



SOUTHERN CIRCUIT

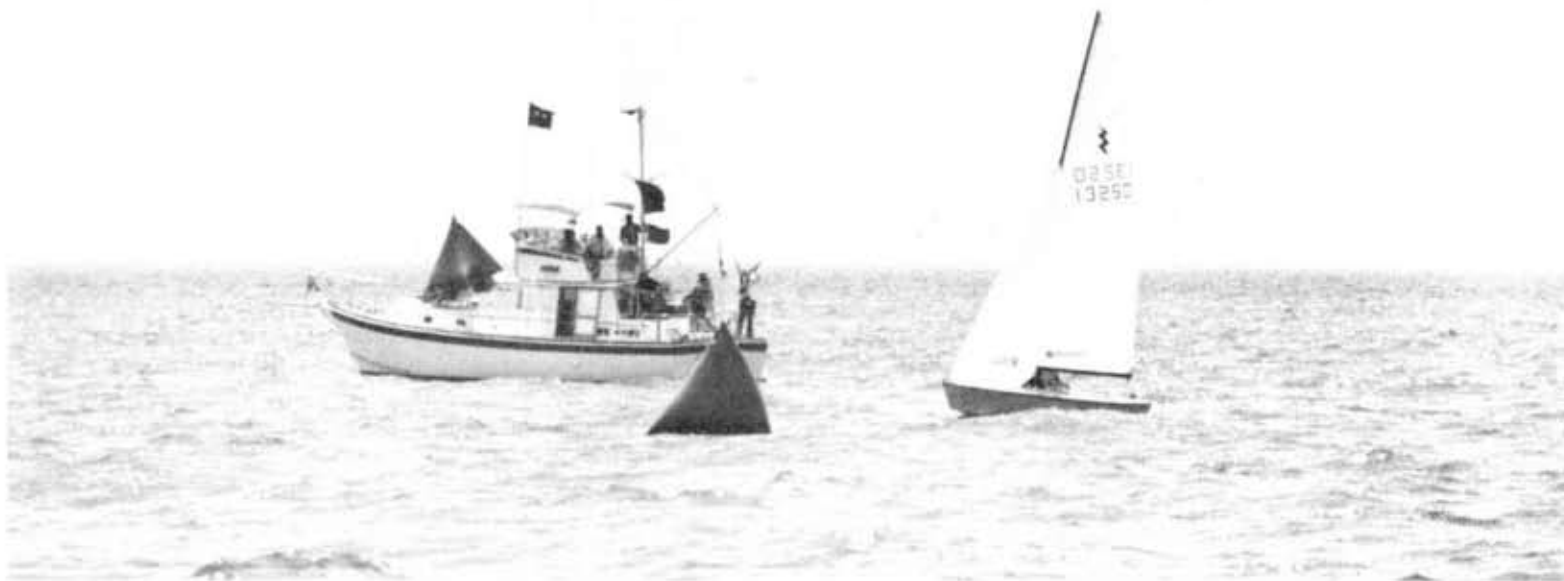
Above: Crane - Curtis - Dressel

Right: Lutz - Crane

Below: The Champion

JIM DRESSEL

Photo Credit: Mary Huntsman



FORMER I.L.C.A. JUNIOR CHAMPION CAPTURES THE NORTH AMERICANS

By Happy Mark

My Crew: *Joni Palmer, 5' 2", 120 lbs., sailing experience 15 years, North American Women's Collegiate top sailor.*

Fritz Dusel, 6' 4", 190 lbs., sailing experience 10 years, third in Lake Erie Districts.

That was the crew in the "Yo Yo". One thing we had on our boat that many people do not have was a super experienced crew. Joni Palmer has crewed with many top sailors including this year's Lightning Mid-Winter Champion and the Southern Circuit Champion. She was a great asset to our boat during this year's North American Championship. Fritz Dusel may not have the same experience that Joni has but what he lacks in experience he more than compensates with his enthusiasm and drive. Fritz turned out to be a very important factor on our boat this year. His roll tacking ability, his height, strength and weight continually proved to be truly beneficial in the conditions at San Diego. Myself, I have been sailing Lightnings since I was five years old, crewing for my father and notables such as Bill Shore, Jack Mueller, Bruce Goldsmith and many others.

This North American Championship was the qualifier for the 1981 Worlds. Our intentions were to just qualify for the Worlds. We figured that if we could consistently do well in each race we could easily make the top 15 and qualify for Chile. We had not mentioned anything on our trip out from Buffalo about winning, we just did not think that we would be able to do that. We continually talked about doing well in each race and just qualifying for the Worlds and giving a respectable showing. After arriving at San Diego we started working on the boat which took about a day. We went sailing and learned a few things about Mission Bay; it is very, very lumpy and there are large holes that you cannot sail through. We tuned and worked on the boat and finally we were ready for the qualifying races. At this point, I had been working on a new way of tuning the spar and setting up the sails. We tried it a little bit during the practice race and we had good speed so decided to go with it. In the qualifying races we had excellent speed, winning the first two races, leading in the third, only to hit a mark and lose a five minute lead. We learned our lesson during that race and I believe we finished third qualifier behind the great Tom Allen and Manfred Kauffman from South America.

Going into the Championship series we were a little bit nervous as I had not skippered in a Championship series for over three years. As I recall the first race, the wind was blowing 10-12 out of the south and the seas were fairly flat. At the start, the wind shifted 15 degrees to the left and we were able to reach over many boats and get the leeward end start with Dick Halligan close behind us. As soon as possible we tacked over to port and went up the weather leg. Jed Dodge came out of the right hand corner to round the mark first with us second and I believe Halligan was third followed by Dave Curtis and Fisher. We were very surprised to be in second place and I was quite nervous as was my crew. We continually worked on Jed who was still in first and found that we were a little bit faster off the wind. We held our position of second place around the leeward mark. As we started the second weather leg we found that we were

pointing higher and going a little bit faster which enabled us to gain the lead. I'll tell you, if you have never been in first place in a North American race, you don't know what nervous is. I was surprised that no one protested me for sculling, my hand was moving back and forth so fast we couldn't control the boat. As I remember, we opened our lead over Jed with several other boats getting closer. I believe it was Jody Lutz in second; with Jed in third; Dave Curtis, a super Lightning sailor from Marblehead, Massachusetts, was fourth; and Manfred Kauffman from South America was fifth. The excitement on our boat as we crossed the finish line was tremendous. I had never finished in the top five in any Championship race and I do not know if Joni or Fritz ever sailed in a Championship race.

The second race was much like the first. The wind was blowing about the same. Now all of a sudden we decided we had to get conservative since we won the first race; a little early but we decided to do it anyhow. I remember we started close to Jim Crane and Glenn Darden. Conservative, hah, there we were with the current North American and World Champion and we went for it. Again, our speed off the line and our hitting the first shift was a super asset to us. This was something that we did all week: never really stuck it out to a corner, had good speed off the line and good starts. We were second at the weather mark with Matt Burrige leading, Dick Halligan in third and Neville in fourth. Again going downwind we found we were a little faster than the lead boat; however, we decided to hold back and wait for them to make a mistake and then capitalize on that mistake. Well, it happened as Matt went around the mark. He turned the boat very fast and did not give his crew enough time to get the spinnaker around thus putting the spinnaker through the fore triangle. This enabled us to get into first place once again. We opened up our lead over Matt with Neville and Halligan staying in third and fourth. We rounded the leeward mark and headed up wind. With our boat speed up wind we were able to open up. As I remember, the race did not change too much after that. At the finish we took our second victory of the day, Matt held onto second, Jim Neville with his two sisters, Candy and Cherie, was third and Dick Halligan with his son and daughter was fourth. So after the first day we were looking pretty fat and boy was I nervous. We had two points; Dave Curtis with nine; Neville with 10; Dick Halligan with 12.

Sailing out for the third race the wind was not quite as nice as it was on the first day; it had shifted around to about 240 degrees which is about standard for that time of year in San Diego. We rounded the weather mark about fifth or so with Tom Allen leading. I think Darden, Curtis, MacDonald were the others at the weather mark. This race was a little more of a parade as everybody stuck very close together on the leeward leg and going up wind. During the second weather leg we started to notice that the current on the left side of the course was a little bit stronger than on the right, so with everybody going to the left we broke off and went to the right. We rounded the second weather mark second, gaining three boats which made me feel pretty smart, but I think we were a little more lucky than smart. By this time

Tom Allen had a huge lead on the fleet; we were second; Darden third; and I believe MacDonald fourth. Starting the last weather leg the wind had dropped to about 5 or 6 and the seas had come up out of the west. I remembered that the people with whom I was staying in San Diego telling us that when the wind dies it usually goes to the right so we thought we would take the opportunity and we broke away to the right with most of the boats going to the left. Glenn Darden bought a big left, he went all the way to the left corner, while we went medium right corner. Our speed in this race really convinced us that we had something extra—and that was going a little bit faster. We gained to within two boat lengths of Tom and, at this point, I thought it would be really neat if we had three firsts. Well, Tom was a little bit too much of a veteran so we were not able to catch him. Glenn Darden came in from the left corner and almost caught Tom. We were third. Dave Curtis sailed a real good race and came in fourth Jaime Fernandez finishing fifth. So after three races we were still leading with five points; Dave Curtis was second with 13; Tom Allen had moved up to third with 17; and there was a tie for fourth between Dick Halligan with 20 and Jim Neville with 20.

The fourth race was sailed immediately following the third. I do not remember this race too much because we had a terrible start and we went to the wrong side of course early; two things that you do not want to do in a North American race. As I recall, Matt Fisher and Jim Crane fought for this race; we were roughly 30th around the weather mark. All I do remember is that we worked really hard and made it to 10th on a leeward leg. At this point I got very greedy, shot a corner on the last leg, and finished 21st. After four races in the Championship series believe it or not there was a four way tie for first place. We were on top with 1, 1, 3, 21; Matt Fisher was next with 12, 8, 7, 1; Jim Neville had 7, 3, 10, 6; and Tom Allen had 6, 10, 1, 9. We were very happy that we had the 21st to throw out.

As I remember the fifth race, the wind was out of the west almost 270 degrees and I remembered that the people at Mission Bay said that when the wind comes out of the west you go to the right. We had an excellent start and broke to the right corner. We probably would not have gone this far to the right except that our competition somewhat followed us and were definitely behind us. At that point we thought that if we could win or do well we would have a very good position in the North American series. Ronny Blair beat us to the right corner and rounded the weather mark first with us second, Fisher, I believe, was third and I do not remember who was fourth and fifth. We did have speed again going downwind. We waited and waited and finally were able to catch Ronny Blair going up the beat. We decided we had to sail the race in the middle of the course to win. This got a little more difficult as the race continued because Fisher established a solid second place with Curtis continually working on third. Jim Crane had moved up to fourth and you never shy away from covering Jim Crane with Bill Buckles moving into fifth. We sailed around the course once again and we opened another large lead. At the finish, we captured another first, boy was I excited; Matt Fisher, second; Dave Curtis, third; Jim Crane, fourth; and Buckles, fifth.

Well, if you do not know what sleepless nights are, I'll tell you what a sleepless night is. Entering the last race we had a 10 point lead with a throw out over Curtis. We had a total of

six; Curtis had 16; Matt Fisher had 18. I respect these two guys a great deal. I also respect our host's floors because I wound up walking around them about six times that night. So off to the last race we went. I remember the wind was about 250 degrees, not a whole lot of it either, maybe 7 or 8 knots. We thought we would have a good start, sail the middle of the course and try to get to the first mark in the top 10. As it turned out, I had a bad start but we did stick to our game plan and stayed in the middle of the course. With our speed and continually working hard we were able to round the windward mark fifth. Curtis had rounded 11th and Fisher was somewhere around 20th. At this point I said to my crew we only have six miles to sail and we can do it. We continually worked at being very conservative; staying away from any possible incident that could occur, luffing the spinnaker at the jibe, taking the spinnaker down early, sticking to the middle of the course. Anything we could do to sail conservatively we did. As we continued to sail I kept feeling pressure from the fleet; I turned around and saw that Curtis had moved up and Fisher was making his comeback. If you have sailed against these guys you know what kind of speed they can develop and you know their intensity; you have to respect both of them. We continued in roughly fifth or sixth place and just sailed conservatively. We never tried to win the race; all we needed was to stay in front of Curtis and Fisher. With all the excitement rounding the last leeward mark I got smacked in the head with the spinnaker pole and Joni had to sail the boat for about 100 yards or so while I was dunking my head in the water to get my senses back. As soon as I got my hand back on the tiller we started talking about shifts and things and we decided that we should go for first place. At that point we started to work the shifts to the right and continually worked and worked and worked. At this time we thought we had won the North Americans and we thought that maybe another first or second would really look nice on the scoreboard. Well, we almost did it. Halligan came in late from the left side and he was able to beat us by a boat length and a half. As we crossed the finish line in second place we were extremely happy with this last race. But it was amazing that we won the Championship and the exuberance on the boat was probably the most that you will ever see in a Lightning North American Championship. Going out there with hopes of finishing in the top ten and winning it with finishes of 1, 1, 3, 1, 2 was an extreme pleasure for us. That night we went home and it hit us that we had won the North Americans. That night at the banquet we received our trophy for first place in the North Americans and it was really a special treat to see the other Champions receive their trophies. Now I would be the Champion for the Lightning Class. It is a real honor especially since the Lightning was the first boat that I sailed and raced.

I have to thank my crew, Joni Palmer and Fritz Dusel, for just a fantastic job. As I recall the week, we never had a crew mixup, the spinnaker went up all the time, we jibed beautifully, the roll tacks were fantastic and the continuing desire on the boat was extreme. I truly think that these two can match the top crew in the Lightning class at anytime on the race course.

It is a real pleasure to win the North American Championship and it gives me a lot of pride in the fact that we have done this. We look forward to sailing in the 1981 Championship and hopefully we can take home the gold again.

NORTH AMERICAN CHAMPIONSHIP 1980

Final Pos.	Boat #	Skipper & Crew	Race Finishes						Pts.
			1	2	3	4	5	6	
1	11450	Mark Bryant, Joni Palmer, Fritz Dusel	1	1	3	(21)	1	2	8
2	10555	David Curtis, Mark Beaton, Denis Rogers	4	5	4	(19)	3	8	24
3	10956	Matt Fisher, Willie Petersilge, Pam MacKinnon	(12)	8	7	1	2	10	28
4	12355	Richard Hallagan, Jean Hallagan, Peter Hallagan	8	4	8	(13)	7	1	28
5	13222	James Neville, Candy Neville, Cherie Neville	7	3	10	6	11	(15)	37
6	13411	Thomas G. Allen, Brenda Allen, Jim Allen	6	10	1	9	18	(21)	44
7	13490	Jim Crane, Larry Bone, Peter Bone	11	(43)	21	2	4	9	47
8	11800	Matt Burrridge, Robert Burrridge, David Jones	18	2	(18)	15	10	4	49
9	12466	Jed Dodge, Bill Dodge, Charlie Catchpole	3	11	9	(31)	16	13	52
10	13305	Larry MacDonald, Larry MacDonald, Sr., Ian Jones	21	9	6	10	9	(25)	55
11	13531	Bill Buckles, Judy Austin, George Aver	10	17	11	12	5	(23)	55
12	7495	Manfred Kauffman, Julius Weber, Ib Anderson	5	(43)	22	4	14	14	59
13	13511	Thomas Allen, Jane Allen, Jill Swanson	(26)	6	15	18	8	16	63
14	13248	Glenn Darden, Jeremy Tootle, Kurt Huseman	25	21	2	(29)	13	3	64
15	13249	Charles Tripp, Holly Tripp, John Eckart	27	7	17	(40)	15	6	72
16	13500	William Shore, Don Brustt, Chris Whatley	9	(22)	14	17	17	17	74
17	13396	Manuel Gonzales, Pablo Barahona, Christian Barahona	16	12	13	28	(28)	7	76
18	11788	Jaime Fernandez, Tristan Aicardi, Juan A. Merino	20	18	5	20	(43)	18	81
19	11099	Jody Lutz, Russ Schon, Jeff Lutz	2	24	23	14	20	(29)	83
20	11077	Jay Lutz, Jim Schon, Don Schon	14	23	(35)	16	26	5	84
21	13395	Alberto Gonzales, Pablo Gallyas, Fernando Gallyas	17	15	19	(36)	23	11	85
22	13475	Myron Lyon, Ian Bower, John Harrod	22	13	12	8	(34)	31	86
23	13212	Stephen Craig, Jeff Grinnan, Cindy Craig	15	27	16	(32)	21	12	91
24	13312	Doug Heussler, Barb Turney, J. R. Cummings	19	(32)	20	11	25	19	94
25	13509	David Sprague, Cathy Bowman, Peggy Bowman	13	29	(32)	23	12	22	99
26	11036	Donald P. Delorme, Wanda Delorme, Georges Peter	(33)	14	29	5	31	26	105
27	13184	Jim Carson, Paul Gelenitis, Jim Gelenitis	23	19	(30)	22	22	20	106
28	13177	John Schneider, Kevin Corr, Torrey Thomas	24	(28)	24	3	27	28	106
29	11457	Greg Zettler, Bob Hermans, Cheryl Zettler	28	16	(36)	25	19	33	121
30	12025	Ron Blair, Dave Blair, Jeff Fishman	34	(38)	27	35	6	24	126
31	11702	Stuart Anderson, Susan MacDonald, David MacArthur	31	20	26	27	29	(37)	133
32	13243	Mark Patty, Ann Patty, Quintin Foster	32	(37)	31	7	36	32	138
33	12990	Philip Parshley, Lisa Parshley, Phil Parshley	30	26	28	(34)	30	27	141
34	11204	Stephen Bachman, Linda Bachman, Rob Leiper	(39)	25	38	33	24	34	154
35	13467	Warren Gross, Daira Paulson-Gross, John Greene	35	36	25	(37)	33	30	159
36	11650	Richard P. Tuttle, Pamela L. Tuttle, Bob Dodge	37	35	33	24	(39)	35	164
37	13466	Jim Pinion, Eric Stibitz, Randy Clec	(38)	31	34	30	35	36	166
38	12586	Chuck Medlock, Lynn Nixon, Douglas Tiedemann	29	34	(42)	39	37	39	178
39	10930	Robert Smither, Tom Ormsby, Colby Mattson	(43)	30	39	38	32	40	179
40	13476	John DeBenedetti, Dale Morden, Vicky DeBenedetti	40	39	37	26	(40)	38	180
41	13116	Dick Brewer, Mark Brewer, Steve Erickson	36	33	40	(41)	38	41	188

41 Boats, DNF/DNS — 42 Points, DSQ — 43 Points, () — Throw-out Race



"SWEET ARE THE FRUITS OF VICTORY" thinks Mark Bryant after being presented this trophy by President Don Delorme.
Photo Credit Mary Huntsman



San Diego

Our Race
Committee

Our Research
Tower

Our Outstanding
Photographer
Mary Huntsman



This photo by Bob Dodge



THE PRESIDENTS' CUP OR THERE AND BACK WITH THE KC KIDS

by Ross Bailey

Well, it all started back in Thunder Bay in the middle of June when I picked up a bare hull. After a hectic month of working on the boat every night until midnight or later and after a stormy Districts, we headed for Vancouver and the Canadian Open. The first three Canadian boats in Vancouver would qualify for the Worlds, so we were keen. I did not realize how keen until my crew, Blair Sandberg and brother Gordie, made the 2000 mile drive in 36 hours, with me almost a passenger.

We happily placed third in Vancouver and so headed south for San Diego with light hearts. It seems the whole west coast know they live in lotus land, and certainly never flag in preaching its joys. But we felt ourselves quick learners and by this point were quite "laid back" as well.

The mountains are spectacular and the coast is fascinating, but the Redwoods truly are giants. Here we really did turn into tourists and loved every minute of it. When a full logging truck passes you carrying only one log, it is a humbling experience, but rather sad too.

After testing the Pacific waters in Northern California and finding them no warmer than home, we headed straight for Southern California. We did not know how wise this was until we hit our first beach. Well! One almost forgot to be laid back.

And then we were in San Diego and at the Mission Bay Yacht Club. These people were so good to us and were so helpful with absolutely everything that we really were tempted to stay. The regatta that these people put on was outstanding and we would like to thank the Mission Bay Yacht Club for all of their hard work.

Things had been so rushed ever since getting the boat, that we had never even cleaned the bottom, so as our first order of business we flipped the boat and gave it a proper going over.

Measuring followed, with no real hitches, right down to our whistle. Have you ever tried to buy a whistle on a Sunday morning in a strange town? We had also been trying a different mainsheeting system but were ruled illegal after the practice race and so had to change back.

We went out to watch the last race of the Women's and Junior North Americans and got our first taste of the San Diego swell, mixed with chop, and very light airs. I am never seasick and, thanks to those pills that Gordie was wise enough to get, I continue never to be seasick.

In a special article in the North American race schedule and later at a special clinic to brief visitors on the local conditions, we were all told to go right. We took this very much to heart, despite warnings from old yearbooks and other articles that the left was best.

Consequently, during the practice race, we were not looking too good at all, but thanks to many boats dropping out, we did improve. It is somewhat disquieting when returning

to shore to hear the inevitable question and answers — "How did you do? . . . Oh, third; oh, second; oh, fifth." We almost stopped asking.

The first day of qualifiers we got a 19th and 20th and were now feeling very bad indeed. Shunning all human contact, we went out for an excellent dinner and decided just to relax. Surely things would get better. Indeed they did; although we could not qualify for the North American Fleet, we were comfortably placed in the Presidents' Cup Fleet and decided then and there to crank up and see how we could do.

The big swells, combined with chop and lack of wind, made sailing in San Diego very difficult. Two crew hiking to leeward for a whole race is not easy and we envied the lighter crews. We could not seem to get the hang of it at first, and found that if we tried pointing with the others we would die, but if we footed off we were not really moving faster and were losing to leeward. Finally, by playing virtually every wave very much as a team and taking advantage of what they would let us do, we were able to get the boat moving and were quite confident in our speed.

Downwind we felt very fast and Blair did a superb job of chute flying. In fact, in the first race we got into a terrible long luffing match simply because I thought we could pass the boat ahead. We never did get by and lost four boats to boot. We stopped doing things like that.

The first day of the Presidents' Cup races gave us a sixth and a second, leaving us tied with Dennis Torgeson from Oregon and a point behind Richard Guinan from Texas and Luis Herman from Chile.

The second day looked like more of the same and by now we were hardly even considering the right side. We never did



Ross, Gordon & Blair.

Photo Credit Bob Dodge

figure it out, but even right at the weather mark, you could take terrible headings to get to the left for the last 100 yards, and would probably gain three boats.

We ended up third in the morning, were feeling good, and, to top it off, we finally got some wind in the afternoon. We had watched this wind carefully as it came in and knew that the right was finally favoured, but were chicken to use it. The Texans and two other boats (Kirk Johnson and Thomas Allen I believe) did go right and were at least a half a leg ahead by the weather mark. We could not believe it. However, the Chileans were behind us for some consolation and then the wind started to die. We all struggled up the second beat in very shifty winds and an awful slop. The first three boats were so far ahead that they were almost finished the second reach with the rest of us still on the first. But it was getting quite late and so to have us in before dark, the Race Committee kindly ended the race at the jibe mark. It was very nice to get in before the blue fleet who finished their whole race.

During breakfast before the fifth race, Larry MacDonald from Hamilton pointed out that a Canadian flag was now flying on the club flag staff. Well then we felt very North American again and decided to try a little harder. With a throwout we had 10 points, the Chileans, nine, and the Texans, eight. Our plan was simple. Cover these two boats and hopefully beat them. The fifth race finally brought some wind and at least for the first beat the right side was favoured. The Texans went right which was fine and Herman from Chile went up the middle which was okay. However, in the heavier airs the Texans were not as fast and so we rounded the weather mark just ahead of the Chileans with Guinan from Texas a little back. But at the jibe mark the tiller somehow hooked on the spinnaker sheet. I could not figure out what was happening as we rounded up into the mark. Well, we hit the mark and, by the time we had sorted

things out, were about 15th and not looking good. There was lots of wind for this race, though, and we were starting to go upwind. By the second weather mark we were back past the Texans and about four boats behind the Chileans. As luck would have it, they had a bad jibe and were buried by the boats behind. We worked very hard to have a good jibe and then hiked and hiked and hiked. With our extra weight, we were able to pass all of the group with the Chileans in it and so ended up sixth. We felt quite lucky.

However, with a throwout, we were still tied for second with Herman of Chile, a point behind the Texans. Again, our plan was to cover these two boats. It was a light air race and very frustrating as we gave up shifts to stay with these two boats. Then to top things off, going up the second beat we seemed very slow and the Chileans seemed to be working out from us. Gordie went back to check the rudder and the next thing we heard was a mad scrambling and he had fallen off the boat. Great! However, he had hold of the spinnaker sheet but was pulling the wrong end and was pulling the spinnaker into the water too. Finally we got him back in and sorted out only to be told that no, there weren't any weeds on the rudder!!

Now things were looking bad as the Chileans had passed us and the Texans were closing and were going to opposite sides of the course. We forgot everything and went all the way left. That was the way to go, we got past the Chileans again, were able to hold the two of them until the end of the race, and so win the Presidents' Cup.

However, as we crossed the line, I was told in no uncertain terms that I was sure lucky to have such a super crew and could not have done it without them. Well, I would like to thank the Race Committee and the Mission Bay Yacht Club for a really fine and fun regatta. However, I would also like to say that I agree completely with Blair and Gordie. I would like to thank them most of all.

PRESIDENTS' CUP 1980

Final Pos.	Boat #	Skipper & Crew	Race Finishes						Pts.
			1	2	3	4	5	6	
1	13515	Ross Bailey, Blair Sandberg, Gordon Bailey	6	2	3	5	(6)	6	22
2	13536	Luis Herman Jr., Luis Herman, Sr., Cristian Herman S.	2	5	2	(9)	7	8	24
3	13341	Richard C. Guinan, Rick Guinan, Eileen Guinan	1	6	7	1	(11)	11	26
4	11041	Roberto Ricoveri, Eduardo Clark, Rolando Turrado	3	(23)	15	4	1	5	28
5	13188	Kirk Johnson, Karen Johnson, Edna Johnson	7	10	10	3	(12)	3	33
6	12800	Jim Schwartz, Arnold Schwartz, Steve Warren	(15)	12	1	6	5	10	34
7	13170	Thomas S. Allen, Benton Vickery, Billy Van Derburgh	(17)	3	12	2	10	12	39
8	11999	Brad Currie, G. Lee, Todd Barret	(20)	13	13	13	3	1	43
9	13329	Warren Lewis, Larry Stephens, Marty Makielski	13	1	(18)	15	2	15	46
10	13056	Bill McShane, David Horne, Howard Edson	8	(17)	5	16	9	9	47
11	13012	Dennis Torgeson, John Tuerck, Eric Torgeson	4	4	14	10	17	(17)	49
12	13347	George Hatfield, Greg Hatfield, Doug Snyder	16	11	6	12	4	(18)	49
13	13369	Sandy Huntsman, Jack Huntsman, Steve Wolf	9	7	4	8	(22)	22	50
14	13187	Al Poindexter, Wanda Poindexter, Mark Thompson	5	8	22	(22)	14	4	53
15	13430	Clarence Holman, Kyle Miltzer, Kerry Anderson	14	11	(16)	14	8	7	54
16	13350	Paul D. Emens, Dorothy Emens, Dan Hathaway	(19)	14	8	11	16	14	63
17	12158	Neil MacGibbon, Howard Koch, Douglas Gillett	11	19	17	(22)	15	2	64
18	11662	Charlie Gotschalk, Mike Boswell, Greg Tonareau	18	(18)	11	7	18	13	67
19	13246	W. L. "Bill" Hole, W. D. Hole, Mike Molina	10	16	19	18	13	(22)	76
20	12879	David Hickman, Paul Moran, Jan Hickman	21	9	9	17	(22)	22	78
21	13054	Bruce Deitz, Herb Miller, Dan Miller	12	15	20	19	(23)	16	82

21 Boats, DNF/DNS — 22 Points, DSQ — 23, () — Throw-out Race

GOVERNORS' CUP

by Randy Ruhlman

After weeks of planning for our long trip across the country, there I sat at home in an Ohio downpour, with my crew 50 miles away, waiting to leave for California. A broken down motorhome in my driveway began to make me wonder why I was going to all this trouble to go sailing. Making do where possible, I decided to give the trip a final try. Two days and 2500 miles later, the Ohio storms and 110 degree Texas heat behind, my crew and I stood on the porch of Mission Bay Yacht Club. The atmosphere was one of excitement and good cheer as friends gathered around with the cocktails and tortilla chips in abundance. Awaiting the opening ceremony of this 1980 North American Championship, I realized that the troublesome trip was going to be well worth the effort. And, so it was.

The people of Mission Bay Yacht Club and Fleet 194 made this North American's one of the most enjoyable regattas that I have attended. The committees in charge of everything from social activities to the racing itself were extremely well organized. It was a pleasure to sail at Mission Bay and I look forward to going back some day.

With the qualifiers over, the Governors' Cup was ready to begin. It was obvious from the past two days that the series would consist of light, but steady winds and a fair amount of swell. Sacrificing some pointing and maintaining boat speed was crucial.

Race 1

With winds blowing approximately 5-10 from the southwest and a substantial swell, the fleet managed to be very anxious and aggressive on the starting line and avoided a recall on this first race. With a square line, the fleet spread out, half tacking over to port heading out in the ocean, the other half heading up the shore. Starting mid-line, we decided to play the compass and the swell up the middle and avoid any unnecessary tacking. We soon found ourselves alone in the middle with both halves of the fleet converging from the corners. The middle paid off and we rounded the weather mark first, followed closely by Peter Huston, Lance Drewes, Ira Johnson and Sam Anderson. Our 545 pounds of crew weight now took its toll as Huston and Drewes

passed us by before the jibe. After the jibe, Johnson also passed us with Anderson close behind. Superior downwind speed put Huston in the lead at the leeward mark followed by Drewes, Johnson, Ruhlman and Anderson. With Huston covering Drewes on the right side of the course, we managed to play the compass up the left side and work free from Johnson's lee. At the weather mark it was Ruhlman, Johnson, Huston, Drewes and Anderson. Managing to hold our lead this time and battling with Drewes and Huston up the last leg, we finished first with Huston, Drewes, Johnson and Anderson following.

Race II

The conditions of the first race prevailed with the wind shifting slightly to the left side of the course. With most of the fleet playing the left side, boat speed and clear air were very important. After changing positions all the way up the weather leg, we rounded the weather mark first, followed by Drewes, Bruce Arnold and Huston. Again, the downwind legs took their toll and by the leeward mark it was Drewes, Huston, Arnold and Ruhlman. Positions remained very close on the second time around. As we headed up the last weather leg, the wind began to freshen and shift to the south. Taking advantage of this shift, we tacked to starboard and moved left early in the leg. Those who continued right soon saw what was happening and tried to get back to the left. The shift became drastic halfway up the leg and we found ourselves overstanding the finish line. Drewes, covering the fleet from the middle, managed to hold his lead with Ruhlman, second; Bruce Arnold, third; and Mark McBride and Peter Huston, fourth and fifth.

Race III

On this day, the wind was very light, approximately 3-8, from the west. Easing our sails to get more drive through the swell, we paid close attention to weight balance and maintaining good boat speed. Huston led from the start. The fleet remained tightly grouped up the first leg with Huston rounding first, followed by Ruhlman and Drewes and a tight pack. Shifts of wind led to juggling positions. At the leeward

GOVERNORS' CUP 1980

Final Pos.	Boat #	Skipper & Crew	Race Finishes						Pts.
			1	2	3	4	4	6	
1	12420	Randy Ruhlman, Curt Maltbie, Greg Maras	1	2	2	1	1	(16)	7
2	13228	Lance Drewes, Crit Currie Jr., Joan Curry	3	1	4	4	4	(10)	16
3	10318	Ira Johnson, Gretchen Hanover, John Skiles	4	(10)	3	5	3	5	20
4	13247	Peter Huston, Bruce Heine, Chris Reif	2	5	1	2	11	(12)	21
5	11511	Bruce Arnold, Scott deGolyer, Rand Arnold	8	3	(12)	7	2	7	27
6	13289	George Blumel, Dave Barber, Duncan Gladman	(15)	9	8	3	5	4	29
7	12830	Gail P. Norstrom II, Mary Colaric, Robert L. Monnette	11	(11)	5	9	6	1	32
8	11151	Kenneth White, Virginia White, James Lawson	7	(13)	10	6	8	3	34
9	11514	Sam Anderson, Randy Reid, Jerome Anderson	5	6	6	8	(13)	11	36
10	13477	Robert Bazett, Debbie Bazett, Bob Primeau	10	8	7	(13)	7	6	38
11	12675	Mark McBride, George McBride, Craig McBride	6	4	11	(11)	9	8	38
12	9226	Ralph G. Mergen, Bob Saunders, Rusty Kalen	9	(14)	9	12	10	9	49
13	11031	Alan F. Hunt, Eric Lindahl, Cathryn Rice	12	12	14	10	(16)	2	50
14	12916	Herb Jestel, Jan Roshong, Karen Schneider	14	7	(15)	14	14	13	62
15	13221	John McGown, Brian Huffman, George Bean	13	15	13	(16)	12	16	69

15 Boats, DNF/DNS — 16 Points, DSQ — 17 Points, () — Throw-Out Race



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NORTH AMERICAN CHAMP

1980

DEMAND A BRYANT SPAR

mark it was Huston stretching his lead, followed by Drewes, Johnson and Ruhlman. The wind picked up slightly the second time around and the fleet spread out. At the finish, it was Huston, first, well ahead, followed by Ruhlman, Johnson, Drewes and Gail Norstrom.

Race IV

Even with the wind extremely light, the committee was able to get a second race off this day. As this fourth race began, the three fleets were only a leg apart. Like Race III, the fleet stayed together. Footing as much as possible without sacrificing too much pointing, we managed to make our way to the weather mark first with George Blumel, Ira Johnson and Drewes bunched ahead of the remaining fleet. During the downwind legs, the wind began to die from the back of the fleet forward, spreading the fleet far apart. At the leeward mark it was Ruhlman, Johnson and Blumel with the rest of the fleet nearly becalmed. As it was late in the afternoon, the committee shortened the course to 5 legs. On the second weather leg, the front four covered each other closely while Huston, playing a hunch on the late day windshifts, headed out in the ocean alone. It paid off. At the weather mark it was Ruhlman, Huston, Drewes, Blumel and Johnson. After fighting off a nerve-racking charge by Hus-

ton, at the finish it was Ruhlman followed immediately by Huston, Blumel, Drewes and Johnson.

Race V

Wind at last. Blowing from the west, the wind picked up to 10-15 this day. Being used to the light air and dealing with a very favored line, the fleet was recalled twice before getting off to a good start. As the race began, the wind clocked more to the west leaving the boats starting high on the line needing just one tack to the weather mark. At the weather mark, it was Ruhlman, Arnold, Johnson and Drewes. After some real nice planing reaches, the fleet again spread out. This divided fleet, combined with a still favored weather leg, led to very little changing of positions for the rest of the race. At the finish, it was Ruhlman, Arnold, Johnson, Drewes and Blumel.

Race VI

This day found us repairing a broken deck from the day before and preparing for our long trip home. On the course, the wind was good again and the battle to hold positions found Gail Norstrom winning, followed by Alan Hunt, Ken White, Blumel and Johnson.

In spite of all the problems, the experience was well worth it.





Photos

by

Mary Huntsman

NORTH AMERICAN RUNNER-UP SPEAKS OUT ON MECHANICS

by Dave Curtis

I was asked to write about the importance of and the method I use for psyching myself up at big regattas. Since I do not place much importance on psyching, I decided to change the subject and write about something that I believe is much more important: boat and crew preparation.

Boat preparation is very straight forward and simple. If there is anything that needs to be done to your boat, do it. Sand and fair the hull. Keep the weight near 700 lbs. Modernize your hardware so that everything works easily, and the important controls can be made while hiking out (backstay, cunningham, vang, main and jib sheets).

Crew preparation is not as easy to perfect as boat preparation. If you have an open hand, you start by lining up the best crews you can find. When selecting crews, ability is not the only concern. Strength, weight, experience and compatibility are all major factors to consider.

Some skippers prefer to have one large crew and one smallish crew. This setup usually puts a lot of pressure on the large crew and gives him most of the responsibilities. I prefer to sail at 450 lbs. with two equal sized crews. Since I always sail with different crews, I have not yet had time to work out a perfect job description for each crew, but there are several important functions that each crew should perform.

Since a Lightning is extremely sensitive to angle of heel, the crew must be on their toes (literally and figuratively) all the time. You have to decide which crew will move off the rail first as the wind dies. If both crews are on the seats, set up a routine for sailing through puffs. I prefer to have the jibman be off the rail most of the time, if conditions warrant, and let the middle crew perform the balancing act. I have always been one to make the adjustments to backstay, vang and cunningham on all the boats I sail. My Lightning is set up the same way. This is particularly important to me for two reasons; with different crews it is difficult to quickly train someone in sail trimming, and also, since the crews usually hike harder than drivers, I don't like to interrupt their efforts with something I can do easily.

One of the things that really throws sailors for a loop is spinnaker work in heavy air. The people who usually run into trouble are the ones who are apprehensive about flying the chute. Before we start a race, we always make sure the spinnaker is ready to go up, all packed, both sheets and halyard hooked on.

We store the pole on the boom so it is easier to get it forward. Before we stored the pole on the boom, we kept it along side the centerboard trunk, aft of the thwart, for easy access.

While approaching the weather mark, always try to make your last 2-3 boatlengths on starboard tack (if it is a port rounding). This allows you to have the pole set as you round the mark. The next most important thing is to get the spinnaker up and the jib down—fast. On my boat I hoist, which lets the forward man drop the jib and the middle man pulls the guy aft and cleats it. Now the middle crew assumes control of the spinnaker while the forward crew raises the centerboard and balances the boat. Another job of the forward crew is to clean up everything in anticipation of the next mark or upcoming spinnaker drop, if everything is



Dave Curtis

Photo Credit Mary Huntsman

ready and your crew knows the procedure, now you can spend an extra 15-20 seconds when you're near the mark either trying to establish an overlap or break one at the last second.

The windward takedown is commonplace nowadays, but it still must be done properly. After the jib is set and you're ready to take down the chute, first remove the pole. After the pole is in the boat, you should still be flying the chute. The next step is to let the spinnaker sheet run free. The ratchet block should be turned to free spin first, if possible. As the forward crew pulls the spinnaker in to weather of the windward shroud, the spinnaker halyard should be cast off. As the spinnaker is pulled in, it should be stuffed between the seat and deck. Remember neatness does not count but speed does.

While going to weather, it is crucial to have the crews' eyes working all the time. One of them should be on the compass and always aware of the lifts and headers. This is especially important when you round the leeward mark and need to know when you are lifted or headed. The other crew, or sometimes both, should also look around to see what the wind is doing: flat spots, puffs, lifts, etc.

The last thing for the crew to do is to figure out the favored end of the finish line. Now that you have all my secrets, I'll see you at the finish line.

Odds are, the Carson Lightning you buy this year will still be winning races when the 1991 Yearbook is published!

The Carson Lightning is competitive when delivered, and will remain so indefinitely. It comes with a guarantee that it will not gain weight due to water absorption for at least ten years. In fact, we don't expect that it will ever gain weight.

How do we do it?

The boat is inherently fast, because we build the hull with the former Lippincott mold. This is essentially the same mold as the one that built the greatest of the Lippincott Lightnings during the early '70s. (Look around and you will see that most of these boats are still winning races.) The only real difference is in the interior. We have redesigned the seat tanks, the forward bulkhead, and eliminated the teak floor boards. Gone also is the lip around the edge of the cockpit that has tortured the back of so many hiking thighs. The cockpit is roomy, comfortable and efficient.

The boat will last because of our quality molding techniques.



- All glass is hand laid-up cloth and roving. No chopper gun is ever used.
- All foam is high strength, high density polyurethane (6 lbs/cu ft!). It is formed and cured in sheets before it is installed in the boat. No foam gun is ever used.
- The foam is evenly and surely bonded to the outer hull by vacuum bagging the entire mold as the bonding resin sets.

The result is the stiffest, hardest, most durable hull that can be built using fiberglass.

What more could you ask for in a boat? You could ask for good rigging.

The Carson Lightning comes with the best. It is personally rigged by Jim Carson and Paul Gelenitis who know that you do not want to rebuild the boat after the first heavy-air race. So the boat is put together to stay together.

In addition, all controls are led to the optimum location for convenience and efficiency while racing. It is a clean layout that benefits from more than 30 years experience in racing Lightnings.

The following items are standard equipment:

- 100% ball bearing blocks
- two Elvstrom bailers
- polished stainless steel centerboard
- mahogany and spruce rudder w/glass coating
- extra strong tiller w/extension
- four padded hiking straps
- Harken mainsheet swivel with hexiratchet block
- jib downhaul and variluff control
- boom w/mainsheet internally rigged
- adjustable topping lift
- compass
- spinnaker gear, pockets and hexiratchet blocks
- Barber hauls — opposite deck controlled
- 6 to 1 deck controlled boom vang
- 3 to 1 adjustable main outhaul
- 4 to 1 Cunningham — deck controlled
- 12 to 1 adjustable backstay — deck controlled
- color-coded control lines and sheets
- Astro (hard rubber) mast blocks
- lifting bridle

For those interested in a long lasting Lightning for day sailing only, we also offer the same, quality hull with less elaborate rigging.



Is there anybody in the class who doesn't know the name Jim Carson? For those who don't, Jim has been a winning Lightning skipper for the past 28 years who has twice taken the runner-up spot in the North Americans. He is a past President of the Class, a past Chief Measurer (three terms), and a life member. Jim is a graduate engineer, currently in charge of engineering at DuPont's Marshall Labs. Perhaps most

important, he is totally committed to the Lightning Class and to quality, durable boats.

Write or call for brochure and prices. Fast delivery guaranteed on all orders.

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