



This is the Cleveland Yacht Club, gateway to Lake Erie.

CLEVELAND TO HOST NORTH AMERICANS

By John Mueller

Cleveland Yachting Club, site of the 1967 North American Championship Regatta in late August, is located on an island near the mouth of Rocky River.

The only access to the island by road is on the west or Rocky River side as differentiated from the east or Lakewood side of the river. The accompanying photograph shows and defines the facilities of Cleveland Yachting Club and the Lake Avenue, Lake Road bridge which carries State Route 2 and U.S. Route 6.

Downtown Cleveland is eight miles from the Yacht Club, however, Westgate Shopping Center, Rocky River City, Boat Supply Stores and George Thomas sail loft are all within a few minutes driving distance.

The International Lightning Class Association is extremely fortunate in having Charles H. Judd as Regatta Chairman for the 1967 North American Championship Regatta. Charlie is a life member of the Lightning Association; he has competed in many North American Championships, and is known by many of our staunch members. Last year Charlie was Commodore of C.Y.C. and has given us many time-saving suggestions in organizing our various committees.

Race Committee Chairman is Al Hoffman who handles all the general racing and regattas held at C.Y.C. Al works closely with C.Y.C. Sail Race Committee Chairman who in 1967 will be Harry Wirls who was Lightning

Fleet Champion for more years than many of us care to admit.

Coordinators for the regatta are Fleet Captain Carl Larsen; Fleet Secretary and Finance Committee Chairman Dave Jeffries and John Mueller. All other Committee Chairmen have been appointed and have been busy with organization for several weeks.

The Yacht Club is located less than 100 yards from Lake Erie. The starting line will be established from one to two miles off shore on wind direction.

Tune up and qualifying races will be sailed on one course in three flights as in the past. The North American Championships will then be sailed on one course while the Presidents and Governor's cup series will be sailed on a second course. Both courses will be set by radar, controlled by Eddie Disch, who insists on marks being placed within 25 feet of the proper location as shown on his screen.

Winds are generally in the range of 8 to 12 knots, however, we do have drifters and occasionally a blow. With the regatta being held on Lake Erie, Coast Guard approved life jackets are mandatory and if deemed necessary the Race Committee will fly the life preserver signal and all contestants will be required to wear their jackets.

An effort is being made to get approval for dry sailing. If this can not be arranged it will be necessary for

most contestants to anchor one end of their boat while tying the other end to a post on shore. Equipment necessary, Regatta instructions and general information will be sent to all contestants prior to their departure for the North Americans.

The Program Committee expects to have folders with required information sent to all districts in time for district regattas so qualifiers can better plan their participation in the North American Championships. The name of the District Secretary and number of qualifiers will be obtained from Helen Limbaugh so if any last minute changes are contemplated this information should be sent to Helen in time to make corrections.

Many excellent motels are located within a five mile radius of the Yacht Club. A list of motels and descriptions will be sent to all contestants. Any pre-regatta information can be obtained by writing: The Lightning Fleet, Cleveland Yachting Club Inc., Rocky River, Ohio 44116.

Spectator boats will be available. Those interested can sign the spectator boat list at the registration desk.

The exact schedule of the regatta has not been determined because of the proximity of dates with the World's Championship Regatta in Toronto. The tentative plan calls for registration starting Friday, August 18, tune-up races Monday and Tuesday, Aug. 21 & 22, followed by the series races Wednesday, Aug. 23, through Saturday, Aug. 26.

Additional information will be printed in Flashes. Hope to see you all in Cleveland next August.

In Memorium

One of the most enthusiastic of pioneer Lightning skippers, past ILCA president John W. Orelup of Short Hills, N. J., died Nov. 23, 1966 after a short illness.

Active in Lightning racing from his "Javelin" in the early 1940's till he retired from "Javelin V" in 1964, Jack never lost his love for the sport or for the Lightning class.

He served the class well in many capacities: as president in 1947, as chief measurer in 1945 and 1946, as commodore of the Central Atlantic District for two years and most recently as race committee chairman for the 1965 North American Championships at Bay Head, N. J. He was also one of the organizers of Fleet 3 at Bay Head Yacht Club, and served that club as a trustee.

A competitive sailor, Jack was runner-up in the 1943 North Americans at his home club and was a contender in every Midwinter Championship at St. Petersburg from 1950 to 1963. After giving up racing, his son, John, who had crewed for him, took over and is continuing this fine family tradition.

Jack Orelup will be sadly missed by his many friends.

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4th WORLD CHAMPIONSHIP REGATTA

AUG. 14-19 IN TORONTO, CANADA

by J. R. G. Bleasby

ILCA Vice President for Canada and
General Regatta Chairman

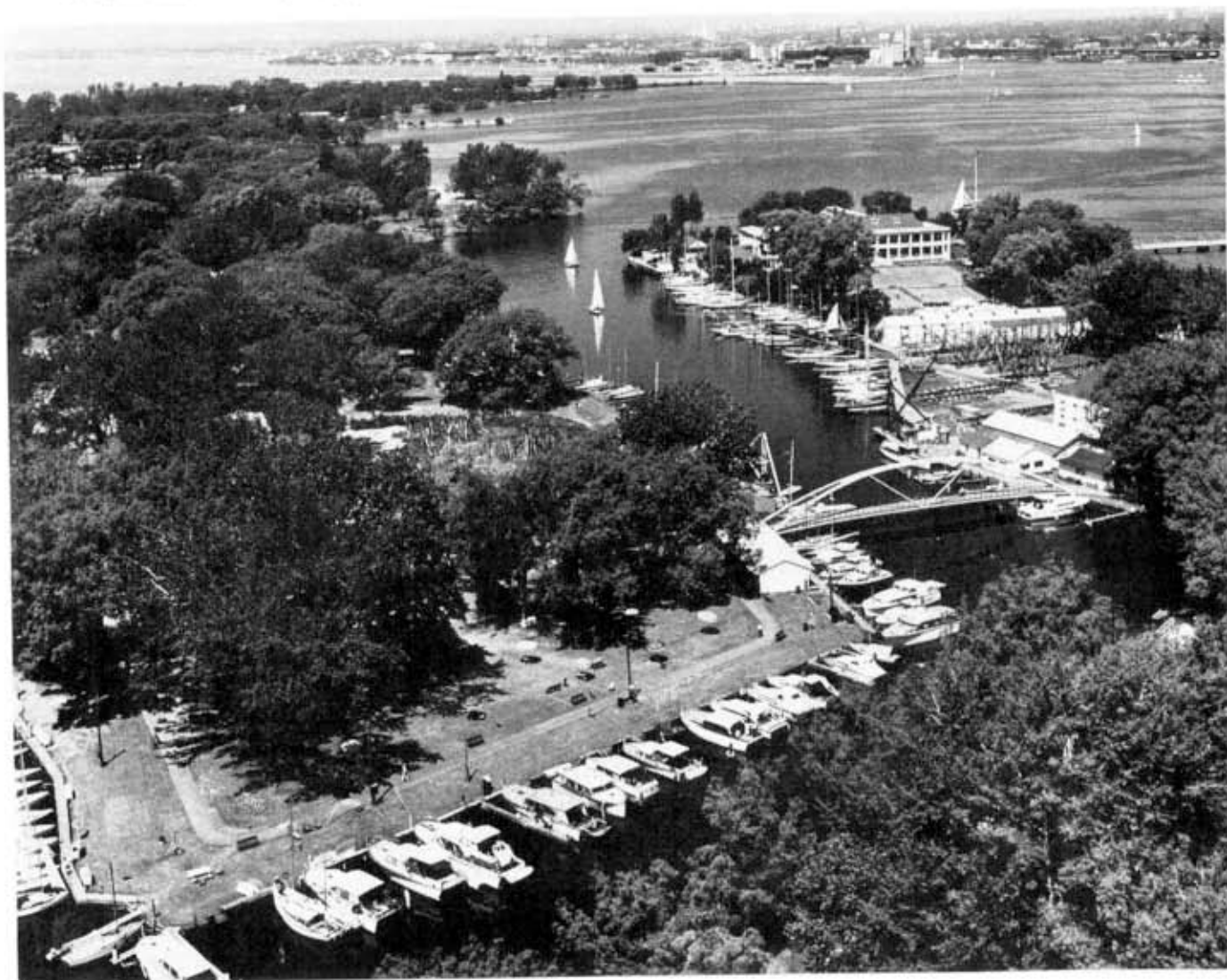
In 1967—Canada's Centennial Year—National and International sporting events, commencing with the World Snowshoeing Championship in January, reach a peak in July and August with the Pan-American Games and the Lightning and Dragon Class World Champion-

ships. In all, the various cities in the country will be hosts to eleven world championship regattas.

The ILCA World event will take place at Toronto, Ontario from August 14th to 19th inclusive on the waters of Lake Ontario. Toronto Bay Lightning Fleet #146, made up of owners and class members from all eight yacht clubs in the area, is organizing the championship, which will be based upon the extensive facilities of the Royal Canadian Yacht Club.

This club, established in 1852, fifteen years before

Aerial view of the beautiful Royal Canadian Yacht Club and moorings looking northwest across the bay to Toronto city.



Canada achieved national status, is located on two connected islands just three-quarters of a mile across Toronto Bay from the city's main downtown hotel and restaurant area. The Club operates its own private launch service from its dock on the cityside every half an hour.

The island location is a beautiful one, lined with trees, with extensive gardens, lawn bowling, grass and hard tennis courts, a swimming pool and a main club house incorporating dining facilities, ballroom, snack bar, lounges, etc. There are extensive sheltered moorings and dry sailing facilities which will be used prior to the Championship for boat measurement, weighing etc. For the period of the Regatta boats will be kept at moorings alongside the lawns and adjacent to the main club house.

The enclosed and protected waters of Toronto Bay are used for both pleasure sailing and frequent local races, but the World's Championship will be held on the open waters of Lake Ontario outside the islands and about forty minutes sailing from the club under normal conditions. The Royal Canadian Navy have undertaken to provide the vessels to mark the course but club tenders and other power boats will also be present in supporting roles.

The weather in August is warm with an average maximum daily temperature during the month of 79°F. During daylight hours in August the wind average is 8.3 m.p.h. Spells of heavier wind lasting up to two or three days are not unusual as changing weather systems are brought into the area by the predominantly Westerly winds. Wave conditions, too, may vary and often persist after wind has dropped.

Lake Ontario, where the racing will be held, is deep and, even during the hottest days of the summer, the

water temperature just a foot or two below the surface is cold. That, however, should not concern the calibre of competitor who will be participating. The water is fresh and clean. Weeds, jellyfish and other marine hazards (and excuses) are unknown. There are no tides and rarely any current of significance.

Plans for a good program of entertainment are well advanced but intentionally leave sufficient time for competitors and other visitors to sightsee or just plain relax. The World-famous Niagara Falls are less than two hours away by toll-free super highway.

Somewhat further in the other direction—but still only 6½ hours by motor expressway—will be the World's Fair at Montreal, which will undoubtedly attract many participants and their friends either before or after the regatta. Also immediately following our own event, but at the Royal Canadian Yacht Club, the International Dragon Class is holding the North American Championship and their own World Championship. It is understood that a few of our own visitors may stay on for these added attractions.

In any case, a good attendance at our Championship is already assured. North America will, of course, fill its full complement. Wide representation is certain from South America with some participating in the Pan American Games at Winnipeg, Manitoba, Canada in the two weeks immediately before the Toronto regatta. Early indications from Europe are encouraging and it is believed that our good friends in Hawaii have every intention of being present.

Toronto Bay Lightning Fleet looks forward to making you welcome in August either as participants or spectators.

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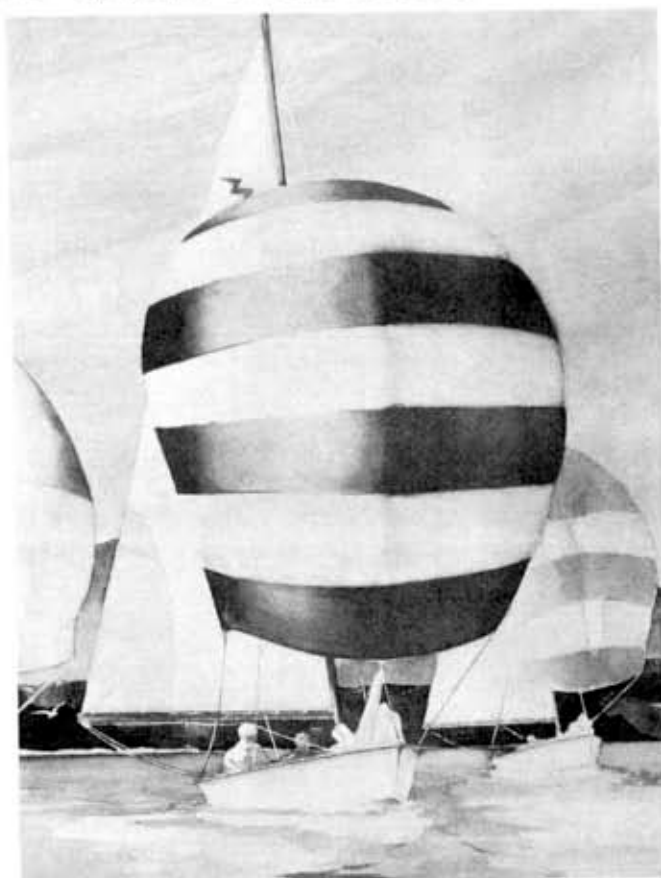
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TOM ALLEN AGAIN WINS THE CANADIAN OPEN LIGHTNING CHAMPIONSHIPS

By Al MacDonald

The Canadian Open Lightning Sailing Championships of 1966 provided consistent sailing along with many changes from the norm. The consistency was that of Tom Allen again winning the event as he has every time that he has entered; the change being that of a new Canadian champion along with a shake up of some of our veteran Canadian sailors.

The Canadian Open is the premier event in Canada as the top Canadian becomes the Canadian champion. Moreover, this year's series established the Canadian entries for the 1967 Worlds Championship which is being held in Toronto, Canada. The two top finishing Canadians will be our representatives. Thus, the 1966 Open presented a rewarding event to the sailors that could place well up overall.

With all this hardware at stake, the contestants travelled to Port Arthur, Ontario, which is at the head of the Great Lakes. This trip meant upwards of 1,000 miles for 45 per cent of the participating boats and in the case of one intrepid sailor, over 3,000 miles as he and his crew drove in from Vancouver, B.C. The event saw sailors from as far east as Montreal, Quebec—Ontario centres of Toronto, Hamilton, London, Owen Sound, Port Arthur and Fort William at the Lakehead and then west to the Prairies and Winnipeg—and Vancouver on the west coast.

The Canadian Yachting Association, the group that speaks for all sailors in Canada, gave financial support to five crews with the fortunate sailors earning this through area regattas. After the event was over, the C.Y.A. found enough in their coffers to give financial support to a further three crews—the lucky members being those who had finished well up in the Canadian Open and had not received financial support through the earlier grant. This added money was given five months after the event was over.

If a Lightning sailor had no other reason for being a member of the Canadian Yachting Association, then the foregoing would suffice.

The regatta was conducted by members of the Port Arthur Temple Reef Sailing Club. Previous to this event, though Lightning sailors were numerous in the Lakehead and Winnipeg areas, very few of their Lightnings were measured. Because of the Canadian Championships being held there, 25 of the Lakehead and Winnipeg Lightning sailors had their boats measured and received certificates in order to participate in this regatta. All who attended will agree that the work of the local committee was tops and will again welcome the chance some day in the future to participate in another regatta at Port Arthur.

The racing was held outside a breakwall approximately 1½ miles from the launching area. It proved to most that good organization can offset many accepted customs. The regatta was dry sailed and the boats were lifted in and out each day with two cranes. All 49 entries were handled with no problems.

Because of the long distance, many sailors made it their annual holiday and consequently arrived at various times well prior to the event. Our Vancouver entry showed up early in the week and immediately began practicing the same day. Tom Allen arranged to fly in and out and had his boat doubledecked to the regatta where it was sold to a Winnipeg sailor at the conclusion of the event.

The racing itself was interesting with the morning races being sailed in light winds that changed direction quite often. In the afternoon the wind would settle in out of the Gut and be very steady with no shifts to work on. The tendency in the morning races soon developed to favour the east side at all costs—even to go there when the other side of the course was favoured, because the wind always changed to the east.

The first race was started with the entire fleet favouring the east side, more by the starting line than by local knowledge as it was well favoured at the flag end. Herb Olsen of R.C.Y.C. was soon leading with Tom Allen in second place down the first leg. Halfway down, Tom took the lead with a newcomer hot on his tail. This was young Bob Pollock in the oldest boat at the regatta, number 3654. Bob was soon to prove a threat.

The wind would come in strong and then blow light and the fleet was soon mixing. Tom Allen moved out and the rest struggled on. At the end, Tom Allen was first followed by Dave Millyard and Bob Pollock dropped from third to sixth only ten boat lengths from the finish. This was due to a neat bit of manoeuvring by Don Allen (who finished third) when his tactics all down the last leg, which turned out to be a run, allowed Pete Sulman and Herb Olsen to close a gap of 300 yards. On one of Don Allen's manoeuvres, Pollock's spinnaker died and they could not get it going before the others slipped in ahead of him.

The second race that afternoon had the wind settle in and everybody was off to a good start. Pete Sulman was leading with Tom Allen second and George Wootten third but soon to be passed by. Ron Cochrane, one of the veterans who likes this air, moved up to third at the Jibe mark. Don Allen was in approximately eighth place. After the weather mark only the experts carried their chutes. At the end of the race, Tom had picked up Pete Sulman on the last leg in a tacking duel. This proved to be the best race of the series from a spectator point of view; namely that of Don Allen. Ron Cochrane was third with George Wootten fourth.

The third race was on a beautiful morning and had light winds. After the start, Tom Allen, Pete Sulman and Don Allen all covered each other and perhaps pulled the majority of the fleet to the northwest side with the weather end of the starting line favoured.

Bob Pollock and Kenny Inglis started at the leeward end and went east, or the opposite side of the course. The hotshots then ran into a disaster area for the wind came out of the east and they were all down the pipe.

Pollock rounded first followed by Keith Campbell and Kenny Inglis. Back around twentieth were the so called hotshots.

The first three boats had a really interesting duel with first one taking the lead and then the other. By the end of the race, Inglis was first, Keith Campbell of Winnipeg second and Pollock third. George Wootten was the only one who came from the hotshot fleet to a good finish as he took a fourth position. Was George lucky — apparently the story goes that at the weather mark on the second time round, when he was in twenty-fourth position, the tiller got caught in the pocket of his pants and he missed the jamup by having sailed in error off course. To his shock and great delight, he had sailed around the entire fleet into a wind line and soon was fourth. Tom Allen finished eleventh, Don Allen thirteenth and Pete Sulman eighteenth.

At the end of three races, Tom Allen was first overall, Pollock second, Wootten third, Don Allen fourth and Pete Sulman fifth.

The fourth race was again in heavy air and away went the heavy air specialists. Tom Allen and Pete Sulman had a good race almost on their own. Both Dave Millyard and Kenny Inglis were really moving. Russell Scrim, from Montreal, dumped in a most picturesque and spectacular style and along with many others did not finish.

Wootten again tried his tiller act only to find out to his horror that he was caught with his pants down and, sad to say, did hit one of the marks when he tried to force his way in between the mark and Bob Pollock. The finish saw Tom Allen first, Sulman second, Millyard third and Inglis fourth. Don Allen was clobbered by Ron Cochrane's better boat speed and Bob Pollock fell back into eighth place.

The standings now were most important and at the end of the fourth race a real series was shaping up for the Canadians. Tom Allen was leading with 14 points. Bob Pollock was second overall with 23 points, Pete Sulman had 26 with Don Allen and Dave Millyard tied at 27 and Ron Cochrane at 32. The Canadian Championship and the team for the Worlds looked tight and the fifth and last race would prove very tough.

This is it—Tom Allen looks good with his lead. Pete has one point on Don Allen and Millyard and Pollock in a comfortable second with a three-point lead over the other Canadians. He knows that there has to be a lot of infighting between the others for third overall and second in the Canadian Championships. The pressure is on, a good day and the sun is out with light winds but

steady. The guns go and at the start Don Allen takes it with weather berth and clear air. Bob Beal is there too with clear air. For what seems to be ages, the fleet stays even—who will take the first tack. There they go—Ron Barr goes over to port and soon Pollock follows. This is a break for now he splits with his competition and does not cover. Beal foots out on Don Allen and then Tom Allen tacks on to port. Don Allen is forced to cover Pete Sulman and lets the fleet split. Don is boss boat over Sulman and races for second overall to Pollock.

Soon it is evident that Pollock is not in as good a wind line as Don Allen who stays with Sulman. Whoever beats the other can place on the team for the rest are away back in the rut. Pollock looks bad and now it appears that Don Allen can win second overall and retain the Canadian Championship. At the first mark it is Bob Beal who has always proven to be a light weather master. Second is Don Allen, third Tom Allen and still in there is Pete Sulman. Don Allen fights hard with Bob Beal and soon Tom is in there too. At this point, Don Allen chose to go high and perhaps with indecision on his part did not sail a good course. Pete Sulman went straight for the mark as did Kenny Inglis and at the jibing mark it is now Beal, Sulman, Tom Allen, Kenny Inglis and Don Allen. On the next weather leg, the two Allens sail away from Beal and Inglis and soon Tom Allen is first boat followed by Pete Sulman second and Don Allen third. Pollock—where is Pollock? He is well back and the series is now between Sulman and Don Allen for the second and third overall positions. Pollock must finish no worse than third to win.

At the finish, first is to Pete Sulman, the new Canadian Champion; Tom Allen second and 1966 Canadian Open Champion, and Don Allen third and hopeful. Pollock finishes in eighth and Don Allen is third by one point but look out—Bob Beal announces that he had hit a mark and so disqualifies his boat. This creates a tie for third. However, Don Allen wins over Bob Pollock by horse racing so thus he backs into the Worlds. Pete Sulman will be there for his first time and Don Allen for his second try.

Notes of Reflection

George Wootten now sails with his pants turned inside out (no pockets for him).

Kenny Inglis could have been second overall had he not had to drop out of one race and we give him that position held at the time of dropout. How close can you come to being Canadian Champion?

Pete Sulman had the best boat speed of all the con-

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testants and with more experience might have beaten Tom Allen.

Russ Scrim has never gone as fast or sailed as well. It is too bad he had to dump but at least when he did it was spectacular.

The Vancouver entry was very surprised at the tremendous competition from the east.

After the third race, all sailors were looking over that very old boat wondering what made it go. The credit has to go to Bob Pollock and the intrepid jib and spin-

naker man, young Larry Scott. Al MacDonald was glad to be crewing with these two promising sailors.

The conclusion of many is that at last the Canadians are showing the results of attending regattas of top competition. New boats have improved many skippers' sailing by bringing out their true abilities.

Next year the Open is in Montreal on Lake St. Louis with the host club being the Royal St. Lawrence Yacht Club. With Expo 67 in full swing at the gay French City, it should be quite an event. Russ Scrim assures accommodation can be found for all—so we will see you there.

THE FINAL STANDINGS

Overall Position	Points	Skipper	1st Race Finishes	2nd Race Finishes	3rd Race Finishes	4th Race Finishes	5th Race Finishes
1	234	T. Allen	1	1	11	1	2
2	223	P. Sulman	4	2	18	2	1
3	220	D. Allen	3	5	13	6	3
4	220	R. Pollock	6	6	3	8	7
5	213	R. Cochrane	7	3	17	5	5
6	204	M. Bryant	10	12	4	14	6
7	202	D. Millyard	2	10	12	3	21
8	195	R. Jocelyn	9	8	21	9	8
9	189	H. Olsen	5	18	8	7	23
10	180	K. Inglis	11	DNF	1	4	4
11	178	V. Bailey	20	16	6	19	11
12	178	C. Campbell	15	19	2	22	14
13	173	G. Wootten	8	4	5	DNF	10
14	171	B. Cobanli	17	13	20	11	18
15	170	R. Richards	13	17	24	10	16
16	161	J. Lowe	14	15	16	13	31
17	160	R. Scrim	12	7	9	DNF	12
18	159	H. Hughes	22	14	10	15	30
19	132	G. Cloutier	32	22	22	16	26
20	128	W. Konantz	24	DSQ	19	20	9
21	125	R. Barr	16	11	26	DNF	22
22	115	D. Burnford	19	20	27	DSQ	19
23	114	V. Booth	23	21	32	21	39
24	114	G. Young	25	24	25	27	35
25	114	L. Walsh	30	40	7	32	27
26	107	R. Prettie	26	23	29	DNF	15
27	106	R. Ross	38	26	30	25	25
28	104	W. Harris	28	33	15	DNF	20
29	101	R. Beal	DSQ	9	23	17	DNF
30	101	G. Goodall	31	28	43	23	24
31	100	E. Osler	27	32	35	28	28
32	95	J. Lammens	DSQ	29	14	12	DNF
33	92	A. Hargan	18	35	42	DNS	13
34	87	G. Konantz	39	31	31	29	33
35	86	A. Rodgers	35	37	39	24	29
36	85	H. McDonald	37	27	36	33	32
37	85	C. Fleming	44	34	33	18	36
38	82	G. Styan	34	36	38	26	34
39	71	W. Guest	40	38	34	DNS	17
40	56	R. Mutrie	43	41	37	30	43
41	52	T. Luck	41	25	44	DNF	38
42	51	R. Robson	21	DSQ	28	DNS	DNS
43	47	H. Boyce	33	30	DNF	DNS	40
44	46	M. Stitt	29	44	40	DNS	41
45	39	E. Ayer	DNS	42	46	31	42
46	35	D. Arnett	36	43	41	DNF	45
47	29	D. Ladder	42	45	47	DNS	37
48	27	Q. Powell	45	39	45	DNF	44
49	8	D. Merriman	46	46	DNS	DNS	DNS

PAN-AMERICAN GAMES DRAW RECORD ENTRY

By Keith W. Campbell
Chairman, Sailing Committee



Just for the Pan American Games, the Canadians will build a yacht club at the base of the two long straight breakwaters at the town of Gimli.

The fifth renewal of the Pan-American Games, to be held in Winnipeg, Canada from July 23 to Aug. 7, 1967, has an indicated attendance of 3500 athletes—a record and evidence of the apparent enthusiasm for the Meet.

While final attendance figures will not be available till the entry deadlines in June, the indicated entry list for the Yachting event now totals almost double that of the last Games.

Lightnings are one of four classes chosen, the others being the Flying Dutchman, the Snipe and the Finn. Each participating nation is entitled to one entry in each class and countries already entered in the Lightning competition include Argentina, Barbados, Brazil, Canada, Mexico, Peru, Puerto Rico, Uruguay and the United States. Among other possible entrants is Jamaica.

The United States entry will be selected in trials at Lake Minnetonka, Minneapolis. Eligible to compete are all U.S. participants in last year's North American Championships, the President's and Governor's Cup winners and a few other selected crews.

At the outset, organizing for the Yachting Event had all the appearances of a real challenge. Most major yachting events have as their back-up a strong existing yacht club with many facilities. Besides, contestants can usually be counted on to bring their own boats. Not so here.

Lake Winnipeg was the obvious choice for the event. It lies 50 miles north of the city and its southern portion is an uninterrupted body of water some 55 miles long and 18 to 25 miles wide. With a uniform depth of 25 to 35 feet and low shore lines, there are no currents and mid-summer water temperature is approximately 70 degrees. But all existing yacht clubs and power boat squadrons are located at other lakes.

The first challenge, then, became the building of a new yacht club behind the existing man-made harbor of the small fishing village of Gimli. Then, rather than

cause South American yachtsmen the hardship of bringing their boats such great distances, it was decided to acquire all new boats for all contestants.

When the event convenes, some 53 new fiberglass boats will be assembled in the boatyard of the new Sandy Bar Yacht Club. Supplier of Lightnings for the Games will be the Allen Boat Co. All sailboats purchased for the Games are being sold now, for delivery after the games, on a first-come, first-served basis at attractive prices.

Accommodations for the 250 competitors and officials will be provided at a Canadian Air Force Base, a few miles from the Yacht Club. Bus and auto transportation will link these two areas and the city of Winnipeg, where the other events will take place.

Entries close June 23, but individual competitors do not have to be named until July 7. The draw for boats (which will not be rotated) will be July 19; sail measurement on July 21 and 22 and the seven races will commence at approximately 1 p.m. on each of the days from July 26 to Aug. 2, excepting Sunday, July 30.

The first Pan-American Games were held in 1951 in Buenos Aires, Argentina with 2513 athletes from 22 nations competing in 19 events. The second Games were held in 1955 in Mexico City and in 1959 the third Games were held in Chicago. The last, in 1963, were at Sao Paulo, Brazil.

There has been a steady increase in participation over the years and this time 31 nations of North, Central and South America are eligible to compete in 23 sporting events.

The basic responsibility of the Sailing Committee is successfully to organize and run the Yachting Event in a manner that will do credit to the community. The position of Chairman is, therefore, comparable to that of a Regatta Chairman. More than 50 people are presently involved in various phases of the Sailing Committee's work, and the numbers will increase well beyond that before the Event begins.

A LIGHTNING TOUR OF EUROPE

By BILL L. BUCKLES

Associate Editor

Last spring I was bragging to some of my sailor friends about a trip I was going to take to Europe in the summer.

"I'm going to buy a car, get some camping equipment, buy a loaf of bread, a bottle of wine, a chunk of cheese, and travel western Europe."

Some grumbled and said something about teachers being underpaid. Others were envious, but said, "Have a good time." While the mumbling continued, I let it slip out that I would be traveling with three unmarried women. The silent eternity that lasted the next three or four seconds preceded booming laughter from some of the men and giggles from the women.

The men who were not envious at first now were. Some sat in shock. Some wondered when the school system that I work for was going to start looking for a new teacher. Some said, "Get lots of wine."

While the chatter continued, our president-to-be sat calmly twirling the ice cube in his Manhattan.

Finally he said, "Well, you are going to take your sails aren't you?"

Now up to that time I hadn't given it too much thought. After all, I didn't know any of the Lightning sailors in Europe. I had read about some of the fleets in "Flashes" and the Yearbook, but this hardly gives one the confidence that he can walk into a yacht club and be welcomed just because he owns a Lightning.

Dr. Scott continued, "Mac and I met the friendliest people while at the World Championships in Naples. You should really try to visit some of them if it's at all possible."

Well, I didn't think that it was, so I let the matter drop.

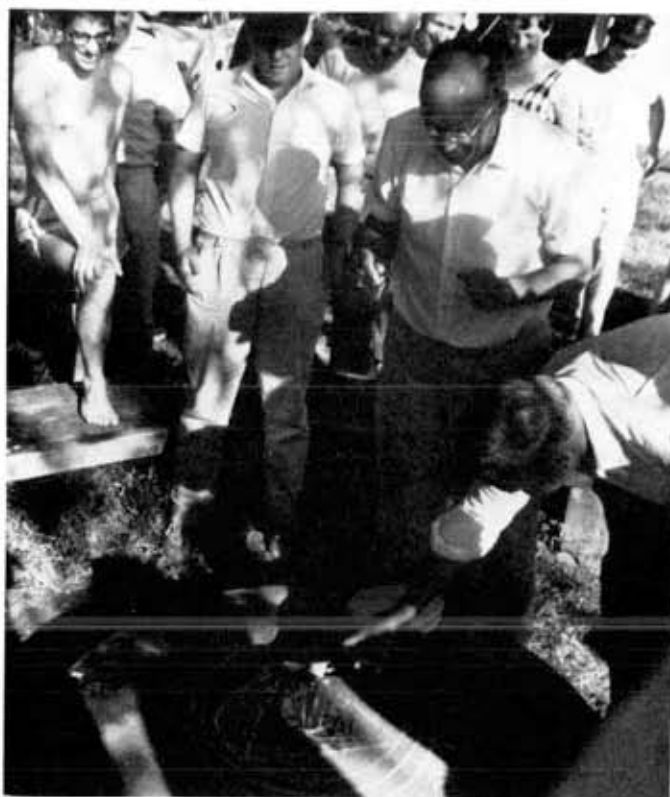
Several days later the gears started to grind as I thought about Doc's comments. I pulled out several Yearbooks and started reading District Reports from the areas where I would be traveling. Most were very interesting, and the Swiss report even asked for visitors to stop by and see them. Things were looking better all the time, and when I next saw Dr. Scott I was eager to ask questions. Yes, he could give me the names of some Lightning sailors in Europe. In fact, he had just received a letter from Claude Lambelet, one of our vice-presidents.

Claude was building a new plywood boat, and he was writing "Doc", the chief measurer at the time, quite regularly. So in one of the return letters "Scotty" mentioned to Claude that one of the sailors in the Mississippi Valley District was going to spend the summer in Europe.

That's how I was introduced to Claude Lambelet from Neuchatel, Switzerland.

By moving my departure date up a week, and then flying on to Geneva rather than stopping in London, I arrived in time for the Swiss District Championships at Murten. I'll not go into the race results as they have been covered in the "Flashes." I want to tell the readers about the wonderful, exciting, experience of meeting our European sailing friends.

First, let me explain that this was not my first trip to Europe. Three years earlier I had been a chaperon



The race committee chairman tries to get wind for the Swiss Championships by performing a magic wind-rite. He said that it didn't work because there wasn't a virgin in the crowd.



Wind finally comes to the Swiss District Championships. Mt. Pully, the home of excellent wine, is in the background.

who took thirty-seven high school students on a summer study-travel program. That was a typical guided tour. There was little free time, and little chance to meet the people. It was like seeing an eight week travel-log in the local theater. This second trip was to be much different. I traveled where I wanted to, when I wanted to, and stopped as long as I wanted to — as long as the girls didn't mind.

I arrived in Geneva, picked up my new car, and drove the eighty or so miles to Neuchatel where I first met Claude. He took me to his yacht club, introduced me to some of his sailor friends, and then we got his boat ready to go to the championships. I accepted Claude's gracious invitation to stay overnight in his home, and then early the next morning we left for the regatta.

At Murten I had my first chance to really meet the Swiss people. Several times they asked me if I didn't find them "cold" and difficult to get to know, I could honestly answer, "No." This self criticism on the part of the people was not justified. The Swiss were quite friendly, and they made me feel very much at home even though I could speak neither French nor German. We sat and talked while drinking the local wine. We shared experiences and told stories about what had happened to friends at regattas down through the years. After we had gone through several bottles of Vully I could almost understand the German, the French, or whatever language they lapsed into.

I was very interested in seeing the first plywood Lightning. Jack Bech had done a wonderful job in its construction, and the boat was outfitted as well as any in the United States. Apparently Jack got many ideas from the U. S. boats while sailing in the World Championships in Naples. Since he won all five races in the regatta, I guess I'll have to report that Jack had his boat going well. Only a few of the boats in Switzerland were rigged as well as Jack's. This is probably due to the fact that not too many of the Swiss sailors were able to go to Naples. They did not have the opportunity to see the top boats as did many of our southern European sailors.

The Swiss District Championships were very well run, and the race committee deserves commendations. The courses were excellent, and a rabbit start was successfully used in all five races. Over all, the series was hampered by light airs, but the race committee waited

until there was satisfactory breeze before they started the races. Only one race had to be called and then resailed.

There may have been even less wind if it hadn't been for the ceremony that the regatta chairman performed on afternoon. First he made a sign similar to that of a zodiac, then he tied a piece of string around four full wine glasses placed in the center of the magic circle, finally he covered the glasses with his hat, said some magic chant, and then the gun used for the races was fired.

The committee quickly drank the wine, and the wind was supposed to arrive. Nothing happened. After several attempts to get wind by this method, the committee would not have been able to run a race if the wind had finally come up. In spite of the ceremony, one day the races had to be postponed.

When asked why the wind hadn't arrived, the chairman said that to make the wind ritual complete you need a virgin and he just couldn't find one. (He didn't say what the role of the virgin was supposed to be.) When the wind finally came, I got to crew on "Take It Easy II." Even though we ended up in the middle of the fleet I was very happy to get the chance to sail.

Before I left Switzerland I made plans to come back later in the summer and crew for Claude in a regatta at Grandson. That regatta was very enjoyable. The tension that accompanies a national championship was gone, and everyone enjoyed himself. Hans Luthy was going too fast for the rest of us, and he was the winner.

It was very difficult to say good-bye to the sailors that I had come to know in Switzerland. I promised them that someday I would return — towing my boat behind me.

When I left Neuchatel, I didn't think that I would have the chance to see more Lightning races in Europe. Little did I realize that I would stumble onto the Italian Championships while visiting Italy.

When the girls and I arrived in Rome, I turned them loose in the city while I took the car and drove to Anzio. To many people Anzio is famous because it was the site of an Allied invasion during World War II, but to many of us it's famous because it has a Lightning Fleet. I didn't know where to go when I arrived, but I saw a Lightning sailing in the harbor and I followed it until it landed. There I found about twenty-five Lightnings at the neighboring yacht clubs.



Spinnaker inaction at Finland's District Championships



A truckload of Lightning arrives at the Italian District Championships. The regatta was held in Formia, Italy.

The boats in Italy seemed to be better equipped than many of those in Switzerland. This was only natural since many Italians were able to see the top boats at the World Championships while the Swiss were hamp-

ered by the distance. Many of the boats in Italy were new fiberglass models. They were well constructed, and they went quite fast. There was only one of these Italian fiberglass boats in Switzerland at the time I was there.



Vapalino led almost all the way in the first race of the Italian Championships. A sudden squall caught him by surprise.



"Show" is out to defend the title won at the Claude Lambelet, one of our vice-presidents. A fast sail back to the harbor followed the championships the year before.
for Europe, sails out to the race course.
breezy first race at the Italian Championships.

While in Anzio I saw a bulletin announcing "XVII Campionato Italiano Classe Lightning" at Formia on the 18-24 Luglio. I decided that the girls and I, along with my mother who had come to visit us for three weeks, were going to Formia, if I could find out where that was.

Well, Formia was just north of Naples, and the yacht club, Ciriolo Nautico Caposele, was at the site of an ancient Roman bath. It was quite exciting for a sailor-history teacher, to find everything all at once. The new club house, and the old Roman harbor made Formia an excellent choice for the national regatta.

The day before the races began I got to sail with G. Capalino in 9679. He had just purchased a new suit of sails which were made in the U.S., and he could not read the instructions as he didn't understand English. Well, I could read the English, but I couldn't speak Italian. We pointed, grunted, said "no" and "si" (the extent of my Italian), and finally went for a sail.

We took turns, adjusting the in-hauls, out-hauls, Barber-hauls, up-hauls, down-hauls, and any other hauls we could find. By the time we had agreed on the sail setting several boats had come out of the harbor, and we had a chance to "brush." We did quite well, and I was very impressed when I found that one of the boats was the defending national champion.

The day of the races arrived, and I watched from a thirty foot cruiser. 9679, the boat I had sailed on the day before, took an early lead and then lengthened it. I was quite disappointed as it capsized on the last leg of the race when a sudden squall swept across the race course.

Oh well, win some; lose some.

The winner of the first race was L. Merola in "Turbine III." He had won the Italian Championships seven times previously, and it looked as if he was out to make it number eight. G. Tulli led in the second race by a large margin, but there were several protests, and I could not find out what the results were before I was forced to leave Formia and head north.

The summer was coming to a close, and I had only thirty days before sailing westward from Rotterdam. The girls and I had places to go, and people to see, so we were forced to say good-bye to our Italian friends. We had been received warmly, graciously treated by the club secretary, and given several mementos of the regatta by our hosts. We hated to leave, but we had to go.

Summer is gone, and winter has arrived, but my memories of this past sailing season will always remain as some of my favorite. How happy I am that I took Dr. Scott's suggestion and visited some of our European Lightning sailors. I hope that I'll be able to see many old friends, and make new ones, at the coming World Championships in Toronto, Canada.

If you ever have the opportunity, stop and visit our Lightning fleets throughout the world. They will be happy to see you, and you'll be much richer for having had the experience. After your visit you'll know what the "I" in I.L.C.A. means.

(Editor's Note: For an idea of how truly international this Lightning Class of ours has become, just look at the activity represented on these pages about some of our other overseas fleets and districts.)