

Hobie **HOTLINE**

JULY/AUGUST 1989

\$2.95 U.S./\$4.50 CANADA



OKINAWA ■ 18 WORLDS ■ SAN JUAN ISLANDS
SHOCKING TRUTH ■ NAME GAME



*California,
Here They Come!*



PHOTOGRAPHY BY PATRICK MCDOWELL

THE FIFTH HOBIE 18 WORLD CHAMPIONSHIP DOCKS IN MONTEREY

BY DICK BLOUNT

Saturday morning, May 20, 1989, 0900: Five teams are still in the running for the Fifth Hobie 18 World Championship title in Monterey, California. Thirty-one other teams are looking to close the gap. This is the first world championship event held in California. The race course is set in a new radically different kelp and sea lion populated shoreline location. It is appropriately nicknamed by the racers the "Chamber of Commerce Course," because if it were any closer to the sidewalk cafes and shops that dot the historic John Steinbeck Way, sailors could window shop and order food on their way to A-mark.

The day's weather was off to an inauspicious start. The wind was very hard to read and a shifty 10-15 knots. Seas were in the 4-6 foot range. The water was a chilly 50 degrees and the air an uncomfortable 60 degrees.

The race committee's course selection was a #1 twice around. On the way to the first mark on this mind discouraging course, I rolled Gary Metcalfe (who just happened to be winning the entire championship at that point) halfway up to A-mark, wondering what was he doing back here in the toilet with me? We were in the middle of the fleet and our prospects for breaking away and saving the race were slim. My boat finished 18th, while Mr. Metcalfe found a way to win that race too!!! To do so he had to sail past the likes of Pierre Moerch, Mark "Biff" Laruffa, Jeff Alter and Carlton Tucker (to name a few).

From the first race to the last, Gary Metcalfe sailed as though he were the only guy with a Hobie 18, and the rest of us had no sails. He came from behind and rolled Hobie Alter Jr. downwind in one race, going from 6th through the fleet to win in yet another. All week Gary had his boat dialed in to a speed higher than anyone else's. How fast was he? His throwout race at the cut was a 2!

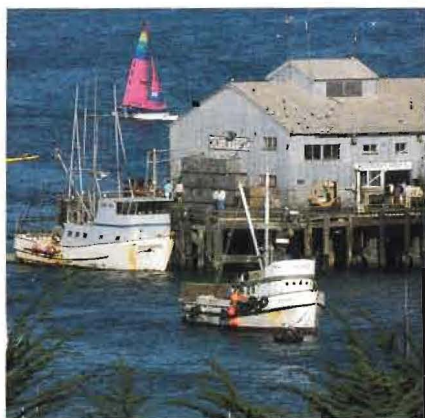
Be that as it may, 55 teams from Australia, Holland, Italy, Canada, England, France, Switzerland, New Caledonia and the USA drove, flew, sailed or walked to get to this 18 World Championship. The qualifying rounds were open to anyone with a checkbook and a willingness to be cold on the water.

The qualifying rounds took place on Sunday and Monday, May 14-15. The only thing one wants to do in this first

series is sail cleanly and make the cut. The trouble is participants never know exactly how many spots are available to enter the next round. The organizers know, but they keep it a secret until the cut party. In previous big events 10-15 spots have been the norm. In the back of your mind, there is the constant fear of not getting to the semifinals.

To make matters worse, there were plenty of quality sailors trying to fill those few top spots. The mark roundings in these early races were less than friendly. Any slight overlap or hesitation for authority was quickly filled. The universal language in such situations was visible more often than not; a 10 x 10 protest flag in bright red.

The flying of the protest flag was certainly no indication that someone was going to do two 360s. Once the flag was pulled, further discussions regarding the



"alleged incidents" were surely required. Often, finger and hand gestures were used to bring home a point regarding one's rights.

The protest jury, led by Kim Kymlicka, Jeanine Ryan, William Ryan, John Dinsdale, Paul Pascoe and Gary Russell, was ready for the task. One of the rules that was strictly enforced dealt with any boat contact on the water witnessed by a jury member.

In other words, third party protests were in force. If a member of the jury saw someone hit a mark or commit any other sailing violation, that boat suffered the scorn of the protest committee. More than a few boats were booted out of the races for just such violations.

Several unresolved protests carried into the late hours during Tuesday night's "Welcome Party." With that, the prospects of some teams' hopes and dreams were to vanish in the early morning light.

In spite of the expected but somewhat unwelcome protests, those who missed the event missed a truly remarkable night. The party was held at the world famous Monterey Bay Aquarium.

The 50 million dollar non-profit aquarium was founded by the Packard family of Silicone Valley. To stroll among

the 525 species of fish, mammals, sharks, invertebrates and plants indigenous to the Monterey area is quite a humbling experience. With 90-foot clear tanks, one can watch, feel and touch these creatures in their natural habitat.

One of my favorite exhibits was the sardine tank, where a school of about 5000 sardines was swimming...all in the same direction. If one touched the surrounding glass, it would cause the fish to go in 5000 different directions one moment, then back in a normal clockwise swimming rotation the next. It reminded me of one of our starts earlier in the day. All the while, a great dance combo played beautiful music as we consumed plates of hors d'oeuvres (dinner to a Hobie sailor) and drank from a full bar. No sushi of course!

With the blessing and mixing of the waters of the world from the different countries by Father Downs, the racers joined together to race in "friendly" competition. The only snag in the evening was created by an over-zealous computer operator whose name is being withheld to protect the innocent. This self-promoting programmer had caught a "VIRUS" in his system. As a result, the scores of the last two days of sailing were added improperly.

The wait for the proper results was not a total loss. As it turned out, a whopping 37 spots were open. Sailors who were told they were "in" received a bottle of Christian Brothers champagne plus a boat assignment good for three more days of sailing. Three teams found out the hard way that they in fact did not make it to the next level. At the same time, three other teams, who thought they were out, learned they were back in the hunt.

With a round robin format for the next three days, each sailing team now had the opportunity to sail head to head against one another. The plan called for ten races, which meant that each team competed in five races and was allowed to throw out its worst score. The goal is to make it to the next round: the finals.

The team of Ted and Sue Lindley got to spend their boat deposit in their very first race. It seems as if there was a slight miscalculation in a port/starboard situation. Ted's port bow was moved about four inches from where it was first built. It also had a 12-inch rip through both sides of the hull. The boats hit so hard that the rubber slip deck from the starboard boat was permanently wedged into the other hull. Luckily, no one was hurt.

With 10-12 foot seas and strong winds, more than a few spectators, sailors and chase boat operators felt green around the collars. Seasick dots or no dots behind the ears, nothing was a match for the rough waters on which the racers battled. It got so bad that even the race committee boat, Team O'Neill's

giant 65' catamaran, couldn't stay anchored. You see, the water was only 400 feet deep in the area we sailed. Imagine moving the start line by 10 degrees and relocating the mooring. The committee boat's rudders were seen coming out of the water at anchor because of the severe pitch and roll and as a result it was forced to bow out of some races.

The competitors, however, were treated to the finest downwind sailing they'd ever seen. One would round A-mark heading for C-mark in 15-20 knots of wind with a giant following sea. The standard procedure, of course, is to position ourselves sitting on the boat as far forward as possible for maximum speed. This gets the front of the hulls lower and helps the boat to surf better. If we'd had any brains we wouldn't have done it. The waves were so big that you didn't catch them; THEY caught YOU. Once a wave got you, wow, you were "TOOK" until the wave decided it was done with you. What a feeling.

The hull speed was such that the jib would simply go limp! You had the feeling that the little boat you were riding on was merely flotsam as far as the waves were concerned. The exaltation of being launched from the top of a mammoth roller coaster-like wave to the bottom of the ocean without the security of a seat belt, rosary beads or other necessities was worth the price of admission. Boats near you would all but disappear in the trough of the swollen seas. What a ride!

As the winds would die, so would the hopes of the various sailors. The reason was, it turned into a one-way course. If you didn't get a "great start," your chance for catching up was pretty much nil. The optimal course was to go about 100 yards past the leeward pin on starboard, bang the corner and get lifted all the way to A. Then you would work the middle of the course downwind. At C you had to go about 100 yards, bang that corner off to port, sail to the leeward pin and tack to the lifted port tack up to A. It sounds so simple, yet it is hard to do. The teams that performed well did this time after time.

People used a number of means to stay warm despite the terribly cold water. Several setups are worth noting. Team USA (the top ten Hobie 18 teams from the previous 18 Nationals) was the envy of all. Members were provided with brand-new, one-piece black, green and red full drysuits, complete with built-in booties. The suits also came with a full one-piece Arctic fleece undergarment. All this was courtesy of OS Systems. You might recall OS Systems is the company that provided drysuits for the 1988 USA Olympic Sailing Team.

Those of us who were not fortunate enough to be clothed by OS tried one-piece wetsuits, two-piece wetsuits, even

wetsuits with polypropylene underneath. Personally, I wore two layers of 100% polypropylene top and bottoms, a sweatshirt and a Murrays drysuit with a wool hat. When a good cold wind blast hit me, which was often, I was still cold.

One of the stops on the evening party tour was the Old Whaling Station. It was just one of the many beautiful historic buildings from the old whaling days of Monterey. This particular building was the very first brick structure made in California. I wished my house would look so good. With free wine, compliments of the William Hill Winery, cheese provided by the California Co-op Creamery and tables of giant strawberries from the farm of Rob Nixon, a filling and festive time was had by all.

With the assistance of Paul Pascoe, Laurie Robertson, Jan Houser and many



hard working helpers, the racers received a daily newsletter, lunches, race and information sheets, and all the hot gossip. Without their great help we would not have been able to enjoy several of the local hot spots, such as the Monterey Peninsula Yacht Club, Hagios Club, Cuz's Sports Bar and the Doubletree Inn.

The "Finalist Party" took place on a cold evening. It was held outside at another historic site called the Pacific House. It's hard to believe, but although 240 guest tickets were collected, and enough food was prepared to serve 270 people, we still ran out of food. Perhaps we all needed to eat more just to stay warm. Along with the food, we were treated to a terrific night which included a juggler named Jonathan Parks from the American Dream who made great fun of several of our sailors.

With so many great sailors in the final rounds, the sailing was aggressive and exciting to watch. The Holland delegation had Alwin Van Daelen and Onno Van Der Plaats competing for top spots, the Canadians had Melodie Gummer (I believe the first lady skipper in a world's who was in striking distance for the top

ten), and the Swiss had Pierre Moersch whose great scores landed him in 13th place. Australians and Americans captured the top 12 spots.

One of the lighter moments that took place on the water involved the "Team Short" flag. It seems it was stolen several days earlier at a party only to turn up again. Alan Egusa and Ross Tyler were on their way to start a race. As they unfurled their jib, much to their surprise the "Team Short" flag was attached to their sail. Now who would have done a sneaky thing like that?

As in any sport, the best teams seem to respond when the pressure is turned up a notch. Such was the case here. Sailing the "Chamber of Commerce Course" was such a mind bender that it took every bit of concentration to figure it out. Although you might think covering the fleet would be a smart move, that wasn't the case here.

Covering meant being in different air than the guy five boat lengths away. It also meant not making the mark on starboard because of another wind shift. It meant thinking you were in the top five heading for C-mark and rounding the mark in 23rd. It was a true test. The guys who did well in that stuff were the ones who shined all week. There is no substitute for time and practice on the water, especially in shifty air.

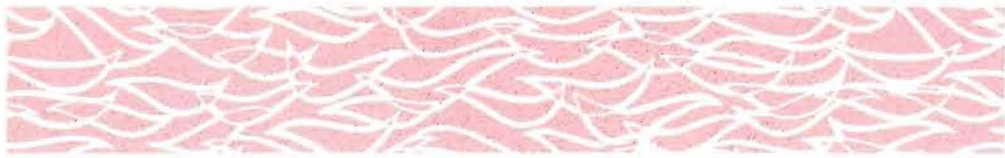
The "Awards Banquet" was great in several respects. It was wonderful to finally see everyone dry and warm at the same time, and Pat McDowell's slide presentation of the sailing action was superb.

Several memorial trophies were handed out by Ross Tyler to people who did some unusual things. Honored were people such as Wayne Mooneyham who helped build the boats. His job was to attach the spreaders to the masts. He really did a great job. It was too bad that he put all the spreaders on backwards. He was awarded a miner's hat with a pair of spreaders mounted backwards.

Frank Bjerring and Frank Mardell received the "Golden Wiener" awards for cooking Oscar Mayer hot dogs for the sailors all week, not to mention their terrific help with the boats on the beach. Laurie Robertson was awarded a plate of empty clams and shrimp shells for planning the dinner in which we ran out of food.

Hobie Alter Sr. was in attendance and received a standing ovation as he spoke to the delight of the Hobie Crowd. He introduced Tony Wilson as the proud new owner of Hobie Cat Company. Mr. Wilson is a long-time Hobie Catter himself, having bought one of the first Hobie 14s produced in 1971. We all should be grateful to have one of our own at the helm of Hobie Cat.

It's rare that I get to do anything but report on the different events around the world. On this occasion, however, I was



privileged to pay a farewell address to Doug Campbell, the former president of Hobie Cat.

Doug came on board Hobie Cat in 1976 at the Newport Beach Yacht Club. Sheldon Coleman, the owner of Hobie Cat at the time, presented a professional looking Canadian gentleman with an Ivy League three-piece suit. It took us a while, but we finally got that suit off Doug and put him into a pair of Khaki pants and a Hawaiian shirt.

With Doug's leadership, the Hobie 14 Turbo, Hobie 17, Hobie 18, Hobie 18 Magnum, Hobie 21, Hobie 33, Holder monohulls, and Alpha sailboards were created. We owe Doug more than we can ever repay. On behalf of the entire Hobie Family, I want to wish Doug fair sailing and good winds in his new career.


For the first time ever, a division put on a Hobie world's race. It was accomplished by not just one fleet, but by a small army of fleets. Led by the extremely dedicated and hard working Paul and Jenny Pascoe, they put together one heck of a week of top notch racing.

Kim Kymlicka, the International Hobie Class Director, provided his experience, guidance, bicycle delivery service, jury capabilities and his penchant for always being there when a hand was needed. Mike Montague, the Race Committee Chairman, organized six great races during the qualifying rounds and 15 more during the semifinals and finals. Gary Russell and Jim Stewart, who helped build all 36 watertight boats, led a chase boat team subjected to seas so rough every sailor on board had to hang his head over the side.

Enough can't be said about Mr. Paul Ulibarri, our Beach Captain of "Team Short" fame. He and his co-worker, Caroline Russell, not only helped build the boats; they kept them together even with 10-12 foot seas, and winds to 20 knots.

The comments most often heard from the sailors were that all the boats were identical making the racing fair and that the boats held up great. None of the boats took on any water and I might add there was not one equipment failure, even though the boats were used collectively for over 870 races.

All the helpers from Division 3 had a single purpose: to give, to help, and to make all racers feel as comfortable as they could while in their part of the world. People like Paul and Maryann Hess, Al and Jan Houser, Phil and Marsha Heberer, Richard and Betty Griffith, Bill and Jeanine Ryan and Jack and Jackie Hill deserve a round of applause. Those of us who attended the Fifth Hobie 18 World Championship came away with a great respect for the terrific job that was done.

The event should open the eyes of other divisions around the world. If Division 3 can put on a world class event, how about the division in your area? 

A CONSISTENT WINNER

BY LEE WARD

On May 20th, 25-year-old Gary Metcalfe of Queensland, Australia won the Hobie 18 World Championship. This in itself was truly a commendable feat, achieved after five days of racing against the world's best on the clear cold waters off Monterey, California. What adds to the glory and fascination is learning that Gary has won national and world titles over and over as have his brothers, Chris and Michael. Behind this trio of winners is their dad, Keith Metcalfe, a good natured man (who describes himself as "ruling the roost like a little Hitler") totally dedicated to encouraging his sons to excel.

It was a peculiar delight to watch 36 catamarans bearing graphics and sail colors especially created for this friendly duel among Australians, Canadians, French, Swiss, New Caledonians, Italians, Dutch, English and Americans. They flew between marks in a kaleidoscope of changing light, hue and pattern as if the most exquisite butterflies had converged to chase sunshine. It was an equal pleasure getting to know Gary and his father, Keith. This is a family of high achievers not only on the water, but also in school, in the business world and in their personal relationships. "How did you manage to raise your boys so well?" I asked Mr. Metcalfe. "I attribute it all to 'sigh-ling' (Australian for sailing)," he confided. "I looked for something to keep them off the streets. As they improved, they learned to work together, to use their minds. As boys, they sailed against highly competitive men who did not give an inch and they learned from it. Also, this made for great family togetherness."

The story began on the Gold Coast of Queensland (Australia's Miami Beach) when Gary, Michael and Chris at 12, 9 and 6 years respectively built their first boat out of four-gallon drums bought at the dump, assorted planks, a creative mast and rag sail. So began a love affair with wind, water and speed. Not long after that, their dad bought them a "gaffer" in exchange for sailing lessons from the seller. The two older boys progressed so quickly, they were asked to become junior instructors. A problem soon surfaced. Instead of teaching, they only wanted to race each other. They were called "race-mad." They joined the sailing

squadron at the Southport Yacht Club. In 1977, the family purchased a Hawk catamaran, made in Perth, and sailed it for a year.

At this point, father Keith got so interested in sailing technique that he immersed himself in studying every aspect while becoming convinced that class racing was the only way to go. So began the investment of time and dollars in Hobies. He jockeyed the boys, sometimes as a pair, sometimes alone, according to weight. Keith bought several Hobies at a time, shouted directions from the shore with changing tactics to see what would make one boat go faster than the identical one by its side. He became an expert tuner.

They began to win a few more races. At 17 years old, Gary won fourth place in the Hobie 14 World Championship races in Brazil. He was young and the pressure was hard to handle, but he kept at it. Gary, Michael and Chris have sailed Hobie 14, 16, 17 and 18 catamarans to top placings in the Philippines, Fort Walton Beach, Fiji, the South Pacific, New Guinea and New Caledonia. Gary won the Hobie 18 World Championship for the first time at Port MacQuarrie, Australia in 1985. In 1987 he won the Australian selection trials for the Olympics. In Pusan, Korea, he placed 9th in the pre-Olympic trials.

Gary is a handsome, unassuming young man, happy to share how his "full time hobby" that began at the age of 12 has affected his life. He still sails only because he really likes to. When he doesn't enjoy it anymore, he declares he will stop. He is married to Nikke and the proud father of 15 month old Nicholas. During the week, he is the project manager of a high-rise building. He sails every weekend. When asked what makes a truly good sailor, he immediately replied: practice and more practice, a good crew that works well together, frequent competition, flexibility, willingness to learn from mistakes. He thinks Hobie competition is superior. He likes the people. They have good fun, a good time. Their fellowship is special. What are his goals? He would like his son to feel free to choose what he would like to do, be it sailing or golfing or running. And he would like to win a gold medal at the Olympics.

With his winning ways both on the water and off, it appears that Gary Metcalfe just can't lose.

REGATTA RESULTS

HOBIE 16B	POINTS
1. Avant/Reboja	6.50
2. Mackey/Flynn	6.75
3. Francis/Garell	8.00
4. Chase/Slater	8.00
5. Caffee/Fox	9.00
6. McPherson/Niles	13.00

HOBIE 16C	POINTS
1. Van Enige/Heather	2.25
2. Dipasqua/Dipasqua	4.75
3. O'Neal/Sands	10.00
4. Fulton/Fulton	11.00
5. Chaffee/Smith	11.00
6. Stevens/Rick	18.00
7. Torchia/Levine	19.00
8. Conrad/Conrad	21.00
9. Gilland/Cory	27.00
10. Sutterfield/Baldwin	27.00
11. Kimball/Stanley	32.00
12. Moore/Danielson	35.00
13. Case/Fossett	35.00

HOBIE 14	POINTS
1. Bill Brooks	2.25
2. Vol Dekreek	2.25
3. Allan Santor	4.75
4. John Nelson	6.00
5. Bill Wety	8.00

DIVISION 9

PAM WALKER MEMORIAL REGATTA
FLEET 141, DIVISION 9
COLUMBIA, SC
APRIL 9-10, 1989

HOBIE 18A	POINTS
1. Myers	3.50
2. Staler	8.00
3. Pitt	9.75
4. Jones	11.00
5. Estapa	18.00
6. Crocker	19.00
7. Barrington	25.00
8. Graham	25.00
9. Yates	26.00
10. Whiteside	27.00
11. McClure	30.00
12. Englishbe	37.00
13. Kiemele	37.00
14. Frets	38.00

HOBIE 18B	POINTS
1. Duran	4.75
2. Owens	6.75
3. O'Shields	8.00
4. Lawrence	11.00
5. Hatley	14.00

HOBIE 17	POINTS
1. Corney	6.00
2. Weatherford	6.75
3. Alden	7.75
4. Poplin	10.00
5. Neal	14.00

HOBIE 16A	POINTS
1. Ayscuse	4.50
2. O'Cain	10.00
3. Humphrey	10.75
4. Potter	16.00
5. Graves	16.00
6. Watts	19.00
7. Joyce	20.00
8. Nordhaus	21.00
9. Osmundson	23.00
10. Robinson	24.00

HOBIE 16B	POINTS
1. Jarrett	5.75
2. Morton	6.75
3. Allen	8.75
4. Rollins	11.00
5. Meriwether	12.00
6. Watts	18.00

HOBIE 16C	POINTS
1. Weiss	3.50
2. George	4.75
3. Ayers	10.00
4. Potter	12.00
5. Whitmire	14.00

HOBIE 14T	POINTS
1. Merrill	2.25
2. Craig	7.00
3. Campbell	9.00
4. O'Connell	11.00

BARE WHAT YOU DARE REGATTA
FLEET 164, DIVISION 9
GREENVILLE, SC
APRIL 1-2, 1989

HOBIE 18A	POINTS
1. Jones/Alexander	7.50
2. Toney/Brooking	14.75
3. Estapa/Estapa	17.00
4. Crocker/Crocker	18.75
5. Pitt/Pitt	21.75
6. Harper/Harper	23.00
7. Dingman/Dingman	26.00
8. Meyers/Lowrance	28.00
9. Woolen/Woolen	31.00
10. Graham/Graham	34.00
11. Whiteside/Whiteside	34.00
12. Kiemele/Taylor	35.00
13. Barrington/Rousey	36.00
14. McClure/Johnson	38.00
15. Englishbe/Englishbe	39.00

HOBIE 18B	POINTS
1. Duran/Duran	6.50
2. Russell/Russell	6.75
3. Owens/Owens	9.50
4. Hoopes/Newton	14.00
5. Longanecker/Longanecker	14.00

HOBIE 17	POINTS
1. Smith	3.00
2. Weatherford	6.75
3. Ellis	11.00
4. Zimmer	15.00
5. Poplin	16.00
6. Loftes	28.00
7. Jordan	30.00

HOBIE 16A	POINTS
1. Ayscuse/Ayscuse	4.25
2. Humphrey/Carter	9.75
3. O'Cain/Reynolds	18.00
4. Graves/Handley	18.00
5. Robinson/Lindsay	19.00
6. Percy/Eagan	25.00
7. Joyce/Joyce	25.00
8. Dalba/Dalba	26.00
9. Richbourg/Richbourg	27.00
10. Conkling/Letwich	28.00
11. Nordhaus/Plant	30.00
12. Hill/Hill	39.00

HOBIE 16B	POINTS
1. Lennard/Wengstrom	7.75
2. Morton/Hathcock	12.50
3. Jarrett/Egan	13.00
4. Allen/Allen	18.75
5. Forbis/Holland	21.00
6. Hunt/Farrenkopf	22.00
7. Glover/Glover	23.75
8. Price/Russell	25.00
9. Jarrett/Hoke	27.00
10. Kendrick/Vongue	28.00
11. Brown/Box	34.00
12. Hermann/Hermann	42.00

HOBIE 16C	POINTS
1. Holt/Holt	4.25
2. Dehart/Ehrman	11.75
3. Blackwell/Dunaway	16.00
4. Smith/George	18.00
5. Mulkey/Mulkey	19.00
6. Niemeyer/Wamsley	19.75
7. Chandler/Chandler	21.00
8. Eldredge/Crew	22.00
9. Smith/Malone	23.00

10. Case/Fossett	40.00
11. George/Crew	46.00

HOBIE 14T	POINTS
1. Hefner	4.25
2. Price	8.75
3. Merrell	10.75
4. Craig	15.00
5. Campbell	15.00
6. Dionne	17.00
7. O'Connell	25.00

DIVISION 10

MAYDAY REGATTA
FLEET 47, DIVISION 10
COWAN LAKE, OH
MAY 6-7, 1989

HOBIE 18A	POINTS
1. Ross	3.50
2. Frederick	5.75
3. Tannart	6.75
4. Isco	11.00
5. Campbell	16.00
6. Kiwig	18.00
7. Kinney	18.00
8. Roten	18.00
9. Huber	23.00
10. Szabo	24.00
11. Suhan	33.00

HOBIE 16A	POINTS
1. Garlick	2.25
2. Rooks	6.00
3. Demetry	11.75
4. Wadsworth	14.00
5. Fecher	14.00
6. Maynard	15.00
7. Diamond	16.00
8. Molleran	17.00
9. Davis	27.00

HOBIE 16B	POINTS
1. Williamson	4.50
2. Overbaugh	4.75
3. Camden	5.75
4. Brunotts	10.00
5. Tacosik	12.00

KENTUCKY LAKE REGATTA
FLEET 219, DIVISION 10
GILBERTSVILLE, KY
APRIL 22-23, 1989

HOBIE 18A	POINTS
1. Brian Ross	5.50
2. Jim Frederick	8.50
3. Greg Ferrae	8.75
4. Gordon Isco	13.00
5. Mike Murphy	17.00
6. Thomas Campbell	20.00

HOBIE 17	POINTS
1. John Alden	3.00
2. Ots Carder	7.75
3. Scott Burch	10.00

HOBIE 16A	POINTS
1. Jerry Mohoney	9.50
2. Frank Lemairs	12.50
3. Mark Andrews	14.00
4. Craig Burwell	16.75
5. Marc Gramont	20.00
6. Joe Kuchenbuch	23.00
7. Daniel Brewer	26.00
8. Jim Mencin	29.00
9. Al Bourdo	34.00
10. Andy Humphries	34.00
11. Billy Crider	39.00
12. Phillip Wadsworth	44.00
13. Jeff Davis	45.00
14. Trey Collier	47.00
15. Brent Nelson	47.00
16. David Nelson	49.00
17. Alan Flake	51.00
18. Bobby Parks	59.00
19. Steve Rooks	59.00

HOBIE 16B	POINTS
1. Bill Hart	7.50
2. Rebecca Schruck	10.75
3. Darren Reed	10.75
4. Dan Appelbaum	12.75
5. Mike McCaskey	15.00
6. Ray Tucker	19.00
7. Bob Hickoc	22.00
8. Joe Corey	28.00
9. Dan Middleton	31.00
10. Joe Kasperak	33.00

DIVISION 14

1989 TULSA CATFIGHT
FLEET 25, DIVISION 14
LAKE FORT GIBSON, OK
APRIL 29-30

HOBIE 18A	POINTS
1. Curtis/Beeler	5.50
2. Bass/Moss	7.75
3. Troutman/Oats	9.75
4. Young/Mattling	10.75
5. Blanchat/Blanchat	20.00

HOBIE 18B	POINTS
1. Stowe/Stowe	4.25
2. Selke/Elison	9.75
3. Griffin/Griffin	12.00
4. Cannon/Cannon	13.75
5. Boeddecker/Kellogg	16.00
6. Allen/Allen	18.00

HOBIE 17A	POINTS
1. Anderson	4.25
2. Pattullo	7.75
3. Sherrod	13.75
4. Tiger	15.00
5. Chaples	18.00
6. Mower	20.00
7. Bracken	21.00
8. Taylor	23.00

HOBIE 16A	POINTS
1. Ralph/Holmes	6.50
2. Trotter/Trotter	10.00
3. Collins/Collins	10.75
4. McCredie/Abbott	12.75
5. Loeffelholz/Grissom	23.00
6. Hess/Hess	26.75
7. McIntosh/McIntosh	27.00
8. Fuller/Hasty	27.00
9. Means/Means	31.00
10. Sparks/Burris	34.00
11. Allen/Hockenbury	36.00
12. Coht/Coht	39.00
13. Preller/Palazzolo	47.00
14. Bndgman/Means	53.00
15. Loewen/Kirkpatrick	55.00
16. Etner/	57.00
17. Regester/Regester	59.00

HOBIE 16B	POINTS
1. Brey/Stump	7.25
2. Dewey/Hill	7.50
3. Carter/Carter	12.00
4. Wolfe/Wolfe	14.00
5. Harvey/Hill	14.00
6. Lee/Swanson	20.00
7. Riedt/Dolph	21.00
8. Johnson/Allen	29.00

HOBIE 16C	POINTS
1. Denny/Denny	5.50
2. Duggan/Gilum	7.75
3. Northum/Files	8.50
4. Richards/Richards	14.00
5. Kempthorne/Kempthorne	21.00
6. Dickerson/Fuss	24.00

HOBIE 14T	POINTS
1. Hadley	3.00

HOBIE 14A	POINTS
1. Schwartz	4.25
2. Shirley	8.00

WORLDS

HOBIE 18 WORLD CHAMPIONSHIP
MONTEREY, CA
MAY 19-20, 1989

FINALS

NAME	COUNTRY	POINTS
1. Metcalfe/Stephens	Aus	26.75
2. Laruffa/Byrne	Aus	33.75
3. H. Alter/Burch	USA	40.00
4. J. Alter/Ward	USA	44.00
5. Tucker/Purcell	USA	45.00
6. Luxton/Butler	Aus	64.75
7. Owen/Woodrow	Aus	73.00
8. Egusa/Tyler	USA	74.00
9. Timm/Timm	USA	80.00
10. Materna/Jenkins	USA	82.00
11. Kirkpatrick/Dukes	Aus	93.00
12. Seaman/Oltmans	USA	102.00
13. Moersch/Girardo	Swz	106.00
14. Parizeau/Blount	USA	115.00
15. Stater/McCambridge	USA	127.00
16. Gummer/Reid	Can	128.00
17. Van Daelen/Al	Hol	130.00

18. Mooneyham/Sajdak	USA	134.00
19. Porter/Hess	USA	136.00
20. Wright/McGraw	USA	142.00
21. Kimball/Thomas	USA	142.00
22. Stater/Gowdey	USA	143.00
23. Van Der Plaat/Lange	Hol	145.00
24. Maltagliati/Sicenzi	Ita	150.00
25. Bent/Sims	Aus	151.00
26. Rayfuse/Trevey	USA	160.00
27. Annels/Annels	Eng	161.00
28. Rendler/Owen	USA	166.00
29. Frei/Bachet	Nou	170.00
30. Howes/Mitchell	Can	173.00
31. Ferrara/Ferrara	USA	174.00
32. Cope/Cope	USA	175.00
33. Brown/Brown	USA	181.00
34. Tobie/Loose	USA	181.00
35. Hopper/Stark	Can	181.00
36. Heffernan/Norinsky	USA	193.00

NAME	COUNTRY	POINTS
1. Metcall/Stephens	Aus	3.00
2. Tucker/Purcell	USA	4.25
3. J. Alter/Ward	USA	5.25
4. Laruffa/Byrne	Aus	12.00
5. H. Alter/Burch	USA	15.00
6. Owen/Woodrow	Aus	20.00
7. Luxton/Butler	Aus	23.00

8. Van Der Plaat/Lange	Hol	23.00
9. Materna/Jenkins	USA	25.00
10. Van Daelen/Al	Hol	26.00
11. Seaman/Oltmans	USA	28.00
12. Parizeau/Blount	USA	30.00
13. Rayfuse/Trevey	USA	31.00
14. Timm/Timm	USA	32.00
15. Moersch/Girardo	Swi	32.00
16. Kirkpatrick/Dukes	Aus	32.00
17. Egusa/Tyler	USA	36.00
18. Heffernan/Norinsky	USA	37.00
19. Gummer/Reid	Can	41.00
20. Wright/McGraw	USA	41.00
21. Mooneyham/Sajdak	USA	43.00
22. Porter/Hess	USA	45.00
23. B. Fleet Billy/Owen	USA	47.00
24. Annels/Annels	Eng	47.00
25. Stater/McCambridge	USA	48.00
26. Kimball/Thomas	USA	48.00
27. Bent/Sims	Aus	53.00
28. Brown/Brown	USA	53.00
29. Stater/Gowdey	USA	53.00
30. Cope/Cope	USA	54.00
31. Ferrara/Ferrara	USA	55.00
32. Howes/Mitchell	Can	60.00
33. Hopper/Stark	Can	60.00
34. Tobie/Loose	USA	61.00
35. Frei/Bachet	Nou	61.00
36. Maltagliati/Sicenzi	Ita	66.00