

Hank Cavethra wins first race in solitary splendor.

HAPPINESS IS SAILING IN THE 1966 NORTH AMERICANS

By Bruce "Snoopier" Goldsmith

In the delightful world of Peanuts, Linus says, "You know, I learned something today, Charlie Brown. Never jump into a pile of leaves with a wet sucker."

My name is Snoopier, Lightning #10100, and as I pulled into the Buffalo Canoe Club measuring stall, I felt exactly like that wet sucker. Things were sticking to me all over, only they weren't leaves. Instead there were measuring tapes for my spar, a large scale to tell my weight, magnets to determine what metal my centerboard was made of, and even a geiger-counter-type device to check my bottom for imbedded "impurities."

Along with well over 100 other entries, I made it through the "pile of leaves" and proceeded to the lovely sand beach in front of the Canoe Club. As usual, there was to be one major technological discovery in the design of boats or sails that causes raised eyebrows and an eventual ruling by the measurement committee. This year it was the light centerboard, heavy bedlog, low moment of inertia boat brought in by some of the better class "thinkers" that caused the furor. After much debate, the issue was solved, and these boats joined us on that lovely beach.

None of the boats were invited to the huge cocktail party at the Teaches, next door to the Club. However, not very many skippers, crews and friends missed it. The party was held the night before the qualifying races on a perfect summer evening. Everyone was having such a good time that the stories could be heard by us boats clear out on that long Canoe Club dock.



*Ready for the "wet leaves."
First hurdle over.*





The Teach and Swanson parties were great fun.

Jack Swanson told the one about his super light-air spinnaker. Gosh, it looked powerful. It should have, because when measured, it was found to match a 40 foot cruising boat specification. Really though, it was only three feet over on the foot dimension.

We could also hear Jay Doty and Ronnie Blair joshing each other as usual. As Jay was telling it, Ronnie wanted to brush race but Jay didn't. When Ronnie insisted, Jay cranked everything in ready to go to windward. What Ronnie didn't see was that Jay had pulled his centerboard half-way up. Needless to say, Ronnie out-pointed Jay a bit. Jay then ran up forward in his boat and pretended to completely change all his rigging. He then settled back at the tiller for another go at it. Again the centerboard was part way up (or was it?), and the brush race had the same results.

On into the night you could hear the highly spirited and in-good-fun claims of who was faster and who had fooled whom.

Around 9 p.m., with sail measuring closing at 10 p.m., my skipper, of all people, came stomping out that long dock to measure in his heavy-air spinnaker. I heard him mumble that it should be no sweat since it was cut close to minimum size. Well, either it stretched like a rubber band or he blew it at the sail loft because the leaches were over by one inch. Due to the very damp air, skipper wheeled into Crystal Beach, found a dryer and heated the spinnaker for a few minutes. Experience told him that this would shrink it four to six inches easily. A quick check, just to make sure, proved him wrong. It was now over by two inches.

Out came the needle and thread and a two-inch tuck was taken in each leach. Re-measurement showed it had grown another $1\frac{1}{2}$ ". Finally, skipper, feeling a little stupid, and checking the windows for goblins in the moonlight, took a three-inch tuck in each leach. The sail finally made it by $\frac{1}{8}$ ". By this time there were so many tucks and knots in the leaches that we never used the sail—and all this to a sail that was supposed to be minimum size.

Even though most skippers thought that they had been put in the toughest flight for the qualifying races, Tom Fallon gave a "detailed, highly technical, and extremely complicated dissertation on the seeding for these qualifying flights—to everyone's satisfaction!"

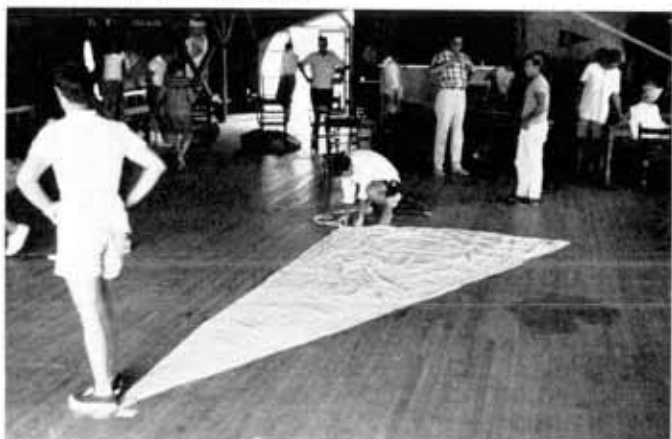
Bob Seidelmann gave notice that nothing had happened to his touch since winning the Midwinters, by winning the three-race qualifying series. Defending North American Champ, Tom Allen, did not have to qualify and joined the 29 survivors to round out a star-studded field of 30 fine sailors for the five races to determine this year's champion.

FIRST RACE

After days of good winds for the pre-regatta tuning up, practice races, and qualifying races, Wednesday dawned foggy and flat. Finally, at noon the wind settled in from the southwest at 5 m.p.h. or less.

The port end of the line is favored and the boats there do well if they can tack to port. Anderson, Bergantz, and Swanson do so immediately and do well on the right side of the course. Allen, Goldsmith, and Seidelmann

Meanwhile, back at the dockhouse, sail measuring was in progress.



For some time it has been a matter of interest, and some importance, to turn a spotlight inward on ourselves to discover who and what it is that makes the ILCA such a great and vital organization. To this end, we are asking that all members fill out the questionnaire below as ac-

curately and as seriously as possible. It is not necessary to sign it even though all replies will be confidential and anonymous. Please fill it out right away and mail it to International Lightning Class Association, 808 High Street, Worthington, Ohio 43085.

ABOUT YOU

Age _____
☐ Male ☐ Single
☐ Female ☐ Married
☐ Student now _____ Children
☐ High School Graduate _____ ages
☐ College
Degree (s) _____

Into which of these groups does the continued annual income of all family members living in your household fall?

☐ Under \$5,000 ☐ \$20,000 - \$25,000
☐ \$5,000 - \$7,500 ☐ \$25,000 - \$35,000
☐ \$7,500 - \$10,000 ☐ \$35,000 - \$50,000
☐ \$10,000 - \$15,000 ☐ \$50,000 - \$100,000
☐ \$15,000 - \$20,000 ☐ Above \$100,000

Occupation _____ Title _____
To what professional Societies do you belong? _____

YOUR SAILING HISTORY

How long have you been sailing _____

☐ Less than 2 years? ☐ 11 - 18 years
☐ 2 - 5 years? ☐ 19 - 25 years
☐ 6 - 10 years? ☐ Over 25 years

Number of Lightnings you have owned _____

What part of the country do you live in _____

Sail on ☐ Ocean ☐ River ☐ Lake ☐

Please indicate, approximately, the percentage of your sailing time devoted to _____ racing
(and related activities such as tuning and practicing) _____%, Cruising _____%,
Day sailing _____%.

Please list the types or classes of boats you sail now or have sailed with some regularity in the past.

Regularly attend Regattas ☐ Yes ☐ No How many each year ☐ 2 ☐ 4 ☐ over 7

How many miles from home is the average regatta trip ☐ 100 miles ☐ 175 miles ☐ 250 miles

Make, model and year of "Regatta Car" _____, _____, _____

When attending a regatta, do you prefer to ☐ Camp ☐ Stay at Motel ☐ Stay at Hotel

Your expenses to average Regatta ☐ \$50.00 ☐ \$75.00 ☐ \$100.00 ☐ \$150.00

What do you enjoy most in "Flashes" _____

What type of articles would you like to see in the Lightning Class Year Book and the monthly publication of Flashes?

Do you plan to purchase a new boat?

- ☐ This year?
- ☐ in 1 - 2 years?
- ☐ in 3 - 4 years?
- ☐ in 5 - 9 years?
- ☐ in 10, or more years?

Will the next boat you buy be

- ☐ One of the same class as now owned?
- ☐ A different one-design class boat than now owned?

If, yes to above question, please state reasons why.

What kind of construction will you prefer for your next boat?

- ☐ Wood
- ☐ Plywood
- ☐ Fiberglass
- ☐ Will you build your own boat, completely or in part.

_____ (other)

PURCHASE OF EQUIPMENT

What year did you last buy one or more sails? _____

When will you buy your next sail(s)? _____

Do you now own or anticipate buying

- ☐ A Lightning Class sailboat
- ☐ A powerboat
- ☐ $\frac{3}{4}$ oz. spinnaker
- ☐ stainless steel centerboard
- ☐ aluminum spinnaker pole
- ☐ aluminum centerboard

What factor influenced you to buy from the Sailmaker of your choice.

- ☐ Advertising in Flashes
- ☐ Advertising in other Magazines
- ☐ Personal contact with sailmaker
- ☐ Other

What other major equipment purchases have you made within the last year?

How much money do you spend on your boat or boats in one year? \$ _____

Do you have boat insurance ☐ Yes ☐ No Insurance premium for 1 year \$ _____

Do you own a trailer? _____ is your boat normally dry sailed? _____ Do you ever trail your boat to regattas? _____

Does a boatyard do ☐ none, ☐ some, ☐ all of your boat's maintenance work.

Please indicate an order of preference (1, 2, 3, etc.) for any of these magazines which you read regularly:

- | | |
|--|---|
| _____ Motor Boating | _____ One-Design & Offshore Yachtsman |
| _____ Boating (formerly Popular Boating) | _____ Yachting |
| _____ Rudder | _____ Flashes |
| _____ Skipper | _____ Other Yachting magazines of your Country. |
| _____ Seas & Pacific | |

Many Thanks for Answering!

What other hobbies do you enjoy. _____

What Social clubs or societies do you belong? _____

Do you prefer drinking —

Bourbon ☐ Scotch ☐ Gin ☐ Rum ☐ Coca-Cola ☐ Seven-up ☐ Other ☐

Does your Yacht Club sponsor a Junior Sailing Program ☐ Yes ☐ No ☐

Do your children participate in a Junior Sailing Program ☐ Yes ☐ No ☐

What boat do they sail? _____ Fee charged for sailing program \$ _____

get forced out on starboard; but Allen gets over to sooner and stays among the leaders. Hank Cawthra shows everyone his two-time championship form of 1953-1958 by sailing fast and smart on shifts to the right middle to round the windward mark first.

From here on the wind gets lighter but never completely. Anderson makes a move to second on second beat with a long port toward shore. Jim C moves from 10th at the first mark to third. Noboc close to Cawthra as he wins by four minutes.

- | | |
|--------------------|---------------------|
| 1. Hank Cawthra | 6. George Fisher |
| 2. Stuart Anderson | 7. Marcy Lippincott |
| 3. Jim Crane | 8. Jack Swanson |
| 4. Leonard Pratt | 9. Tom Allen |
| 5. Bill Bergantz | 10. Bruce Goldsmith |

SECOND RACE

On Thursday, we still have wind problems in the morning. However, at about 12:30 p.m. the race gets off to a clean start in an increasing 8-10 m.p.h. southwesterly. It looks like the right side will be best and nearly everyone tacks to port to get there. Anderson hangs on to starboard a little longer to get clear. About half-way up the leg the wind freshens on the left side making that side look better; however, just in time for those of us on the right side, the shift to the right came through as most of the fleet anticipated. This evened things up, and the whole fleet seemed to round the weather mark within about 45 seconds.

John Teigland, 1951 champion, showed the way, with Raffee, Seidelmann, Anderson, and Goldsmith pushing hard.

On the reaches Anderson and Goldsmith moved to second and third. On the beat Teigland held his lead with Allen joining the above group fighting for second. Late in the weather leg Goldsmith caught the same little shift to the right, moved to second, and closed on Teigland. At the leeward mark the two were nearly overlapped, but Teigland covered nicely on the last beat to pick up the gun.

- | | |
|--------------------|----------------------|
| 1. John Teigland | 6. Stephen Moore |
| 2. Bruce Goldsmith | 7. Harry Sindle |
| 3. Bob Seidelmann | 8. Louis Pocharski |
| 4. Stuart Anderson | 9. Alan Raffee |
| 5. Tom Allen | 10. Marcy Lippincott |

After two races the counting of points, using all one's fingers and toes, begins to take place. The third race was going to start immediately, but there is always time to build the tension a bit by adding your competitors' scores against your own. Low point scores of the leaders after two races are: Anderson, Goldsmith 12, Teigland 13, Allen 14.

THIRD RACE

The third race began at 3:10 with the wind now 12-15 m.p.h. out of the southwest. The starting line looks even, the in-shore shift doesn't look like it's there, and there's just enough chop to make steering a bit tricky. Allen has obviously added up the points and figures if he is to repeat as champ, he must beat Stu Anderson.

It is a good start with Chuck Maltbie leading the pack on starboard tack. Allen and Anderson go up the middle with Seidelmann and Harry Sindle leading those who tacked to port right after the start. At the first weather

Pres. Jack

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Allen.

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one of those exhilarating reaches. Anderson and Goldsmith had now surfed their way into fifth and sixth, the leaders in the regatta all started the battle up the weather leg. At the gun it was:

. Sindle	6. Fisher
. Seidelmann	7. Goldsmith
. Allen	8. Thober
. Teigland	9. Lineburgh
. Anderson	10. Cawthra

Now the figuring was really beginning to mean something. With one race to go, the low point leaders were: Anderson 19, Allen 24, Seidelmann 25, Goldsmith 28, and 29.

As usual, we all began to work on Stu by discussing the possibility of having next year's North Americans at the Niagara Sailing Club. None of us would ever give up until the last gun in one of these events because anything can happen. But deep down I think we all felt that if the good air continued, it would be hard to pick up that many points on Anderson.

It was no fluke that he was leading the regatta. He had won everything in the Buffalo area this year including the 80-boat Carling Regatta in Cleveland and the Lake Erie Districts. It was the first time in some 11 or 12 years that anyone had whipped Allen in that district regatta. Well, you guessed it—or we wouldn't have the big build-up. Here's how it happened in the fifth and final race.

FIFTH RACE

The weather left a lot to be desired: it was cold, rainy, foggy, and there was hardly enough wind to make the bailers work on the way to the starting line. After sailing all week in southwest wind, we now had a northeaster. The windswitch along with the fog made it hard to get one's bearings even with a good compass aboard.

At the start, the port end is favored. Gross is there and takes off on starboard, Seidelmann takes a long port, Anderson covers Allen on the left side. At the weather mark it is: Gross, Mullin, Seidelmann, Raffee, Teigland, Anderson, and Allen.

The first spinnaker reach is close and quite short. Many boats, partly due to the poor visibility, get caught low of the rumb line. At the jibe mark Gross leads; but Seidelmann is second, Anderson eighth, Allen tenth. As you can see, things are very close at this point.

The third leg is a very long, broad reach with the fog settled in so that the fleet begins to wander around looking for the mark. This is the time when pilots know that you've just got to believe those instruments. Many of us, I'm sure, defied our compasses. A fog-horn on shore seemed to be coming from behind us, and I, for one, was sure it was the other side of us at the start.

Anderson stays low, but as boats go higher they get more wind. He sees Allen going high and must figure that Tom knows where the mark is. Anderson punches up to windward with Allen—but no mark. Seidelmann coolly remains in second but with the pack of boats on both sides. He doesn't want to risk losing too many if the mark is found to one side or the other. Sindle comes from way back to sail straight for the mark into third place—a good example of proper compass use. At the mark it was Gross, Seidelmann, Sindle, and Mullin; with Allen eighth and Anderson now 27th.

On the second weather leg Anderson, still fighting,

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took a long starboard but to no avail. Sindle sailed into first followed by Seidelmann, Mullin, Peterson, and Lipincott after the second triangle. Allen was 10th, Goldsmith 17th, Bergantz and Anderson about 25th.

With one weather leg to go the wind is very light, and it's anybody's guess as to where to go. Bergantz takes a long starboard and Anderson a long port. As Bergantz gets to the lay line, the wind shifts about 45° to the North and increases to 15 m.p.h. Bergantz planes into second with his spinnaker flying. Anderson is caught on the wrong side of the shift and has to settle for a disappointing 28th, dropping him to eighth in the series. Howard Mullin gets the gun. Bob Seidelmann crossing third, never out of the first three or four boats in this very tricky race, has just won his second North American Championship.

Bob fought back from an opening race 19th and out-sailed the rest of those who were in contention in that last race. Congratulations to Bob Seidelmann and crew, Bud Nelson and Al McCart.

Tom Allen with his wife, Anne, and Larry Bone as crew, sailed his usually fine series. Second place won't lose him his permanent spot in sailing's Hall of Fame.

Bruce Goldsmith with wife, Pam, and Bob Smither as crew was back in the pack too many times early in the race to have a real good run at the championship. Goldsmith was able to sail into the top ten consistently to take third spot.

Harry Sindle, another comeback artist, was fourth. Harry was never worse than 7th after a disastrous first race 27th.

Jim Crane, 19 years old, was fifth, and he really shows promise. Three of his five races were 3, 3, 5, and we are going to hear a lot from Jim in the future.

As we lined up to take the boats out of the water, the congratulations were passed around to all of the above and many more. It is at this time that one can really feel the good sportsmanship and humor of the Lightning sailors. I was talking to Mary Kay Mullin who finally and proudly said, "I thought you'd never ask how we did in the last race."

George Fisher joined the conversation, relating an incident that happened at the fogged-in leeward mark of the last race. Boats were approaching from all angles; and there were many buoy room requests, but one in particular was denied. As the two boats converged on the mark, the final verbal sound was a very official, laughing cry of "You've got to be kidding!" Through all of this everyone rounded in good spirits.

On our boat, we had one worth mentioning. As we were lowering the spinnaker at a leeward mark, I was standing up with head a bit forward. Pam brought the pole off the mast smartly, pulled it back, and heaved it up under the deck, hooking my glasses by the nose bridge into the efficient fitting on the end of the pole. (The following sentence is contributed by the author's wife.) Having learned by experience to be very literal and patient with said crew, I waited for all to settle down and then—though both steaming and laughing inside—said blindly but calmly, "Pam, when you get a minute, my glasses are hooked on the end of the spinnaker pole up under the deck, would you please get them

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1967
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1. LANSING SAIL CLUB—FLEET #387	MAY 6-7
2. SOUTH HAVEN YACHT CLUB—FLEET #30	JUNE 10-11
3. CRESCENT SAIL YACHT CLUB—FLEET #51	JUNE 17-18
4. SAGINAW BAY LIGHTNING FLEET #216	JUNE 24-25
5. TAWAS YACHT CLUB—FLEET #152	JULY 8-9
6. GRAND TRAVERSE YACHT CLUB—FLEET #326	JULY 15-16
7. MICHIGAN DISTRICT CHAMPIONSHIP	
8. GULL LAKE YACHT CLUB—FLEET #137	JULY 29-30
9. LELAND YACHT CLUB—FLEET #182	AUGUST 5-6
10. HIGGINS LAKE YACHT CLUB—FLEET #110	AUGUST 12-13
11. PONTIAC YACHT CLUB—FLEET #54	SEPTEMBER 9-10
12. DEVIL'S LAKE YACHT CLUB—FLEET #31	SEPTEMBER 16-17

Remember that you must participate in three Invitational Regattas, excluding the Districts, to be eligible for the Michigan District Traveling Trophy.

Temporarily Possessed By Commodore Bill McKinley

for me?"

Last of all, to show the tremendous respect a past champion commands, we have this one. Brenda Allen, Tom and Anne's daughter rushed down the beach asking, "Did Mommy win?"

The stories could go on and on, but already we are looking forward to the next installment of top-flight Lightning racing.

The Buffalo Canoe Club and Commodore Ali Hanson

were superb hosts. We all appreciate people like Tim Magee, Regatta Chairman; Tom Fallon, Vice Chairman; and William O'Hearn, past chairman; and all the people who worked on the various committees.

A special thanks to Al Bernel, Race Committee Chairman, and those who spent countless hours measuring boats and sails. These people made the North American Championship of 1966 a lot of fun and a well-run competitive sport for North America's best Lightning sailors.

NORTH AMERICAN CHAMPIONSHIP FINAL RESULTS

Final Pos.	Boat No.	Skipper	1st Race	2nd Race	3rd Race	4th Race	5th Race	Total Pts.
1	9250	Bob Seidelman	19	3	1	2	3	127
2	10111	Thomas Allen	9	5	7	3	14	117
3	10100	Bruce Goldsmith	10	2	9	7	13	114
4	9844	Harry Sindle	27	7	2	1	6	112
5	9390	James Crane	3	17	3	15	5	112
6	8510	Bill Bergantz	5	14	10	14	2	110
7	9424	John Teigland	12	1	12	4	18	108
8	8503	Stuart Anderson	2	4	8	5	28	108
9	9704	Marcy Lippincott	7	10	13	12	9	104
10	6066	Hank Cawthra	1	18	16	10	8	102
11	9431	Howard Mullin	13	12	14	24	1	91
12	9711	David Peterson	14	19	5	18	10	89
13	9399	Louis Pocharski	29	8	6	11	16	85
14	9445	George Fisher	6	25	22	6	15	81
15	9515	John Ranft	15	16	18	22	11	73
16	9449	Gene Thober	24	13	17	8	21	72
17	5841	Stephen Moore	26	6	4	23	DNF	65
18	8830	Arnold Schwartz	25	15	11	13	27	64
19	9859	Carl Eichenlaub	11	20	27	21	12	64
20	8308	Leonard Pratt	4	26	24	20	19	62
21	9668	Alan Raffee	18	9	25	26	17	60
22	10002	John Swanson	8	28	23	16	22	58
23	9375	John Mueller	21	29	26	19	4	56
24	8170	Elliott Oldak	16	21	19	17	29	53
25	9497	Wally Lineburgh	30	27	15	9	26	48
26	8744	Leo Wasserberger	17	22	21	25	24	46
27	9172	Robert Gross	23	24	29	29	7	43
28	8330	Charles Maltbie	20	11	DSQ	DNF	20	42
29	9420	Jon Ruhlman	22	23	20	27	23	40
30	9286	Bernard Malcolm	28	30	28	28	25	16

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OBSERVATIONS ON THE 1966 PRESIDENT'S CUP SERIES

By Bob Acker
Crew, Shelby (10099)

Since the President's Cup was made a consolation series starting at Tawas in 1961, I don't believe anyone made it an objective to win. However, we sailed in that '61 President's because we couldn't handle heavy weather in the qualifiers.

And in '66 we were the President's again due to a poor first qualifier capped by a disqualification. Even so we felt our finishes in the last two qualifiers indicated we could compete with the championship fleet and we were determined to do our best.

First Race

Light air. Line favors leeward end as is normal at the NA's. The championship fleet has a big jam up at the leeward pin and our fleet plays it safe and lays back. Ron Blair appears to have the best start about four boats ahead of us until Camet takes advantage of the hole at the pin with a perfectly timed port tack start that puts him on top.

We work up to about third on the weather leg and come into the mark on starboard. A lift on the port tack puts us back about seventh and Blair rounds first with Camet second.

On the spinnaker runs we close up and on the second weather leg we go off to port. We're sailing by the compass but shifts in direction are negligible while puffs of increased velocity cause constant shifts of position. Camet passes Blair but we're still farther to port and pass Camet and round the mark first.

On the spinnaker runs, Camet stays right behind and moves up very close at the end of the second off-wind

leg as the following breeze freshens. On the last weather leg we cover Camet as we move into the tail end of the championship fleet. The fleet really spreads out and Bob Adams winds up third.

Second Race

Nice fresh breeze. Leeward end start again. We're in with the leaders but nothing special. The first leg is the usual struggle to get clear air and we round the mark about eighth with Paul Auer first. On the spinnaker runs we pass a few boats, which we seem to do consistently in this series, even though I'm mishandling the spinnaker pole and slowing down the jibe.

On the second weather leg we get around a couple of more boats and round the weather mark second although Auer, still first, has an impressive looking lead.

The first spinnaker reach is practically one sustained plane and we get our nose inside at the mark and move ahead of Auer. The jibe was better but I'm still slow with the pole. We get back on the plane and work out a nice lead.

On the last leg Auer gives us a real lesson, pointing higher and moving as fast he goes by us to weather in spite of all attempts to cover for a well deserved win. I recalled that Bob Adams was third but the "Flashes" article says George Nickels.

The next race is back to back and we don't really know what the standings are. We're trying to get a little more bend in the mast to flatten the sail and maybe match Auer's pointing to weather.

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Third Race

Still a nice fresh breeze. Our luck runs out and we get buried at the start, but still get to about eighth at the weather mark. The spinnaker runs are a continual dog fight with Macken and McKinley changing places with us. We're still losing ground on jibes.

The second round is much like the first and we work our way to fourth during the spinnaker runs. Carey Long is battling Crane for first, closing in with the spinnaker and dropping back to weather. Joe Stueland is a snug third.

On the last weather leg we go with Stueland and seem to pick up some ground but it's not enough and when we fail to cover Macken and McKinley they nip us at the line, dropping us to sixth, although a subsequent disqualification moves us to fifth. After three races we have a 14 point lead over Auer in second.

Fourth Race

The heavy weather race of the series. The waves seemed bigger and the wind stronger to us than on the last day of the '63 series although not everyone agreed to this.

We get just a fair start and play catch up all the way. The reaches are madhouses. Everyone is planing and the only tactic that seems to work is to go to weather. We pass boats and then lose them again several times. Bob Adams and Karl Smither seem to be most consistently in our hair. Eggers with an old boat and a crew estimated by some prejudiced observers to scale 800 lbs. is way ahead. Carey Long (with a couple of heavyweights of his own), Sulman and Crane are 2nd, 3rd and 4th. I'm not sure of the exact order.

Bob Adams passes us again on the last reach and while we briefly move ahead early in the weather leg we can't hold him. Karl Smither comes in on an opposite tack and just gets us at the finish line so we wind up seventh.

After four races we have an 11 point lead over Carey Long in second place.

Fifth Race

It's raining at the start and for skippers with glasses it's visibility zero. For this or some other reason we get our worst start of the series and spend the whole first weather leg ducking under sterns looking for clear air. We round the weather mark next to last with our nice 11-point lead shot to pieces as Carey Long is up about fifth and to cap the climax we put the spinnaker up in a twist.

We finally get squared away and start to sail, passing a few boats on the reaches. On the second weather leg we want to go off to the left on starboard tack but Don Delorme has the same idea two boat lengths to weather and we can't break clear. We finally tack under his stern and go out again with clear air. Delorme comes off his long starboard and crosses us by over 100 yards. He gains about 15 boats by this maneuver and while we get about 10 we're still 15 or so behind Carey Long.

The next spinnaker run we don't do much until the pin. I've finally gotten the pole handling straightened out and we go inside two boats on the jibe. We go to leeward the first part of the leg and pick up some ground. About 200 yards from the mark we come up to go for an inside overlap. We manage to squeeze between Camet to leeward of us and Sulman who's to weather and as close as we can tell there are now 11 or 12 boats between

us and Carey Long and we're within 2 points of the series lead.

At the mark we stick our bow inside of two boats that go wide and figure we have the count down to 10 and the series lead back by a tenuous margin.

We go off on starboard tack passing to port of the spinnaker boats now practically on a dead run. As we clear the stern of the fleet the wind freshens, shifts drastically and we tack to port to find ourselves laying the mark on a close reach with the whole fleet under us.

The wind keeps freeing us and half-way down the leg we hoist the spinnaker again and for a few fleeting mo-

ments are in first. The wind soon heads us again and while the chute isn't really effective now we keep it up across the line in appreciation of all it had done for us.

The finish is like a Midwest District regatta with Kotovic first, Ashton second, Blair third, McKinley, the only intruder fourth (Flashes said third) and us fifth.

We'll never know what would have happened without the wind shift that made it easy but we thought we'd worked up to where we had at least an even chance of salvaging the series as we started the last leg. Long finished the series second and Auer third.

PRESIDENT'S CUP FINAL RESULTS

Final Pos.	Boat No.	Skipper	1st Race	2nd Race	3rd Race	4th Race	5th Race	Total Pts.
1	10099	Jay Doty	1	2	5	7	5	170
2	8714	Carey Long	7	13	2	4	9	155
3	8958	Bob Adams	3	4	20	5	12	146
4	9580	Paul Auer	5	1	14	20	14	136
5	8999	Dave Ashton	32	7	6	9	2	134
6	9984	Jim Carson	23	9	15	13	7	123
7	9000	Karl Smither	11	23	7	6	23	120
8	7606	Howard Macken	22	5	4	14	27	118
9	9634	Mike Kotovic	6	24	25	29	1	105
10	9360	Jim Dressel	10	29	16	12	18	105
11	9239	Dick Hallagan	4	14	12	DNF	19	103
12	9400	Pete Sulman	31	8	9	2	DNF	102
13	9059	Richard du Moulin	8	16	DSQ	11	15	102
14	9855	Bill McKinley	12	21	DSQ	15	3	101
15	7370	Al Berg	17	22	11	3	DNF	99
16	9394	R. G. Demarest	28	11	26	19	8	98
17	8715	Ron Blair	9	28	28	23	4	98
18	9275	Dan Camet	2	19	DNF	27	10	94
19	10072	Richard Lippincott	19	18	17	17	26	93
20	9007	Don De Lorme	16	26	13	DNF	6	91
21	9990	Bob Crane	20	32	1	26	22	88
22	9763	Joe Stueland	15	DSQ	3	31	30	85
23	9750	J. W. Zimmerman	35	17	21	18	16	83
24	8298	Tom Fallon	14	20	23	22	29	82
25	8064	Ross Bryan	26	12	24	16	31	81
26	9508	Sam Hays	21	15	10	32	DSQ	74
27	7875	Al Field	30	DNF	18	10	21	73
28	8818	Herm Nickels	27	3	29	34	25	72
29	9610	John Collins	34	DSQ	8	25	17	68
30	5784	John Eggers	36	10	DNF	1	DSQ	67
31	9310	Charle Obersheimer	DSQ	25	22	30	11	64
32	9739	Bob Derrick	29	27	DNF	8	24	63
33	8840	Bob Montgomery	24	31	DSQ	21	13	63
34	9836	John Taylor	13	30	27	24	DNF	58
35	10036	Bill Shore	25	6	DNF	33	DSQ	50
36	9305	Bob Lee	33	34	19	35	20	49
37	10015	Charlie Schreck	18	33	DSQ	28	28	45

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NORTH AMERICAN GOVERNOR'S CUP SERIES A LA 1966



By Phil Smith

Your reluctant reporter accepted the assignment from Alex Kaye to write up this series with many misgivings, since it is a general feeling that no skipper ever knows what's "going on" either on or off the course when he's racing a sailboat. All good knowledgeable Lightning crews know this automatically. Therefore with trepidation, I jot down these paragraphs on the Governor's Cup series, and the North Americans in general, as viewed from the aft-most spot in "Panic III."

Before getting into the Governor's Cup series, however, your reporter must pay tribute to the superb handling of the Lightning North Americans by the members of the Buffalo Canoe Club and the many participating officials of the I.L.C.A. It seems almost impossible to put together such a smooth running exhibition by a large group of unrelated, unpaid sailing enthusiasts especially with the realization of the geographic, and vocational differences that exist among all the members of the group.

Mrs. Bernel seemed to be in fifteen places at one time. As an example, I bought some breakfast tickets at the office from her and immediately got in a short line and who collected my ticket? None other than Mrs. Bernel. A moment or so after breakfast I saw her making the

rounds with a checkoff list for banquet tickets. Hats off to the B.C.C.

We arrived Saturday morning, pulling into line behind a contestant from Ohio, to get checked through the measurement group. Having heard rumors of all sorts regarding the subject of aluminum centerboards your skipper-reporter sighed with relief on weighing in at 710 lbs, aluminum board included. Our fiberglass Lightning is slightly heavy.

The opening ceremonies with flag raising to the Scottish bagpipes was impressive to say the least. I wondered why I had ever given thought to not attending the 1966 North Americans.

My crew arrived Saturday afternoon and although this was the first time this combination would sail together, I somehow knew it would be pleasurable sailing for the week to come. It took a couple of practice races to get acquainted with Panic III and its placement of hardware. It took 5 races including the 3 qualifying for the skipper to figure out how to start properly in this top competition. Thus, we found ourselves starting the official series racing for the Governor's Cup.

Wednesday morning came up warm and bright with haze and light variable winds. Two official races were

North American opening ceremonies were impressive.



scheduled but it was clear to all that some abrupt change in weather would have to occur before two could be run.

We left the docking area at 9:00 A. M. in the fog and haze and headed for the starting line. The light breeze was offshore from the northwest which shifted to the west by the starting time of approximately 11:45 A.M. On the way to the race course, crew Ric Peters, potential member of the Michigan State University swimming team, had an opportunity to keep in training by checking the calm cool water of Lake Erie.

We were further entertained by the operation going on aboard Virginia Kemball-Cook's "Panic" #9835 when "Casey," the skipper, decided to send Martha up the spar for a final bit of "V" strut tuning while Gretchen looked on and helped keep the boat upright.

The race finally got underway about noontime with little to no wind. To our knowledge Uhl led all the way. We had worked ourselves into 3rd by the 4th leg. The Orange Fleet was well mixed into the Green Fleet during this leg when the wind decided to increase. By the finish yours truly had dropped to 8th on the last beat due to the shift from 270° to offshore again and it was Uhl, Gorla, and Shuris in 1, 2, 3, order. This race must have lasted 3 plus hours as we finally docked at about 4:15 P.M.

Thursday dawned quiet, calm, and warm. We started for the line early as the schedule was necessarily revised to hold two races if possible. Halfway to the line, all fleets were called back to the docks to reconnoiter and decide what changes to the schedule should be made. My crew, Ric, and Kathy Kennedy, decided that Dick and Bob Wood of Wasserbergers' Good Ship #8744 had remained dry much too long and the greatest water bucket

engagement of the regatta ensued. Skippers Leo and Phil caught the brunt of a couple of full buckets of clear Lake Erie aqua and boardings of crew boat to boat were made. Yours truly sailed rings around Wasserberger while this engagement was going on only proving that skipper Phil can't sail under pressure since Leo was in the N.A. Blue Fleet.

The race committee finally decided to hold back to back races if the wind came up, which it did, starting at 1:00 P.M.—this was a long day of activity as we finally finished the third race and returned to our mooring at 6:00 P.M. Sperry led the 2nd race almost all the way. Your reporter and Shuris fought for 2nd with yours truly finally conceding by about 15 inches at the finish line. It was Sperry, Shuris and Smith in 1, 2, 3, order.

The third race saw Uhl back in the lead with consistent Shuris in 2nd.

At this point, in the series, with three races completed, it was Shuris leading, Uhl in 2nd, and Llovet in 3rd. Friday came up with a real whistler. The wind had been blowing up all night and by the time we hit the starting line it must have been hitting an average of 22 to 24 knots with 28 to 30 knot puffs. The Orange Fleet was only given a five minute flag which threw the starting plans of your reporter into a cocked hat. We managed to struggle through with a 14th place after starting dead last. There were only 25 finishers out of the 37 boat fleet and everyone was glad to make home port with spinnakers still neatly packaged in their cases.

Stan Brander again offered to supply your sailing reporter and crew with beers on the way in, as he had done in race 3 but 3-to-5-foot waves and wild planes precluded the chances of our catching the flying cans of

NEW ENGLAND DISTRICT 1967 SCHEDULE

JUNE 23 - 25

Annual Regatta, Lake Spofford, N.H.

JULY 8 - 9

State of Mass., Annisquam, Mass.

JULY 14 - 16

District Championships, Marblehead, Mass.

JULY 22 - 29

Race Week, Marblehead, Mass.

AUGUST 5 - 6

Wellfleet Regatta, Wellfleet, Mass.

AUGUST 12 - 13

N.H. - Vt. Championship, Lake Dunmore, Vt.

AUGUST 19 - 20

Annual Regatta, Lake Winnepesaukee, N.H.

SEPTEMBER 9 - 10

Annual Regatta, Lake Massabesic, N.H.

COME SAIL WITH US

beer so we declined his generous offer with smiles and a wave of the hand as we almost capsized coming off a 5 footer.

With delightful weather throughout the regatta thus far, the rains finally came Friday evening and Saturday's fifth and final official race was started in a slight drizzle which stopped sometime shortly after the starting gun. The haze and fog was so heavy that it was hard to pick up the marks. We were happy to have made a wind direction check of 75 at the start because on the final windward leg the wind shifted to the northeast.

A couple of boats rounding the last mark for the

finish worked high on port tack allowing us to pass to leeward and reach for the finish line on a 75° course giving us a 4th for the race. Sperry won this race, Uhl second and Penfield third.

In the final Governor's Cup tally it was Uhl-first, Shuris-second, Roseberry-third, Smith-fourth and Ruiter-fifth.

The evening award banquet was a fitting finale to a wonderful week of sailing in good high grade competition.

Final results of Governor's Cup - 1966

GOVERNOR'S CUP

Final Pos.	Boat No.	Skipper	1st Race	2nd Race	3rd Race	4th Race	5th Race	Total Pts.
1	6981	Uhl, William T.	1	11	1	3	2	167
2	9829	Shuris, Robert S.	3	4	2	2	11	163
3	9111	Roseberry, Edwing, Jr.	9	5	4	9	9	149
4	9577	Smith, Phil	8	3	12	14	4	144
5	10052	Ruiter, David S.	19	13	3	8	12	130
6	9122	Sperry, Ralph B., Jr.	15	1	5	DNF	1	126
7	9298	Llovet, Bob	5	6	6	5	DNF	126
8	8470	Hamblett, Fred W.	14	12	18	10	6	125
9	9903	Disette, J. C.	16	15	22	1	7	124
10	7275	Gorla, John D.	2	18	DSQ	7	5	116
11	10070	Baroni, Tony	31	19	7	6	17	105
12	9160	Walters, Dave	23	22	11	4	20	105
13	7822	Jorch, William C.	7	14	20	22	19	102
14	9696	Ballatin, John A.	20	8	23	11	21	102
15	9835	Kemball-Cook, Virginia	12	16	21	21	14	101
16	7676	Goodwin, Mark C.	6	7	DSQ	DNF	8	89
17	9496	Armstrong, Richard	30	21	9	12	24	89
18	9212	Sipel, George, Jr.	17	DNF	14	13	16	88
19	9142	Coble, Robert L.	28	9	10	DNF	15	85
20	8915	Polhemus, Robert B.	18	2	8	DNF	DNS	83
21	7852	Gleeson, Karl K.	29	17	15	20	25	79
22	9956	Griffiths, Jack	27	20	16	DNF	10	75
23	9886	Penfield, Jeff	10	24	DNF	DNF	3	74
24	8667	Zink, Jack	13	25	24	DNF	13	73
25	9105	Dean, Edward K.	26	23	26	16	23	73
26	9407	Crookston, Tom	4	28	28	DNF	18	70
27	9460	Brander, Stanley A.	DSQ	27	13	15	29	64
28	9139	Alpert, Ralph	21	31	19	23	27	64
29	9003	Hastings, Turner	24	10	17	DNF	DNS	60
30	8502	Millhiser, Timothy	25	29	27	17	DNF	50
31	3654	Pollock, Robert C.	22	26	DNF	18	DNF	45
32	8282	Newland, Robert E.	35	30	31	24	22	43
33	9473	Fagin, David	32	DNF	30	19	28	39
34	9701	Limbaugh, Jay	11	DSQ	DSQ	DNF	26	39
35	8256	Baum, Phebe Ann	34	DNF	25	25	DNF	27
36	8373	Spillers, G. C., Jr.	33	32	29	DNF	DNF	17
37	8633	Allen, Donald M.	DNS	DNS	DNS	DNS	DNS	—

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OBSERVATIONS OF ILCANAR WEEK

By Tom Fallon



ILCANAR Week stands for International Lightning Class Association North American Regatta. And as a member of the Board of Directors of the host Buffalo Canoe Club, I'm happy to say that the Club made some money on the Regatta.

In many other past regattas at the Club there has been much argument as to whether a regatta resulted in a profit or loss. This time, the books on "ILCANAR Week" were kept very accurately and on behalf of the BCC, I would like to thank all the people who attended for their excellent behavior at all times, and also for their freedom in springing, from time to time, for lots of beer, lots of food, and for other items which resulted in a plus for the club treasury.

We tell you this because a regatta of this magnitude always represents tremendous sacrifices on the part of all members of a Club. Occasionally, there even are certain conservative members who express dissatisfaction with the disruptions involved. In this case, however, let me emphasize how pleased everyone at the BCC was with the entire affair, especially those concerned with the Financial Statement.

Of course, the majority of the credit goes to the guests who made the whole event possible. Nevertheless, the result was due largely to the dedicated efforts of certain club officers who worked like the proverbial beavers. Here we must include Commodore Ali Hansen, his wife Corrinne, their three children; Vice Commodore Al Bernel, his wife Miriam, their two younger children; and Rear Commodore Jack Teach, his wife Anne and their two younger children.

The regatta itself provided unforgettable moments of courage, daring, disaster, heartbreak and humor to participants and spectators. Many such incidents stand out to add color and excitement to the solid background of sportsmanship which characterizes the North Americans as one of the premier regattas of the nation.

Before this annual competition, the wind was of great concern to the natives. The summer's sailing had been lousy since practically all weekends were characterized by extremely light winds. However, the week before the Regatta was to begin, the weather changed rather abruptly

and it blew hard all week. About half the Fleet was ready to go on Saturday, August 27th, and the wind was tremendous. Most everyone went out to test his gear, which for the most part survived the test. I recall that one boat capsized, but was rescued without any major mishaps.

The weather for the entire period of the official Regatta, from Sunday straight through Saturday, was almost ideal. Most of the races were sailed in good, strong, honest, straight winds. But the first set of final races on Wednesday were sailed in a shifty light southwest wind, which had a tendency to move clockwise to the west. This added an element of calculated risk to decisions that had to be made by Skippers and crews.

Then the last race, a real heartbreaker for some, was sailed on Saturday, September 3rd, in almost a dense fog. A real element of mystery was added. Unfortunately, elements of a treasure hunt or a guessing game were also involved. This last race, however, tended somewhat to equalize the conditions which resulted in the first race. For instance, in the first race—the fastest boat in the Regatta, Bob Seidelmann, finished 19th. Bob completed seven other official races with, I think, four firsts, two thirds and a second. So the last race tended to balance things out with Bob's 19th finish in the first race.

Stu Anderson was practically everyone's sentimental favorite to win the Regatta. Stu had sailed brilliantly all season and had won the Lake Erie District Championship convincingly. A consistently top sailor but never a winner of the big one, he carried a good lead into the last Championship Race and had a very good start. But he made some mistakes after the first mark and never did recover.

Some have said that Stu's was the unluckiest boat in the Regatta. But I think this distinction belongs to Chuck Maltbie from Pymatuning. Chuck sailed very well in the entire Regatta, especially in strong winds. In one of the races, he was far ahead in the Championship Division, and although on port tack, believed himself to be alone. Imagine his surprise when he rammed one of the tail enders in the Governor's Cup, who was on starboard tack. He thought he had a particularly good race going.



Tommo making his celebrated explanation.

Of course, Chuck disqualified for this sad event, certainly an unfortunate and extremely tough break. In another of the races, Chuck's back stay came off twice, but he still finished fourth.

Another of the interesting sidelights of the Regatta, involves the writer, who was responsible for the pairings in the qualifying rounds, and who was good-naturedly accused of arranging a "fix." He was, therefore, asked to make a statement at the Annual Meeting explaining how the pairings were arranged.

Some people indicated that although Fallon's explanation was clear as crystal, nevertheless there was so much confusion that some didn't exactly understand it.

So I will explain again here.

The following were the steps involved:

- Step 1 - I got a complete list of entries—there were 105. List them in numerical order.
- 2 - Then, opposite each entry list its district and order of finish in its District Championship.
- 3 - Make nine different columns; 12 spaces long—a total of 108 spaces.
- 4 - Fill in the spaces as best possible—starting with district champions and fill the district champion in at the top of each of the nine columns. The second finisher goes in the second; the third finisher—third, etc. Of course an immediate problem with his system develops, in that there are only nine columns and there are about 22 districts. Therefore, juggling must begin almost immediately.
- 5 - After all the spaces are filled in, take a look at each column. Make sure that the boats are divided as equally as possible—district by dis-

trict—and keep relatives in opposite columns. For instance, after we were done, we found that we had to separate Marcy Lippincott from his nephew, Richard Lippincott, and father Bob Crane from his son, Jimmy Crane—and so forth.

The nine columns were made up exactly as above, but you will recognize that nine times 12 is 108—whereas although we planned on 105 boats, only 104 showed up.

The above represents all the "seeding" arrangements that were made.

- 6 - The final step is to write down the group numbers—just like this:

1	2	3
4	5	6
7	8	9

- 7 - For the first set of races, you go horizontally: 1-2-3; 4-5-6; 7-8-9.

- 8 - For the second set of qualifying races—you go vertically, like this: 1-4-7; 2-5-8; 3-6-9.

- 9 - Now for the third set of qualifying races—we went criss-cross, like this: 1-3-4 2-5-7; 6-8-9.

So that's the way it was done. No effort was made to juggle these basic groups. The chips were allowed to fall exactly where they landed.

The writer has fooled around with this problem ever since the system was first adopted at Tawas, Michigan—about seven years ago. There are obviously other ways to do it, and the writer would be interested in knowing of methods which could—on an objective basis—seem to be fairer.

In any case, in order to win the North American Championship, you have to beat every boat anyway in a five race series. So, theoretically, the last boats in the Championship Flight should be about equal to the first boats in the President's Cup, etc., etc. It doesn't always work out this way, due to fouls and accidents, tough breaks, and so forth. This, of course, is one of the problems of competition.

This, however, is a most interesting subject, one that I suppose will always be surrounded with much discus-

The brass: (l to r) BCC Commodore Ali Hanson, Regatta Chairman Tim Mayce and Jack Swanson, just before he became ILCA past president.



sion. Much midnight oil has been burned over this problem and the writer, naturally, feels that this is the best system to meet the demands of our basic objective—to get the top 30 boats in North America in the Championship Flight.

The length of the starting lines was another controversial subject. Al Bernel, Chairman of the Race Committee, is an absolute perfectionist. As many of us know, Al is quite high strung and wasn't the easiest person to live with before and during the Regatta. Al insisted that the starting lines were the exact length prescribed in the racing instruction, and refused to lengthen them because otherwise, he and his Committee could not supervise the line. The writer supported Al in his position on this. Several of the starts in the Championship Division were absolutely perfect. In one race, the entire Championship Fleet was described as being 6" back of the line and moving at full speed just at the gun. During the entire series, every boat over the line prematurely was quickly recalled and all returned and it never became the unfortunate duty of the Race Committee to notify a boat of an illegal start after the race was over.

The writer believes that one of the reasons for the several claims that the starting lines were too short is due to the fact that all starters in the Lightning Class have become much more sophisticated. Several years ago, it was possible to get up to the line a little early and then luff around carving a hole to drive into in the last five seconds. Now, however, everybody seems to know this. So some boats slyly come up later and, entirely legally and competently, fill in the hole . . . so there no longer are any holes. What a revolting development!

There were many other interesting moments—some exhilarating—some frustrating—some examples of out-



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standing seamanship—and some hilarious.

One of the saddest sights was young Pollock, who had skippered Al McDonald's boat, #3654, all season. Old Timers will remember #3654 as the former "Justus," which had been sailed so well years ago by the Nelson brothers of Hamilton, Ontario. Anyway, just about 15 minutes before the start of his qualifying race, Pollock's main halyard failed and there they were 15 minutes before the race with no mainsail. Valiant and heroic efforts were made to recover it. Several members of the crew took turns going aloft, despite the strong wind, but each time the boat started to heel so much that they had to dive overboard from the spreaders, or higher, to avoid capsizing. The entire Fleet watched the operation with

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admiration, and all were disappointed when, in the heavy seas, the halyard recovery proved impossible.

The writer was especially sympathetic because this happened to him at the 10 minute gun in the District Championships on Lake Chautauqua some years ago. The shackle holding the main halyard separated so the mainsail came down, but the halyard was available if anyone could climb up to the main halyard sheave. At that time, young Bill Bergantz was about 14 years old and was crewman on my boat. Young Berg shinnied up to the very truck immediately, and recovered the halyard. There was a tremendous cheering for this feat throughout the Fleet. However, that was Lake Chautauqua in a relatively light wind and hardly any waves. The conditions were vastly different in Lake Erie when disaster overtook Pollock and McDonald. Also they didn't have an eager, muscular 14 year old young man aboard.

Another great sight was diminutive Bob Crane of Connecticut with his young two-girl crew — his daughter Linda, and Sarah Campbell. There was hardly any weight aboard this boat and there they were leading the windiest race of the series in the President's Cup! They were struggling like crazy to keep their boat down and they were being chased by a powerful, rugged big outfit—Cary Long. Cary chased the Crane crew all around the course, but never did catch up. This was a sterling performance on the part of Bob and the two dedicated girls.

In one race, Bob Seidelmann broke his boom. It is understood that he lashed it himself during the race and still managed to win. Seidelmann was certainly moving fast throughout the entire series and had everyone on the ropes. He has developed into a magnificent skipper and the entire Lightning Class is justly proud of him, and the many contributions that the veteran Bud Nelson has made to his performance.

Another incident is reported to me by Yearbook Editor Alex Kaye, who crewed for Bernie Malcolm, regarding a sterling feat of his skipper. In the last race, Bernie's spinnaker halyard parted, apparently under nervous tension because there wasn't much wind as we may remember, so Bernie — being the lightest and most agile on board—climbed up and retrieved it himself. This turned out to be their best race in the championship flight.

The many young people attending the Regatta from all parts of the country are certainly a credit to the Class and also to yachting and sailing generally. One of the most interesting was Miss Kemball-Cook's all girl crew, average age of 17. From forward to aft on the back of their sweaters they had labeled — Love — Undecided — Hate.

Remember the race where it was practically a drifter to the starting line? Well, it seems Joe Stueland had a couple of competition swimmers aboard and to stay in shape, do a little training or maybe just to get away from Joe's jokes, they took turns making like Flipper and actually towed the boat all the way out!

Overall, it is believed that the Regatta was a tremendous experience for everyone. On behalf of Tim Magee, General Chairman, and all officers and members of the Buffalo Canoe Club, I would like to congratulate all our guests on their splendid behavior at all times and to indicate that it was an honor and privilege to have played host to such a fine group again.

The Lightning Class is certainly a great and large fraternity.

I will conclude with a familiar old bit of philosophy that sailing is for fun. Certainly it is more fun to win—but we must all remember that we do it primarily for fun. At the rate I've been going lately, I must be sure to remember this.

*Smooth Sailing Always to the
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