

CANADIAN OPEN UP FOR GRABS

By R. W. Hallagan

My trips to the Canadian Open have been many — '63, '65, '67, '68, '69, '70, '73, '74, and now 1975. Every trip has been an education and through this competition, I have learned many lessons. This year's regatta was really up for grabs; no professionals this time, but many good amateurs from all over Canada and the Eastern United States. At the "weigh in", it was anybody's guess!

The weather was extremely hot. When it's 95 degrees in Montreal at 10 o'clock Thursday night, you know this could be a crazy weekend. I had been sailing all summer with a light crew (my daughter Jean, Doug Munn and myself - total weight 405 lbs). If the hot weather would remain for a few days, we might sail in light to medium winds, barring thunderstorms. Of course, there were many praying for a cold front, but this didn't hit until the regatta was over. We were fortunate to be staying with Archie Cameron, the Regatta Chairman. He was getting in-depth weather forecasts every morning and generally his information was correct.

Saturday morning brought no change in the weather. 'It was hot'. I lay in bed and could hear Archie calling the weather bureau, and it was nice of him to repeat it just loud enough for me to overhear it as he was writing it down (S.W. building to 8-12 mph); beautiful. We sailed all the way out to the race course - 3 miles west of the Y.C. and needed most of that 405 lbs. to hold the boat down.

On the first beat no one was really out ahead. We had several close tacks with Donny Allen but within 100 feet of the weather pin, Wardwell was just inches behind. We got all messed up in the jibe and watched six or seven boats ride over the top of us starting down the third leg. Brush was leading now. Light weight helped get back to third as we dropped the

chute, but the pack was still bunched. Ken Inglis hung it on the right hand side all alone and was gone, good-bye for the rest of this race. Wardwell was pretty much covering Vollmer who was covering Hallagan who was covering Delorme, and that's the way it was, folks, in that first race (P.S. Allen dropped to 13th).

Lunch at Pt. Claire in 90 degree heat, then out for the second race, with the wind now up to 10-14 mph. This was our limit, we sailed conservatively up the middle on all weather legs and flew off wind trying to avoid the log jams. Delorme won, but we were happy with a third.

We went into the dock one point out of first and tied for second. Into the swimming pool, then the rum and tonic. Around ten o'clock p.m., a little tennis with Wardwell, when I pooped out I turned my racket over to son David and he really ground Bob down - Schneider watches, thinking "these guys will never make it tomorrow".

Sunday morning - hot again - and Archie is getting the weather report - southwest winds 8-10 mph. beginning at noon. Sure enough, we had to be towed to the start and the morning race was abandoned. The third race was finally started about two o'clock in a 5 mph westerly. At the gun, all boats flopped to port and it's a mad dash up the north shore. Local sailor Russ Scrim is leading the parade, so this must be the way to go. It was, for 20 minutes, but Matt Bryant is the first to go south on starboard tack. The further out he goes, the more he is knocked!! We take a little hitch. Suddenly Matt is in a southerly wind and he is reaching into the weather mark. It is a mad dash to get off that north shore. Fortunately, we got out before most and rounded the first pin about fourth (Delorme is in on the beach). The second leg took us across to

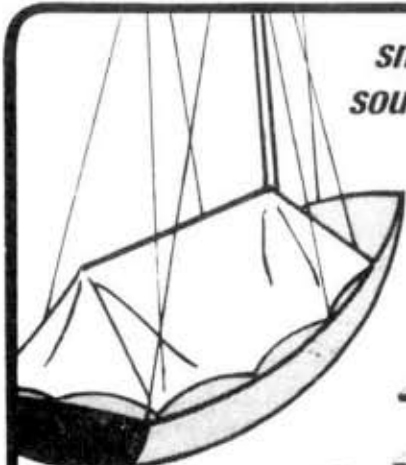


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Saragasso Sea, a patch of floating weeds roughly one-quarter mile square. We made it through without losing position, but others lost lots of boats. The third leg was a run and light weight helped here. We were moving downwind and catching Matt Bryant now. Two guns: the R.C. is shortening the course, and with the fourth leg a spinnaker reach we are getting an easy second. Wardwell is hanging in there with a fifth, but Delorme is way back. Back to Yacht Club, now three points up over Wardwell and 10 over Schneider. Looking good!!

The big question is when will the cold front hit? It is still hot and there is little wind Monday morning. Archie's report is about the same as yesterday. Had a tow to the start, and morning race started and was abandoned. It is thundering now and the wind is coming from the southwest, but the Race Committee elects to go into Pt. Claire. I don't understand this, maybe the thunder is worrying the R.C. There is a nice wind now, 10-15 mph with white caps. I am sure many wanted to see if we could hold on in the heavier stuff. However, the R.C. elects to stay in Pt. Claire for a long lunch. The fourth race does start about one o'clock in a nice west wind. Once again it's on to port and up the north shore. This time the port tack is lifting for the entire fleet and we get carried into the weather mark in third place. We reach without a chute on the second leg and run on the third; same set-up as yesterday. Two guns, and the R.C. is ending it in four legs. Don Allen was leading, but Delorme passes him to leeward and we go over him into the finish. Although Wardwell finished 11th in this race, he holds on to "runner-up" in the regatta.

How does one say it: Central New York District not only took first and second spots, but put four boats in the top 10 and Barney Smith won the "Middle of the Fleet" trophy. The Canadians took four places in the top 10 and two well-travelled skippers (Delorme and Schneider) rounded out the group. It was a light air regatta. We found that good starts off the middle of the line, and sailing up the center of the first beat, had us in the top five at the weather mark in every race. From there, it was avoiding the hassle around marks and trying to move up one position each leg. A light crew and 16 years of light air sailing in C.N.Y. made that possible for us. On to Hamilton to defend in '76.

1975 Canadian Open Championship

Final Position	Boat #	Skipper	Race Finishes				Pts.
			1	2	3	4	
1	12355	R. W. Hallagan	4	3	2	2	11
2	11085	R. C. Wardwell	2	5	5	11	23
3	12262	D. Allen	13	2	8	3	26
4	12338	D. P. Delorme	5	1	21	1	28
5	12090	R. Cochrane	10	4	9	8	31
6	12443	M. Vollmer	3	12	4	18	37
7	12466	F. Hayden	11	7	13	7	38
8	11136	K. Inglis	1	8	24	9	42
9	12366	J. Schneider	7	6	6	25	44
10	10707	R. E. Parker	8	20	12	5	45

1975 EUROPEAN CHAMPIONSHIP

by Antti Ruuskanen

This year the European Championship was held in the Middle of Finland on Lake Keuruu about 300 kilometers north of Helsinki. 28 boats with their crews had travelled a long journey to race in the European Championship on July 10-17. Many boats from other European and South American counties were expected by the Race Committee but only two Swiss boats arrived. Most Finnish boats came directly from the Finnish District Championships which were held on the Gulf of Bothnia just a week before the European Championship.

Lake Keuruu is rather small and low so that sometimes even during the race the centerboards of the Lightnings hit the ground. The small size of the lake caused difficulties to the Race Committee in setting the marks. Nearly always it was really hard to round the marks because of the shifty wind near the shore.

The evening program was well organized and, for instance, the beautiful town of Keuruu was shown to the participants. The Championship began with measurements and the Measuring Committee did a very accurate job so that many crews had to make some changes to their boats before they got the right to race. On Monday afternoon a tune-up race was held. Winds were very puffy at about 8 knots. European Champion 1973 Lasse Hammar left no doubt about his superiority and was first. The shifty and puffy wind was remarkable and it caused difficulties for some boats — Lüthy from Switzerland capsized but after a few seconds he was at full speed again.

The first race was held on Tuesday. Just before the start the wind died and it was difficult to get over the starting line. After a few minutes wind came up from the left; Lüthy got it first and wasn't overtaken so he held his first. After the first leg Unto Mäenpää was second and Ruuskanen third. During the second reach Ruuskanen picked up Mäenpää. The wind was very light and shifty and it was no wonder that the positions changed a lot. On the last windward leg Bernasconi, the other Swiss, did his best to pick up Mäenpää and moved into third, with Mäenpää in fourth and Hammar in fifth.

The weather during the second race was very similar, light air with spots and great shifts. The main direction, however, was different so you couldn't tell where the best place to tack was. During the first weather leg the situation was very confused. Just near the weather mark Ruuskanen picked up Lähdemäki. The Swiss boats had chosen the right side of the lake and that time their positions weren't very good. Ruuskanen held a small lead over the others but during the second reach the wind once again died. Small puffs came up from behind and the first six boats all became more or less even. The wind shifted to the left and Patosuo motored up the leg and rounded first. At the jibe mark Lähdemäki, Lüthy, Tiivola, Kuuminainen, Aromaa, and Ruuskanen were in a bunch and after some tactics Ruuskanen jibed first — but soon lost his lead to Aromaa. The last windward leg was very exciting and finally Lähdemäki managed to finish first.

On Thursday the wind was still very light. This time Lilja's speed was fantastic and he led to the last downwind mark. Once again the combination of light air and that small lake resulted in a change of positions. The wind had shifted so that going to weather was a long starboard tack with a very short or no port tack. Lilja chose that short port tack and lost two positions finishing third. Raimo Aromaa picked up Lilja and ended up first. Kuuminainen was second. At the end of three races with no throw-outs Lüthy had 10 points, Lähdemäki 13, Mäenpää 14, Bernasconi and Ruuskanen both 17.

On Friday there were two races and the wind had increased to 18-25 mph with thunder and lightning. The main direction of the wind was once again different so that this time the right hand side of the lake was better. Soon Korpinen powered up the leg with good speed and rounded the first mark with a very comfortable lead over Ruuskanen, Lilja, and Mäenpää. The reaches were really tight and difficult because of the heavy, puffy, and shifty wind. Mäenpää and Lilja picked up Korpinen and Ruuskanen and they had an extremely thrilling race with Mäenpää first just a few meters ahead of Lilja. Korpinen was third.

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The fifth race was about one hour after the end of the fourth. Weather was similar with some rain and heavy wind. The main direction of the wind was the same as during the fourth race so that those boats which chose the right side were among the first at the windward mark. Lilja had a small lead over Ruuskanen who rounded second. The spinnaker leg was more difficult this time so that Lilja couldn't sail that reach with his spinnaker and Ruuskanen passed him and jibed first. Lähdemäki and Lüthy were just behind. During the second round lots of hiking was seen but positions remained basically the same. At the beginning of the last windward leg Ruuskanen led, Lähdemäki and Lüthy were close to each other and Bernasconi was just behind them. Ruuskanen covered Lüthy but was passed by both Lähdemäki and Bernasconi. Lüthy finished fourth. The overall point count after five races with one throw out was interesting indeed. Lüthy, Lähdemäki, and Ruuskanen each had 14 points and Mäenpää had 15 points. So it was a four-way tie until the last race! On Saturday the wind was even heavier - so that many trees had fallen down just near by - and some boats lost their rig before the start. The race was postponed for about half an hour because of the heavy wind. The Race Committee chose the heavy wind course - a right angled triangle - to make the reaches easier. On the first windward leg Lähdemäki led and Ruuskanen was second but near the windward mark both of

them rounded the wrong side and five boats including Lüthy passed them.

Ruuskanen was first to hoist his spinnaker and came flying up from seventh to move into fourth at the jibe, Lähdemäki was fifth and Lüthy just behind. On the second reach Ruuskanen picked up three more boats and rounded the leeward mark in first place. Lähdemäki who was fourth went up the middle and Ruuskanen began to cover him with success. Meanwhile Nordling and Bernasconi had passed both of these candidates for the Championship and Ruuskanen was third and Lähdemäki fourth just a few meters behind at the start of the reaching legs. Nordling didn't use his spinnaker but he wasn't overtaken by Bernasconi, Ruuskanen, and Lähdemäki who did hoist their spinnakers. None of them could carry their spinnaker for the whole heavy leg and they were forced to take it down. Bernasconi and Ruuskanen did their maneuvers better and passed Lähdemäki. Before the leeward mark Bernasconi picked up Nordling and moved into first. Ruuskanen was third and Paloma fourth. Lähdemäki was a few hundred meters behind as well and so were Mäenpää and Lüthy. On the last leg Nordling picked up Bernasconi, Ruuskanen held his third thus winning the title, and Paloma finished fourth.

In conclusion, one can say that a lot of Lightning sailors had a very interesting regatta and great fun. Let's hope we will have more and more boats next year in Switzerland.



1975 EUROPEAN CHAMPIONSHIP

Final Boat # Position	Skipper and Crew	Race Finishes						Points
		1	2	3	4	5	6	
1 12257	Antti Ruuskanen, Ilpo Hänninen, Kari Kähkönen	2	5	(10)	4	3	3	17
2 12320	Christoph Lüthy, Dominique Petzold, Edgar Merz	1	4	5	6	4	(13)	20
3 10057	Seppo Lähdemäki, Juhani Kangas, Timo Törrönen	6	1	6	(26)	1	7	21
4 12088	Peter Bernasconi, Bernhard Kunzer, Folf Goetschi	3	7	7	(27)	2	2	21
5 10911	Unto Mäenpää, Kari Mäenpää, Erkki Mäenpää	4	6	4	1	(12)	8	23
6 12255	Ilkka Lilja, Tapani Paatola, Pentti Puuperä	8	10	3	2	6	(9)	29
7 12753	Esa Nordling, Hannu Lope, Tor Ahlström	7	(23)	13	9	5	1	35
8 12434	Raimo Aromaa, Aimo Olkkonen, Markku Aromaa	(16)	3	1	8	13	11	36
9 5552	Markku Paloma, Pentti Suorsa, Jussi Saukkonen	10	(16)	8	10	7	4	39
10 11001	Matti Tiivola, Timo Tiivola, Terho Aromaa	9	2	(15)	7	8	14	40
11 10667	Pertti Kuuminen, Jouni Viitanen, Ari Hänninen	14	9	2	11	14	(26)	50
12 9166	Hartti Nisonen, Ilpo Nisonen, Antero Uitto	11	8	9	(26)	16	12	56
13 12435	Antti Aromaa, Timo Halonen, Oki Wikman	(17)	14	11	5	11	15	56
14 12429	Lauri Korpinen, Matti Paakkanen, Veikko Valkama	21	21	(23)	3	9	5	59
15 7177	Aulis Naykki, Kalervo Naykki, Sven Nyberg	15	13	(21)	13	10	16	67
16 12258	Pertti Pyy, Matti Kopra, Ritva Pyy	12	18	(20)	14	17	10	71
17 12483	Timo Patosuo, Pekka Lehtonen, Kari Porthen	25	22	14	(27)	15	9	75
18 0	Antti Tapola, Leif Möller, Pertti Nyman	13	17	12	16	(20)	18	76
19 12478	Ahti Immonen, Kurt Baarman, Leif Haglund	19	(27)	26	12	18	6	81
20 9438	Lauri Hämäläinen, Anne Hämäläinen, Antero Kortema	20	19	17	15	19	(26)	90
21 10059	Heikki Ulen, Erik Häggström, Petteri Häggström	18	11	16	26	26	(26)	97
22 8212	Martti Nurminen, Erkki Liukkonen, Kari Elivuo	22	15	18	26	(26)	17	98
23 5509	Kalevi Tolvanen, Matti Nurminen, Jari Vesterinen	24	20	19	17	22	(26)	102
24 10056	Seppo Koivisto, Simo Mäihänniemi, Hannu Takaniemi	(23)	22	22	18	21	20	103
25 9436	Lasse Hammar, Harry Hammar, Simo Koski	5	26	26	26	26	(26)	109

() Throwout Race

JUNIOR CHAMPIONSHIP

By Robby Wilkins

The second Junior North American Championship regatta was hosted by the Lake Murray Sailing Club, Lake Murray, S.C., on Aug. 12-14, 1975. There were only 23 boats this year, but the caliber of sailors was very high. With the Lake Murray Sailing Club doing an excellent job of running the regatta, and the good sailing by the participants, the regatta was a success.

I have been sailing Lightnings off and on for seven years in Sears competition and other regattas. My family owned and campaigned a Lightning from about 1971 to 1973, but didn't own one this summer. I was fortunate to be able to borrow a boat from Douglas McKay, and a new set of sails from Hubert Noland, both from the Columbia Sailing Club, Columbia, S.C., for which I am most appreciative.

On Monday my crew, Tom Whitmore of Hilton Head, S.C., my brother Wally Wilkins, and I sailed over to the host club from our home club, the Columbia Sailing Club, to get the feel of sailing a Lightning again. There was a medium breeze and the water was smooth, just what we wanted for five races.

When the boats started arriving on Tuesday, it was evident that the Lightning Class had definitely undergone a transition. We were one of the few boats that had an old style mast and rig and not an oval mast. Everybody had new sails and all the new go-fast equipment. It was obviously a fine group of highly

competitive sailors. The practice race would tell us whether we would be able to keep up.

The practice race was sailed in a light breeze of four to five knots. The leeward end of the starting line was slightly favored, but local knowledge called for an early tack to port to get to the shore where there was a starboard lift. We had a good start in the middle of the line and decided to stay with the fleet to the left side of the course to test boat speed. Much to our surprise we had good boat speed, especially off the wind. We went on to win the practice race after a couple of boats in front of us elected not to finish.

The first race was sailed after the practice race on Tuesday afternoon in the same conditions. Everybody was on the line for a good start. We, together with Greg Florian and Rob Ruhlman, were the first boats to get to the starboard side of the course. Ruhlman rounded first with Florian and our boat right on his heels. The three of us had a nice lead on the fleet which made it a good battle up front. Ruhlman led the entire race only to have Florian and I split from him on the last leg. Trying to split the difference on covering, he lost both of us. Florian won; we finished second with Ruhlman third.

That evening the Lake Murray Sailing Club treated us to a good ole southern shrimp boil.

1975 JUNIOR CHAMPIONSHIPS

On Wednesday there was a light breeze of four to five knots, very much like the weather on Tuesday. The course was moved further off shore, and there was no starboard lift up the right side. Still expecting the wind to shift right, we planned on staying on the right side of the rhumb line. The line was square, and we started at the committee boat while Florian and Ruhlman started at the pin. Halfway up the leg the wind began shifting left. We found ourselves on the outside of the lift. Ruhlman and Florian rounded the first mark one-two and we were dead last. We caught 13 boats on the next two legs with superb crew work but had to settle for a 10th on a shortened course. Florian overtook Ruhlman and won his second race in a row, with Ruhlman in second.

The wind now had completely died and the rest of the day's races were cancelled. After two races the top five looked like this: Florian, two points; Ruhlman, five points; we had 12 points and tied for third with Bryant (6,6) and Lutz (5,7).

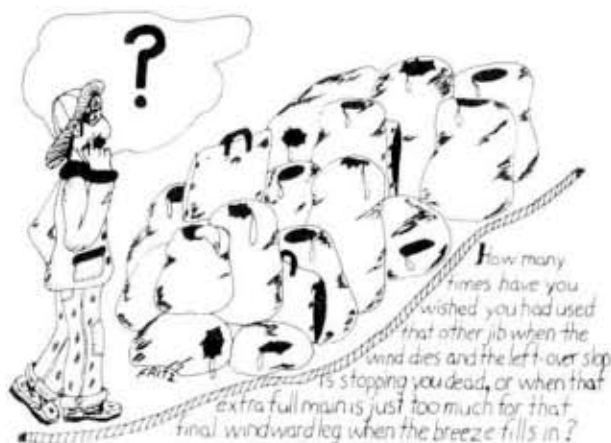
The third race was sailed Thursday morning in a breeze of 12-15 knots. It was a long course with a square line. Mark Bryant, Jay Lutz, and our crew all had a good start and were able to move out quickly. Bryant, sailing smart and having excellent boat speed, went on to win the race. We had a real battle with Lutz all the way around the course with our positions shifting back and forth. Lutz was able to pass us on the last leg to finish second and we came in third. Florian and Ruhlman finished seventh and sixth, respectively, to hold on to their positions.

As the day became warmer the wind began to decrease. It was blowing around eight knots at the starting gun of the fourth race. Will Sloger sailed a perfect first weather leg, tacking just right on numerous shifts, and had a large lead at the first mark. He held on to win the fourth race by a large margin. We were lucky to hit two big shifts on the last leg to move from fifth to second. Florian held his overall first place position with a fourth, while Lutz finished sixth, Bryant 10th, and Ruhlman 13th. The standings before the fifth and last race were: Florian, 13 points; Wilkins, 17; Lutz, 20; Bryant, 23; and Ruhlman, 24.

We knew we had to win the last race and hoped that Florian would finish four boats behind us. The wind now had died to three to four knots for the final race. The pin end was highly favored. Bryant port tacked the fleet with us right behind him. Bryant rounded the first mark first, we were second and Florian was about 10th. At the third mark with the breeze almost gone, Bryant was still leading, with us in second and Florian fifth. With the breeze very patchy, we sailed for the patches on the starboard side. Florian tacked off to the port side and immediately sailed into a big hole. At this stage Bryant was first, we were second and Florian was well back. The course was shortened and the finish was at the jibing mark. We tacked downwind and passed Bryant to win our only race with Bryant second, Lutz third, Ruhlman fifth, and Florian 15th. The final standings were: Wilkins, 18 points; Lutz, 24; Bryant 25; Florian, 28; and Ruhlman, 29.

I would again like to thank my crew, the Lake Murray Sailing Club and all the tough Junior Lightning sailors who made it such a good series.

Final Position	Boat #	Skipper	Location
1	10936	Robby Wilkins	Columbia, South Carolina
2	11784	Jay Lutz	Metedeconk, New Jersey
3	9373	Mark Bryant	Buffalo, New York
4	12720	Greg Florian	Decatur, Illinois
5	12620	Rob Ruhlman	Jamestown, Pennsylvania
6	12587	James Pindell	Cazenovia, New York
7	12331	Lawrence Pulgram	Atlanta, Georgia
8	11738	William Sloger	Anderson, South Carolina
9	12280	Tryg Jacobson	Sheboygan, Wisconsin
10	12411	Peter Jones	Ridgeway, Ontario
11	12262	Larry MacDonald	Hamilton, Ontario
12	11800	Mark Forhez	Metedeconk, New Jersey
13	12420	Randall Ruhlman	Jamestown, Pennsylvania
14	11217	Matt Burridge	St. Louis, Missouri
15	12428	Brad Hamilton	Perry, Kansas
16	11299	James Howard	Atlanta, Georgia
17	12792	Geoff Smith	Cayuga Lake, New York
18	12729	John Donovan	Ridgeway, Ontario
19	12715	Frank Barton III	Memphis, Tennessee
20	11999	Bradford Currie	Memphis, Tennessee
21	12402	Peter Kornhaber	Chicago, Illinois
22	11330	Tim Gottsacker	Sheboygan, Wisconsin
23	12282	Drew Sansbury	Columbia, South Carolina



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YOUTH: THE FUTURE OF THE CLASS

by Ken Inglis

Your Editor asked me to write a general article about the junior program. Two Junior N.A.'s have already done a lot to bring younger sailors into the class and there are fleets and districts which have done a fine job over many years. Since I have not directly been involved in what is going on in the U.S., it is not possible for me to cover this in all aspects. However, I am never at a loss for words so I will try to put down some thoughts, largely on the basis on my experience in promoting Lightning sailing by juniors in Ontario.

My involvement with the "juniors" dates back to late '73 when I prepared and submitted a brief to the Ontario Sailing Association asking for money to run a regatta for 19 year olds and under using Lightnings. Two things happened, we did not get the money and I got a job with the O.S.A. (I am now Chairman of the Competition Committee of which the Ontario Youth Programme is a subcommittee). A copy of the brief and a little essay on junior sailing was sent to the I.L.C.A. I would like to flatter myself and think the first Junior North Americans in 1974 were a result of this but the truth is that regatta was already in the planning stage.

My effort since then has been to instigate the "Ontario Juveniles" and see that it keeps on going. My fleet is the Toronto Bay Lightning Fleet 146 and they have held the Juvenile Regatta in '74 and '75 with plans already underway for 1976. Through our Youth Programme we want to make the younger sailor realize that:

- (1) The Lightning is not a flat bottom row boat (as is common gossip at the junior club, sailing school level), it is a sophisticated machine requiring skill and ability to sail.
- (2) The Lightning class is a well run, well organized bunch of people who welcome new talent, and it would be a good group to join when I get enough money to buy a bigger boat.
- (3) I enjoyed that regatta; the people and the boat were great. I am going to spread the word the next time someone says the Lightning is an old man's boat.

I was never so pleased as when the winner and the team that finished third both told me, on separate occasions, that they really enjoyed the boat and the regatta and wanted to sail a Lightning again.

Youth regattas have one major drawback. What happens if someone smashes up a borrowed boat? Well, we are trying to build up a few hundred bucks to use as backing when small accidents happen. If a spinnaker gets torn, we pay to have it sewn. If something small happens, we cover it ourselves. A major accident would have to go on the owner's insurance with the regatta paying the deductible but, so far, this hasn't happened. The only major item (a mast) was the result of

rigging failure and it was my own boat. Separate insurance coverage for these events has been too costly.

The magic word "youth" conjures up all kinds of willing support. The local radio station (CFRB) provides prizes, reports on the regatta, and sends someone down to present trophies. The Royal Bank of Canada gives us medals (gold, silver, and bronze). The O.S.A. provides travel money for out-of-town crews and covers some of the regatta expenses. The main thing is that one Lightning owner has to go out and shake the bushes to dig up support. Stay away from the beer and cigarette people.

Let me ramble on about our youth regatta and maybe that will help other fleets and districts get started. We plan on borrowing no more than 10 boats. If someone wants to bring his own (probably dad's) that is OK. The regatta is a two day affair. We advertise it via posters in all clubs in Ontario. The first 10 entries are accepted and the rest turned down unless they can get their own boat. We draw for boats. If someone brings his own boat, he uses it on Saturday, but everyone switches for Sunday. Switching boats after every race is asking for trouble.

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The age limit we use is 19 years and under. I feel that the rules should match the I.Y.R.U.'s in this respect, so that the program can become international. We try to run a short seminar on the Friday evening to make sure everyone is familiar with the boat and try to impart some of our vast adult knowledge. This is done by one fleet member who is designated as class coach.

I have always been the race committee chairman. At the Junior North Americans the kids sail a regulation equilateral triangle, which is fine for championships, but at the fleet level there is a tremendous spread in the level of ability of the young sailors. To make the race drag on disheartens the poorer sailors (they fall so far back), and makes the winner think: "I told you Lightnings were easy to sail". Consequently, I feel strongly that shorter courses suit our purposes better, and we get in 10 or 12 races on the two day weekend.

I set out a leeward mark (L), a windward mark (W), and a gybe mark (G). The RC boat is stationed half-way between the leeward and windward marks. Then, using signal flags I race them on courses such as: W-G-L-RC; W-L-RC; W-G-L-W-L-RC; W-G-L-W-G-L-W-RC; or any variation thereof depending on wind conditions and available time. Moving the gybe mark in eases the reaches so the small crews can use the chute.

On the Saturday we provide a Bar-b-Que with cokes and

frizby flying. It lasts until 7:30 or 8:00 and is usually a great success. It is an all-you-can eat affair and the fleet members enjoy it as much as the kids. Presentations are done as officially as possible and the winners get some kind of newspaper coverage plus radio time. We hand out T-shirts with a contemporary design. As long as the T-shirt fad lasts, this is an absolute must. The registration fee is ten dollars per boat but it doesn't cover costs. Each year, the regatta costs us about three hundred dollars, including boat repairs.

This certainly wasn't intended to be a publishable item but it does, I hope, give you some idea of what our fleet does.

In the future if junior regattas at the local level catch on, it would be possible to think of expanding into district and area championships, which would then allow juniors to qualify for the N.A.'s, etc. The whole program can yield marvelous benefits to our sailors and our class.

One important aspect is the attitude towards our class by the sailing authorities. Bodies such as your U.S.Y.R.U. and our C.Y.A. and O.S.A. smile upon organized classes that can support and aid youth programs. This should never be forgotten because in many countries, the success of the Lightning depends greatly on the support given by the national authorities.



Wayne Wilson in WANFINLRAPMUP Regatta

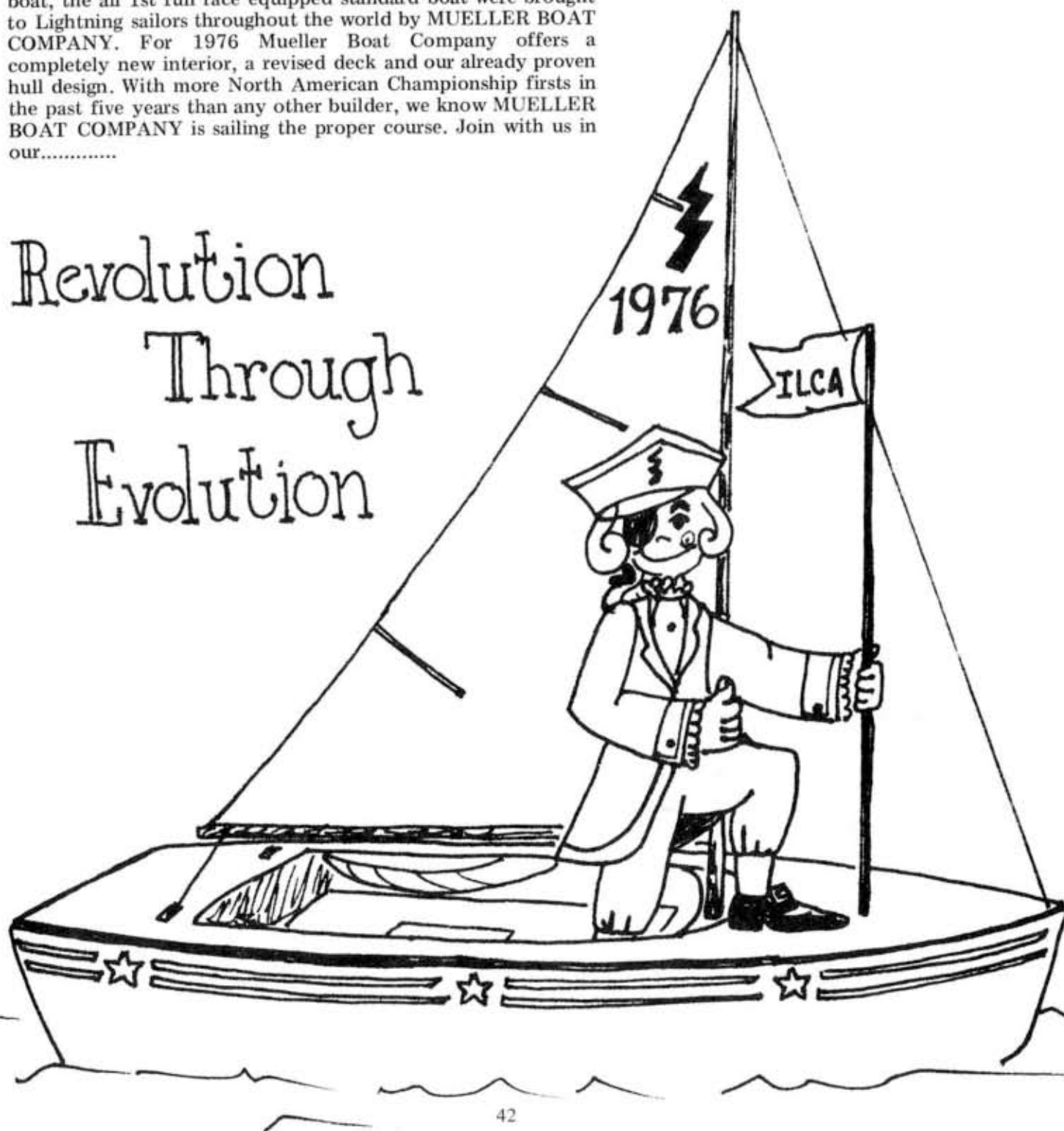
Photo Credit: John Nixon

Mueller Boat Company

Belaying pins, manilla line, bronze fittings, galvanized cable, wooden masts, tee booms, high trunks, leaky garboard planks, canvassed decks, clogged limber holes, splintered rub rails and dry rot, were part of the joy of owning one of the early Lightnings. Well, Mueller Boat Company has taken that part of the joy out of Lightning sailing.

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Revolution
Through
Evolution



PAN AMERICAN GAMES — 1975

by Pam and Bruce Goldsmith

There is a paradise for Lightning sailors, and it's right here on earth about 2½ hours by car (four by crowded van) west and a little south of Mexico City.

God began it by shaping the mountains such that the wind comes up between 11:00 and 11:05 each morning and blows across the valley from 250° at 8-18 knots. Man finished by naming the spot "Valle de Bravo" and damming a river, thus creating a breath-taking lake where the water is always smooth.

Where else do ladies sail in shirt-sleeves and barely get wet and sail a course ideal not only for the Lightning as a reaching boat, but also for fun and enjoyable crew work.

The weather mark was set before we arrived, and if it wasn't quite in the right place for the race, the committee (on a platform race committee boat, just waited a few minutes and all was well. The reaching mark was moved the last day so the jibing took place in front of the yacht club for spectator viewing.

How's this for a course? Nine one-mile legs in this order: beat, two equilateral reaches, beat, run, beat, and two more equilateral reaches, and a finish to windward. Each race took two hours and 20 minutes...mas o menos. The wind was strong enough so we used our "equilatorio" chute on all downwind legs. The wind was steady enough that Pam, as compass reader, could announce a port tack reading of 280 degrees even without looking after rounding the drop mark.

Spectating was ideal. There was an unfinished house on the top of a mountain about two-thirds up the weather leg and high enough that the race course looked like a chess board from there. Word has it the puffs, including their boundaries, were clearly visible. The Finn, Snipe, Dutchman, and Lightning courses were all the same so the viewing was always exciting.

The rainy season ended the day of the practice race so all activities were held, as scheduled, outside.

The yacht club, tucked beneath a giant rock and overlooking the lake, was the setting for the medal presentation. It was done in true Olympic-style, complete with a band, uniformed lady medal bearers, stone-faced Mexican sailor flag-raisers, and many dignitaries from the sport of yachting and the Mexican government.

The Motel Montiel, which housed the participants, was a typically tile-studded Mexican creation, complete with a volleyball court, a raquet ball court, and a gigantic swimming pool. The meals were served buffet style with such exciting, bland dishes as "smashed potatoes." We were even supplied special drinking water. The only person who was sure his health was affected by the food was the Mexican Finn sailor whose system craved more "hot stuff."

Our thanks for what has to be one of the most beautiful sailing experiences ever, go to Bob Sloan who made it all

possible, Dick Stearns and Bill Bentsen who organized and coached the American team, the local regatta chairmen and race committee and ladies who worked so hard. And last, but not least, to Tom Allen, who, with the help of what must be really true friends, made sure that eight equal and well-equipped Lightnings made the 2800-mile journey for charter.

There is something very magical about the atmosphere of a Pan American Games; and we are very proud to have been a part of it all in '75.

The tactics of the racing revolved around trying to control the fleet. It was super important to study the puffs around the starting area to determine the best time to tack for the favored right-hand shoreline. Sometimes it was possible to stack the small fleet of seven boats so that the next shift was bound to help you. For a relatively small lake the pattern of the windshifts was amazingly predictable. We sailed more by compass than usual because the limits of the shifts were so well defined. For instance, in the first two races the starting line was set weather-end favored due to a lift in lighter air. However, about 100 meters out from the line the wind was stronger and more to the left. Our aim was to start just to leeward of all the weather-end starters and pinch. This forced most of them to tack too soon, and allowed us to get to the strong wind knock, tack and foot across in front of the pack before the next right-side shift came off the starboard shore. This tactic worked and the first two races were ours from the starting gun.

In the third race we thought we could pull the same trick. However, the knock had moved closer to the starting line and a much stronger puff over by shore favored those who tacked early. Don Allen of Canada won as we struggled for a fourth.

The fourth race had the leeward end enough favored that we were willing to give up control and go for the pin. Our watch didn't jive with the committee, and we were over early. Andres Lisocki of Columbia sailed the shifts well and won. We were pleased to get a second because, being the series leader, we had to accept a fair amount of exhaust from being tacked on and luffed up on the reaches. . .and rightly so.

The fifth race was another control-the-fleet start. The leeward end was favored but more wind and more knock were 100 meters out from the start. Everyone was near the leeward end so we started just to weather of the pack and kept them all from tacking by being on starboard and to windward. We tacked as soon as the shift came which put most of the boats theoretically ahead of us by being to weather. However, we were all so close that on the long port tack over to a shoreline knock we were able to squeeze out from under the other boats, and then foot to the header. We were able to sail the long port tack in clear air, whereas all but the leader to windward were in bad air. Tacking back to starboard to clear your air was death because all the wind was to the right shoreline in the

middle of the boat.

The sixth race was a nightmare for us until we docked. Proper flags were up for a boat early over the starting line. Chile went back but the flag didn't come down. Unofficial types aboard a judges boat were yelling everything from us being over to a general recall. We hemmed and hawed in sixth place for most of the race realizing we needed only a fourth to clinch the gold medal one race early. A spectacular crash at the last weather mark took Brazil and Canada out of contention. Andres Lisocki and Mario Isola (from Argentina) battled it out up front, with Andres winning his second race of the week. We limped in fourth, having sailed a no-adrenalin race for fear of being disqualified. The gold medal was ours but we knew we

should sail the final race in fairness to the others and for our own psyche.

The last race was a battle for the silver medal between Columbia, Argentina, and Canada. Consequently, nobody was with us when we went all the way to the right shore for a horizon job. Andres Lisocki got second place for the silver medal and Mario Isola's sixth place finish won him the bronze medal.

And then the place turned into one of the finest Mexican fiestas you could ever imagine. Great place, great people, great racing, and great fun. Thanks for sending Paul Adam and us as your U. S. representatives.

THE XXI SOUTH AMERICAN CHAMPIONSHIP

by Lorenzo Tous

At the closing meeting of the XX South American Championship held at La Punta, Lima, Peru, in March 1974, it was decided that, although the next event's turn belonged to Argentina, in view of the fact that Ecuador was holding the next Worlds, it should also hold the next South Americans, thereby saving an extra long trip to all participating crews.

Therefore, the Worlds Organizing Committee, which was already at work in Guayaquil, took on the organization of the next South Americans also and set the date of Sept. 20-27, 1975 for its staging, two weeks before the Worlds.

Since Sept. 15 crews from South American nations started to arrive, the first being the Peruvians who motored in caravan a 1,400 mile trip from Lima, trailering their boats. Some Colombians also chose to motor down from Bogota trailering their boats. Chileans and Argentines sent some boats by steamer and flew, as did the Brazilians.

On Friday the 19th and Saturday the 20th, the committees

were kept busy loaning boats to crews who had not brought their own boats, boat weighing and sail measuring.

Saturday at 6 p.m. the Flag raising and Inaugural ceremonies were held, followed by a cocktail and dinner party for participants and friends.

Twenty-seven boats from six South American countries had been entered, a record in attendance and participation for a South American Championship of the Lightning Class.

Sunday the two Tune-Up races were to be held back-to-back at 1:00 p.m. During several weeks we had enjoyed fine 10-12 and even 14 knots wind, and luckily, these winds prevailed for the next three weeks, providing fine sailing weather for the two events to come.

Both Tune-Up races were exactly that. Foreign participants tested their equipment and tried to get acquainted with our Salinas Bay, so full of those small local shifts and changes in wind velocity, wave conditions, etc. Paco Sola from Ecuador displaying the fine form he had shown throughout the whole summer during the qualification regattas, won both races in style, raising Ecuadorian hopes high for the coming events.

Monday saw the first official race start perfectly on time at 2:30 p.m. with a 12 knot wind blowing from the west. The leeward end of the starting line was slightly favored and the fleet bunched up at that end. Mario Buckup from Brazil who had fine boat speed took the lead at the start and increased it steadily until the last windward leg when Andres Lisocki from Colombia and Paco Sola from Ecuador closed the gap a little. Mario won handily anyway, with over a minute on Lisocki, and Sola close behind. During the first spinnaker leg, a close reach, there was a 10 degree shift which made many boats douse their chutes when they could not lay the mark. However the wind gradually returned to its original direction during the next two legs and therefore the R.C. did not have the problem of rectifying the final windward leg.



Author Lorenzo Tous and his niece Victoria.

Photo Credit: Jake Jacobson

Tuesday saw the same type of weather for the second race, which again started on schedule at 2:30 p.m. Wind strength 12 knots from 250 degrees. The R.C. set a perfect line, nevertheless the fleet chose to bunch again at the leeward end of the line. Lisocki made his start in the middle of the line, well to windward of most boats and in clear air, and shot away. Buckup could not work himself free until half way down the leg. Paco Sola had similar bad luck. Alberto Maspons from Ecuador had a fine start and followed Lisocki around the course. Behind them the action developed. Buckup and Sola managed to pass a few boats and gradually worked themselves into third and fourth places at the finish. It was Lisocki first, then Maspons, Buckup, Sola, and Arteaga from Peru. This race was sailed extremely fast, the winner finishing it in one hour and forty minutes for a long race, which I feel was well over the prescribed 10 statute miles.

Wednesday the wind had increased in strength up to 14 knots with puffs well over 20 and a wave pattern which was estimated at 7 to 8 feet in height. It was nice competitive sailing weather indeed. The R.C. set a long line, with the wind coming from 245 degrees. The fleet made a perfect start in spite of the strong prevailing wind, with almost all boats on the line at the gun. Lisocki flew away again with Sola at his heels this time, followed by Arteaga, Santos, and a group of boats with Buckup in it. At the first mark it was Lisocki, Sola, Santos, Arteaga, and Buckup, etc. Behind them there was lots of action between boats close together, changing positions during the first spinnaker reach, which was tight. Most boats were planing on the steep waves and there were many broaches and crews fighting to keep their boats upright. Many "almost-tip-overs" were seen, with two boats taking a dunk. Buckup passed Arteaga and Santos during and after the jibe and Sola on the second windward leg, turning for the run in second place about a hundred yards behind Lisocki, who held his lead very well. On the third and last windward leg Buckup managed to close in on Lisocki, who had not covered him, playing the small shifts superbly. Thereafter Lisocki tried to put a close cover on him and Buckup started a tacking duel which was a sight to behold. Buckup was gaining slightly on each tack, as it seemed that he was keeping better momentum on each turn. They must have tacked 30 or 40 times, I lost count, until finally Buckup was close enough to Lisocki and passed him on starboard tack about 200 yards from the finish line, taking the gun with a couple of lengths to spare. It had been a great fight between two very fine sailors, all this in pretty heavy wet weather. In this race we saw Arteaga from Peru, with Alix Sears and her young 13 year old son Richard, as well as our own Ecuadorean Juan Santos sail a very good race coming in fourth and fifth, respectively. Santos, being only 17, has been steering a Lightning for slightly over a year and this was his first international experience, which makes him a very good prospect for the future.

Thursday the wind was down again to its normal strength of about 10 knots, and of course, the seas were calmer too. This day would be the deciding one, as two races would be sailed back to back and Buckup and Lisocki were tied in points at five each, with Sola in third with 10 points, and the

rest well behind.

The fourth race was started on time at 12:30, but several boats were over the line early and there was a general recall. The gun of the restart, with the "one minute rule in effect", was at 12:50, and it was a good start. Paco Sola took the lead and kept pulling away from the pack on each tack. He rounded the first mark well ahead of Buckup and Lisocki and kept his lead on the reaching legs. On the second windward leg Buckup passed Sola and Obregon, and Maspons passed Lisocki who, after rounding the leeward mark, kept going out to sea. On the run Sola closed in on Buckup and passed him a short distance after rounding and to windward, gaining up to 300 yards from the finish. Buckup tacked towards land and Sola covered. Meanwhile Obregon and Maspons had come close on a couple of favorable slants; Sola noticed this and tacked to cover, giving Buckup his chance to slip ahead. Then Sola, Obregon, and Maspons took a header, Maspons tacking immediately and gaining on both, while Sola sailed into a small hole. Therefore Buckup finished first, then Maspons, Obregon and Sola. There were many small local shifts in this last leg, remarkable proof of it is that Walmor Soarez from Brasil rounded the last mark in 12th place and finished 5th.

The fifth race was run immediately thereafter. Wind strength about the same, but its direction had shifted somewhat to 235 degrees and the course was corrected accordingly. The fleet took a good start more or less evenly distributed over the line. Lisocki starting one third down the line was in the clear and on a small shift soon thereafter was able to tack to port and thereby got a good lead. He rounded first with Buckup several boat-lengths behind followed by Sola, Jurado, Santos, and a pack headed by Dyck. At the leeward end it was Lisocki, Buckup, Sola, Santos (who passed Jurado), Jurado, etc. On this windward leg Buckup passed Lisocki, playing the shifts superbly, and rounded the windward mark first, followed by Lisocki, Sola, Santos, Dyck, and Jurado. On the run Lisocki overtook Buckup and recovered his lead which he was to maintain to the finish. Buckup was second, then Sola, Jurado, Dyck, Fernandez, and Moeller, who had come from an 18th place at the end of the first round.

On Friday the wind was about the same strength, with a similar wave pattern as the day before, direction 250 degrees. The start took place at exactly 2:30 p.m. with the fleet slightly favoring the leeward end. Zanatti from Peru, starting from the middle, took the lead playing the shifts very well and rounded first followed closely by Lisocki, with Maspons after him, Sola, Moeller and Buckup. Lisocki passed Zanatti on the first reach and at the jibe mark had opened a good lead, increasing it to the leeward mark. Behind him the same order was maintained. At the next windward mark it was Lisocki, Zanatti well ahead of Buckup, who had passed three boats, after him Sola, Maspons, Obregon. For Buckup it was most important to come in second, otherwise Lisocki would be the Champion, and he managed to do just that. Playing the small shifts with incredible speed he approached Zanatti, making up more than 100 yards and finally passed him, with Sola gaining also on Zanatti and overtaking him at the finish line. Therefore it was Lisocki, Buckup, Sola, Zanatti, Maspons, and Soarez, who again had made up a lot of ground in the last leg, passing

several boats.

With the result of this race Buckup and Lisocki were tied in points after discarding their worst race. Both had three firsts and two seconds, but Buckup was discarding a third and Lisocki a sixth in the fourth race. Therefore it was Buckup who had become South American Champion for 1975.

The social aspects of this championship were well taken care of. After Saturday's inaugural, on Sunday we had a beach party, Monday night several dinner parties with contestants distributed over seven Salinas homes. Tuesday there was a party at the dock house, with local artists singing and playing guitars, Wednesday a dinner party at the Club. Finally Friday

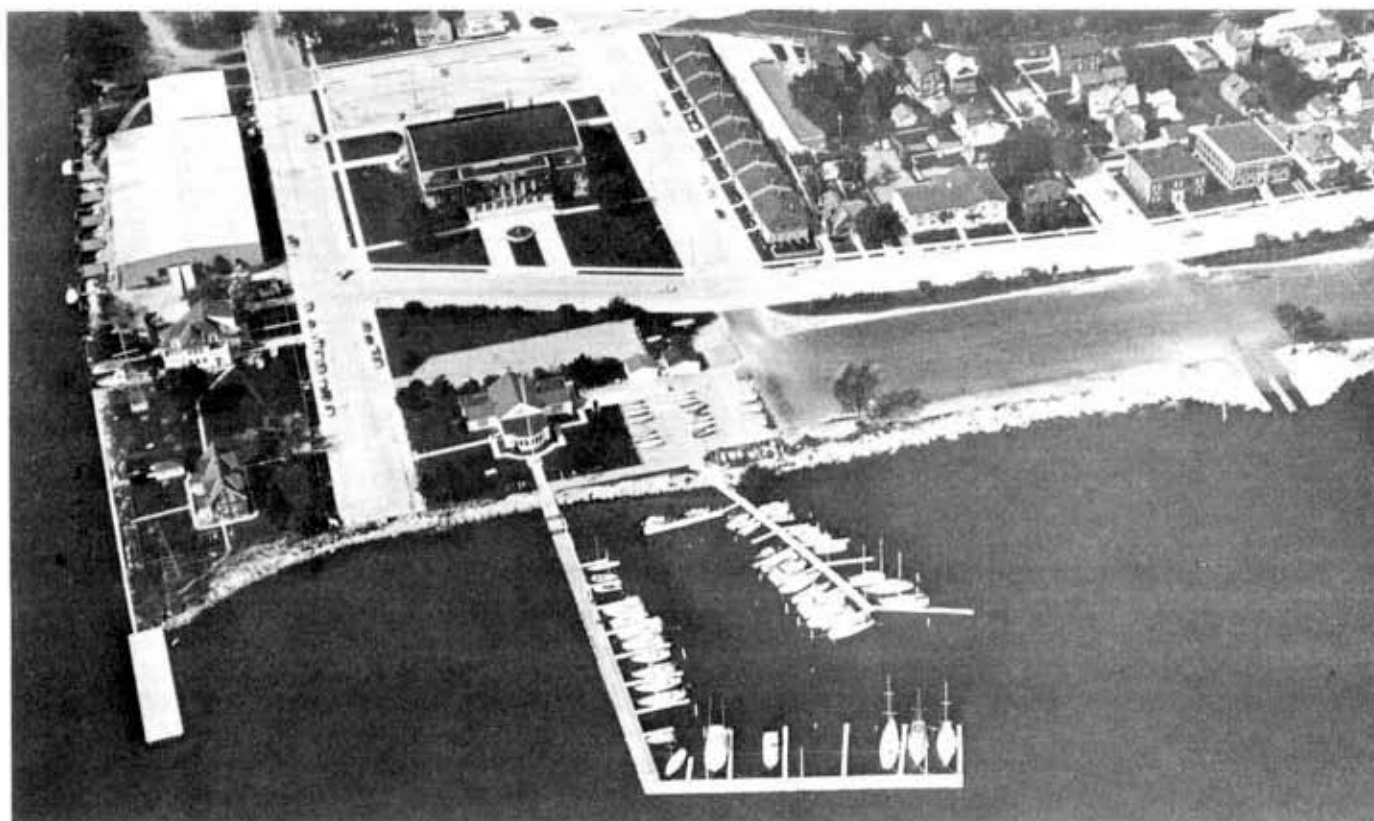
an informal celebration at the dockhouse again and Saturday evening the Closing Ceremony in which the trophies were awarded, followed by a Dinner Dance.

In conclusion, it was a very successful regatta, I am happy to say. Probably the best South American Championship ever, at least the best one this writer has attended, and I have been at 10. A record in attendance: 27 boats at the start of each of the six official races; the wind helped us very much, it kept blowing steadily, and everything went smoothly. The Race Committee was very good, the courses were very well set (slightly long) and protests and infractions were firmly decided with fairness to all. I hope it will be remembered the way I do.

XXI SOUTH AMERICAN CHAMPIONSHIP

Final Boat # Position	Skipper and Crew	Country	Race Finishes						Points
			1	2	3	4	5	6	
1 12414	Mario Buckup, Telma Buckup, Joaquin Feniberg	Brazil	1	(3)	1	1	2	2	7
2 3041	Andres Lisocki, Beatriz Lisocki, Gian Lucafiore	Colombia	2	1	2	(6)	1	1	7
3 12703	Francisco Sola, Felipe Estrada, E. J. Carlos Plaza	Ecuador	3	(4)	3	4	3	3	16
4 11040	Alberto Maspons, Luis Plaza Alcivar, Xavier Monje Yoder	Ecuador	4	2	11	2	(NT)	5	24
5 11677	Rafael Obregon, Jorge Londono, Carlos Sansao	Colombia	8	7	(16)	3	14	7	39
6 12513	Juan Santos, Juan Santos Cueva, Jimmy Pazmino	Ecuador	7	13	5	(17)	8	8	41
7 12768	Claudio Abramowitz, Ricardo Crespo, Esteban Crespo	Brazil	6	8	10	8	9	(11)	41
8 12515	Cesar Zanatti, Roger Vansprangh, Freddy Clay	Peru	(19)	10	6	7	16	4	43
9 10266	Carlos Arteaga, Alexandra Sears, Richard Sears	Peru	15	5	4	11	(19)	9	44
10 12693	Alfonso Jurado, Antonio Sola Medina, Jorge Ycaza Diaz	Ecuador	(18)	15	9	9	4	12	49
11 12659	Jaime Fernandez, Marcelino Fernandez, Miguel Gonzalez	Chile	13	9	7	(22)	6	15	50
12 12722	Carlos Navarro, Elvira M. DeNavarro, Enrique Conterno	Peru	10	6	15	10	12	(18)	53
13 11611	Werner Moeller, Werner Moeller Camacho, Antonio Arosemena	Ecuador	17	(18)	8	13	7	10	55
14 8411	Xavier Pascuchi, Maria C. Pascuchi, Gerardo Semenzato	Argentina	14	12	12	(23)	11	14	63
15 11692	F. DeLa Concha, Fernando Guerrero, Rafael Non	Colombia	5	19	17	15	(21)	16	72
16 11714	Manuel Arribas, Guillermo Baca, Pedro Ros	Peru	16	14	13	19	10	(19)	72
17 12517	Hector Sabogal, Hector Sabogal, Gisella Sabogal	Peru	12	11	(22)	14	17	20	74
18 12036	Dieter Dyck, Olaf Dyck, Lars Dyck	Ecuador	11	16	(25)	20	5	23	75
19 12767	Fernando Magnasco, Luis Herman, Carlos Sanchez	Chile	9	20	18	(24)	13	21	81
20 12518	Luis Loli, Gunter Ritter, Miguel Carlos	Peru	(26)	17	20	12	15	17	81
21 12526	Walmor Soares, Antonio Dondei, Valerio Gomes Soares	Brazil	(DQ)	12	DQ	5	18	6	81
22 8911	Antonia Pacini, Francisco Camargo, Angela Pacini	Colombia	20	(22)	14	16	20	13	83
23 12523	Juan Fernandez, Antonio Merino, Felipe Mujca	Chile	23	25	19	18	25	(25)	110
24 12522	German Maldonado, Fernando Saver, Rodrigo Sanchez	Chile	25	21	(DQ)	21	24	22	113
25 11021	Hugo Cuneo, Gonzalo Valdiviezo, Christian Lorez	Chile	22	24	23	(26)	22	24	115
26 12654	Hernan Barahona, Christian Barahone, Jaime Martinez, Manuel Gonzalez	Chile	21	26	24	(27)	23	26	120
27 8973	Roberto Londono, Mauricio Vargas, Hernando Higuera	Colombia	24	27	21	25	(NP)	27	124

Did Not Start - NP) 28 points
 Did Not Finish - NT)
 Disqualified - DSQ) 29 points
 () Throw-out Race



Some of you may recall the 1971 Lightning North Americans at Milwaukee. The gail winds, 10 ft. waves and the 15 minute joy rides certainly were memorable. Well, you haven't seen the end. This year, August 13 to 20, the N.A.'s are going to be held at Sheboygan, Wisconsin, 60 miles farther north. So get ready for another great week of racing.

You will like Sheboygan. It's a relatively small city on the shore of Lake Michigan, with a population of 50,000. The cost of living is low. The people are friendly. You can't beat it. The yacht club is centrally located, with easy access to motels, campgrounds, beaches, tennis courts, the YMCA, etc. Lake Michigan is a nice place to sail and relax. The water is fresh, deep, occassionally warm and there's no current.

The course is within sailing distance from the yacht club and it can be seen easily from shore, for those who wish to lay back in the sand and enjoy the race from another angle.

Sheboygan is proud to host the 1976 Lightning North Americans as part of their Bicentennial celebration. We think we have a lot to offer and we can't think of a greater bunch of people than the Lightning Class to celebrate with. Good luck at your districts. Sail hard. You're welcome in Sheboygan.

SHEBOYGAN