	50.0 DNC	50.0 DNF	40	50.0 DNF	40	43	45	718	668
49	Fair, Steve	McMahon, Robert	USA	48	45	48	47	48	45	47	45	(50.0 DNF)	50.0 DNC	50.0 DNC	50.0 DNC	50.0 DNC	50.0 DNC	50.0 DNC	50.0 DNC	773	723



HOBIE REDEMPTION ON THE NEBRASKA PRAIRIE

by Tom Machette

MAC
LAKE McCONAUGHY, NEBRASKA
NORTH CENTRAL AREA CHAMPIONSHIPS

NAC
HOBIE 17 / HOBIE 18
NORTH AMERICAN CHAMPIONSHIPS

MATT BOUNDS

Every year I look forward to attending the Hobie 18 North American Championships. I'm not always able to attend, but it is always on my calendar and it's definitely an event worth attending. This year's NAC certainly did not disappoint. The 2010 Hobie 17/18 NACs were originally scheduled for June 7–11 at the newly rebuilt Ocean Springs Yacht Club in Biloxi, Mississippi. As many of you know, this is not what happened.

In early May my heart sank as I opened an e-mail from Steve Cooley entitled "Urgent, Important, and Time Sensitive." The opening sentence said it all—"Recent events will most likely require cancellation of the 14, 17, 18, Wave North American Championship event that was scheduled for June of this year (2010) in Ocean Springs, Mississippi. The oil spill will be coming ashore there any day now." The e-mail was disheartening. I hate to see any event be cancelled or postponed, and while BP was coming up with new inventive ways to say "sorry" to the American public, the Hobie 17 & 18 classes were determined to have a national event elsewhere.

Division 5 discussed the idea of having an NAC for years and this misfortune provided the perfect opportunity to have a no-frills race at Lake McConaughy in Nebraska, one of our favorite lakes. Back to the "Hobie Way of Life" where a fancy host hotel was not needed, just a piece of beach front, some good wind, and lots of sun. Big Mac, as it is referred to by the locals, is about as primitive as can be, but is one of the best Hobie racing venues in the Midwest. Thirty miles long and three miles wide, Big Mac is surrounded by white sugar sand beaches, which usually provide ample room for camping and boats. Since Big Mac was at the highest water level it has seen in years, it was the perfect time to hold a NAC. The Division 5 officers held a quick vote and decided to propose combining the already scheduled North Central Area Championships with the H17/H18 NACs on Labor Day weekend.

Steve Cooley and Hobie Fleet 61 put their gears in motion. They spearheaded the logistics along with a lot of help from fleets in Divisions 5 and 7. The short time frame combined with the difficulty of holding such a large

scale event 240 miles from Fleet 61's home in Denver, CO, provided some complications. But the event came off without a hitch. Steve even managed to convince the always professional Matt Bounds to be the Principal Race Officer for the event, missing his anniversary; I know the entire Hobie class thanks Matt's wife, Laurie, for tolerating this.

This year Big Mac didn't come through with its normal 10-20 knot winds. Instead it welcomed racers on Thursday with 20+ knot winds that proceeded to die throughout the night and into Friday morning. With a long distance race scheduled to start at 2:00 PM, most of the racers had their boats on the beach and ready to go by late Friday morning. The forecast did not look good for the rest of the day, so the late-comers took their time setting up their boats and campsites. The sailors wasted the day gathering around the weigh-in and registration tent, playing giant versions of Jenga and Connect Four, greeting old and new friends, and exchanging well-told stories. The welcoming dinner was awesome. Fleet 198 (my home fleet out of Rapid City, SD) provided BBQ pulled pork sandwiches and all the fixings, leaving everyone full and happy to finally be there. With lots of anticipation towards the first day of racing, most people went to bed early, but there still was a good size group hanging around the campfire late into the night.

Saturday morning came early and the competitors' meeting was held at 10:00 AM sharp. Led by Steve Cooley and Matt Bounds, they shared their thoughts and expectations for the event, including a forecast for the upcoming week. Not much wind for Saturday and Sunday, nuclear winds expected for Monday and breezy on Tuesday. Rumors started to go around that our highly respected PRO was a jinx. Matt denied it, but he already had that reputation long before he arrived. With a light-wind F18 North Americans just a few weeks before, and a less than breezy HAVAMEGA at Lake Havasu, AZ in 2009, the wind gods weren't looking kindly upon him.

With 7-8 knots of wind, the competitors slowly made their way out to the race course. Matt started the Hobie 18s and as the 5-minute sequence counted down for the 17s start, the wind abruptly shifted and dropped to three knots. Up went the postponement flag for all classes not already started, followed shortly by the abandon race flag. After about an hour, the race committee decided to bring us back to the beach, and at 4 PM they called it for the day. Everyone was in good spirits during dinner, a wonderful Mexican taco bar courtesy of Fleet 61, chili

www.hcana.hobieclass.com



DAN JEBENS



DAN JEBENS



DAN JEBENS

verde and all! Sundays forecast was for 10-15 knots, maybe the PRO isn't a dud after all.

Day two didn't start out much better. The first shape shown by the RC was the postponement. The wind built slowly and soon enough we were back on the water, completing three races in puffy 3-15 knot winds. Competitors gathered around the results posted just before brats and burgers were served. The 16s were lead by Slim Johnson and the hull flying Hobie 20s Bart Beck was in the no. 1 slot. Awards were given out for the 16s and 20s that night since the NC Area Championship was only a two-day weekend event. The 17s and 18s had another two days of racing ahead of them.

First place in the 17s was closely contested by Dan Borg and Phil Collins, whereas the first four places in the 18s were held by Division 5 sailors: Bengé Brown, Tom Erdmann, Steve Cooley were separated by only 5 pts. Everyone prepared for the approaching **nuclear** winds. The NOAA forecast delivered 25-30 knot winds with gusts to 40, so most of the boats stayed tied down to beach screws for the entire day. The scheduled 10 AM start, became a two hour postponement that ended up lasting until 3 PM, when it was replaced with a Beer and Martini flag. The wind dropped slightly before dinner as we watched Matt Bounds make a couple of fast laps around the lake on John Cox's H17. Division 7 provided Monday night's dinner, an Italian feast of spaghetti, salad, bread sticks and more. After literally being sandblasted for the entire day, the dying wind was a welcome change, as most people headed to the bonfire for more camaraderie.

Tuesday's winds were typical for Big Mac—a consistent 10-20 knots out of the south. The race committee had us off the beach at 10 AM sharp. We all knew we were going to race hard and

long! Before the first race even started one of the H17s dismasted and had to be towed back to the beach. In the second race my H18 was involved in a collision on the start line, and we had to go back to the beach to repair the damage. The fantastic beach crew had me fixed up in no time with a Folger's coffee lid and duct tape, and I was back for the start of the third race. Also during the second race Paul Eaton flipped his H17 and jammed his broken hot stick into his leg, missing his femoral artery by less than an inch. The chase boats had him quickly back to the beach, where he was rushed off to the local hospital for four stitches. Meanwhile, Matt Bounds was talking his mother out of a trip to the beach from the signal boat—there really was nothing she could do.

After Tuesday's five races, Phil Collins and Dan Borg were tied for first place overall at 10 points each. Phil ended up winning the third tie breaker, giving him his second Hobie 17 North American Championship. In the 18s Steve and Sabrina Cooley managed to grab their first Hobie 18 North American Championship after taking 2nd place in the previous **five** NACs. Awards were presented along with a BBQ Beef Brisket Banquet at Hawthorn Ranch just a few miles away from Big Mac. The awards speeches were short and sweet, giving credit where it was due, and even bringing tears to some eyes. All in all it was a fantastic event at a great venue that can't be beat. Now I am eagerly counting down the days to next year's event in Mississippi, wondering if they can possibly top the 2010 NAC!

Ever wonder what 28 avg. kts. with 40 kt gusts looks like? Wonder no more.



GARLAND AYSUCUE

Latham Souther accepts the Tow of Shame while the fleet lines up to start.



DAN JEBENS



HOBIE 20

Rank	Helm	Crew	R1	R2	R3	Total	Net
1	Bart Beck	Michael Lokken	1	1	1	3	3
2	Dave Daniel	Aryla Aman	3	2	3	8	8
3	Dave Boal	Chesney Boal	5	3	2	10	10
4	Bob Davidson		2	4	8.0 DNC	14	14
5	Ernie Walker	Mike Reese	6	5	4	15	15
6	Joe Bouchier	Ian Bouchier	4	6	8.0 DNC	18	18
7	Ahren Boettger	Melissa Olsen	8.0 DNC	8.0 DNC	8.0 DNC	24	24



HOBIE 18

Rank	Helm Name	Crew Name	R1	R2	R3	R4	R5	R6	R7	R8	Total	Net
1	Stephen Cooley	Sabrina Cooley	2	(7)	2	2	4	3	1	2	23	16
2	Tom Erdmann	Cyndi Erdmann	8	1	1	1	3	(10)	5	4	33	23
3	Paul Evenden	Lydia Brown	5	6	6	(8)	2	1	4	5	37	29
4	Tom Machette	Jennifer Franke	4	3	(10)	3	5.0 RDG	5	3	7	40	30
5	Jim Sohn	Jeremy Sohn	3	(11)	9	10	1	2	7	1	44	33
6	Benge Brown	Jacob Brown	1	2	3	6	(10)	9	6	9	46	36
7	Greg Laliberte	Maya Laliberte	(9)	9	8	9	6	4	2	6	53	44
8	Bob Johnson	Gillian Thomson	7	8	5	7	7	7	(9)	3	53	44
9	Roger Benedict	Pat Benedict	10	(12)	4	5	9	11	8	8	67	55
10	David Stuck	Mason Daknis	12	5	7	4	5	8	(15.0 DNC)	15.0 DNC	71	56
11	Jason Craig	Katie Craig	11	10	11	12	8	6	(15.0 DNC)	15.0 DNC	88	73
12	John Eaton	Clint Ellis	6	4	(15.0 DSO)	11	15.0 DNS	15.0 DNC	15.0 DNC	15.0 DNC	96	81
13	Tom Hamernik	Collin Erdman	14	(15.0 DNC)	13	13	11	12	10	10	98	83
14	Sebastian Mettes	Ludvig Rhodin	13	13	12	(15.0 DNC)	15.0 DNC	15.0 DNC	15.0 DNC	15.0 DNC	113	98

HOBIE 17

Rank	Helm Name	R1	R2	R3	R4	R5	R6	R7	R8	Total	Net
1	Phil Collins	1	2	2	1	(3)	1	2	1	13	10
2	Dan Borg	2	1	1	2	1	(6)	1	2	16	10
3	Stephen Acquart	(10)	3	9	5	4	4	3	5	43	33
4	Garland Ayscue	7	8	4	9	(12)	8	8	8	64	52
5	Jon Tiger	3	(19)	3	8	11	5	7	16	72	53
6	Andy Larson	(28.0 OCS)	7	19	7	6	13	5	3	88	60
7	Stuart Hill	6	5	16	(19)	2	16	15	6	85	66
8	Jane Sherrod	18	(28.0 DNC)	14	4	10	3	9	10	96	68
9	Rick Pettit	4	(28.0 OCS)	8	28.0 DNC	5	2	14	9	98	70
10	Todd Wilson	9	17	10	12	(18)	14	4	4	88	70
11	Dan Jarrett	(19)	14	6	11	8	10	10	15	93	74
12	Bruce Fields	13	12	11	10	(28.0 DNC)	7	12	11	104	76
13	Jim Disano	8	(16)	7	6	16	12	16	13	94	78
14	Roger Taha	(17)	11	15	15	9	11	11	7	96	79
15	John Cox	(20)	15	13	14	7	17	6	14	106	86
16	Peter Way	15	9	(18)	16	14	15	13	12	112	94
17	Dan Romcevic	14	10	25	13	15	9	17	(28.0 DNC)	131	103
18	Gerald Umsted	12	20	20	3	13	(28.0 DNC)	20	17	133	105
19	Paul Eaton	5	13	5	20	(28.0 DNC)	28.0 DNC	28.0 DNC	28.0 DNC	155	127
20	Bob Forshay	16	22	24	18	17	19	18	(28.0 DNC)	162	134
21	Ron Hilton	(23)	18	23	17	21	18	19	18	157	134
22	Paul Bommersbach	11	4	12	(28.0 DNC)	28.0 DNC	28.0 DNC	28.0 DNC	28.0 DNC	167	139
23	Bill Mc Bride	21	24	17	(28.0 DNC)	22	20	22	19	173	145
24	Mark Pauly	24	25	26	21	20	(28.0 DNC)	21	20	185	157
25	Latham Souther	22	23	22	(28.0 DNC)	19	21	28.0 DNC	28.0 DNC	191	163
26	Alex Bommersbach	25	6	21	(28.0 DNC)	28.0 DNC	28.0 DNC	28.0 DNC	28.0 DNC	192	164
27	Dick Graves	26	21	(28.0 DNC)	22	28.0 DNC	28.0 DNC	28.0 DNC	28.0 DNC	209	181



DAN JEBENS

THE RACE OFFICER SHACK

I arrived at Lake McConaughy in the dark - both literally and figuratively. I didn't know where I was staying, only that Steve Cooley said, "We've got you a place." When he pointed out the decrepit trailer parked in the sand, I told myself, "It's only a place to crash—I've had worse accommodations."

However, once you opened the door, there was Margaritaville! Thanks, Steve for finding the coolest shack on the lake!



US SAILING ONE-DESIGN SA

By Jeff Newsome & Michelle Eatough
Photos by Michelle Eatough and Chris Petracco

THE 2010 US SAILING ODSS WAS HELD AT BALBOA YACHT CLUB IN NEWPORT BEACH, CA THE WEEKEND OF NOVEMBER 12-14. The symposium included key note speakers, break away workshops and networking opportunities. The general goal for all fleets attending was to expand membership and participation. We want to do this, too! So we decided to split up and attend as many workshops as possible. Between the two of us, we attended Go Fast workshops, Building Effective Class Websites, Regatta PR 101, Sponsorship 101, Working Together to Create Great Regattas & How to Increase sailing in Your Area in 12 Easy Steps. The speakers were knowledgeable and passionate about their fleets and areas of expertise.



BLOGS, A "RICH" CALENDAR, FACEBOOK & TWITTER ARE ALL IMPORTANT FOR AN EFFECTIVE WEBSITE. Static HTML websites are being replaced with Web 2.0 Technology. This is a modern content management system that simplifies integrating links, video and forums into websites. Use friends and family to take photos and write blogs during events. Let's get out there and take some cool photos and video and put them on your site so people can see what they are missing! —Dieter Loibner, Regatta PR 101



WE WERE PLEASANTLY SURPRISED to find Hobie 16s on the cover of the event program! Thanks for putting multihulls on display!

JAN DA
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SAILING SYMPOSIUM

Regatta PR 101:

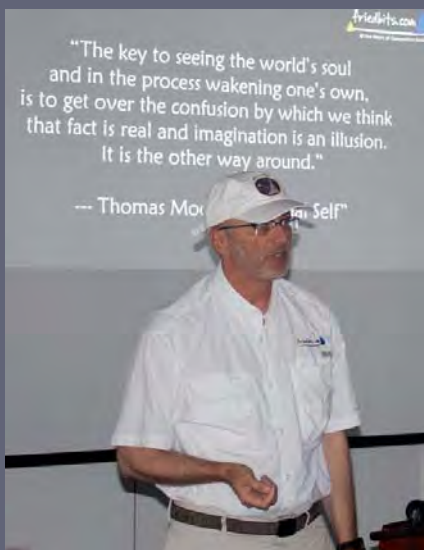
1. Make a PR Plan
2. Keep communication channels open
3. Assign tasks
4. Stay Basic
5. Post Daily

EIGHT IS THE MAGIC NUMBER. Encourage new sailors to get on the water eight times and then they are hooked. If



your focus is to increase participation in your fleet, remember the Rule of 8. Don't give up!

—Patty Lawrence,
Thistle Class Secretary



FRIED ELLIOT, A SNIPE AND STAR CLASS PHOTOGRAPHER, GAVE AN INTERESTING KEYNOTE

SPEECH focusing on "Awakening Desire" (to sail, of course!), Managing Your Image and Marketing Fleets. He suggests a modern approach to marketing. Build the desire by making your fleet attractive and market it by using experiences over product and price. For example, tell people how fantastic it is to compete in a regatta or go for a sunset sail versus explaining how much a catamaran costs. Photography is an important component to create a positive image for the multi-hull class.

VIS AND LAURA JEFFERS EXPLAINED THE LIGHTNING BOAT PROGRAM. They introduced two boats into the and offered youth teams a chance to win a grant to use these boats for an entire season. HCA Division 3 in Northern California is working on a similar program with a boat. US SAILING offers grants for youth teams and international and select national events where grant will cover the travel and attendance expenses. You can apply for these grants for our Hobie youth and you can win sponsorship for a youth team to attend a regatta event.

THE SIMPLE TIMES OF HAVING A BLAST WITH THE WIND AND WATER ARE IN THE PAST. We

now have to prove it by showing some exciting video for everyone to view.

—Vince Casalaigna, *Video is More Than Just Eye Candy*



US SAILING ONE-DESIGN SAILING SYMPOSIUM



HOW TO INCREASE SAILING IN YOUR AREA IN 12 EASY STEPS was a very intriguing title. Not a workshop to be missed! Jorge Martin-de-Nicolas, a passionate J/24 sailor, has increased participation at his yacht club and encouraged more than 200 new people to try the sport. He recommends building a free training platform using all volunteers. These are his steps for a successful sailing school:

1. Find a Leader
2. Find a Venue
3. Recruit Additional Instructors
4. Commit to a Schedule
5. Liability & Insurance – Students sign waiver
6. Collect Photos
7. Dedicate an e-mail account
8. Create website
9. Gather supplies
10. Recruit “friendlies” (people to make newbies comfortable)
11. Advertise
12. Watch your program grow!!



THERE ARE MANY MORE FACETS TO US SAILING THAT CAN HELP US BUILD AND SUPPORT OUR FLEETS AND YOUTH SAILORS. Now more than ever it's important we support each other. If we, the HCA members, join US Sailing and local yacht clubs everyone will gain. They need our support and we know, with our falling attendance and disappearing fleets, we need theirs. Together, we can all build our fleets, help our youths and continue doing what we love.

This is a snapshot of what we experienced; we have only hit the high notes. The booklet for the symposium is available on the US Sailing website. If you would like more details, check it out online. Don't forget to become a US Sailing member while you're there! It's an extremely valuable resource. The more members we have from our fleets, the more leverage we will have to encourage US Sailing to support multihulls. What can US Sailing do for One-Design? Sign up, get involved and find out. Your enthusiasm is contagious.

HCA Youth Grants

Purpose of the Youth Grant

The purpose of the Youth Grant shall be to assist Junior and Youth sailors in attending Championship Hobie Cat events, including, but not limited to:

- Youth events sanctioned by the Hobie Class Association of North America
- Youth events sanctioned and organized by the International Hobie Class Association and held in conjunction with other IHCA Worlds events

These Youth Grants shall be issued without financial obligation on the part of the receiving teams, however, the Youth Grants shall be subject to the terms and conditions as set forth in these guidelines.

Grant Request Guidelines

The following parameters are those that have been set forth by the HCA Executive Council as the minimum criteria to be met by youth teams wishing to apply for a financial grant for attending eligible events.

- Both skippers and crews must be HCA members.
- Skippers must sail in at least three (3) HCA-sanctioned events during the qualifying season prior to petitioning for a grant. Exceptions may be made at the Council's discretion when seasonal considerations justify such action. They may sail as a skipper or crew in those events.

Teams must submit the following documents to apply for an HCA Youth Grant:

- 1) An essay explaining why they should receive the Grant.
- 2) A resume of sailing training and experience.
- 3) Planned expenses for the event in question.
- 4) A list of HCA sanctioned regattas attended in the current year and finish positions.
- 5) A personal reference (parent or coach, for example) must be named to provide assistance in administration, disbursement and management of the Youth Grant.

At the conclusion of the event the following must be submitted:

- A detailed expense report outlining expenditures and disbursement of the Youth Grant monies, signed by the reference individual.
- An article about their experience in the event in question, to subsequently be submitted to the *HOTLINE* through the HCA Youth Chairperson.

Selection Process

All Youth Grant requests shall be submitted to the

current HCA Youth Chairperson 60 days prior to the event. No requests subsequent to that date will be considered for that year.

Youth Grant requests shall be reviewed by the HCA Council and awards to qualified teams shall be announced a minimum of 30 days prior to the event. To be considered for a Youth Grant, **all** information requested **must** be provided by the due date, without exception.

Youth Grants shall be awarded based on several factors, including but not limited to: funds available, number of requests received, needs of the individual teams, and requirements of established youth programs serving a number of Youth teams.

Questions should be directed by e-mail to the current HCA Youth Chairperson: **Gordon Bagley**, gnbii@msn.com





by Mimi Appel, Wave Class Representative

Waves Away 2010

What a great year!

Hobie Waves came on strong on the HCANA scene in 2010! The funky little plastic boat gained some serious headway this past season. After having a blast in the Wave Class at Lake Havasu, AZ at the end of '09, I couldn't wait until 2010! It was great to be back on the regatta circuit especially on such an easy boat to tow, rig and sail. I was fortunate to attend three major Wave events: Madcatter 34, Bay Week and Spray Beach; it was a super WAVE summer!

Madcatter 34, May 2010, Oneida Lake, Syracuse, NY

Hobie Fleet 204 opened their strict one-design arms to F18s and Waves in late May. The "It's all good

Wave rules" brought eight boats from Florida, Ohio, New Jersey, Rhode Island and New York. It was cool to host Rick White's crew from the very active IWCA Class. Event Wave winner, Patrick Green from Put-In-Bay, Ohio is a terrific person and an excellent sailor. The weather was uncharacteristically warm for Upstate New York. The IWCA guys were forewarned about the whole "we never say it's gonna be warm, but there is always plenty of rum" thing. Jack Woehrle, (3rd) from Ohio/S. Carolina was thrilled to not have to wear his new dry suit! Kathy Kulkowski from New Jersey—a past IWCA Champion and old time Madcatter veteran—rearranged her schedule to Wave race herself into

an impressive second place finish. Jim Glanden (4th) Hobie 16, 17 and Wave sailor brought two Waves; something he's been doing all season long. Even when he's racing the 16

he brings a Wave for any racer that wants to give it a go. Way to spread the Wave word, thank you Jim! Thanks to Fleet 204 and the Madcatter for a great time!

I-LYA Bay Week Regatta, August 2010, Lake Erie, Put-In-Bay Yacht Club, Put-In-Bay, OH

Jump to August. 23 Waves raced in one of the coolest places we've ever been. The village of Put-In-Bay is on an island in the south west end of Lake Erie; east of Toledo and west of Cleveland. Landlubbers get around the village in golf carts or fabulous antique vehicles. The place is full of boats—power, sail, fishing, pleasure—there are boats everywhere. It is also full of bars. They have a saying "It's the Key West of the Midwest." We saw a bunch of neat live entertainment. The "Mustang Sally" chick band wowed the crowd of the Beer Barrel Salon; the tavern boasts the "World Longest Bar." Many bars had one-man bands staged right up behind the bartenders. Local legend, Pat Dailey is a musical comedian. His (way) off color songs are ridiculously funny.

Patrick Green at Madcatter



Sailing the three-day event on fabulous Lake Erie was really cool. Friday the wind took forever to build, the committee canceled racing for the day after an hour and a half sail to the course. As soon as it was cancelled the wind filled in nicely. Skip Kaub (3rd) Doug Waugh (18th) and I (6th) pleasure sailed for another two hours, chatting and sightseeing all the fabulous Lake Erie homes.

Saturday's no wind left us with an 8:30 start on Sunday with four races back to back. Winds were brisk at about 18 mph with rolling surf that was a blast. Patrick Green (1st) again dominated the regatta. In a B-mark rounding, which was a downwind leg, Patrick came from behind me chatting up a storm with Jack Wolfe (13th). He passed Jack got overlap on me, took room and left us in his dust! The "standard Wave course" is an ABCAC, with the intention of gaining a hot reach. When it's set right, it is an absolute blast! Unfortunately it is the only course the class will sail. It leaves no room for the Race Committee to adjust the length of the race or to finish downwind.

US Sailing Judge, Dan VanHeeckeren's safety boat was the largest RIB we had ever seen. It was a pleasure chatting with him and his wife on the merits of one design vs. handicap racing, we loved his quote regarding the Wave being the most "Fun per dollar."

Overall it was an eye-opening experience. Rick White (12th) has been building the IWCA (International Wave Class Association) for over 10 years. They have their own set of rules and own constitution. 23 Waves on one racecourse was AWESOME!

Spray Beach Division 11 Points Regatta, August 2010, Spray Beach Yacht Club, Beach Haven, NJ

Round out a great summer with an impromptu trip to Long Beach Island, New Jersey. The Division 11 gang made it clear at the Wildwood regatta that there would be Waves to race against in Spray Beach. I just HAD to go! The Yacht Club with hosts Peter and Carolyn Vehslage throw a super event. The 37 boat fleet had Waves; nine 17's, Steve Myer (1st), Chris Begrow (2nd), and Paul Scholtyssek (3rd) and the usual Div 11 hot 16 sailors with Geoff Becker and Krista Hankins 1st, Mark Modderman and Mike Gorman 2nd, Wally Myers and Todd Christy 3rd. The Wave fleet had five boats. PRO Mark Santorelli did a fabulous job setting a Wave course within a bigger course. We not only had a shorter weather mark, but a reaching mark as well! The three-mile sail out to the course was offset by the great sack lunch that was included in the registration fee. That lunch contained a delicious "go fast" roast beef sandwich that I swear earned me a bullet! On the course the usual course card confusion ensued, due to the fact that none of us had one.

(Any HCA-NA member that is a Wave sailor can get a FREE Official HCA course card. Email mimiappel@aol.com to get yours today!)

Waves at the Mayor's Cup Regatta, Indianapolis, IN



Andy Keller, of past Hobie 17 fame, sailed fast pointing higher than I've ever seen a Wave point. He was in first on Saturday night. The last race of the day had to be thrown out, we all sailed the wrong course! Rondo LaPorta, is a Div 11 worker bee that sails any size Hobie he can get his hands on. Rondo raced Jim Glanden's Wave and scored big on Sunday with two bullets. There was a three-way tie for first with Rondo coming out on top, me second and Andy third.

2010 was a SUPER season for the future of Wave racing. The uncomplicated little boat does away with all the tuning and tweaking of the bigger, faster boats. Racers of all ages, kids and kids at heart are discovering it. Some of us are aging out of the more physical faster boats and can still enjoy the whole Hobie Way with tons less effort.

I strongly urge everyone to show, "old school" Hobie support for the 2011 HCANA Wave North Americans in the Gulf Coast of Mississippi. It was a devastating blow to Ocean Springs Yacht Club to have to cancel the 2010 event due to the Oil Spill. We need to really support this event and bring lots of tourist dollars. Come on down, charter a WAVE and see what all the FUN is about!!!

2011 Membership Form

Membership is for the calendar year (Jan 1 - Dec 31)

JOIN OR RENEW ON-LINE

www.hcana.hobieclass.com



Primary Member Information PLEASE PRINT LEGIBLY

FIRST NAME	MI	LAST NAME	GENDER: <input type="checkbox"/> MALE <input type="checkbox"/> FEMALE
STREET ADDRESS		APT #	
CITY	ST / PROV	ZIP / POSTAL CODE	
E-MAIL ADDRESS	FLEET	DIVISION	
HOME PHONE	CELL PHONE	DATE OF BIRTH IF UNDER 21	

Family Member Information LIMITED TO A MAXIMUM OF ONE ADULT LIVING AT THE SAME ADDRESS AS THE PRIMARY MEMBER YOUTH MEMBERS MUST BE UNDER THE AGE OF 21 AS OF DECEMBER 31 OF THE MEMBERSHIP YEAR

FAMILY MEMBER NAME (ADULT)	E-MAIL ADDRESS	GENDER: <input type="checkbox"/> MALE <input type="checkbox"/> FEMALE
FAMILY MEMBER NAME (YOUTH)	DATE OF BIRTH	GENDER: <input type="checkbox"/> MALE <input type="checkbox"/> FEMALE
FAMILY MEMBER NAME (YOUTH)	DATE OF BIRTH	GENDER: <input type="checkbox"/> MALE <input type="checkbox"/> FEMALE

Boats Owned / Sailed CHECK ALL THAT APPLY

- | | | | | |
|---------------------------------------|--|--|---|--------------------------------|
| <input type="checkbox"/> Bravo | <input type="checkbox"/> Getaway | <input type="checkbox"/> Hobie 18/M/SX | <input type="checkbox"/> Hobie 20 | <input type="checkbox"/> SUP |
| <input type="checkbox"/> Wave | <input type="checkbox"/> Hobie 16 | <input type="checkbox"/> Tiger | <input type="checkbox"/> Hobie 21 | <input type="checkbox"/> Other |
| <input type="checkbox"/> Hobie 14/14T | <input type="checkbox"/> Hobie 17 SE/Sport | <input type="checkbox"/> Wildcat | <input type="checkbox"/> Adventure Island | |

Membership Categories

STANDARD	IHCA Membership (eligibility to race in HCA points regattas, NAs and Worlds), support for Guest Expert Programs, Youth Programs and subscription to HCA HOTLINE magazine	\$ 35.00
FAMILY	(Standard and Top Cat members may purchase additional memberships for family members - see restrictions above.) Same benefits as Standard, but no additional copies of the magazine.	\$ 10.00 EACH
TOP CAT	Patrons, sponsors and corporate members. Same benefits as Standard, with special recognition in the HCA HOTLINE magazine.	\$ 100.00
WEB	Same benefits as Standard, without a subscription to the paper copy of the HCA HOTLINE magazine. Issues may be viewed on the web.	\$ 25.00
INDEPENDENT YOUTH	Same benefits as Standard, for non-family youth members. Must be under the age of 21 as of December 31 of the membership year.	\$ 15.00
RECREATIONAL / SUP	Subscription to HCA HOTLINE magazine only. Does not fulfill IHCA membership requirement to race in sanctioned points regattas. Allows participation in SUP races at regattas.	\$ 20.00

TOTAL ENCLOSED
(MAKE CHECK PAYABLE TO HCA-NA)

Release of Liability - Waiver of Claims

I acknowledge the risk of injury to my person and property while participating in sailing events. To the fullest extent of the law, I hereby waive any rights I may have to sue the race organizers (including the IHCA and HCANA) involved with the event with respect to personal injury or property damage suffered by myself or my crew as a result of our participation, and hereby release the race organizers from any liability for such injury or damage.

SIGN

DATE

Send completed form with check or money order to:

HCA MEMBERSHIP

% Matt Bounds

3798 Damas Dr.

Commerce Twp., MI 48382

248-980-7931

hobiemembership@gmail.com

HOBIE 16 AND HOBIE 20

NORTH AMERICAN CHAMPIONSHIPS

CARLTON TUCKER
MEMORIAL REGATTA

FORT WALTON BEACH FLORIDA
NOVEMBER 6-11 2011



ORGANIZING AUTHORITY: The Hobie Class Assoc. of North America in conjunction with the Ft. Walton Yacht Club and Hobie Fleet 178

VENUE: The Ramada Plaza Beach Resort, Ft. Walton Beach, FL www.ramadafwb.com. Racing will be in the Gulf of Mexico. Alternate racing venue in the event of high surf shall be Choctawhatchee Bay.

RULES: The event will be governed by the rules of the Racing Rules of Sailing (RRS). This is an international competition; therefore, pursuant to the US Sailing Rx to RRS 88.2, the US Sailing Rx to RRS 40 will not apply.

ELIGIBILITY: The ISAF Competitors' Eligibility Code applies (ISAF Regulation 19). All crew members must be paid members of the HCA-NA (or other National Hobie Class Association).

ENTRY FEE:
\$375 if paid by Sept. 15, 2011, \$400 thereafter.
Register on-line at www.RegattaNetwork.com

SCHEDULE:
Sunday, November 6, 2011
1000-1700 Registration
1300 Practice Races

Monday, November 7, 2011
0800-1000 Registration
1000 Competitors' Meeting
1200 1st Warning Signal

Tuesday - Friday, Nov 8-11, 2011
1100 1st Warning Signal

Full event schedule and other information is available via www.fwyc.org

EQUIPMENT: All boats will be weighed and inspected prior to competing. It is the responsibility of each skipper to have their boat weighed and inspected at the event site by the Official Measurer.

COMPETITOR'S INSURANCE: Each Competitor must show proof of liability insurance with a minimum coverage of \$100,000 (USD). Competitor's proof of insurance and coverage must be available for review at registration.

SAILING INSTRUCTIONS: The Sailing Instructions will be made available at registration.

PRIZES: Awards will be presented to the top 20% of pre-registrants in each class.

ACCOMMODATIONS: Ramada Plaza Beach Resort, 1500 Miracle Strip Parkway, SE, Fort Walton Beach, FL 32548 800-874-8962 or 850-243-9161 www.ramadafwb.com

ALTERNATE ACCOMMODATIONS:
List of alternate hotels, RV accommodations and camping - www.fwyc.org

AIR TRANSPORTATION: Fort Walton Beach / Okaloosa County Airport (VPS) is about 20 minutes away.

EVENT INFORMATION CONTACT:
Tom Garner - tgarner@dooleymack.com

NOTICE OF RACE



Hobie
WATER WEAR

**HOBIE CLASS ASSOCIATION
of NORTH AMERICA**
3798 Damas Dr.
Commerce Twp., MI 48382
CHANGE SERVICE REQUESTED

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3/2mm full suit

2/2mm shorty

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your sailing season.
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contact your Authorized Hobie Dealer.



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