

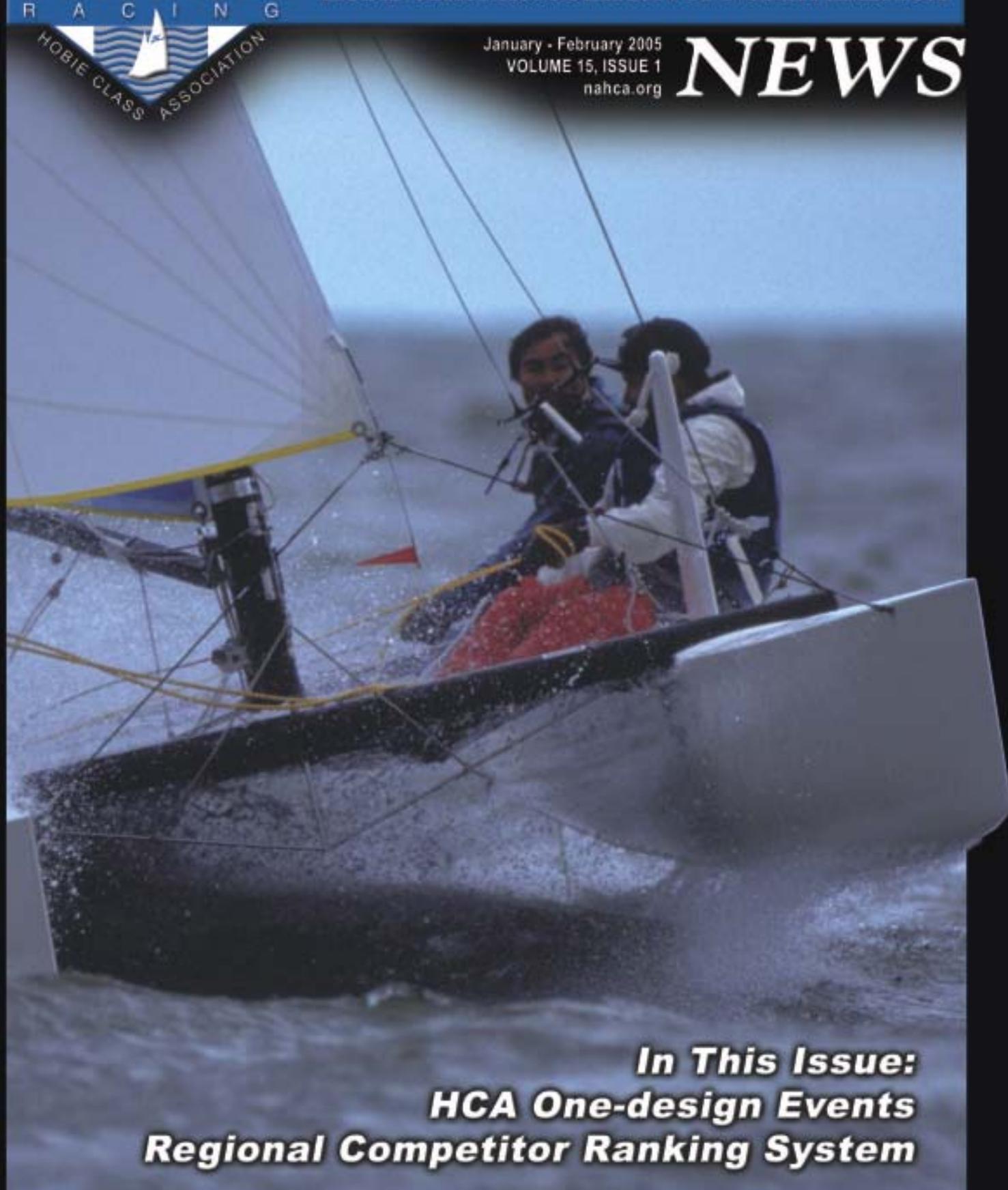
HOBIE CLASS

INTERNATIONAL
NORTH AMERICAN REGION
HOBIE[®]
R A C I N G

HOBIE CLASS ASSOCIATION OF NORTH AMERICA

January - February 2005
VOLUME 15, ISSUE 1
nahca.org

NEWS



In This Issue:
HCA One-design Events
Regional Competitor Ranking System

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HOBIE CLASS NEWS

The official publication of the Hobie Class Association of North America

JANUARY – FEBRUARY 2005
VOLUME 15, NUMBER 1

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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.

HOBIE CLASS NEWS
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cleanairflatwater

Hobie One-Point-Five-Design



Hopefully, everyone will be in tune with one-design sailing that is a major topic in this issue. The rather lengthy article and sidebars on the HCA's refocus on Hobie One-design may invoke a range of opinions, but I suspect all of us concur that the transitions have been/are painful in many instances. As much as we can, however, we need to put this behind us and move on. Not only is there sailing to be done (!), but there are much more significant one-design issues facing the HCA and IHCA.

How many of you have sailed, or even seen, the Hobie 16 with the add-on spinnaker kit? Much excitement has evolved for this option in Europe and in the past year many of their youth national championships were run with this new rig. The IHCA is lobbying hard with ISAF to choose the H-16 Spi as the ISAF Youth Worlds boat. The 2005 Hobie 16 Worlds NOR currently specifies the H-16 Spi for the Youths. A few North American youth have contacted me with, "Huh??"

What's going on here? Do we really have a H-16 TWO-design? Well, sort of. Have you read through the IHCA Hobie Class Rules lately? There is a new Appendix B that specs out a spinnaker for the H-16. However, at the 2003 IHCA AGM, the H-16 spinnaker was approved as an alternative configuration for "special youth events" only. The ISAF Youth Worlds could be considered a special event since it is outside IHCA jurisdiction. But, what about the IHCA South African H-16 Youth Worlds? The European nationals? Are these all special events also? Putting aside semantics, it would seem to make sense for youth to sail the H-16 Spi in events leading up to an ISAF World Championship. Where does this all end? Do we split the H-16 into two one-design classes, or will all H-16 racing convert to the spinnaker rules? Should the spinnaker be removed from the H-16 class rules?

How about the Tiger? Is it a Hobie One-design class or an F-18? Owners are watching the class rules get updated on a yearly basis. The third sail design is about to be approved this year. This isn't too unusual for a new high performance cat, but the F-18 specs further encourage continual development. It is not clear how long we can keep the Hobie One-design Tiger aligned with the latest competitive F-18 implementations. For the sailors who enjoy both circuits this alignment is important. But what about the sailor who wants stability in the Tiger One-design rules and isn't keen on large expenditures to keep his boat up-to-date?

These are similar questions about very different Hobie One-designs. The H-16 is 35 years old with over 100,000 boats worldwide. The Tiger is a highly technical, modern design that currently dominates F-18 racing. Yet both these Hobie "one-designs" are being challenged with significant new features that have to be balanced with the classic one-design premise of stable boat specs. A lot of question marks in this column. How would you answer them? Let me hear your thoughts.

Ed Muns
Chair

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2004's Last GEP at the Piñata Regatta



Class Ranking System - Hobie 17 Class

Points Totals

$$\sum A(x) = P \left(1 - \frac{50A+4,800}{98} \right) + A \left(\frac{50A+4,800}{98} - 1 \right)$$

Rank	Skipper	Total Points - 5 Point	HCA	2004 H.A. Champs	Rehoboth	Compswaffer	Sandy Hook	Spray Beach	Jamneigh Breezes	Wichwood	Stuart Beach	Sabonook Championship	Hampton Beach	Plum Point Regatta	98 Summer Classics	HOB Starb Champs	Capa Izar	Capa Muzic	Capa Muzic	Ice Breaker	
1	Max(x)	265.66	-	53.67	62.65	51.88	-	54.08	53.57	51.88	-	-	-	-	-	-	-	-	-	-	-
2	Hill, Stuart	262.76	45.02	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
3	Nolan, Ed	247.13	58.78	47.00	-	22.20	-	48.18	47.00	43.40	-	-	-	-	-	-	-	-	-	-	-
4	Wildes, Dave	246.88	42.09	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
5	Riddle, Drew	245.91	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
6	Kristinsen, Jan	236.86	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	41.83
7	Ruggles, Scott	218.06	8.87	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
8	Blom, Gerard	211.81	-	33.86	43.96	-	52.55	42.29	33.86	39.16	-	-	-	-	-	-	-	-	-	-	-

photo / illustration

credits

- Cover – **Hobie USA**
- Clean Air Flat Water – **Terri McKenna**
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- Hobie History – **Hobie Cat Co / Hobie HOTLINE**
- Youth Program – **US Sailing, Hobie USA**
- Signal Boat – **Stuart Crabbe / Mike Walker**
- FactoryTech - **Matt Miller / Matt Bounds**
- Women on the Water – **Gillian Thomson**
- US Sailing OD Symposium – **Hobie USA**
- Hobie One-Design Regattas – **Stuart Crabbe / Mike Walker / Hobie USA**
- HCA Competitor Ranking – **Matt Bounds**
- Rehoboth Fall Championship – **John Sherm**
- GEP / Piñata Regatta — **Tony Krauss**

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HCANA, US Sailing

on the cover

Alan Egusa and Bruce (Wrinklie) Fields charge downwind on a Hobie 20.

2005 regatta schedule (revised 12/28/04)

World Championships www.hobieworlds.com

Tiger Worlds March 28-31 Santa Barbara, CA USA
 Hobie 16 Worlds Oct 24-Nov 4 Nelson Mandela Bay, RSA

North American Championships www.nahca.org

Hobie 16 Youth July 20-22 Ventura, CA Page 17
 Hobie 16 Women July 20-22 Ventura, CA Page 17
 Hobie 16 Open July 23-29 Ventura, CA Page 17
 Hobie 18 / 20 September 12-17 Clear Lake, IA Page 18
 Hobie 14 September 24-25 Rehoboth Bay, DE Page 19
 Hobie 17 September 26-30 Rehoboth Bay, DE Page 19

HCA Area Championships

MidWinters West March 4-6 San Felipe, MEX NOR Page 13
MidWinters East April 9,10 **Tentative** Division 15
MadCatter May 21-22 Syracuse, NY Div ision16
MidAmerica's June 11,12 Lk. Texoma, OK Division 14
North Central AC's August 19-21 DesMoines, IA Division 7
North West AC's September 3-4 Harrison, BC Division 4

HCA Sanctioned Division Regattas

Division 1—Hawaii

Contact: Bobby Wythes 808•261•0294, hhca13@aol.com

Division 2—Southern CA / AZ / NV

www.hobiedivision2.com

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
HCA	March 5-6	Mid-Winter's West San Felipe, MEX	Rick Buchanan	760-722-0909 rickb@cox.net
4	April 2-3	San Diego Spring San Diego, CA	Bill Myrter	760-436-4194 Billmyrter@hotmail.com
51	April 9-10	Lukemia Cup Lake Mead, NV	Gordo Bagley	702-266-6582
66	May 7-8	Cinco de Mayo Peurto Peñasco, MEX	Bill Feil	480-706-5898 Bfeil81598@aol.com
3	May 28-29	Memorial Day Regatta Hurricane Gulch, CA	Karl Wagner	310-378-0249 ksbcw@verizon.net
51	June 18-19	Big Bear Lake Big Bear, CA	Dave Martin	702-914-8099
3	July 9-10	Bluwater Ventura Ventura, CA	Jeff Petron	805-388-9759 Luv2roost@earthlink.net
3	Aug 20-21	Wine & Roses Regatta Santa Barbara, CA	Steve Leo	562-856-7774 steve@infocuspromo.com
3	Aug 27-28	Division 2 Championships Long Beach, CA	Steve Myrter	562-597-5909 Sailrider7@aol.com
4	Sept 10-11	San Diego Classic San Diego, CA	Brian Borcherding	619-501-6784 bbdogyard@yahoo.com
66	Oct 8-9	Piñata Regatta Peurto Peñasco, MEX	John Eger	520-749-4295 egerfam@aol.com

Division 3—Northern CA

www.hobie3.org

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
240	April 23-24	Kick-Off Santa Cruz, CA	Adam Borcherding	831-818-7117 adamh16@yahoo.com
	May 7-8	Viento Fiesta Lake Comanche, CA		
20	May 21-22	Wet & Wild Regatta Woodward Reservoir, CA		
	June 11-12	Round Treasure Island Regatta Alameda, CA		
17	July 9-10	Whitecaps Regatta Union Valley Res., CA		
240	July 16-17	Otter Regatta Monterey Bay, CA	Adam Borcherding	831-818-7117 adamh16@yahoo.com
62	Aug 6-7	Mile High Regatta Huntington Lake, CA		
3	Aug 20-21	Wine & Roses Regatta Santa Barbara, CA	Steve Leo	562-856-7774 steve@infocuspromo.com
240	Aug 27-28	Moss Landing Challenge Santa Cruz / Moss Landing, CA	Adam Borcherding	831-818-7117 adamh16@yahoo.com
281	Sept 10-11	Shark Feed Bodega Bay, CA		
240	Oct 8-9	Turkey Regatta Monterey Bay, CA	Adam Borcherding	831-818-7117 adamh16@yahoo.com

Division 4—Pacific Northwest

www.hobiedivision4.org

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
95	May 28-29	Kirkland Splash Kirkland, WA	Bob Johnson	206-243-6241 rgjohnson@seanet.com
	June 4-5	Mossy Rock Mossy Rock, WA		
214	June 11-12	Jericho Classic Vancouver, BC (tentative)	Mark Jones	mjones@ricoh.ca
95	July 16-17	Sudden Valley Sudden Valley, WA	Jerry Valeske	425-432-7749 gvaleske@gte.net
95	Aug 13-14	Smoke on the Water Skamokawa, WA	Peter Nelson	206-772-2662 nelson.peter@comcast.net
	Aug 20-21	Div. 4 Championships Westport, WA		
214	Sept 3-4	NW Area Championships Harrison Hot Springs, BC	Mark Jones	mjones@ricoh.ca

Division 5—Mountain States

www.hobiediv5.org

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
48	May 28-29	Memorial Day Regatta - Div V Champs Heron Lake, NM	Mike Grimes	Commodore@ HobieFleet48.org
50	June 11-12	Prairie Winds Boyd Lake, CO	Sean Tracy	970-223-2642 Tracyseant@fri.com
61	June 25-26	Tropical Dreams Regatta Lake McCaughy, NE	Deb Olson	debolsen@msn.com
156	July 15-17	That One Particular Regatta Glendo Reservoir, WY	Nick Hopkins	wyfleet156@hotmail.com
198	July 30-31	Angostura Division Angostura, SD		fleet198@hotmail.com
67	Aug 20-21	Wild Bill Thrill Flaming Gorge, WY	Max Hinneberg	hinneber@jm.com
51	Sept 2-5	Mac Attack Lake McCaughy, NE	Deb Olson	debolsen@msn.com

Division 6—South TX, Eastern LA

Contact: Mike Rohrer 512-335-2865, mrohrer@militho.com

No events scheduled as of revision date

Division 7—Prairie States

www.hobiecatdivision7.org

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
10	May 21-22	Ice Breaker Regatta Clear Lake, IA	Chris Wessels	641-425-8720 xanderwess@yahoo.com
192	June 11-12	Bent Mast Regatta Lincoln, NE	Mike Brindisi	402-339-4618 mike@selectsail.com
291	June 25-26	Old Timers Regatta Yankton, SD	Marc Erickson	605-338-8424 erickson@securitylabs.com
474	July 16-17	Swap Meet Regatta Spirit Lake, IA	Wendy Rice-Larson	712-732-1532 mdrice3@cox.net
475	Aug 5-7	Division 7 Championships Storm Lake, IA	Andy Larson	712-732-1532 larsona@iwnet.net
84	Aug 19-21	North Central Area Championships Des Moines, IA	Angie Wilson	515-967-3561 TARHEM@aol.com
10	Sept 10-11	The Last Regatta Clear Lake, IA	Jeff Griffin	641-529-2029 griffinwins@yahoo.com

Division 8—South Florida

Contact: Bob Johnson 813-960-1937, johnsonro@pcsb.org

No events scheduled as of revision date

Division 9—Southern Atlantic

www.hobiediv9.org

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
520	March 12-13	Pee Dee Classic Hartsville, SC	Buzz Moore	843-322-6103
164	April 9-10	Bare What You Dare Seneca, SC	Dave Strickland	864-801-1625
32	May 14-15	Virginia Beach Regatta Virginia Beach, VA	Fritz Klocke	fklocke@aol.com
	June 4-5	Sun Fun Dash Myrtle Beach, SC	Taylor Damonte	843-361-1505 tdamonte@coastal.edu
53	June 18-19	James Island Yacht Club Charleston, SC	Steve Shapiro	843-795-3026
100	Aug 27-28	Hatteras Regatta Rodanthe, NC	Kyle Harrison	919-304-6167
92	Sept 10-11	Catfest Charlotte, NC	Jeff Price	704-892-1936
	Sept 24-25	Emerald Isle NC		
97	Oct 15-16	Fleet 97 Regatta Raleigh, NC		

Division 10—Great Lakes / Midwest

www.HCADivision10.com

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
276	June 25-26	Regata de Gatos Port Burwell, Ontario	John Bauldry	248-620-4768 hobie826@aol.com
519	Aug 6-7	Sail 'n Soak Regatta Austin Lake, MI	Lori Mohney	616-327-4565 miracle429@aol.com

Division 11—Mid-Atlantic

www.catsailing.com/division11

Contact: Rob Wagner 856-914-1787, rob.wagner@verizon.net

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
65	Apr 30- May 1	Shore Acres Yacht Club Shore Acres, NJ		
106	May 7-8	Delaware State Hobie Champs Rehoboth Beach, DE		
267	June 4-5	Spray Beach Spray Beach, NJ		
250	June 11-12	Sandy Hook Sandy Hook, NJ		
416	Aug 20-21	Barnegat Breezer Barnegat Bay, NJ		
443	Aug 27-28	Wildwood Classic Wildwood, NJ		
	Sept 10-11	Brandt Beach Beach Haven, NJ		

Division 12—New England

hobie-div12.org

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
209	June 4-5	Sebago Lake Regatta Raymond, ME	Al Johnson	603-895-1327
448	Aug 6-7	Rhode Island Classic Quonset Point, RI	Sean Esten	401-433-2684

Please note that many events are tentative!
Check the Division Web site or with the Division
Chair for the most current information.

Division 13—Mexico/Carribbean/Central America

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
236	Feb 12-13	Copa Scappino Valle de Bravo	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
236	Feb 19-20	Copa La Peña Valle de Bravo	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
236	Mar 21-22	Copa Palacio Valle de Bravo	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
236	Apr 16-17	Copa Izar Valle de Bravo	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
236	May 5-7	Copa Agua Brava Acapulco	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
236	May 20-23	Regata Puerto Vallarta	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
236	June 4-5	Regata de la Marina Valle de Bravo	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
236	June 18-19	Regata Veracruz Veracruz	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
904	July 8-10	Copa Cummins Progreso	Alberto Ponce G.	52-999-930-1300 aponce@megamak.com.mx
904	Aug 20-21	Multisur-Pac Nav Progreso	Gerardo Diaz	52-969-935-1680 gdiaz@grunape.com.mx
236	Sept 16-18	Regatas de Independencia Valle de Bravo	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
236	Oct 1-2	Oktoberfest Valle de Bravo	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
236	Oct 15-16	Copa Marinazul Valle de Bravo	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
236	Oct 29-30	Nacionales Valle de Bravo	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
236	Nov 19-20	Copa Federación Valle de Bravo	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com
236	Nov 26	Copa Pro-Valle Valle de Bravo	Armando Noriega	52-55-5631-5555 hobiemex@hotmail.com

Division 14—N. TX, OK, AR, S. KS

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
251	April 23-24	Ice Breaker Lake Lawtonka, OK	Jim Cottingham	580-248-3149 jcotting@sirinet.net
63	Apr 30- May 1	Thundering Hulls Lake Thunderbird, OK	Bryan Rainbow	405-321-5112 brainbow@tmparch.com
91	May 14-15	Cowtown Cats Baja Beach, Lake Benbrook, TX	Gary Godbold	817-731-0542 railray@flash.net
63	May 21-22	Hobie14 Divisionals Lake Thunderbird Boathouse, OK	Bryan Rainbow	405-321-5112 brainbow@tmparch.com
241	May 28-29	Sand Snakes Lake Maumelle, AR	Bob Edmonds	501-868-8801 sales@littlerockweb.com
23	June 11-12	Mid America's Area Champs Lake Texoma, OK	Laurie Cronan	972-625-4736 lcronan@ev1.net
25	June 25-26	Tulsa Cat Fight Keystone Lake, OK	Stu Bernd	918-865-2777 sbernd@TKOracing.com
27	July 9-10	Prairie Regatta Lake Cheney, KS	Scott Mathia	316-744-8513 Mathia1620@yahoo.com
27	Aug 27-28	Catchase Lake Cheney, KS	Scott Mathia	316-744-8513 Mathia1620@yahoo.com
25	Sept 24-25	16 Divisionals Keystone Lake, OK	Stu Bernd	918-865-2777 sbernd@TKOracing.com
23	Oct 1-2	Shegatta (WOW) Lake Ray Roberts, TX	Sheila Holmes	940-637-2485 Sheila.Holmes@pfizer.com

Division 16—Upstate NY, Ontario

www.nahca-div16.org

HOST FLEET	DATE	NAME / LOCATION	CONTACT	PHONE / E-MAIL
204	May 21-22	29th MadCatter / NE Areas Syracuse, NY	Rico Quatrone	315-446-9868 deq204@netzero.net
183	June 11-12	Ontario Hobie EYC Regatta Toronto, Ontario	Dan Borg	Dan_Borg@toyota.ca
276	June 25-26	Regata de Gatos Port Burwell, Ontario	John Bauldry	248-620-4768 hobie826@aol.com
295	Aug 6-7	Ontario Classic Regatta Hamlin Beach Park, NY	Marie Gibson	585-234-2453 regatta@fleet295.com
238	Aug 13-14	The Great Sacandaga Regatta Albany, NY	Mike Hands	handsondeck@msn.com

hobiehistory

10, 20 & 30 Years Ago



Hobie Alter and Mary Edwards fly a hull for the cover of the HOTLINE. Is that a prototype 16? (Check out the mainsheet system and the location of the jib halyard.)



In 1975, Midwinter's West moved to a new venue - San Felipe "a quaint fishing town on the east side of the Baja peninsula." Thirty years later, not much has changed - San Felipe has gotten a little bigger and caters more to tourists, but MWW is still there.

The humble shackle key never looked so good as in this ad from the January/February 1975 issue of the Hobie HOTLINE magazine.

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Photo by DANIEL J. DRAN

1975

1975 NATIONALS Qualification System

By Rich Jeffries, National Race Coordinator

Last year we introduced a new points system for qualifying to the Nationals which proved to be both fair and accurate. As with any new system, however, there were some bumpy spots which had to be overcome. The system was designed to give all skippers, regardless of their geographical locations, an opportunity to qualify.

Evaluation of the system pointed out that no skipper qualified on fleet regattas alone. With the system based on a percentage of the number of entrants, only 2 or 3 fleets had an adequate enough number of members to earn the necessary points required. We also noted that, with only the skipper's best 5 scores counting, occasionally a skipper would use 2 of his fleet series scores to count. Coupled with this was the problem of getting

either the fleets or the regatta sponsors to forward results immediately after each regatta to the Divisional Captains, causing many headaches for the Divisional Captains when this wasn't done. Others neglected to submit their results to the Hobie Class Association for publication in the HOT LINE, assuming that it was the responsibility of the Divisional Captain to do this.

This year, we are going to make a few changes, hopefully to eliminate these problems. First of all, only certain designated regattas will be considered Points Regattas for qualifying to the Nationals. Last year the points were based on a percentage of the total number of entrants within each class: 10', 12', 14' or 16'. This year, a skipper will earn a set number of points for the regatta, regardless of the number of entrants. The deadline for

points accumulation is September 1, 1975, and the established points system is as follows:

A CLASS		B CLASS		C CLASS	
Place	Points Earned	Place	Points Earned	Place	Points Earned
1	25	1	10	1	3
2	20	2	7	2	2
3	17	3	5	3	1
4	14	4	3		
5	12	5	2		
6	10	6	1		
7	9				
8	8				
9	7				
10	6				
11	5				
12	4				
13	3				
14	2				
15	1				
16					

The qualification breakdown for each division is as follows:

Growth in the class prompted a new qualification system for the National Championships in 1975. 2005 marks the return of a North American Points System that will be used to qualify for the Hobie 16 North Americans and recognize top sailors in all the other Hobie Classes.

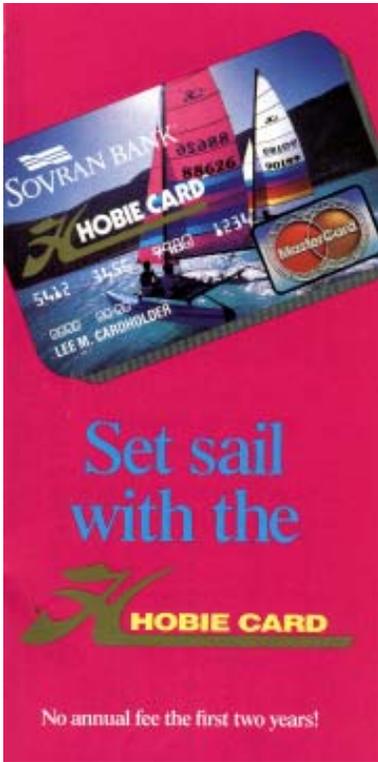
The predecessor of the current traveler system on the 14, 16 and 17 was introduced. However, this was not a roller bearing version. Roller bearings did not become class legal until several years later. The 1975 price of \$40, inflation adjusted to 2005 equals \$141! The retail price of the current roller bearing traveler car is only \$71.

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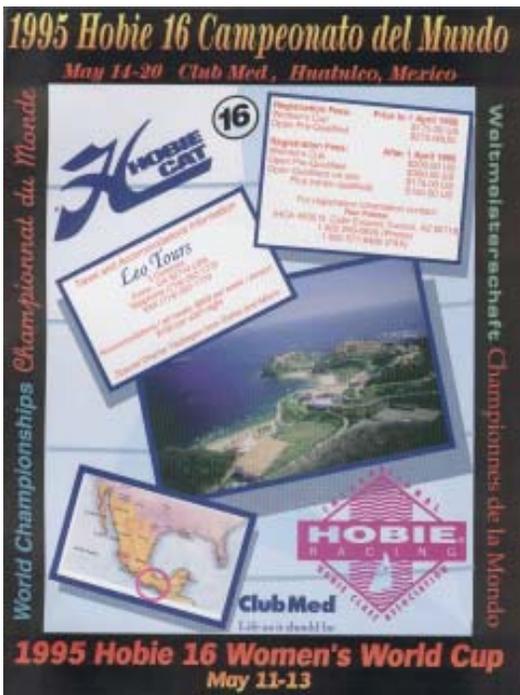


Remember the Hobie Card? Always guaranteed to start a conversation at the cash register, it was the class association's only source of income until the early 1990's.

Woody Cope accepts the award for winning the Hobie 14 Turbo National Championships in Stuart, FL. Woody would go on to win a Hobie 17 Continental Championship in 1999.



In January 1995, the world was gearing up for the first Hobie 16 Worlds to be held in Mexico. Now, we're gearing up for a return to South Africa for the 2005 Hobie 16 Worlds. 1995 tour packages were being handled by Steve Leo—your host for the 2005 Tiger Worlds.



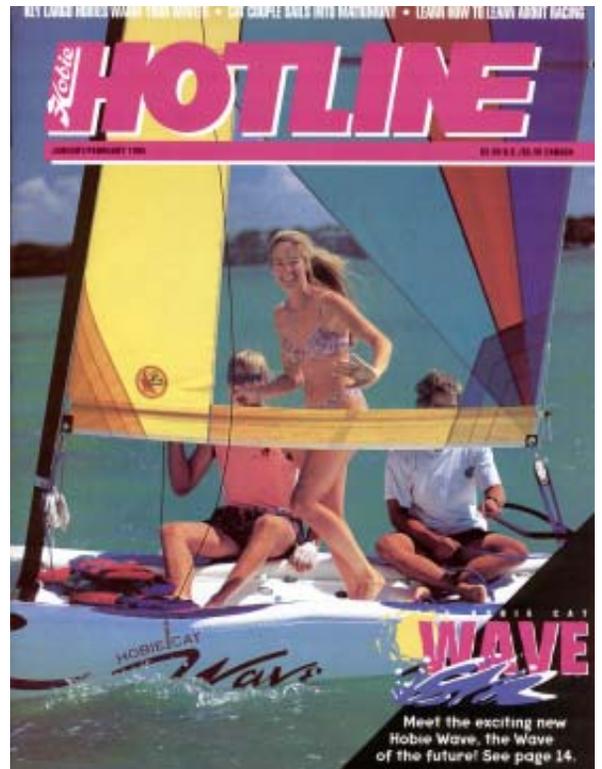
1995

1985



Not all of us forget about sailing when the white stuff flies. The January / February 1985 Hotline ran an article featuring Hobie sailors that run on ice in the winter. Bruce Williams, the 1984 Hobie 16 Canadian National Champion was one of the featured sailors. Bruce still races his Hobie 16 to this day, although word is he's looking real hard at a Tiger.

Happy Birthday to the Wave! The Hobie Wave was formally introduced in the January / February 1995 Hotline with a multi-page pictorial. The cover featured current Hobie Cat President Doug Skidmore, his wife Maggie and driver Matt Miller.



JustinOfftheWire

Late Breaking News and Notes

Membership Matters

Liza Cleveland, HCA Membership Chair - As we look forward to the new membership year starting in January, please send in your membership renewals as soon as you receive them. The prices are the same this year, and the Hobie Cat Company is donating a few great surprises that will be included in your renewal package. We have changed the form a little bit in order to keep track of important information about our members. Please check off all the Hobies you sail, and whether you usually are a skipper or crew. Just a reminder that we will once again only send an "05" sticker to put on your membership card. If you need a new membership card, please check off that box as well.

Upcoming Events – 2005

Tiger North Americans: We have been working hard to locate a venue for the 2005 Tiger North American Championships. After looking at all the schedules, we have decided to combine the Tiger NAC's with the Tiger Worlds for 2005. All other class Class Championships are scheduled and spread out through the calendar year. With MidWinter's West in February, Tiger Worlds in March, MidWinter's East in April, the 16's in July, the Hobie 18 and 20 event in early September, the Hobie 14 and 17 event in late September and then the Hobie 16 Worlds in South Africa in late October, we did not plan a fair

time to have this event. We also did not want to conflict with the F18 North American event that will be held in August in Virginia.

Therefore, the top finisher from the North American Region at the Hobie Tiger Worlds in Santa Barbara will be named the HCA Tiger North American Champion for 2005.

Hobie 16 Women/Youth/and Open North Americans: Ventura, CA July 20-29. The Women and Youth will sail on Wednesday/Thursday/ Friday with the qualifying rounds on Saturday and Sunday, followed by the Open event Monday through Friday. The location is perfect for our first boat supplied event in many years.

The 2005 Hobie 16 event is being hosted by the HCA. This means we do not have a local fleet to help on site. We are soliciting volunteers for many aspects of the regatta. Registration, lunches, banquets, parking lot, security, social—you name it, we can use help with it!! Please contact Lori Mohney at 269-327-4565 or miracle429@aol.com and let her know of any interest you may have in helping out on and off the water! The budget is very tight, but we can give you a sailor package and promise you a GREAT TIME!!

On a separate note, Ventura is not an inexpensive venue. We have negotiated what we feel are very fair rates for the summer in a high resort area. The Marriott Ventura Beach is a perfect setting:

it is a very short walk to the beach where the boats will be, and most parties and activities will be at the hotel. We will also have self-contained motorhome parking for a small fee. Please make your reservations today as there are a limited amount of rooms available at the Marriott. Stay tuned to the Web site for updated information on the motorhome parking.

Unfortunately, we have been forced to increase the fee for this event. We currently have no sponsorship and there are added costs for beach rental and security. The fee includes your **free** charter boat and all insurance that will be needed for the event, great parties, shirts and other extras.

Hobie 18/20 North Americans: Hosted by Hobie Fleet 10 in Division 7. Clear Lake, Iowa is the location and September 12-16 are the dates that have been set. Todd Wilson, Committee Chair and all of Division 7 are excited to be our hosts for this event.

Hobie 14/17 North Americans: Rehoboth, DE. The 14's race on September 24&25 and are followed by the H17 event September 26-30. This will be held at the same venue as the 2003 Hobie 16 North Americans. It is a great venue, and Gerard Blom and Greg Raybon are excited to co-host this event.



Proposed Hobie Tiger Class Rule Changes

Those of you who sail Tigers have probably noticed that the rules for this class have been changing at a relatively swift rate when compared to other Hobie one-design classes. With the latest round of sail developments in the F-18, due to their rules that allow sail development, there are some changes in the Tiger class that are underway to make sure that Tiger owners have a competitive dual use boat. As a member of the IHCA Rules Committee Doug Skidmore offers the following insight into the logic behind the rule changes.

Here is a brief history that will cast some light on the Tiger situation. When the class rules were initially drafted we acknowledged that the one-design class for the Tiger would be a developmental class to a certain extent. Since the Tiger can be sailed one-design as a Hobie class or as an F-18 with a more open set of rules, the boat needs to serve two masters so to speak. We felt that the Hobie Tiger class would need to evolve to keep some similarity with the developments in the F-18 class and that by doing so we would be able to benefit from any growth of the F-18 class if it happened. We also agreed that the Tiger class rules would develop at a fairly slow pace. So far our plan has worked, as the F-18 class in Europe has grown to a large extent and the Tiger has retained its status in that class as a top competitor.

The rule changes that you are seeing now for the Tiger class are a result of developments in the F-18 class that have shown that a newer generation mainsail may be

beneficial and may work in a wider variety of conditions than the previous mainsail. Instead of allowing open sails (sails that conform to a measurement rule and can be made by any manufacturer) we are allowing some changes to the Tiger sails, but they are restricted. Since the inception of the Tiger class rules, this will only be the second change allowed for the mainsail. It went from a non-square top sail, to a first generation square top (ST) sail back about 3-4 years ago. Now, a second generation (STX) sail has been proposed to be allowed for the Hobie Tiger class rules.

As I mentioned, when these rules were set up, some development was anticipated. These rule changes have purposely been batched in an attempt to diminish the rule changes in the future. Essentially, we intend to get them done now and minimize future changes. I would not expect any mainsail changes to even be considered for a couple years if this is passed.

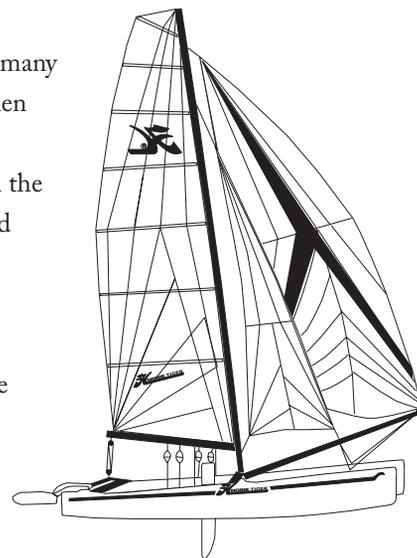
The sailors that were polled (Tiger sailors) seem to want the changes in sails. This is surprising to me and maybe they are all Europeans that want it. But the majority of them do seem to want it. An Internet Web site was established to allow Hobie Tiger sailors to voice their opinion regarding these changes. We actually got a very good response that had more sailors responding than we normally get for rule changes. I believe it was 89 sailors that responded and the over-

whelming majority was in favor of the changes to the mainsail and some other minor changes to the boat.

In Europe the F-18 scene is a powerful force and they all like to see the development of the class. My impression is that this will slowly get out of control, as professionals get involved in the class and begin buying their victories with exotic sails and materials. My hope is that our more controlled development class with the Tiger will provide a more desirable class for many of these sailors when they begin to be disenchanted with the expense that would be required to do well in the F-18 class.

In summary, we have been trying to create a balance in the Tiger rules that walks the fine line between remaining a one-design class and staying abreast of the developments in the F-18 class. To date we have done a reasonable job, and I think the current rule and proposed rule changes have been very well thought out and discussed. It has not been an easy job and it has required many more hours than Hobie classes have in the past. Hopefully it will be worth the effort.

Doug Skidmore
President, Hobie Cat USA





by Mimi Appel, HCA Youth Program Chair

Mom & Dad Were Cool?

Looking back on where we started



The man that started it all: Hobie Alter

Hey Hobie Kids! Hope your sailing season was full of sun, fun and friends! As we look forward to another great season in 2005, lets take a brief look way back to the late 70's and 80's.

Kids reading this need to know how cool it was that your Moms and Dads sailed Hobies. Your parents were part of a huge movement, a group of young adults

sailing, racing and socializing together to create the Hobie Way of Life. At a time when regattas were only for blue-blazered blue-bloods, beach cat racing opened a whole new sport. The concept of keep it simple and fun was laid down by Hobie Alter Sr. in 1967. The Manufacturer, Coast Catamaran, ran the World Hobie Class Association. Fleets popped up all over. A group needed only 5 Hobies to be granted a Fleet charter/number. These fleets are the core of our Class and what you kids are growing up in today.

Hobie purists retell the history often, in the hopes that the new generations will understand the importance of our simple, basic roots.

Progress and change are good, but we should never lose sight of the "keep it simple" Hobie way of life.

As we head into the 2005 season, I will be looking to you kids to set the pace for the year. What issues are important to you? What did you like the best about last season? How can we make 2005 better?

We have the big Youth Championships on supplied 16's in Ventura, California coming up in July. Current Youth Champion, Mike Siau, is already securing sponsorship to make the trip cross country to defend his title. Make your plans now!

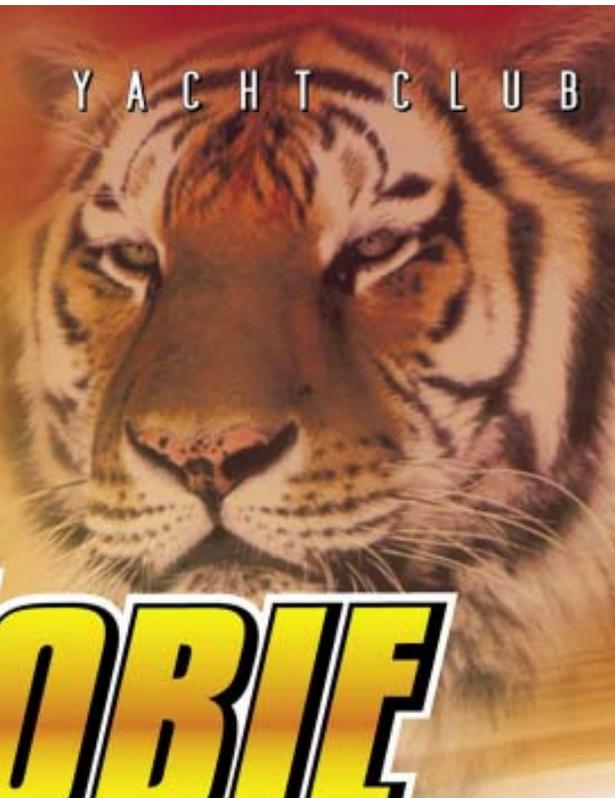
2005 season will rock! Remember to "keep it simple, keep it fun!"



From Life Magazine's - "The Cat That Flies" article in 1970



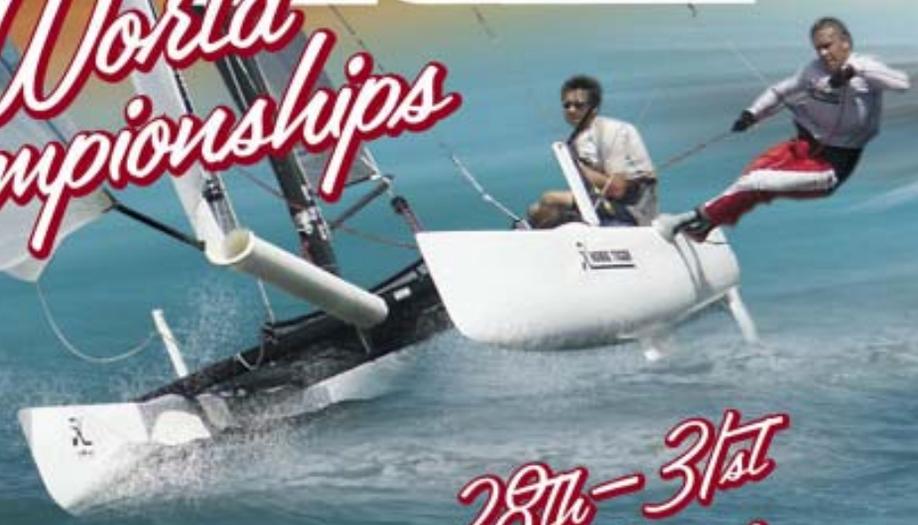
SANTA BARBARA YACHT CLUB



4th

HOBIE TIGER

*World
Championships*



Santa Barbara California, USA

*28th - 31st
March
2005*



www.hobieworlds.com





by Paul Ulibarri, HCANA Race Director

There is nothing more discouraging than to sail a very competitive race, and find that you were OCS. Your immediate reaction is that the Race Committee (RC) made a mistake. So you file for redress, go to the hearing, and present your case.

The first thing the Jury tells you is that the RC is not on trial in this situation, but that in fact you are and that you will need to prove beyond a doubt that the RC did make a mistake. You then proceed to make your case only to find out that most of your logic is not proof.

The RC then is asked to give their impression of the case and normally what they will do is turn on the tape recorder that recorded the start in question. This tape will start playing at one minute to the start, (when the Preparatory Flag drops) and will say something like:

One minute, the line is clear
50 seconds, AUS is over,
40 seconds, USA, is over as is
CAN, and AUS,
30 seconds, all boat are clear,
20 seconds GER is over, USA is
over,
10 seconds, all boat are clear except
for USA, USA is a half boat
over,
05 seconds USA is still over, (aside,
stand by INDIVIDUAL)
00 seconds, INDIVIDUAL, USA.

OCS?

Thinking about requesting redress? Think again.

This tape will be played and as you and the jury listen, it becomes apparent that the race officer is watching and recording every thing that he/she sees during that last minute. This effort is also being duplicated on the pin end side of the line.

It is a very convincing piece of evidence and as a result the race officer who is testifying will seldom say anything else, except to answer your direct questions.

As an example, you may ask him if he recalls personally seeing you, that you were wearing a purple coat with polka dot stripes. His answer will most likely be, "no, I only see the boats, and concentrate on sail numbers" and again they will reference the tape saying that because of the many races run that day he only knows what the tape has said. Not a very satisfying answer, and even more frustrating when the jury denies your request for redress.

We all know that OCS is the most controversial and the biggest problem in race management.

I have been testing a system for several years now, in particular when working with a small fleet and a small starting line. It's a simple process; I broadcast live the information of the last minute tape.

With a small fleet, I yell that information across the starting line,

and on the radio and also have the pin boats radio on high, as well as a mark boat just behind the line with his radio on high.

What we have found is that as I am speaking, "40 seconds, AUS is over" we see AUS drop below the line. This continues for the entire minute and the results have been amazing. No OCS's.

Unfortunately most dinghy sailors do not carry radios. So unless it is a small line and the race officer has a big voice all may not hear. We can use loud speakers on strategically placed mark boats, but that is also difficult and we cannot be sure that all have heard.

None of these measures would work with a large fleet and a nice breeze.

We think the answer will be to contact a radio manufacturer like Motorola and ask them to develop a very small radio that will clip onto the skippers clothing and can be heard during that last minute. The radio would need to have only one receiving channel, it would need to be waterproof and it would need to be inexpensive, like under \$50 USD.

Meanwhile for a relatively small fee, or preferably a bottle of reasonable Bordeaux, you can buy an OCS card from Means or myself.

Happy wintering.

JANUARY — FEBRUARY 2005

NOTICE OF RACE
35th ANNUAL
2005 Hobie Midwinters West
HCA Area Championship
Premier One-Design Hobie Class Racing

**March 5 & 6 2005 • San Felipe, Baja California,
Mexico**

Information • Registration • Hotel accommodations

Event website: www.members.cox.net/midwinterswest

Or

Contact any of the following sailors:

Rick Buchanan, Oceanside Calif.
Phone: (760) 722-0909
Email: MidwintersWest@cox.net

Ron Wagniere, Sylmar Calif.
Tel: (818) 364-1157
Email: rwagniere@earthlink.net

Armando Noriega, Mexico City, Mexico
Tel: (011) 52 55 5631 5317 / Fax: (011) 52 55 5645 7418
Email: hobiemex@hotmail.com

Host Hotel: El Cortez
P.O. Box 1227 Calexico, Ca. 92232-1227
Tel: (011) 52 686 577 10 55 / Fax: (011) 52 686 577 1752
Email: VicraTliff50@hotmail.com

Registration fees:
Single handed boats \$45.00
Double handed boats \$50.00

Registration deadline: February 4, 2005
Late fee: add \$20.00
Shirts not included with late fee

Make checks payable to: Midwinters West

Mail to: Midwinters West c/o Rick Buchanan
2045 Janet Circle
Oceanside, Calif. 92054



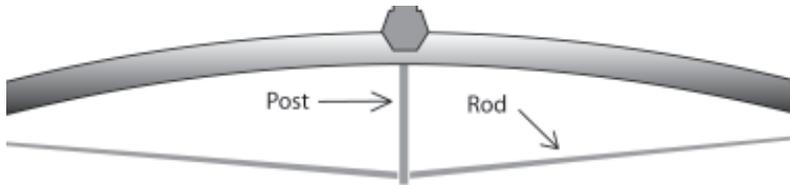
by Matt Miller, Hobie Cat USA

Getting in Step

How do you replace the mast step casting on a Hobie 16?

(This is a replacement procedure based on Hobie 16, but you can apply the basic concepts to most all of the models with a step casting and striker system.)

The Hobie 16 mast step casting is fastened to the front crossbar with four stainless steel rivets. The casting is also threaded onto the dolphin striker post that passes vertically through the crossbar and attaches to the dolphin striker rod. The striker rod passes horizontally between the two forward corner castings.



Tools and Parts required: Pencil, straight edge, drill motor, 3/16" drill bit, 1/4" drill bit, 3/16" straight punch (a #2 Phillips head screwdriver works, too), hammer or mallet, large Vise Grip pliers, wire brush, Rivet gun or tool, Scissor jack (Automobile Jack) or clamps, mast step casting (part # 20200011), four 3/16" diameter x 1/2" length rivets (part # 8011231).

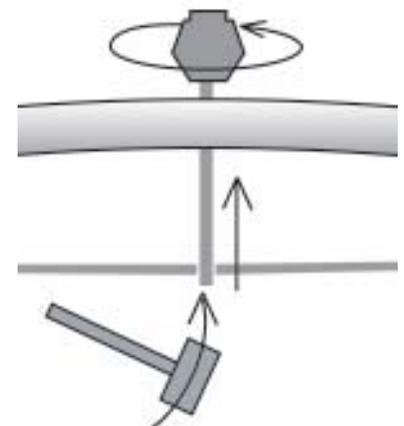
If desired, you can try marking the current rivet locations, but this is not a critical step. Start by marking the centers of the existing rivet locations using the pencil and straight edge. Line up the straight edge, horizontally, across the two forward rivets and mark the crossbar just outside the casting. Line up on each rivet with the straight edge in a vertical position and mark the crossbar just below the casting. Repeat on the two aft rivets as best as possible.

(The new mast step casting does not come pre-drilled for the rivets. It is nearly impossible to locate the new rivets in the same holes on the crossbar, so I

suggest trying to avoid the original holes as best as possible. I have never had an issue with the rivet hole locations even when disregarding the original rivet hole locations completely, so I don't believe this is a critical point. The rivets (especially the front ones) are in shear, not tension, so pulling out of the holes is not a key issue. Since the casting is pushed down when in use and held from lateral movement by the post as well, the rivets really just lock it down and are not the key to the rig strength. Although there are upward loads when not rigged and when stepping the mast. Because the rivets are in the crossbar at odd angles, they, along with the post, lock the casting on solid.

Remove the four old rivets by drilling off the rivet heads using the 1/4" bit. You can use the 3/16" bits, but it requires that you wallow out the hole in the head a little to thin the rivet head enough to punch through. Punch the remainder of the rivets into the crossbar using the straight punch / Phillips screwdriver and hammer. If you can, using a 1/2" crescent wrench, back off the striker rod nuts on the outer ends of the rod about 1/2" (on older boats, the rod may be fused to the castings with corrosion). Using the Mallet, and possibly a chunk of wood to soften the blow, pound the striker post from below to force the post and step casting up above the crossbar.

Remove the casting from the post. The casting is threaded onto the post, but

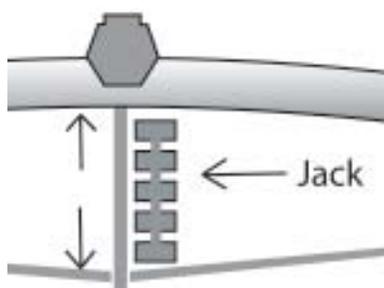




may be fused from corrosion. I first try to grip the casting with big Vise Grip® pliers and unthread. If it won't budge, try a penetrating oil (Liquid Wrench®) and bang on it a few times with the hammer. If it just won't turn, cut through one side of the casting and wedge a blade screwdriver into the cut to spread it slightly. This should break the corrosion bond.

Once the old casting is off the striker post, clean the threads using a wire brush.

Thread on the new step casting until the post is just short of flush with the bottom of the step cup—a little grease on the threads will help. Too far in and the bottom of the cup will have a flat. This causes mast chips to wear through and can cause damage to the mast base casting.



To get the casting seated back onto the crossbar for riveting, you have two choices. First, you can use a car jack (scissor jack) between the striker rod and the crossbar to force the post and casting back down until the casting is flush and rivets can be installed. Alternatively, you can use clamps to hold it in place (see photos). **In either case, be sure that the dolphin striker rod is tensioned before sailing again—forgetting that can cause the front crossbar to fail.** A tight dolphin striker rod will “thrumm” when struck with an object. A loose dolphin striker rod will “clunk.”

To use the scissor jack, place the jack on top of the striker rod and next to the post. Pad the crossbar with a bit of cardboard. Crank up the jack until it contacts the crossbar, and then slowly crank it to force the rod down there by pulling the post and casting down. Continue until the casting is tight against the crossbar. I have often had to hammer the casting down a little to get a tight fit. I direct hammer blow forces against the top of the post inside of the cup, not directly onto the casting. I have used a ball peen hammer, upside down with the ball against the post, and smacked the hammer end with a wood block. Sometimes, the casting will not quite fit flush at the aft end where it “hooks” over the aft edge of the crossbar. You may have to *slightly* enlarge the aft side of the upper striker post hole in the crossbar using a rattail file.

Once the casting is seated, you can get the straight edge and pencil back out. Line up the straight edge with the marks on the crossbar and pencil the old rivet locations onto the new casting. You can try to drill into the original rivet hole locations, disregard and drill wherever, or drill in fresh locations. They all work.

Insert and “pull” each rivet, remove the jack and/or clamps—you're done!





Heather Morrison, HCA Women's Representative

WOW and Youth Training Combo Camp

Report by Gillian Thomson

Hobie Fleet 214's annual regatta at Harrison Hot Springs in B.C.'s coastal rainforest was the site of a first for Division 4. A one-day sailing/racing camp featured both Women on Water (WOW) and a youth camp. Gillian Thomson teamed up with Devin Rubadeau—both from Fleet 263 in Kelowna—to fill the “guest expert” requirements for the day. Gillian has been racing Hobie 18's for a number of years while Devin is the head coach for the Central Okanagan

helm that she had never experienced before – and a good one!! Laura Sullivan is ready to kick Peter Nelson off the helm, while Laurie Harkins, already an experienced skipper improved boat handling and start skills while Dixie Churchman found out what the front of the Hobie 16 felt like for a full day!

The youth teams ranged from novice to experienced including the Comox youth sailing team who were herded to Harrison by their fearless leader James Robinson. They arrived with a triple stack, and double stack, a support dinghy, and a contingent of parents. A team from the Central Okanagan Sailing Association (COSA) took part as well as kids from Sandpoint WA, and Jericho Sailing Center in Vancouver, BC.

Thanks to all who helped: Fleet 214 for arranging access to the park in Harrison; COSA for bringing the coach boat and providing the guest experts; Division 4 for the support and the social; the sailors who loaned their Hobie Cats; HCANA for the Hobie University booklets and WOW t-shirts. A special thanks to the parents and volunteers assisting the youth teams with time and travel, and to the ladies who made the extra effort to come out and play boats. It was FUN.

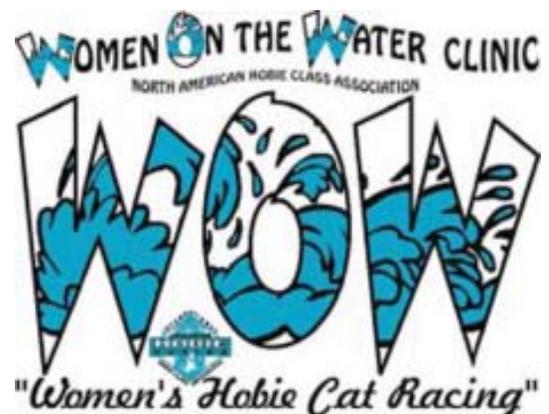


The Faces of WOW—(l to r) Tracey Robinson, Laura Sullivan, Dixie Churchman, Lori Harkins, Laura Rothwell, Gillian Thomson

Sailing Association, member of the Canadian Yachting Association (CYA) National Coach Committee, as well as assuming a variety of CYA National Team coaching contracts.

A total of 18 sailors participated in a land lesson, followed by four hours of on-water drills, a bunch of practice starts, a couple of short races, and a late afternoon debriefing. The day finished with a sailor's social that was generously sponsored by Division 4.

The women on the water definitely appreciated this opportunity!! Tracy Robinson who is usually crewing for one of her three sailing children or her husband Larry indicated that she felt that this was a chance to





Hobie Cat 16 2005 North American Championships

Youth & Women's Championships
Open Qualifier
Open Championships

July 20-22
July 23-24
July 25-29



GENERAL INFO

ENTRY FEES

Damage Deposit	\$500.00
Youth	\$125.00
Woman	\$225.00
Qualifier	\$100.00
Open	\$375.00

Pre-register by May 31, 2005
Significant late fees apply

PARTICIPATION QUOTAS

This is a provided boat event; entries are restricted:

Youth	20 Teams
Women's	15 Teams
Qualifier	35 Teams
Open	70 Teams

Open Event: 47 out of the top 60 teams will pre-qualify via the HCA Points System; 3 teams shall be selected by petition; 20 teams (minimum) shall come from the Qualifier.

Entries will be cut off for the Youth, Women and Qualifier series when paid up entries for each discipline are received.

www.nahca.org

CONTACT INFO

EVENT CHAIRMAN

Lori Mohny
269-327-4565
miracle429@aol.com

EVENT HOST

Ed Muns
408-353-1853
w0yk@msn.com

RACE DIRECTOR

Paul Ulibarri
250-474-7580
ulibarri@shaw.ca

WEB SITE

Check the HCA website (www.nahca.org) for the most up to date information.

This flyer is general information only, NOT the NOR, which is on the HCA Web site - nahca.org

ACCOMODATIONS

HOST HOTEL

Marriott Ventura Beach, 2055 Harbor Blvd. Ventura, CA 93001
Reservations 1-800-228-9290 - Mention "North American Hobie Cat 16 Championship" for special rates. This is high season in California, right in the middle of Summer vacation. We have negotiated what we feel are great rates at a top notch venue. You will be able to walk to the beach. **\$129/double, Sun-Thur, \$149/double, Fri-Sat.** \$10 less for single, and \$10 more per person with a total of 4 per room. Taxes are 10%. All banquets and most activities will be held at the hotel or beach nearby. A limited amount of rooms are available—make your reservations today, no deposit required—just a credit card confirmation.

RV PARKING

San Buenaventura Beach State Park

We will have access within walking distance to the beach to a paved parking lot where self-contained motor homes may be parked. A daily fee will be charged. Stay tuned to the event web site for pricing. This Hobie Village will feature daily "debrief after racing" refreshments.





NOTICE OF RACE

2005 North American Hobie 20 & 18 Championships

Clear Lake, Iowa

September 12 – 16, 2005

Hosted By: Hobie Fleet 10, Division 7

Event Web site - www.fleet10.com

General:

Eligibility: Current member of HCA or IHCA, in good standing, on board. Each team must show proof of insurance in the amount of \$100,000 USD, Liability Insurance. This is a bring your own boat event. Charters may be available please contact Charter Coordinator.

Governing Rules:

The racing rules of sailing 2005-2008, IHCA 2005-2008 Class Rules. Any alterations to these rules in the sailing instructions will take precedence.

Times and Fees:

Pre-Registration

\$300.00/Boat, Prior to August 1, 2005.

Make Checks payable to:

HCA 20 & 18, 2005

Mail to:

Tom Podhajsky

204 N 7th Street

Marshalltown, Iowa 50158

After August 1st, Registration Fee is \$400.00/Boat.

Event Registration & Weigh In:

September 10, 2005 Clear Lake Yacht Club, 3-7 PM

September 11, Clear Lake State Park Lodge, 12-6 PM

September 12- Clear Lake State Park Lodge, 8-9 AM

(remaining schedule TBA)

Registration and weigh in strongly encouraged prior to Monday morning. There will be no redress for a dsq due to late registrations.

Awards Per Class:

35 Boats and Less:	10
35 – 50 Boats:	13
More than 50 Boats:	15

Advertising:

Per category C as defined in Regulation 20.3.2 of the RRS 2005-2008.

Maps and Lodging:

Host Hotel: Heartland Inn

The Host Hotel is a smaller on the water hotel. They have a total of 30 Rooms. It is approximately 5 minutes from the event site and area restaurants downtown Clear Lake.

Please feel free to visit the Heartland Inn website at

<http://www.heartlandinns.com>

Heartland Inn

1603 S. Shore Drive

Clear Lake, Iowa 50428

Phone: 641-357-5123

Fax: 641-357-2228

The Silver Boot Motel

1214 S. Shore Drive

Clear Lake, Iowa 50428

Phone: 641-357-5550

This motel is not an "enclosed" motel. The rooms are nice and clean but are much more moderate. This is an alternative for very close lodging.



Best Western Holiday Lodge

I-35 and Highway 18E

Clear Lake, Iowa 50428

Phone: 641-357-5253

Fax: 641-357-8153

Very nice hotel with an excellent restaurant and bar. Very nice swimming pool and hot tub area. Located 15 minutes from the event location and 5 minutes from downtown.

Camp Grounds:

The Clear Lake State Park Camp Grounds are located a short 5 – 10 minute walk from the event site. They have excellent showers, are on very level ground, and have plenty of sites with electrical hookup. Camping Fees:

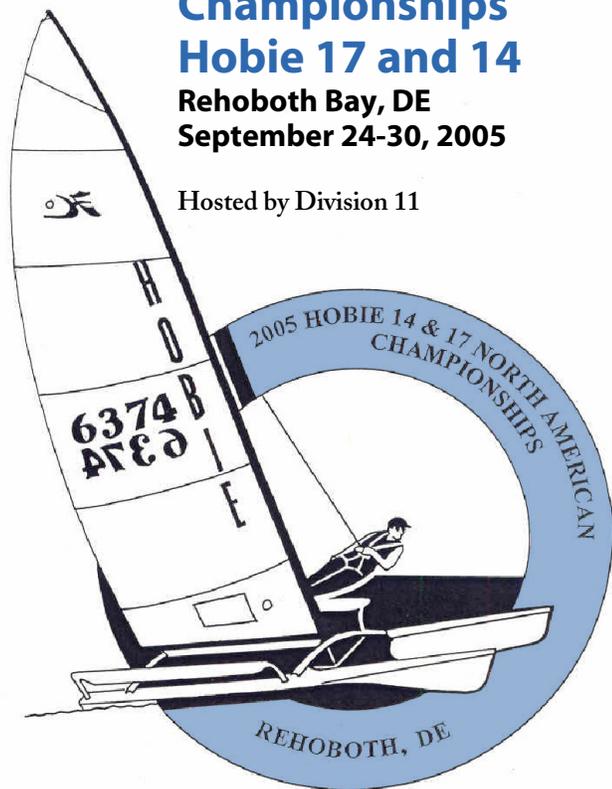
EVENT SITE MAP AND PARK WEBSITE:

<http://www.state.ia.us/dnr/organiza/ppd/clearlk.htm>



2005 North American Championships Hobie 17 and 14 Rehoboth Bay, DE September 24-30, 2005

Hosted by Division 11



Location: Rehoboth Bay Sailing Association (RBSA), Dewey Beach, DE.

Eligibility: Current member of HCA of North America or IHCA in good standing.

Governing rules: The Racing Rules of Sailing 2005-2008, the current Class Rules, and this Notice of Race, except as altered by the Sailing Instructions.

Weigh-in: Boats and skippers will be weighed prior to the event.

Boats: This is a Bring Your Own Boat event. We are trying to have a limited number of H17 charter boats available. Contact John Sherm (DrJSherm@aol.com) for inquiries.

Insurance: All competitors must show proof of liability insurance of at least \$100,000.

Advertising: Category C as defined by the Racing Rules of Sailing.

Scoring: The low point scoring system will be used.

RV Camping: A limited number of RV sites are available at RBSA. The cost is \$5 per day. Contact John Sherm (DrJSherm@aol.com) to make arrangement. No tent camping.

Accommodations: The Bay Inn Resort (5 minutes from race sites). 1-800-922-9240. **Make reservations ASAP (starting 2/28/05) as there is a conflicting NASCAR event that same week.** Houses are available for rent, typically for groups of 5-8, through Palmar Properties, <http://www.palmarprops.com/> or 302-234-0173. You should create your own group.

Entries:

Hobie 17: September 26-30

Entry fee: \$300

Pre-registration by August 1 is strongly recommended; \$375 after August 1.

Hobie 14: September 24-25. The H14 NA's will coincide with the Division 11 Sharkee Cup Hobie regatta.

Entry fee: \$30 for single-handed boats, \$35 for all other Hobie classes.

If you register for both events: Entry fee \$320 (before 8/1/05).

Schedule:

Hobie 14: Registration and weigh-in: September 23, 4-7 PM; September 24, 8-9 AM
First Flag: 11 AM

Hobie 17: Registration and weigh-in: September 25, 3-7 PM; September 26, 8-9 AM
First Flag: 11 AM

Social: Breakfast, Lunch, and dinners at RBSA.

PRE-REGISTRATION

Mail to: Gerard Blom, 3050 Pryors Mountain Lane, Charlottesville, VA 22903

Skipper _____ Address _____

Phone # (____) _____ - _____ Fleet _____ Insurance No. _____ NAHCA No. _____

Sail Number _____ Shirt Size: _____

Make checks payable to Fleet 416

For further inquiries contact Gerard Blom at gerardbellablom@aol.com or Greg Raybon at gr@lucent.com

US Sailing OD Symposium

The HCA Attends in Force

by Bob Merrick, HCA Vice Chair

US Sailing's first ever One-Design Symposium was a brainstorming weekend (Nov. 13-14) entirely dedicated to promoting One-Design sailing with a focus on fleet building and class management. About thirty class associations were represented and the Hobie class was there in force with five members of the HCA Council in attendance: HCA Chair Ed Muns, Vice Chairs Rob Jerry and Bob Merrick, Membership Chair Eliza Cleveland and Championship Coordinator Lori Mohney.

The Symposium was a mix of lectures and breakout sessions that covered a variety of topics but there were a few recurring themes throughout. These are not necessarily novel ideas but the weekend served as a strong reminder of how important they are.

The Fun Factor a/k/a "the Hobie Way" should be a no brainer but it's always a good reminder of where to start. The simple fact is that we are all doing this as a leisure time activity because it's fun. Everything else comes back to this. *If it's fun they will come.* I feel comfortable making the generalization that the Fun Factor is where the Hobie class thrives.

Communication is a broad topic but it's easy to see its importance. Good communication gets everyone on the same page, keeps everyone in the loop and gets sailors primed for fun events. It allows for constructive feedback so that problems can be fixed before they get out of control. The HCA has a mixed record when it comes to communication; sometimes we do it well and sometimes not so well. This is something that we are making progress on. Our new region wide e-mail list and a renovated web site should help a great deal. On

the positive side, we recently had a great response to our membership poll on the Hobie 16 NA's and the format for this championship was made as a result of direct communication from the membership.

On the fleet level, communication is just as important. One example from the symposium is a local fleet captain in a very successful Shields fleet who attributed a large part of his success to his e-mail list. He swears by sending out e-mails at least twice a week if only to keep the attention of the sailors and the coherence of the group. He mentioned that his success increased as he added crews to the list and increased even more as he added spouses. On a personal note, I noticed that we had more success getting Hobie 16 sailors to our local regattas in Division 12 when we started up our own list serve and started to get people psyched to show up to events.

The Social side is more than just the parties. The parties are important but it's also important to make sure that the parties are fun for everyone. When new people arrive at an event for the first time they often get left out in the cold. One Thistle sailor explained that he was involved in the sport today only because someone noticed that he was the new guy and made sure that he met every single person at the party.

People who take this kind of initiative with new Hobie sailors are more important to the promotion of a class than any class champion.

Promoting your class comes down to two simple ideas. First, if no one knows you exist they are not going to join you. Second, more boats equals more fun. We need to get the word out in all of the Hobie

classes. Our Championships are our opportunities and they need to be written up in popular sailing publications. All it takes is someone to take on the task. How to do this effectively is probably the subject of another article.



Fair Play was another recurring theme the basic premise being that the sport of sailboat racing is a lot more fun when everyone knows and follows the rules.

Class Rules was a simple issue for most classes but is always a concern. The general consensus is easy: have one set of class rules and don't change them any more than you absolutely need to. Stable and consistent class rules are the cornerstone of a fun one-design class and we need to make sure that we protect them.

Relationships with the Builders was a difficult issue for some of the classes at the symposium. Having a strong manufacturer that's committed to your one-design class translates into a wide availability of affordable and equal boats. One interesting example of the importance of a manufacturer who is dedicated to the one-design concept came from the J/24 class. The J/24 manufacturer had the opportunity to take advantage of a new technique that would make the boats easier to build. The down side was that the new boats would possibly be faster and thereby make old boats less competitive. The manufacturer rejected the new technique because they recognized the value to the class that a good used boat market presents.

Fortunately the HCA has a close relationship with our manufacturer and we look forward to many more years of working together to make the Hobie class as strong as it can be.

Closing the Gap / Teaching: How many fleets have seen the distance between the top sailors and the rest of the fleet get more and more distinct over the years? Coaching the bottom half of the fleet is an important step towards keeping fleet members. The Guest Expert Program is our best tool to help sailors who want to learn more about sailing but we can do other things on a more regular basis as well. Here's a great idea from the JY 15 class. Let's start having an "Ask the Winners" discussion on Saturday nights at Hobie regattas. This is how it works: Take the top three teams from the day and set up a question and answer period where the rest of the fleet can ask them questions about the day's races. A big part of creating a fun learning environment is making the top sailors accessible and this is a great way to do it.

Youth and New Sailors: Most classes are in the same situation as the Hobie class with respect to Youth Sailing. We are competing against established Jr. only classes like the Optimist and the club 420. Going head



to head against these classes for youth sailors is a long hard road. Flying Scott sailor Joni Palmer challenged everyone to look for other avenues to attract youth to the class noting that organizations like the YMCA and Scouting organizations with sailing programs that are not well established could benefit greatly by a partnership with a one-design class. The Korzeniewski's have had a lot of fun with the St George Island Scouting group. It would be great to see the concept more wide spread.

There is an interesting model that many of the other classes are following when it comes to youth sailing. Consider that many adult sailors are always looking for crew to team up with and most youth sailors can't afford their own boats. In most of the classes it was common to see adults lending their boats to young sailors to compete with in Jr. regattas. In exchange that youth sailor would crew with the adult in open regattas. If we had more local youth regattas this model could work on a large scale.

Aim at the Middle: When considering all of these points that I have mentioned, and the many that I have not, we need to think about how they affect the people in the middle of the fleet. When structuring fleet policies and events it's too easy to cater to the top 10% of the sailors. Real growth however goes to the fleets that cater to the average sailor. The top 10% is going to be there no matter what. For the most part these are the people who live and die for sailboat racing. They're not going anywhere. The average sailors are the ones who are involved in Hobie sailing because it's loads of fun. These are the people who simply will not be there when it stops being fun for them. Back to the Fun Factor: Fun equals growth.

I really wish we could get all of our fleet captains to the One-Design Symposium. The highlights that I have presented can't communicate the energy that a weekend like this brings to your thinking about class issues. I hope that future events will be in different regions of the country so that we can get a maximum number of class members involved in this fun event.

Hobie One-design Regattas

Moving Forward Into 2005 and Beyond

by Ed Muns, HCA Chair

As we enter 2005, the Hobie Class Association (HCA) is reaffirming its founding charter and returning to its roots of Hobie One-design sailing. Returning? Did we ever leave? Well yes—and, no—to both questions. Both the International Hobie Class Association (IHCA) and HCA were clearly founded as Hobie One-design associations for the promotion of Hobie Cat sailing and racing. Our bylaws have not wiggled on this fundamental principle throughout the association's lifetime. There are many one-design organizations in the sailing world. The IHCA and HCA are not unique. Even the concept of several one-design boats under the class umbrella is shared with at least one other class association—the Laser Class. So, “no,” we never left this Hobie One-design charter. However, our practices over the past decade tell a different story.

Back in the early 90's, “it seemed like a good idea at the time” to include an open class in our regattas and welcome non-Hobie sailors into our fleets. The idea was that we could quickly increase participation and make our fleets and regattas more financially viable. We also thought that if the other catamaran sailors saw how great our Hobies were and how much fun one-design sailing was compared to handicap or corrected-time racing, then they would convert over to our Hobie One-design classes. This practice began at a very low level. A decade later we looked around and saw a very different picture. Some regattas and fleets, even divisions, were now dominated by non-Hobies. Some “Hobie” Division regattas had one-design classes of NACRA's and other catamarans! The

Hobie Class Association of North America, in both its fleets and its regattas, was on a path to extinction as a Hobie One-design organization. Surprise! In practice, we had clearly left the Hobie One-design domain, despite our charter that still purported to be so.

In late 2003, the IHCA organized our “return” by directing the HCA to eliminate open classes from our

regattas. Instantly changing an open catamaran environment back to a one-design focus was and continues to be painfully challenging to many fleets and divisions in North America. In over a decade, local sailing communities had evolved with this open catamaran culture. There were strong social bonds as well as mixed class sailing events. Accordingly, 2004 was to be a “transition year” during

which fleets could make changes so that by 2005, all open class activity would be removed from the HCA. Unfortunately, many of these transitions are not well enough along to easily flow into the Hobie One-design environment of 2005.

There is a wide range of situations around the HCA. Many fleets are Hobie One-design and their division's points regattas are cleanly Hobie One-design classes. Other fleets will be much smaller than last year's multi-catamaran version. Some Hobie fleet hosted open regattas will disappear for the moment. Still other whole fleets will evaporate as they reform as a catamaran club or a non-Hobie fleet. Have we shot ourselves in the foot?

Hardly. We've realigned our practices with our charter to focus on strengthening the Hobie One-design sailing that has always been the vision of our class. This focus will bring many benefits to our

Both the International Hobie Class Association (IHCA) and HCA were clearly founded as one-design organizations for the promotion of Hobie Cat sailing and racing.



frequentlyaskedquestions

Q What does the HCA do for me?

A The HCA provides many resources that the average sailor probably overlooks.

For example, the HCA provides:

- The Hobie Class Rules, via the IHCA
- Standardized sailing instructions
- Hobie University booklets
- The *Hobie Class News*—the class magazine
- The class website, www.nahca.org
- E-mail Q&A with an IRO (International Race Officer) about race management questions
- An event manual that describes the requirements for hosting major championships, but is very useful in running any regatta

The HCA recently introduced:

- A region-wide competitor ranking system, that will be also used to pre-qualify for the Hobie 16 North Americans
- A regatta insurance program, available to all unincorporated Hobie fleets hosting a regatta
- A newly appointed Sponsorship Director to secure funds for the class

The HCA also provides monetary support for:

- The Guest Expert Program where top sailors give seminars at local regattas
- A Race Management Seminar program where certified PRO's (Principal Race Officers) give race management seminars for any fleet in the HCA.
- Expert assistance in conducting world-class regional championships
- Women on the Water seminars (W.O.W.) which are designed to get more women sailing

These are all resources and programs designed to make Hobie Cat racing better and more abundant.

Q Why is one-design sailing better than open class sailing?

A One-design racing is widely considered the most level sailboat racing pitting sailor against sailor. By limiting what can be different between boats, keeping the hull and sail designs the same, the skill of the sailors is what determines the outcome of races rather than who can buy the fastest boat and equipment. In comparison to open or handicap racing one-design racing eliminates any skepticism in the accuracy of the handicap rule or formula. The extreme example of this is buying boats with the best handicap or in some instances building boats to beat the handicap rule. An added benefit is that you know exactly where you stand throughout the race.

Hobie sailors. We are bringing back the regional “points system” which is a yearly ladder of racing performance by our members. Sailors can now compete across the region as they watch their standings evolve on the HCA web site throughout the regatta season. Hobie Cat Company has stepped up to show their support for the realigned HCA by once again providing new Hobie 16's in the 2005 North American Championship. We have a class-wide regatta insurance program for fleet one-design events. We have initiated a directed effort to find sponsors for our Hobie One-design championships. HCA continues to lead the way in youth sailing by providing the 2005 North American Hobie 16 Youth Championship event at a competitor cost of less than 25% of any of the past US Sailing Youth Multi-Hull Championships. Less than a year after the precedent-setting Hobie 16 Worlds in Mexico, the HCA is hosting the Hobie Tiger Worlds in Santa Barbara, CA. A record-breaking attendance of over 90 teams is expected.

This is just the beginning of our renewed concentration on Hobie One-design sailing. Thanks to our now focused energy and resources, more support and programs will emerge to enhance the Hobie sailing we are all addicted to. Yes, the short-term transition pains are unpleasant, but the tremendous potential in our future is more certain.

In the weeks following the Hobie 16 North American event in Syracuse, NY, the new HCA officers, with lots of help from past class officers and others class members, developed a “white paper” and a set of anticipated “frequently asked questions” (FAQ's) that deal with many of the issues that may arise in the administration of Divisions and Fleets as a result of the realignment of the HCA to its original principles. The White Paper and FAQ's were distributed to the HCA Division Chairs in early November to make sure that everybody was on the same page and to assist in developing Division programs for 2005. The full text of the White Paper and the FAQ's follow.

frequentlyaskedquestions

Q Why are the International Hobie Class Association (IHCA) and Hobie Class Association of North America (HCA) changing the requirements to host a Division (“points”) regatta?

A Actually, the expectation that only Hobie Cats participate in Hobie Division points regattas has always been the case. This is the fundamental principle that the IHCA and HCA were founded on. However, over the past 10 years, the HCA has allowed non-Hobies to compete in Hobie points regattas. Initially, this low level of participation was of little consequence. In recent years, we now find entire Hobie Fleets and the majority of some Hobie Divisions to be comprised of non-Hobie sailors! There were many arguments why it was good thing to allow non-Hobie boats at Hobie One-design Regattas, such as, “It will show people who sail other brands of boats how great Hobie Cat One-design racing is. They will buy Hobies and join us.” This has not happened to any significant extent. Allowing non-Hobies to race in Hobie regattas has contributed significantly to the decrease in numbers of Hobie One-design classes. This unfortunate evolution is so far beyond the class charter and purpose that the IHCA directed the HCA to quickly move our practices back in line within the intent of our bylaws.

Q Why does the HCA say that having an open fleet does not promote one-design racing when we provide a regatta with starts for each Hobie class with enough boats for a class?

A Over the past ten years this practice has hurt the Hobie Class. Non-Hobie classes have used the HCA regatta structure to increase their numbers at the expense of the Hobie Class. The HCA needs to look at North America as a whole, and this policy does not work on a region-wide basis. To see the damage that this policy has caused one needs to look at Divisions 12 (New England), 10 (Upper Midwest), 8 (Florida), and 6 (Southern Texas) where there are more non-Hobies at regattas than Hobie Cats.

Q Do we comply with the Hobie One-design policy if we rename our division (or fleet) as a catamaran club, unaffiliated with HCA, and then have the division (or fleet) be a sub-organization within the catamaran club?

A No. Becoming a sub-organization of an open multi-hull organization would hinder a Hobie Division’s primary goal of promoting Hobie One-

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Commitment to One-design Policy

As the end of this year approaches, the transition period for the Hobie One-design policy announced at the beginning of 2004 is coming to a close. Starting on January 1, 2005 all Hobie Class Sanctioned Regattas must be limited to Hobie One-design classes. In January 2004, the Chairman of the HCA stated in his letter to the class the following:

“The Hobie class will continue to sanction regattas throughout the North American region through the division and fleet structure. To be a sanctioned regatta the host will have to comply with IHCA class rules and constitution. Specifically, non-Hobie Cat boats will not be able to participate in Hobie Class Sanctioned Regattas. Organizations that run events, which include non-Hobie Cat boats, simply will not be running a Hobie Class Sanctioned event. Additionally these organizations will no longer be able to utilize the Hobie Cat name, the HCA name or Hobie Cat trademark in their Notice of Race or event advertising. In short, these events will no longer be considered ‘Hobie Cat’ regattas. Organizations that elect to organize an open invitation regatta rather than a ‘Hobie Cat’ regatta are no longer required to follow the Hobie class standardized racing program and all we can say is that we wish you well.”

As the newly elected HCA officers, we are committed to the implementation of this policy. We feel it is a positive return to the class charter of Hobie One-design sailing that will be beneficial in the long term, and look forward to working with everyone to reach this goal.



Event Sanctioning— Classes and Format

The Hobie Class Association sanctions Hobie One-design Points Regattas, Area Championships, National and North American Championships. A Hobie One-design Points Regatta shall be open to all Hobie classes. Bravo, Wave, 14, 16, Getaway, 17, 18, Tiger, 20, Fox, FX One, and 21 classes are all welcome. For now, one entrant will constitute a class. This simplifies race management by not requiring a handicapped Hobie fleet. HCA One-design Points Regattas will no longer have starts or classes for boats manufactured by companies other than Hobie Cat; there are no exceptions. HCA One-design Points regattas are two or three day events, run on IHCA courses and using standard HCA sailing instructions. The requirements for hosting North American Championships are explained in the HCA Event Manual, which is a valuable resource for running Points Regattas and Area Championships as well.

The International Hobie 16



frequentlyaskedquestions

design racing. HCA Divisions and Hobie Fleets must be independent of other organizations. However, an individual can be a member of both organizations. The Hobie Fleet may be **affiliated** with another organization, such as a yacht club, as long as the governing body of the Hobie Fleet remains independent.

Q What is a Hobie Class Sanctioned Regatta?

A The Hobie Class Association sanctions Hobie One-design Division (“points”) Regattas, Area Championships, National, and North American Championships. A Hobie One-design Division Regatta is open to all Hobie classes. Bravo, Wave, 14, 16, Getaway, 17, 18, Tiger, Fox, FX One, 20, and 21 classes are all welcome. For now, one entrant will constitute a class. This simplifies race management by not requiring a handicapped Hobie fleet. For clarity, HCA Sanctioned Regattas will no longer have starts or classes for boats manufactured by companies other than Hobie Cat; there are no exceptions. Otherwise, they are 2-3 day regattas, consisting of IHCA courses, and standard HCA sailing instructions, like they have been held for the past few years, just without an open class. The requirements for hosting North American Championships are explained in the event manual, which is a valuable resource for running Division Regattas and Area Championships as well.

Q We are creating our 2005 Division Booklet that shows our regatta schedule, NOR’s for all regattas, other Division and HCA information plus advertising. The local MHRA organization (Multi-Hull Racing Association) has asked if we would include their regatta schedule. Is this OK?

A No. Due to the HCA’s deviation from the primary focus of promoting Hobie One-design racing over the past 10 years, the HCA needs to take some radical steps to realign ourselves with that primary focus. Therefore, the policy does not permit the use of Hobie Class publications for the promotion of non-class events.

Q Can a fleet use the Hobie name in describing them as host of an open regatta? For example, “XYZ Catamaran regatta hosted by Hobie Fleet 000.”

A No. The HCA policy does not allow a Hobie fleet to use the Hobie trademark in advertising a regatta other than a Hobie One-design regatta, and this includes the Hobie Fleet name.

frequentlyaskedquestions

Q Can fleets that run regattas with open boats still use Hobie Division marks, flags, etc.?

A Yes. The HCA and Hobie Divisions have always shared regatta equipment with other sailing organizations.

Q What is the ideal Hobie Division?

A The ideal division would have six or more Hobie Fleets dispersed within a geographic region and would have 6 to 10 Hobie One-design regattas each season including at least one women's and one youth event.

Q Do Hobie Fleet members have to be HCA members?

A No, but we strongly encourage HCA Fleet members to be HCA members, which includes IHCA membership as well. HCA memberships help Hobie Class provide more benefits to members, fleets and divisions. HCA members will also have more communication with the class, and therefore, have a stronger voice in the HCA.

Q Do HCA fleet members have to own a Hobie?

A No, but at least five fleet members must be Hobie owners. This requirement was initially set up by the IHCA to encourage viable fleets. Fleet members who are not Hobie owners are typically crewing on a Hobie or are helping the fleet put on regattas or other events.

Q Can a sailor of a non-Hobie catamaran be a HCA member and/or a Hobie Fleet member?

A Yes. If such a sailor has a genuine interest in Hobie One-design racing he would be more than welcome to join. For example, such a person may donate time as a Race Officer, jury member or support boat operator in Division regattas.

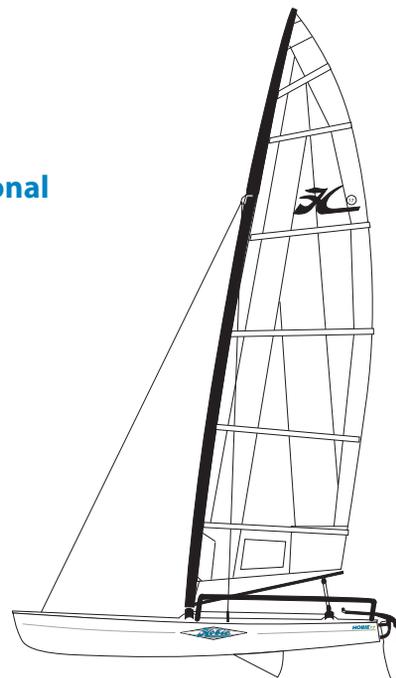
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Sanctioned Points Regattas—Benefits

The HCA wants all Hobie fleets to host an HCA Sanctioned event. A key purpose of Hobie fleets is to host one or more Points Regattas, but it is not a requirement. It is the sole discretion of each individual Hobie fleet whether they want to run a Points Regatta or not. If a fleet chooses to run a Points Regatta it will have all the HCA's programs at its disposal. Only Points Regatta scores will be used in tallying points for regional ranking and North American Championship qualifying. This new region wide points system should make a big difference because sailors will be able to compare themselves with others from all over the North American region. The factory supplied-boats at the 16 North American Championships adds even more importance to the new points system. The renewed emphasis on points should help drive sailors to Points Regattas. The HCA has a regatta insurance policy available to all unincorporated US fleets running a Points regatta. This should provide fleets with a significant savings in their regatta budget. They will also be offered Guest Expert Programs and Race Management Seminars. All Points Regattas will be listed in the HCA magazine and on the HCA website.

The International Hobie 17



JANUARY — FEBRUARY 2005

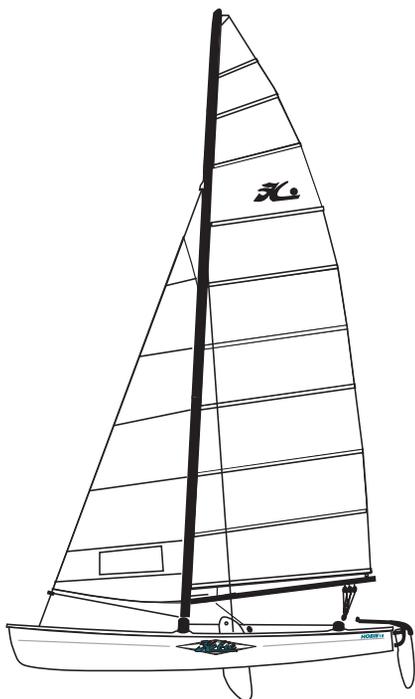
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Non-Sanctioned Regattas

We also realize that not every fleet will want to or be able to run a HCA Sanctioned Points Regatta immediately. If a fleet chooses not to run a Points Regatta that is fine, we understand the difficult decision some fleets face. However, it is the goal of the HCA to have all Hobie fleets running a Points Regatta. Hobie fleets that organize a regatta and allow non-Hobie class boats to compete risks losing their IHCA fleet status. If a fleet chooses to run a regatta that is not a Points Regatta, then they will forfeit the privilege of using the Hobie name in any of the fleet's advertising for that event, including the name of the fleet, for example Hobie Fleet 000. The fleet will also lose the use of class programs, resources, support and voting privileges. The HCA will work with these fleets to eventually run a Points Regatta again, and at that time all privileges will be reinstated. If it is determined that a fleet never wants or intends to evolve their open regattas into a Points Regatta, then it will be clear to both the fleet and the class that the fleet is no longer interested in promoting Hobie One-design racing as its primary focus.

Once this is determined, then the fleet will be deactivated. The fleet number will be retained for any Hobie sailors that want to start up again in that geographic region.

The International Hobie 18



www.nahca.org

frequentlyaskedquestions

Q Our fleet has evolved into a group of friends who own different brands of catamarans. Do the non-Hobie owners and supporters have to leave?

A The HCA has not yet issued a policy on fleet membership because only Hobies are permitted to participate in regattas hosted by Hobie fleets. Members in Hobie fleets will naturally evolve to promote Hobie sailing and racing in some way: as a Hobie owner, a Hobie skipper, a Hobie crew, a Hobie PRO or support boat, Hobie regatta organizer, etc. Members not interested in Hobie sailing and racing will likely migrate to other organizations more suited to their interests. While it is not yet required that every member of a Hobie fleet also be a member of HCA, the same expectation exists—fleet members and HCA members alike should have an interest in promoting Hobie One-design sailing and racing.

Q Do participants at Hobie One-design regattas have to be HCA members?

A Only one person on a boat has to be an HCA member. That is typically the skipper, but that is not a requirement. Both skipper and crew are encouraged to be an HCA member that also includes IHCA membership. This not only helps support both the North American class and the International class but also prepares the team to sail in North American and World Championships where all crew members must be HCA members. The HCA has different membership options to accommodate various skipper/crew situations. There is a regular membership at \$30/year and a web membership at \$20/year that only includes an electronic version of the class magazine (which is available from the HCA website.) Also, there are family member memberships available at \$10/year, so it is easy to find the right membership to fit each personal situation and still support the HCA and IHCA.

Q Why is the regional points system used for pre-qualifying only in the Hobie 16 North American Championships (NACs)?

A Because the Hobie 16 NACs will be using factory-supplied boats, a method was needed to select the teams who would sail the limited number of boats. It is expected that more teams will want to attend this event with factory-supplied boats compared to recent Hobie 16 NACs in the BYOB format. The other classes have not had enough attendees to warrant pre-qualification. For example, in the 2004 H20/Tiger/H17 NACs, there were only 20 teams in each class, so there was no need for pre-qualification.

HCA Competitor Ranking

The North American Points System

by Rob Jerry, HCA 2nd Vice Chair

For more than a year, members of the Hobie Class Association (HCA) have been developing a points system that could rank sailors across the whole North American Region. The system was envisioned to enable comparisons between one-design Hobie sailors from all over the region, which would both be fun, useful for rewarding members on a regional basis, and increase regatta attendance.

While this seemed like a good idea, actually doing it was a whole other story. There is no such thing as a perfect points system especially when the goal is to compare people who sail in different size events, sailors with different levels of competition and those in different geographical areas. Bruce Andrews, Matt Bounds, Lee Jerry, Rich McVeigh, Ed Muns, Bob Merrick and I looked at many different scoring systems, from those already in use by Divisions, to those used by other one-design classes. Almost universally, there were problems when the systems were expanded to include the entire region.

Many of the systems that we tested favored areas with large fleets. In those systems, the size of the regattas determined the number of points earned. Sailors in smaller regattas had no chance of ranking very high in the system, simply because there were not enough points available to them. Since the Hobie Divisions are very diverse in terms of regatta attendance, this did not seem quite fair.

Another common problem was that many systems did not take into account the quality of competition. In these systems there were no weighting factors or

any difference in points for different size regattas. Basically, what happened in those systems is that sailors who sailed in small regattas and won most of them were overly compensated. Another problem in these systems was if a sailor came in last all the time, they could still be awarded a fairly high number of points, because they would receive points for the place with no recognition that it was last. Once again, given the size and differences across the North American Region, these didn't seem to be ideal systems either.

We considered all these issues, as well as the fact that sometimes there has to be a certain level of compromise to make things work. But it took developing each system and entering a season's worth of data to evaluate each of them and make these determinations. The balance is a system that keeps the points available to all winners similar so that everyone across the region has a competitive chance, yet varied according to regatta finish.

The points scale takes into consideration both size of the fleet and competition level. In an event with 2 boats, first place will receive 50 points and last place gets 1 point. In an event with 100 boats, first place gets 100 points and last place gets 1 point (last place always gets 1 point). There is a linear distribution of points from first place to last place and from a 2 boat event to a 100 boat event. It sounds complicated, but it really isn't. The formula that produces the points for a given event is shown in Figure 1. An abbreviated points matrix is shown in Figure 2.

We also built in other aspects of this system that can increase accuracy. For example, the system includes your best five regatta finishes. If you sail fifteen events, we take your very best results for your ranking. If everyone does at least five regattas, everyone will be counting the same number of events, which levels the playing field even more. B and C Fleet sailors are included too, albeit their scores are factored in at a lesser weight.

$$\sum_{x=1}^5 f(x) = \frac{P \left(1 - \frac{50A + 4,800}{98} \right) + \left(\frac{A(50A + 4,800)}{98} \right) - 1}{A - 1} \Phi$$

Where
 P = event finishing position
 A = event attendance
 Φ = fleet factor (B Fleet - 0.5; C Fleet - 0.33)

Figure 1 - Season Points Formula

What if you have to work race committee? RC points will be the regional average points for your particular class. One regatta per year, per sailor can be counted towards your points. RC points will count as one regatta and fall under the other parameters of the points system. Three people per regatta can qualify for RC points. It is the responsibility of the individual sailor to notify the regatta scorer that you are eligible for RC points for that regatta and what class you would like the points to be counted in. There is no way for the HCA scorer to know who should receive RC points any other way.

The point system has been finalized and will up on the HCA Web site when all the scores have been entered for 2004 (about mid-January), including the RC points. We'll keep it updated every week in 2005. The column for a regatta will turn yellow after an event date has passed, and green after the HCA Scorekeeper, Theresa (Fluffy) White, has received the scores. If you don't see the column turn green in a week, you need to bother your division chair to get the scores in. Why? Because the scores will not count if received later than seven days after the end of the regatta. This may seem like a short deadline, but once the scores are totaled how hard is it to fax or e-mail them to h16tlw@yahoo.com? The longer the delay the easier it is to completely forget about doing it. So, remember to check the Web site, and if a regatta has not turned from yellow to green—bug the regatta score keeper to get the scores in.

In the Hobie 16 Class, the rankings will be used to determine the allocation of pre-qualified places for the North American Championships. In the other classes, we are still researching possible rewards. Any suggestions on incentives or awards are welcome (keep in mind our bank account is not bottomless!). Please e-mail them to me at rastahobie@earthlink.net. Lastly, use the system for what is really important, bragging rights and self adulation. Walk around and proudly say, "I am the () ranked Hobie () sailor in North America!"

Hobie 16 North Americans Qualification

2005 marks the return of the supplied boat Hobie 16 North American Championships. Hobie Cat graciously offered to supply 35 boats at no charge. The first 20 youth teams and first 15 women teams that preregister will split the boats for their disciplines. For the Open, 70 teams will share the 35 boats in round robin fashion for the four semifinal days. Up to 47 of those teams will be pre-qualified prior to the event. Up to 3 additional teams may also be selected as pre-qualified by the HCA from petitions. The remaining 20 teams will be the top finishers in the two-day Qualifier round of 35 boats. (Any unfilled pre-qualified or petition slots will increase the number of teams advancing from the Qualifier.)

Fortunately, the HCA was developing the region-wide point system in 2004, so it was decided to use it for determining the pre-qualified teams. There was a lot of discussion and debate leading up to the final details of the new system and how to apply it to pre-qualification. With the event being held in July and the sailing season not starting for many divisions until May, there was not enough time in 2005 for qualifying events. In future years we could not guarantee the ability to hold the North America Championships at the end of the season. So, prior-year points will be used, in this case 2004. This precipitated another problem in that many long-time Hobie 16 North American participants don't regularly sail the Hobie 16 in their division's points regattas. Had we all known in advance that 2004 would be used for pre-qualifying, some of these people might have worked on Hobie 16 class points in 2004. The three petitions and the Qualifier round provide avenues for anyone to attend the event. While not perfect, this solution represents a diligent effort to address many different inputs and issues.

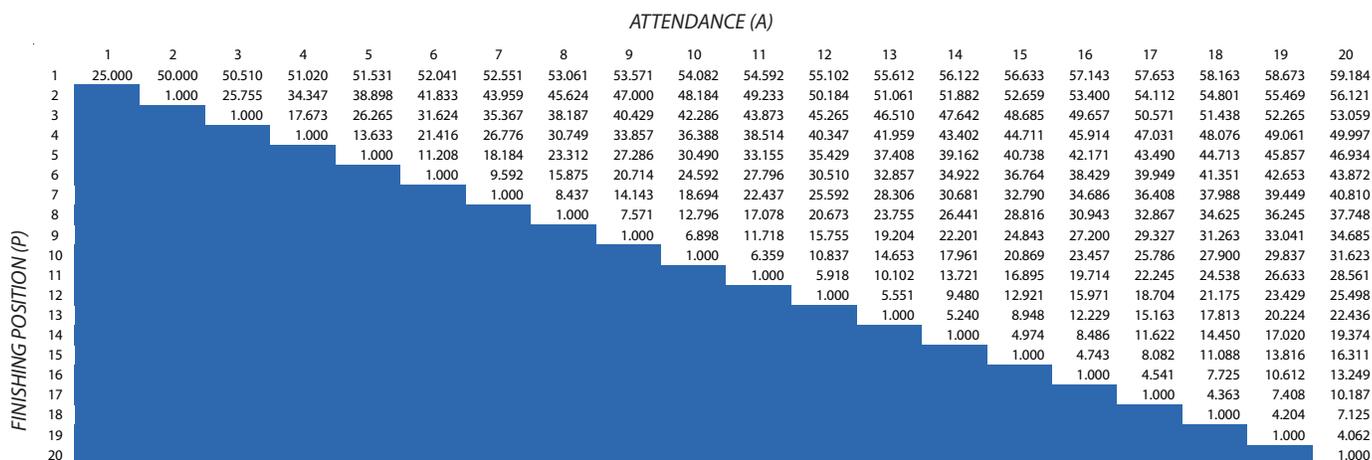


Figure 2 - Abbreviated Points Matrix

Mano a Mano Part Dos

The Rehoboth Fall Championship

by John Sherm

During five days of intense competition in October 2004, twenty-four Hobie 17's and two Hobie 18's sailed for bragging rights as competition was held on an informal basis for the second time since 2001. The first event followed the events of 9/11, and was conducted with Old Glory flown at half mast from the committee boat. It was a week of strong competition among twenty-two H-17 skippers, tempered with the realization that our world had abruptly changed. The series was held with respect to President Bush's request that we carry on with our lives, demonstrating the perseverance of the American spirit. We all benefited by the close companionship and it was a source of comfort to all, in a most troublesome time.

As in 2001, this gathering of interested sailors for an end of season racing series was held following a

North American championship event on the West Coast. Again, the event was not publicized until the completion of the NA Championships, to avoid any conflict with registration interest. The single-handed community within the Hobie Class Association is very concerned about the support we get from sponsoring organizations for major events. This is even more intensified now that Hobie Cat US has decided to continue the production of the H-17. There simply continues to be a very significant hurdle for a large number of sailors from the East coast to motor West. There is absolutely no loss of interest or appreciation for the invitation of sponsoring organizations. Let's continue to investigate ways to improve such attendance!

From October 4th–8th, we held a five day (M–F) and three day (W–Th–F) competition. The event included a welcome pizza and beer party with the Sunday evening skippers meeting, and daily breakfast, lunch and dinner at the venue site—Rehoboth Bay Sailing Association clubhouse. A 10 AM Class flag permitted 2–3 races before a delicious hot lunch on the beach. This is a most perfect sailing venue with a narrow barrier beach providing sea breezes and flat water. We were permitted vehicle on-site camping, and local motel and house accommodations making for a very relaxing week. Bill Kast again served as our energized event chairman. (And in a most ridiculous local tradition, we celebrated Bill's birthday on a daily basis! You had to be there to



understand.) A full complement of RC volunteers, and Committee/chase boat availability, permitted full-scale race course management. Dave Menaker served as PRO, assisted again with his capable assistants Lyna Hwang, and Pooi Lovisi. Frank Carey, who served as PRO of the recent Laser Master event, served as First Assistant, and also as chase boat skipper. Chris McConnell and her “big” brother Jim, again, were invaluable as Chase 2 and assorted duties with the various meal servings (how do

we get such hard working volunteers??). Scotty Heisler, on Chase 1, the final three days, was most helpful in rapid alignment of the race course with shifting sea breeze development, and great tunes from the CD player! The RBSA has a strong contingent of Hobie sailors including their current Commodore, Doug Hicks, who greeted and dined with the competitors on several occasions. Dave Raughley and sister Valerie Carey were our invaluable local representatives, and key to all the great meals. So the future looks bright for our presence there!

We were fortunate to experience all sailing conditions, but none in the drifter category! Friday, we enjoyed an excellent lunch on the sunny deck, while patiently waiting for the 1 PM sea breeze, and were treated to two excellent races. Following the 3 PM end of the official events, we held a raucous team race (we need more of these!). Then we had two reaching-only races—**hold on Nellie!!!** These boats really do fly, don't they! Wally Myers said he was tired, but managed to race **two more** triangle races which featured reaches on all legs following downwind starts! Whew! We were definitely **all** tired now!!! Off the water at 6 PM, to another dinner at the clubhouse.

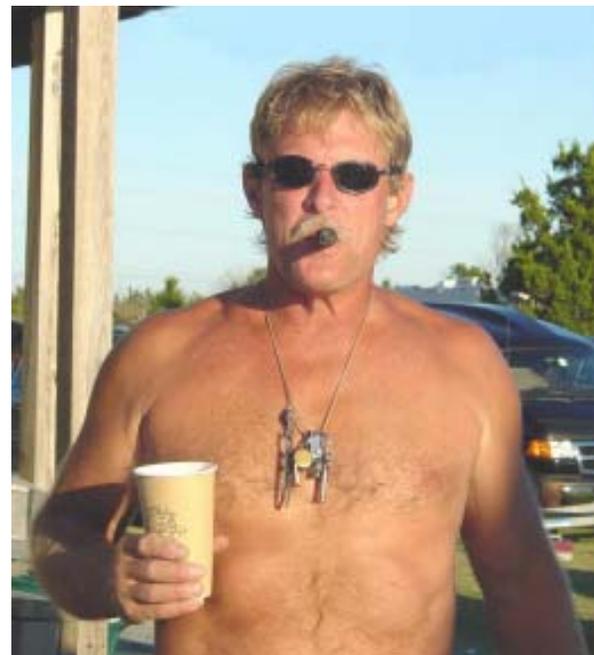
Results?—well they weren't the real issue—but “novice” Randy McConnell on his brand new H-17 (thank you Hobie Cat US), sailed all days with consistency and dominated both the three and five day



The Band of Brother (and Sisters) at the Rehobeth Fall Championships — Back Row (l-r) Jim, Frank Carey, Chris Ufton, Phil Danbe, Jim Glanden, Jim Matthews, Scotty Heisler, Bernie Villa; middle row—John Sherm, Greg Raybon, Gary Richards, Clive Warwick, Kent Smith, Dan Kulkoski, Dave Menaker, Theo Burtick, Ted Knowlton, Bill Colgan (hat), Bill Kast, Gerard Blom, Dave Raughley, James Travis, Lyna Hwang, Pooi Lovisi; front row—Wally Myers, Val Carey, Randy MacConnell, Tom Kimmel, Roger White, Dan Ward, Garland Ayscue, Ed Nolen.

events. Sailing extremely well, as expected, were current two-time NA champ Greg Rabon, former NA champs Dan Ward and Wally Myers, runner-up World Champ Dan Kulkoski and Ed “MR BUFF” Nolen, current NA runner-up. As expected, there were no protests filed, with all fouls exonerated on the water. How's that for sportsmanship? We conducted a round-table discussion on rules, and tactical issues which was very helpful to everyone. Jim Glanden brought along his **Wobbly Balls** (that doesn't sound right, does it?) which he copied from the game we enjoyed so much at the Lake Carlyle, IL Championships. Bill Kast put up a \$20 award for the elimination team tournament that took two days to complete! I can't remember the winners—but I'm sure they will tell you!

It was a fantastic week—wish you were there! Come join us in September when we host the Hobie 14 and Hobie 17 North American Championships!



Hobie P. does GEP in MEX

The 2004 Piñata Regatta, Puerto Peñasco, Mexico

by Tony Krauss



Hobie gives some one-on-one instruction

The Piñata Regatta is the final Division 2 regatta of the season, and is held in Puerto Peñasco, Mexico, a venue known for steady, consistent winds, sandy beaches, sunny skies, and warm water. Hobie Fleet 514 has hosted this event for 19 years, and by asking early, (thanks, Mimi!) we were lucky enough to have Hobie P. Alter attend as part of the HCA's Guest Expert Program.

Lani and I got out of Tucson about 5 AM Thursday morning, so we could meet my sister at the thirty-minutes-north-of-the-

border town of Why, Arizona by 7 AM. We got gas and insurance, and hung our fleet banner at longtime fleet sponsor Joe Flores' Chevron Station. (Get yer' gas at Flores...). South from Why to the Mexican border, where the fact that my little Toyota was packed to the gills with raffle prizes, Fleet supplies, etc caught the eye of the customs officials. Luckily, I had removed all the packing slips with prices, and had taken the wrappings off the Kayak (grand prize in the raffle), so the officials and I "mutually" decided that a \$50 import tax was agreeable. A half-hour later, back on the road for the final stretch to Puerto Peñasco.

We pulled into Playa Bonita RV Park at about 10 AM, unloaded a mound of fleet supplies, set up camp, and got the boat in the water for an afternoon of great fun sailing. Hull flying, boat flipping, all the stuff that you aren't supposed to do when racing, but is so much fun otherwise. Back to the beach, and noted that by Thursday evening, there were already almost 25 boats on the beach. This was going to be good... Quick shower, and off to town with chase boat skippers Ned and Brad Pos, for a great shrimp dinner at the Friendly

Dolphin. A few pitchers of margaritas later, bed was sounding great! To bed early, up at a decent hour feeling just a little fuzzy, and start making preparations for the Guest Expert Presentation. One little problem, where is Hobie? He had a room reserved at the hotel next door, and was supposed to drop off his boat at the RV park, check in, etc. by Thursday evening. Nobody had seen him... Off to the hotel for a search mission, found his van, check at the hotel front desk, "No Hobie P Alter here" What the heck? Check the restaurant, and found Hobie and his family enjoying breakfast at the boardwalk. Found out the story, his boat was blocked in at the storage yard, then it had a flat, then the trailer wiring was shot, finally out of town Thursday at 2 PM, a long ten hour drive, and didn't make it in until past midnight. No wonder we hadn't seen him yet!

Anyway, we are on Mexico time, no problemo. Got some shade set up with the Tecate tents, got Hobie's boat on the beach, set up a chalkboard and some chairs, and got started on the talkin' part of the program about 11 AM. This was eagerly anticipated and well attended, at one point we counted nearly 60 people in the audience listening. Hobie has clearly done this before, his presentation was very accessible, non-technical, and filled with useful information. "Just start in front, and stay in front," stuck with me as particularly good advice, and his hints on how to tell which end of the line is favored had people on Saturday running between the boat and the pin like it was a freeway. After the shop talk, the show moved to the beach where tuning hints were demonstrated on a set-up 16. By this time the wind had picked up, and after a short break for lunch, a mini-practice course was set up off the beach: 3-minute starts, (S)AC(F) courses, marks about 300-400 yards apart. About a half-dozen starts allowed people to put into practice the lessons they learned. Overall, the program was exceptionally well received, with nothing but positive



feedback from all who attended. It is great for the class to be able to provide this sort of program. Anyway, Hobie had brought his 16, and for those of us in 16's as well, we fully expected the lessons to continue on the race course tomorrow... After weathering Friday evenings' registration frenzy, where the limited edition tie-dye regatta shirts sold like hotcakes, it was off to dinner in town, more margaritas, back to bed, and another fuzzy morning wake-up call.

Saturday morning, Herm Beeck and family set up our regular Fleet 514 breakfast lineup, feeding dozens of hungry sailors, while the registration frenzy continued. Skippers meeting right on time, race committee gets set up right on time, the wind, however, was not so crisp today. Figures, while we had great wind out of the "usual" direction all week, it seemed to show up on Saturday with its own agenda. Race committee did a great job of getting off four races in shifting conditions, and the awareness that a cold front may be moving through on Sunday caused them to wisely decide to err on the side of "letting the race run," instead of resetting the course *again*. It did make for some dramatically pin-favored lines, however, and the last race turned into a drag race of being able to lay A from the line, and C from A. Start in front and stay in front indeed, no opportunities to pass in this race!

Back to the beach, just enough time to shower and get prepared for the Saturday night party! The entries for the salsa contest (food, not dancing!) began showing up at 5:30 PM. Amazing salsa, guacamole, and ceviche entries, too bad Barb Perlmutter had to choose just three winners. This led nicely into the Fleet 514 World Famous Hors d'oeuvres Party, which is really a big honkin' dinner. Diane Zimmerman runs the show, with the whole fleet pitching in to feed well over 200 people. Meanwhile, we sold over fifteen gallons of margaritas, went through a whole keg of Tecate, sold something over 3,000 raffle tickets, and ate until the plates were scraped clean. By the end of

the evening, we had sold every t-shirt and hat we had, had no more food, no more drink, and had dispersed well over 200 individual raffle prizes, including a Hobie Pursuit kayak. Hail to the King of the Piñata Raffle, John Phelan! Good party! Off to bed, and once again woke up fuzzy and sore on Sunday morning. (Seeing a pattern here?)

Good thing we got off four races on Saturday; that cold front was playing havoc with our usual steady wind. Teaser wind out of the west in the morning; big blow out of the north got the racing started, only to die and have that race cancelled. Float for about an hour under an AP, until the wind filled in out of the west. Reset the course, get the boats started, unfortunately the north and the west wind fought it out in the form of 30 degree plus wind shifts over the course of the race. (Saved my butt though – last at A mark, tack off on my own, play the shifts, end up in fourth. Cool!) Race Committee decided to call it a day after just one race, to allow those with lots of traveling time to get off the beach early. Trophy presentations, where Dean Zimmerman had made the most beautiful, labor intensive, work-of-art trophies that I have ever seen given out at a regatta. As a bonus, Lani and I actually earned one. (5th, 16A, wohoo!).

Tucson Fleet 514 would like to express its sincere thanks to the Hobie Class Association of North America for providing the opportunity to have Hobie P. Alter speak at our regatta. We would also like to thank the Hobie Cat Company for their continued support of this premiere Division 2 event. The following sponsors also made this event possible: The Cat House, Desert Divers, Joe Flores Chevron, Harbor Freight Tools, Murray's marine, Sundt Construction, Tecate, Lexus of Albuquerque, Curios Vasquez, AZ Multihull Fleet 42 and all the individuals and friends of Hobie Fleet 514. Check out the Piñata Regatta, it's an event you won't forget!

Tony Krauss awards Big Al DiMonson third in the H20 class.



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