

The background of the cover is a photograph of a crowded sailboat regatta. Numerous sailboats with multi-colored sails (red, yellow, blue, green) are visible. The sails feature various numbers and text, including 'e108', '08', '8019', '03', '1633', 'S08', and '8024'. A large crowd of people, mostly young adults in swimwear, are gathered on the decks and around the boats. The sky is clear and blue.

HOBIE Hot Line

\$1.50

JULY/AUGUST 1981

3

06707
**

BULK RATE
U.S. Postage Paid
Permit #1837
San Diego, CA

ANOTHER AUSTRALIAN WORLD CHAMPION

Ian Bashford Wins the First Hobie 18 World Championship

The heavier the wind, the more unbeatable the Australians seem to be. Yet at the First Hobie 18 Worlds, held at Daytona Beach Shores, Florida, May 24th through 30th, Australian Ian Bashford sailed to victory in varied wind conditions. Winning did not come easy for Bashford as points were close right up to the last day. Phil Berman, the current Hobie 14 Champion was slightly in the lead over the rest of the fleet up until the finals. It came down to the last three races to determine the next World Champion.

The whole event began with a spectacular parade of fleet members towing the 40 new Hobie 18's on trailers starting at famous Daytona Speedway, through the town of Daytona, down along the beach (considered a Florida State Highway) and ending at the race site in front of the Treasure Island Hotel. People waved and even cheered as the mayor of Daytona Beach Shores, Ruth Kleiber headed the police-escorted parade. Police were at each intersection detouring the traffic so the Hobies could make their grand entrance together.

This first Hobie 18 world championship drew a large group of experienced competitors. Most of the prequalified skippers attended, leaving only 15 spaces open for the teams not yet pre-qualified. The qualifying races took place on Sunday and Monday of the Memorial Day weekend. It was the first time for most of the sailors to have to look both ways before crossing the beach to get to the boats. It wasn't uncommon to find your boat parked bet-

ween a Buick and a Dodge, with old ladies and tourists posing on the boats having their picture taken. Some 200,000 people walked, drove or sailed by the colorful sails throughout the week. After two days of racing, Jeff Alter and Christain Banks won the qualifying races, earning them a spot among 14 other teams to sail in the championship series.

Aussie weather was in store for the sailors for the first day, although the Australian team considered the 18-20 knot wind and white-capped sea marginal. The short, steep chop off Daytona Beach Shores made for a wet and bouncy ride. Bashford won the first race with Thierry Berious from France finishing second. In the second race, Dean Froome and John Driscoll from Hawaii, a past Hobie 16 World Champion team known for their excellence in heavy air, were the first to the weather mark and covered their position to the finish line, extending their lead at every mark.

After two races, the sailors adjourned to the first of a series of "Apré Sail" parties hosted by Benedictine. A highlight of the evening talk was the lark. The race committee was treated to a new experience when they were ferried off the beach, crashing through waves on this huge amphibious vessel. Acting as race committee boat on the first day, racers would sail by this stalky looking thing with huge tires on four sides bobbing gently at the starboard end of the line. A midnight lark ride was a definite highlight — especially if there was surf.

by Paula Alter

Sponsored by
BENEDICTINE LIQUOR



Devastatingly fast on a reach to B mark is Jeff Alter and Christian Banks (above). Tom Whitehurst tunes for the next race (left).



Alistair Black



Alistair Black

Thousands of spectators viewed the races through the week.



Chuck Koelsch

Going for the Gold!

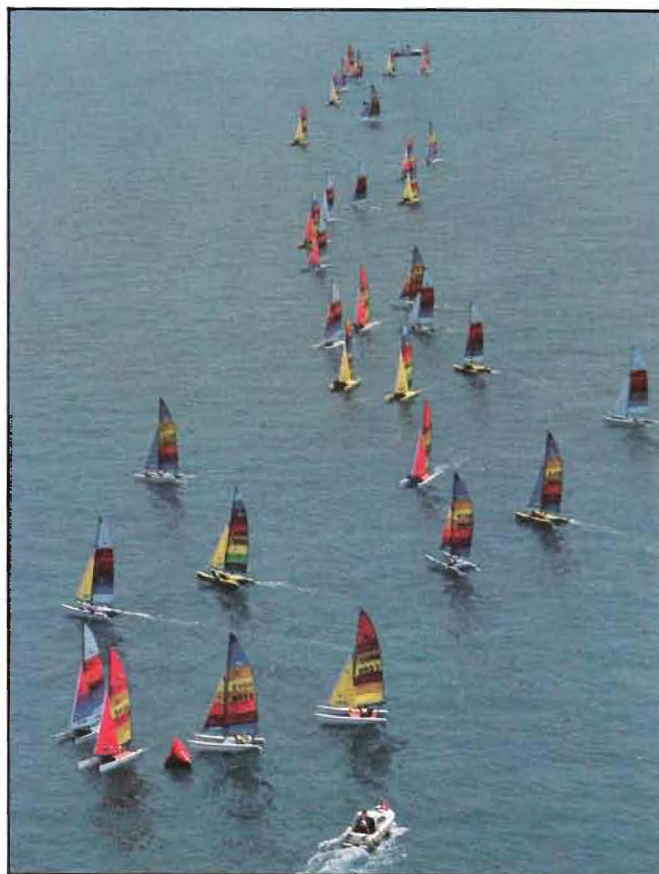
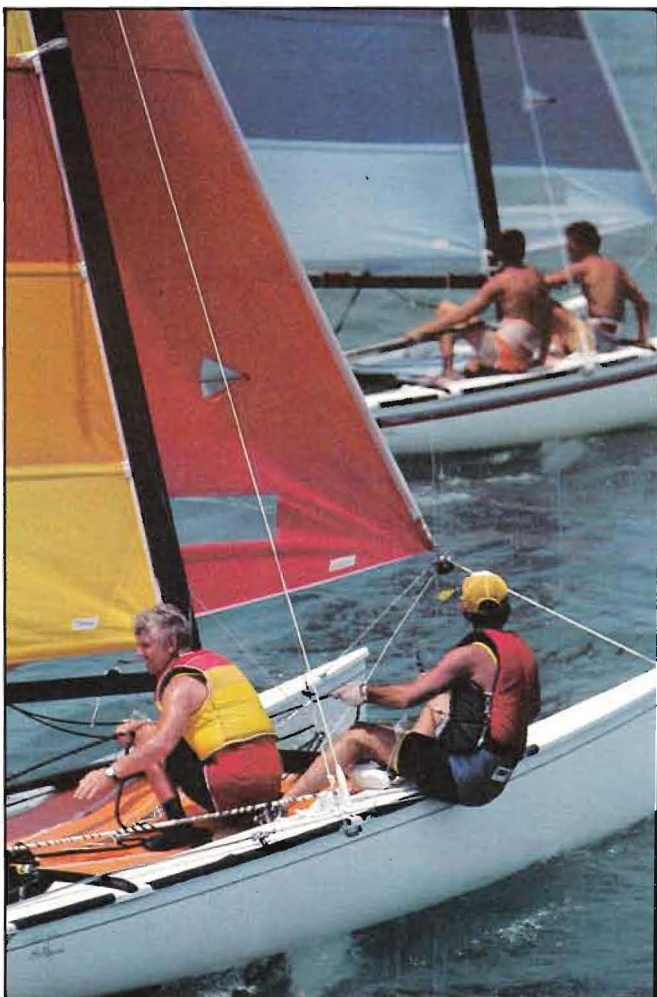
After a full day of competition, the party atmosphere and general camaraderie was high toned. Larry Wood, an Olympic Tornado sailor from Canada, was attending his first major Hobie Cat event. Wood commented that all racing should be like this: sail hard during the day and have a good time with your competitors at night. The atmosphere of friendship, some that started years ago at a previous Hobie Cat World Championships, is one of the key factors of the success of Hobie Cat events. It's an opportunity to see your good friends, do a lot of racing, learn how some sailors go so good in heavy air, (or light air, depending on where you're from) and watch the ability of

sailors from different countries develop their expertise each year. It's exciting to see the French team doing so well, to have a team from Hong Kong come and find out what a world competition is all about and have the Aussies to shoot for next year.

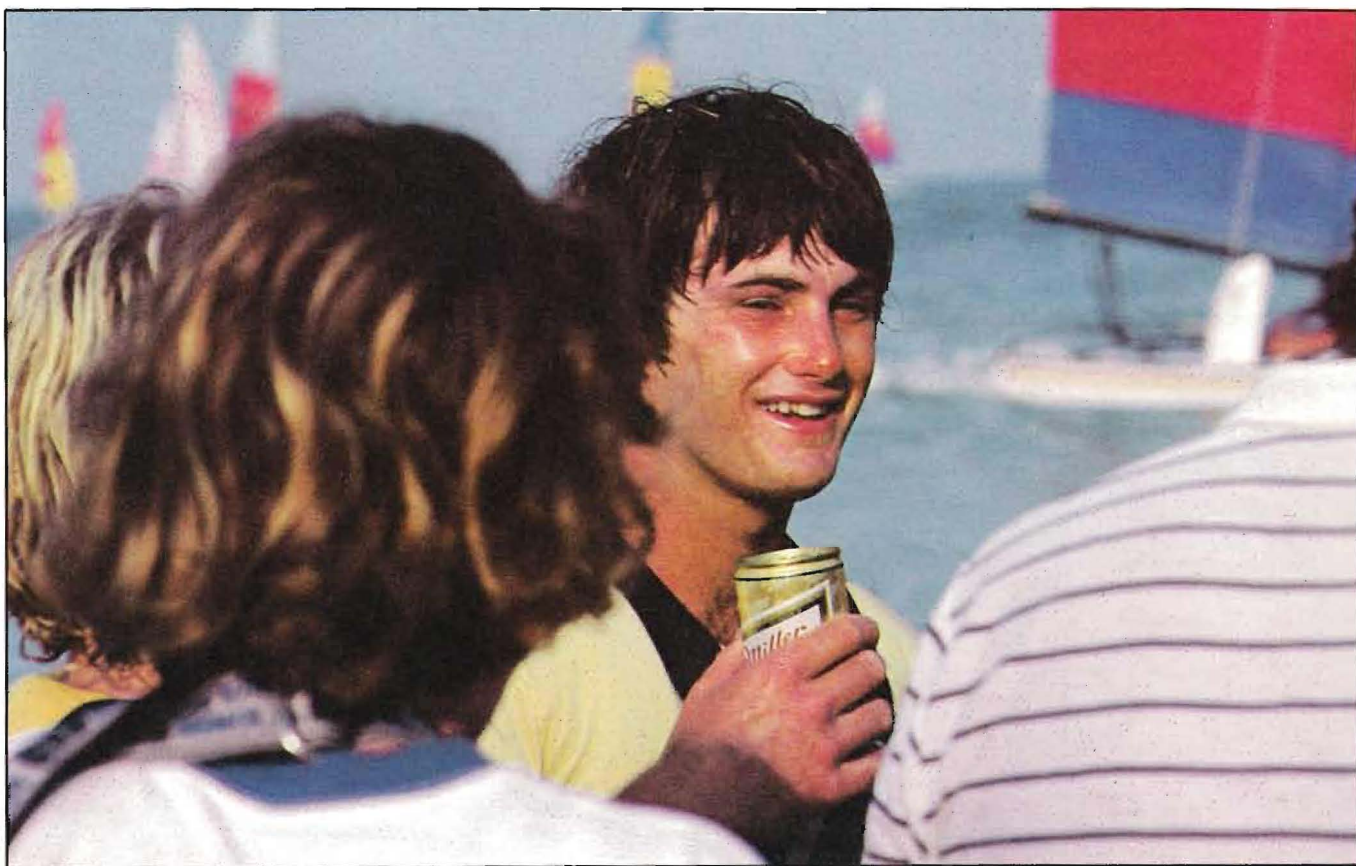
The difference between a World and any other Hobie event is truly the caliber of sailors. The degree of expertise is noticeable; it is different from a local regatta where you have a group of sailors who are really hot. At the Worlds, especially on the last day during the finals, you know that all the sailors out there know what they are doing and are good at it. There is always a sense that anything could hap-

pen — one bad race is not hard to get, and a series of good ones are not easy to obtain either. With this as a basis, the Worlds is highly competitive and a good time too.

On the second day, promises of 30 mile an hour winds never appeared. A light breeze blew throughout the morning, however power boat problems plagued the race committee postponing the start of the third race until early afternoon. By then the wind had died down even more. The first and only race of the day got off to a slow start and finished even slower. As the skies grew increasingly cloudier, the wind circled. The phrase, "the calm before the storm" seemed very appropriate in



Bill Worrall from Australia is looking to get there faster (above left). Below, Ian Bashford is congratulated on the beach after the last race.





this situation. The course was shortened, and racers finished at closer B mark. Even in the lightest and shiftest of conditions, Australian Graham Palsey finished first with Carlton Tucker, Florida, second.

As the finished boats sailed to shore, an ominous squall moved closer and closer. The wind began to pick up rapidly and soon, amidst thunder and pouring rain, drenched sailors and spectators frantically lowered their sails and drug the boats up the beach before the full force of the squall hit. Umbrellas around the pool began to fly, while small rivers flowed past the elevator doors on each floor of the Treasure Island Hotel. A few 18's without their sails flipped on the beach. An inch and a half of rain fell in less than an hour. Three boats, unable to make it to shore before the visibility dropped, were closely followed by chase boats. Two boats were set adrift, and the crew boarded onto the chase boats. One team rode out the storm as their boat flipped, self righted and flipped again, over and over. As the storm lifted, the drifting boats were retrieved. A few ripped sails and minor repairs were needed. The race committee adjourned the races hoping for improved conditions the following day.

With only one scheduled day left for the round robin part of the championship series and only three races sailed in two days, the race committee extended this portion of the series an extra day. All of the racers would now get five races in before the cut. The finals were to be on Saturday with three races scheduled.

On Thursday a gentle 10 knot breeze blew offshore leaving the water perfectly smooth for the day's races. For some of the lighter crews this was a perfect condition; the Aussies and Hawaiians, of course, wanted more wind. The conditions were exactly opposite from the first day; playing the shifts became important. In race four boats were heading in a multitude of directions. With all of the changes taking place, Phil Berman and his crew Tom Whitehurst easily demonstrated their tactical expertise. They were first around the weather mark and maintained their lead throughout all the wind shifts to the finish line. Often luck is vital in shifty conditions, yet somehow the top sailors tend to play it the right way and

come out in front more often than not.

The fifth race held weather conditions much like the one before. Paul Parizeau and Karen Sadil from California finished first, with David Rogers from Florida in second and Dean Froome in third. Froome worked his way from 24th place at the first weather mark to sixth the next time to A mark, then to third by C mark.

The wind remained consistent with race six being shifty again. Again Berman was the first to cross the finish line after sailing in oscillating wind. Bob Thomas and Fritz Huber of California finished second, and Kim Thomas and Don Algie from Australia in third.

Another day of racing came to an end, and another social gathering with Benedictine in hand started off the evening. Many sailors commented on the ease of the people. Competition

Alistair Black



was for the race course, comradie between people from all over the world was for after the races. Some racers took it very seriously and did the early to bed early to rise routine, while others (it always seemed to be the Aussies) dined and partied early into the morning hours. Either way, everyone was ready to sail the next morning.

Races started early Friday morning with some wind. The race committee was shooting for four races giving each team four races and a throw-out before the finals. In race seven, Hobie Alter, Jr. and Ricky Eddington got off to a good start and managed to sail the wind shifts accurately. One time up the course the outside paid; the next time to A mark, the inside paid. Graham Palsey was second for most of the race, then dropped back for the finish. relin-

quishing second place to Froome and Craig Yandow, from Florida third.

In the next race two Floridians and long time Hobie sailors, finished first and second. Carlton Tucker with his first win of the series was looking tough with a third, second, sixth and a first. J. Allen Stevens, one of the original Hobie sailors in Florida, finished second.

The two afternoon races were the last chance for the sailors to get some good races in before the fleet was divided in half for the finals. Berman sailed in for another first place with his close competitor, Bashford, finishing right behind him in second place. This left Berman with a score of 4, 3/4, 11 and 3/4. Rod Waterhouse from Australia, turned it on for the last race of the round robin series. Rounding the weather mark first, Waterhouse increased his lead on his way to the weather mark. Meanwhile, Dryland and Hobie, Jr. competed strongly for the second place position. Dryland passed Alter by maintaining his tack up the beach longer but was passed downwind. In the end, Waterhouse finished first, Alter second and Dryland third.

As racers waited to hear the results for the finals, a western feast complete with country entertainment and the infamous T.L. doing a head dive into the cherries jubilee kept the crown occupied. When the 36 finalists were announced, cheers in a variety of languages and dialects were heard throughout. The top ten going into the finals were:

1. Phil Berman 6 1/4	Mass.
2. Dean Froome 9 3/4	Hawaii
3. Carlton Tucker 11 3/4	Florida
4. Ian Bashford 11 3/4	Australia
5. Bret Dryland 17	Australia
6. Hobie Alter Jr. 17 3/4	California
7. Klaus Peters 19	Brazil
8. Bob Seaman 23	California
9. Miles Wood 24	California
10. Paul Marner 29	Canada

Saturday morning tuning looked serious; racers were out early checking to make sure everything was right. The wind had swung back out to sea again and was up and down throughout the day.

At this point in the regatta, the names of the top 36 looked like a Who's Who in Hobie Cat racing. With three good races, several of the top skippers could take the title. Bashford again moved consistently up through the ranks, from



Alistair Black



ninth to the first weather mark to fifth at C mark, third at the next weather mark and first at the finish line. Bob Seaman and Hobie Alter, Jr. also led the pack at one mark or another and ended up finishing second and third.

A quick return to the beach, boats traded and tuned, hot dogs eaten, and it was off to the races again. This time Miles Wood pulled the perfect port start — the kind that usually happens only in a racer's dreams. His start got him off to the right side of the course in clean air, a tack ahead of the fleet, and first to the finish line. Froome finished second and Bob Johnson from Florida, third.

With Berman taking an 11th and 8th in the last two races, Bashford had the championship close at hand, barring any major catastrophes. If Berman took a first, Bashford needed an eighth or better to clinch the championship.

Wood pulled another miracle port start, but for this one he needed a little extra luck. A few starboard boats jammed at the port end of the line unable to

lay the pin. Wood managed to sneak a port tack through the confusion. Bob Thomas, known in California as a Hobie 18 boat-speed expert, showed the rest of the fleet his style by finishing first in this last race. Bashford pulled out another second to add to his string. Bashford hit the beach as the new Hobie 18 World Champion.

In the prior week, the Australian team of Bret Dryland, Rob Waterhouse and Don Woods won the gruelling Worrel 1000 race. In November, Dryland became the first Australian to win a Worlds title when he took the Hobie 16 World Championship honors. Now Ian Bashford, another Australian, is the 1st Hobie 18 World Champion: there is no stopping them now. When the Australian team gets home, they are switching to Hobie 14's to practice for the upcoming 14 Worlds.

The mixture of racing techniques, personalities and various nationalities made this World Competition an exciting one. The first Hobie 18 Worlds

was truly an international event. The French team of Thierry Berious and A. Ghielmetti finished twelfth; Klaus Peters and Mauricio Verdier from Brazil finished fifteenth. The conditions were varied, a little bit of everything with protests at a minimum and company well kept.

To have a successful World Championship event, as this one was, it takes a lot of planning prior to, during and after the event. Aloha Marine, Daytona Beach Chamber of Commerce and the Treasure Island Hotel deserve a big thank you, but the most deserving thanks goes to the local fleet...Hobie Fleet 80! Without their continuous help the event wouldn't have happened. The following key organizing people made the week happen: Carlos Diza, Danny Heyse, Max Cleland and Mike Gilbert along with the extra effort of Larry Shu, Mike & Charlie Wiley, Molly Blakeman and Charlie Roberts, and of course the local Ham Radio Club. 



Alistair Black

Benedictine awarded a special trophy to the "Near Perfect Sailor." This award went to the sailor who achieved something beyond what was expected. He may not have won the event, but Bob Johnson from Tampa, Florida finished ninth overall. This is the first time that Johnson has finished in the top ten of a major Hobie Cat event. The kind of competition that was out there on the water is a credit to the job that Johnson and his crew did. Johnson has also made his contribution to Hobie Catting through actively participating with his fleet and division. He is currently the Chairman of Division 8, and is a past fleet Commodore. Benedictine hopes to continue with this award in future years, honoring the sailor who earned something special.



Paula Alter

PARTY TIME AT THE 18 WORLDS

by Tony Lewis

Although the sailing honors were taken by an Australian, eight of the top ten places went to Team USA. However, in the major event — PARTY-ING, no one could get anywhere near the form of the combined Australian-Hawaiian team.

From their arrival, this team was looked upon as the pre-regatta favorites. They did not let their admirers down. The nucleus of the team was the "Lettermen competitors" who prefer to be known by their initials (perhaps in order to retain some measure of anonymity).

1. Name: J.D.; aka John Driscoll
Home: Kailua, Hawaii
Record: The nut who trapezed over 20 foot waves in the Schlitz commercial and Hobie 18 movie.
 2. Name: K.T.; aka Kim Thomas
Home: Sydney, Australia
Record: Fell asleep face down in dinner at 1976 Hawaiian Worlds, and drank beer for beer with Sandy Banks on the Committee boat at the 1978 Texas Worlds.
 3. Name: T.L.; aka T.L.
Home: Sydney, Australia
Record: By the end of the Texas Worlds he had appeared drunk on nationwide television and had all females hiding in fear.
- Monday: The official start of the event was properly assisted by Benedictine cocktails — their suggestions usually involved 1 oz of Benedictine, 1 oz either rum, vodka or gin, topped with orange juice. Our suggestions: the K.T. Special — 1 oz of Benedictine, 1 oz rum, 1 oz vodka, 1 oz gin, easy on the orange juice. The Hawaiian Luau seemed to be enjoyed by all, many of whom retired to the Barefoot Bar for a dose of Pina Coladas. Here K.T. provided the entertainment by organizing an arm wrestling tournament, won in the end by a local member of fleet 80, Moustache Max. Drink of the night: K.T. Special, location: Treasure Island Inn.

Tuesday: We started the evening with another Benedictine cocktail party. Mexican food for dinner was decided on, so we set course for La Hacienda in Team Australia's motor home, a survivor from the Worrell 1000. Fifteen people packed in including Ricky Eddington, Wayne Schafer, Dean Froome, Brett Dryland, Rod Waterhouse, the Lettermen and a number of female accomplices. Unfortunately, the La Hacienda was comprised only of a long bar and one table. But after a few jugs of beer, any difficulties were forgotten (until 30 minutes later when Pat Ellis arrived with a crew of ten more partying people.) We shared the bar with a group of motorcyclists and soon won the pool table away from them. Around midnight the group disintegrated, leaving only T.L. and Wayne Ford (Aust.) at Mac's Bar. By closing time, only T.L. remained. This night set the standards: those who would party during the week were here, those who wouldn't

Continued on page 36

July/August 1981 13



Laurie Ferguson

Chuck Roetsen

weren't. Drink of the night: jugs of beer, location: La Hacienda.

Wednesday: The partying began early when the race was delayed. J.D. handed out written invitations to all of the girls at the hotel, inviting them to the Blast Off at 7:30 p.m. in room 318 with the Australian/Hawaiian team. In the end, only two turned up. Dinner was taken at a nearby pizza shop by the Lettermen, Dean Froome, Fritz Huber, Brett Dryland, Rod Waterhouse, Paula Alter, Carlton Tucker and Rick Bennett with Carlton generously footing the bill for the whole crew. The numbers dwindled after that, yet half of the group headed for a disco called the "Other Place."


A sign on the door prohibited flip flops, which the majority of the group had on their feet. The fellow admitting people stepped forward and said, "Aren't you the Australians?" He was a local fleet member and arranged for us to get in with no cover charge. Knowing our reputation, he ushered us to a back corner and bought a round of Kamikazes. Combined with beer and iced tea, they had a pretty surprising effect. J.D., T.L. and Rod Waterhouse left the bar with the four ugliest women they could find. Drink of the night: Kamikaze, location: The Other Place.

Thursday: This night was a loll in the week, a large party attended the Bavarian Beer Garden but most left before dinner arrived and as it was later discovered — went home! This left K.T. and T.L. to sit around drinking six-packs until 1 a.m. Drink of the night: Jack Daniels and Coke, location: Mac's Bar.

Friday: This night went contrary to expectations. Being the night the finalists were announced, one would have expected most crews to retire early after the western dinner party to which T.L. was thrown into 5 gallons of cherry pie. But when the regulars got to "The Other Place," they were joined by a large group, mostly consisting of finalists including Ricky Eddington, Jeff Alter, Christian Banks, Hobie Sr., Ian Bashford, Steve Whelan, Russell Eddington, Wayne Schafer and Don Algie. This night the drinks were even better! Double Kamikazes with beer chasers. This time only T.L. left with the 4 ugly women. Drink of the night: Double Kamikazes with beer chasers, location: The Other Place.

Saturday: The grand finale, the creme de la creme, etc. etc. The Lettermen planned well, sipping a few early Benedictine cocktails before attending the awards ceremony with their own supply of beer. Assisted by Jeff Alter, Christian Banks, Mark Pryke and Bill Sykes, they were again placed towards the back of the room. Unfortunately, their beer supply dried up during the slide show, a fact which was noticeable by the speed with which they would run to get their trophies in order to get to the bar. Celebrations continued with new champion Bashford enjoying numerous Tequila Shooters, and T.L. and K.T. doing their German Submarine impression. It was at the command of "fire one" that T.L. would shoot out in a head dive position, flying at least eight feet before smacking onto the floor at top speed. It was then decided that we needed a floating bar for the beer which Bashford had bought from his winnings (a pool was held for best results on the last day which Ian won). An 18 was dragged over the wall into the pool. Unfortunately, the management of the hotel disagreed and quickly woke Humble Harv to get the boat out of the pool. The next thing we saw was Harv running around looking for T.L., holding T.L. responsible. The boat was returned to the beach and the night turned into a farewell drink around the pool, until the early morning hours. Drink of the night: Tequila Shooters, location: Treasure Island Inn.

Many readers will question the wisdom of including the partying events in the World Titles program, especially as it is not yet an officially recognized Olympic Sport (although the IOC is said to be considering it). The results speak for themselves — most of the party people mentioned, or not mentioned, made the cut on Friday night, and many of them were in the top 10 places. Perhaps it is coincidence or maybe they are all-round winners. It is left to you to decide. Should you decide to join us, the Lettermen and their associates look forward to seeing you in 1982 at the next 16 worlds.

Finally, we would like to express our appreciation to the following: Benedictine Cocktails, La Hacienda, Treasure Island Inn, The Other Place, Mac's Bar, and the Bavarian Beer Gardens. 

LOW & STRONG

SEAWAY's low profile mainsheet systems offer high load capacity and a unique non-crossing mainsheet which eliminates line friction. This low profile design saves over 6" and increases mast rake, giving better performance to windward. First introduced in 1976, these **SEAWAY** systems have been tested and proven reliable by thousands of Hobie skippers.

B-233 5:1 \$93.75

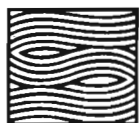
B-234 6:1 \$98.50

"NEEDLE BEARINGS MAKE THE DIFFERENCE"

See the **SEAWAY** line at your nearest Hobie dealer or contact:

IN CANADA:
G. Greenberg & Associates
7351 Victoria Park Avenue
Markham, Ontario, L3R 3A5
(416) 495-1497

IN EUROPE (trade only):
Services Int'l.
Cape Ann Industrial Park
Gloucester, MA 01930
(617) 281-1163 TLX 940-464/Cable "Services"



SEAWAY SUPPLY COMPANY

Department ML, 4201 Redwood, Los Angeles, CA 90066
(213) 821-0789 TWX 910-343-6860



**1st HOBIE 18' WORLD CHAMPIONSHIPS
DAYTONA BEACH SHORES, FLORIDA
MAY 24-30, 1981**

TEAM	COUNTRY	CHAMPIONSHIP RACES					FINALS		TOTAL				
1. Ian Bashford/Steven Wheelan	Australia	3/4	4	25	5	2	3/4	8	2	22 1/2	37. Jim McCann	USA	62
2. Phil Berman/Tom Whitehurst	USA	4	3/4	3/4	11	3/4	11	9	35	37 1/4	38. Brian Stewart/Jodi Stewart	USA	63
3. Miles Wood/Dan Mangus	USA	6	6	22	4	8	8	3/4	5	37 1/4	39. Russell Eddington/Jack Ezell	USA	63
4. Dean Froome/John Driscoll	USA	3/4	16	3	2	4	31	2	14	41 1/4	40. John Hackney/Steve Sergeant	USA	63
5. Bob Seaman/Don Oltmans	USA	5	3	8	8	7	2	10	12	43	41. Roy Howeth/Debbie Howeth	USA	68
6. Hobie Alter Jr./Rick Eddington	USA	8	7	17	3/4	2	3	14	9	43 3/4	42. Serge LeCouteur/Jean Pierre	France	68
7. Brett Dryland/Tony Lewis "T.L."	Australia	3	8	5	6	3	17	21	16	58	43. Pat Ellis/Spencer	USA	68
8. Carlton Tucker/Rick Bennett	USA	3	2	6	3/4	11	22	31	23	67 3/4	44. Michael Garrett/Susan Garrett	USA	69
9. Bob Johnson/Walter Thompson	USA	9	14	11	16	26	6	3	11	70	45. John Norwood/Fearon Anderson	Canada	70
10. Bill Whitehurst/Mike Johnson	USA	4	10	19	31	10	4	12	13	72	46. John Hromadka/Mitchel Butler	USA	70
11. Thierry Berious/A. Ghelmetti	France	2	12	17	6	11	19	30	7	74	47. John Barnett/Richard Huisseu	USA	73
12. Graham Palesy/R. Armstrong	Australia	13	3/4	24	11	13	14	20	3	74 3/4	48. Rush Bird/Tom Kester	USA	75
13. Rob Poltras/Carrie Churchill	USA	15	6	10	9	9	26	22	4	75	49. John Alden/Phyllis Alden	USA	76
14. Jeff Alter/Christian Banks	USA	9	18	34	10	10	23	4	6	80	50. Kirk Alford/Rick Birch	USA	77
15. Klaus Peters/Mauricio Verdier	Brazil	11	2	4	5	8	7	14	28	82	51. Ron Waginere/Karen McLeod	USA	78
16. J. Allyn Stevens/Johnny Duke	USA	14	16	13	2	19	5	16	17	83	52. Peter Crawford/D. Matlock	Australia	83
17. Jim Davis, Jr./Joe Davis	USA	6	9	28	4	20	9	7	32	83	53. Victor Heikkila/Tim Fulbright	USA	84
18. Rod Waterhouse/Don Wood	Australia	10	4	24	15	3/4	33	17	22	92 1/4	54. John Edwards/John Cook	Australia	85
19. Hobie Alter/Paula Alter	USA	17	27	21	7	4	12	24	10	95	55. Carl Roberts/Lise Tison	USA	86
20. Ted Jagger/Annette Dierssen	USA	19	15	10	15	20	36	6	15	100	56. Bret White/	Australia	91
21. Bob Thomas/Fritzi Huber	USA	28	5	2	20	19	27	36	3/4	101 3/4	57. Allyn Brice/Robert Brice	USA	93
22. Wayne Schafer/John Wake	USA	5	28	14	18	18	13	26	8	102	58. David Carlson/Larry Larson	USA	94
23. Steve Myrter/Bill Myrter	USA	7	21	6	24	15	10	29	19	102	59. Jim Severs/Lenny Severs	USA	95
24. Paul Marner/Larry Woods	Canada	13	9	4	3	22	28	28	24	103	60. Bob Williams/Gary Luisi	USA	96
25. Mark Pryke/Bill Sykes	Australia	7	27	11	20	6	34	5	29	105	61. Barry Fletcher	Australia	103
26. Bill Worrall/Tom Vigushin	Australia	10	15	26	12	24	15	13	18	107	62. Jean Fishberg/Marcel Theikaes	Switzerland	108
27. Kim Thomas/Don Algie	Australia	28	11	3	23	17	18	15	20	107	63. Joe Thompson/Doug	Bahamas	108
28. David Winblad/David Bruce	USA	18	5	7	18	30	20	23	26	117	64. Chris Sims/Fred Sims	Australia	110
29. David Rogers/Tom Jacobson	USA	2	24	2	22	12	25	33	30	117	65. Chris Holder/	Hong Kong	112
30. Paul Parizeau/Karen Sadil	USA	27	20	3/4	26	13	30	11	21	118 1/4	66. Gerry Pringle/Doug Campbell	Canada	115
31. Dominique Andrieu/Pilot Philippe	France	21	10	20	17	14	24	18	35	124	67. Junther Schroeder/	Germany	117
32. Paul Ulibarri/Shelly Sjoberg	USA	28	22	7	19	5	29	19	27	127	68. Mike Starkey/Barry Berch	Canada	118
33. Cliff McCarty Jr./Cliff McCarty	USA	11	13	26	28	5	16	35	31	130	69. Tom Jakubik/Randy Autenreith	USA	118
34. John Soares/Glen Soares	USA	20	12	14	23	9	21	34	33	132	70. Brian Thompson/Pat McEog	Canada	119
35. Steve Hickford/R. Astley	Australia	22	11	28	16	7	36	27	25	136	71. Urs Rueggsegger/Charlotte R.	Canada	120
36. Craig Yandow/John Hamilton	USA	14	21	20	3	16	32	32	343	138	72. Wayne Ford/Tony Kenney	Australia	120

The Sail Locker & ACCESSORIES

The Character of Wood & Fine Cabinetry Construction

- Durable marine spar varnish (four coats)
- 10' x 18" x 12", weighs 75 pounds
- Simple Installation (instructions included)
- \$185.00 (two-year warranty)
- Shipping varies (ex. L.A. = \$15, Florida = \$40)
- Custom Designs Available



To order, or
for more information,
please contact:

**Huston
Enterprises**

83 La Entrada
San Luis Obispo, California 93401
Telephone (805) 543-3059

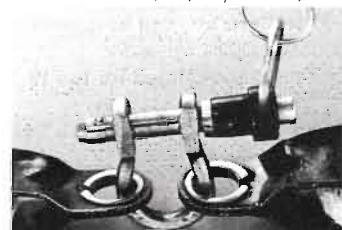
Check, money order, Master Charge accepted
California residents add 6% sales tax



Parts Tray \$12.00



Mast Support \$9.00
(Hobie 14, 16, 18, Prindle)



1/4" Quick Pins \$3.50/each