

INTERNATIONAL LIGHTNING CLASS ASSOCIATION



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DEDICATION

When one takes on the responsibility of Assistant Year Book Editor, there comes with it a two year commitment, the last year of which you become Editor. Frankly, if I were a true "Editor" in the newspaper or magazine manner, the job would be almost full time for two or three months.

Luckily, this is not necessary, as we have a staff in Worthington who are dedicated to the I.L.C.A. They spend countless hours of their own time (both at home and in the office) doing all of the layout and organizational work. Your editor merely seeks articles and chooses a few pictures along with some proofreading. Without Helen and her terrific staff, your year book would be a second class magazine.

Part of the reason that the Year Book is first class is due to Jake Jacobson. He and he alone has taken the responsibility for the processing of the color section. This is no mean task, and is expensive both in terms of time and money. Jake has personally borne a large part of this financial burden. For this, Jake the class says a hearty "Thank You". When we meet you on the race course we all owe you a port tack or two (but no bouy room).

Mary Huntsman has also spent a lot of time and money in picture taking. You can see that many of her pictures in this book (and in fact many in the previous books) have been hers. Thank you too Mary, but if we all give you and Sandy a port tack at Red Bank we'd never get across the river to the weather mark.

The Year Book, as well as much of the other class work is done on a volunteer basis. Even our paid staff put in many "volunteer hours." We all contribute one way or another, either through fleet reports (edited by a much over worked Assistant Editor, Dave Sprague — who even lent me his girl Cathy for my "bow man" at the N.A.'s) or through full blown articles. To all of you — Thank You, but no port tacks (I'm in the back of the fleet as it is).

David W. White, Editor

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THE PRESIDENT'S MESSAGE

As we enter our 39th year (1976-1977 ILCA Year), let us be proud of our Class and the continued growth and popularity of the Lightning at a time when there has been a proliferation of new Classes.

The strong Class Organization, and most importantly the people who make up the Class make the difference. A new Lightning owner is not buying just a boat. He or she is buying a life style, a sharing of ideas and interest at the local or grass roots level. The organization provides the frame work and stimulation that helps hold that interest. Together, we have built up a family of Lightning owners who love the Class and stay with it as I have since 1949.

The ILCA is on the threshold of new growth largely stimulated by the new oval mast, strong interest among the Junior/Youth contingent in North America and the stimulation of activity in Europe and South America.

Look at the record. The Junior North Americans instituted three years ago has been highly successful. The Juniors in the heavy seas of Lake Michigan performed admirably in the 1976 Junior North American and North American Championships. There were more Juniors in the Blue Fleet of the NA's this year than in the last ten years.

The Worlds in Salinas (1975) has provided new momentum for the South American Lightning Federation. We are looking forward to the World Championship in Spiez, Switzerland in July of 1977. This event and the presence of the new Euro-Lightning will provide growth for our European Districts and the possibility of establishing the Lightning through the efforts of the Swiss in Germany.

The Year Book provides a vehicle to salute our good friend Fleet 109 and the St. Petersburg Yacht Club on the 30th Anniversary of the Annual Mid-Winter Lightning Championship. They have been superb hosts all of these years and we thank them for having us.

It is an honor and privilege to serve the Class as President. My thanks to all of the Officers, to Helen Limbaugh and her staff in Worthington and to all of the Year Book Staff, with special thanks to Dave White, Editor, and to Jake Jacobson.

Sincerely,

Robert R. Adams ILCA President

Officers of the International Lightning Class Association

PRESIDENT - Robert R. Adams

Bob has raced Lightnings since 1949, having competed in 22 of the last 25 NA's and in 3 World Championships (Naples, Buffalo and Salinas).

His first of six Lightnings was #2457, purchased off the floor of the New York Boat Show and jointly owned by and co-skippered with his sister, Marge Adams Alexander. He met his wife Tay (the former Thayer Reisner of Milwaukee and Gull Lake Y.C.) at the 1954 Internationals, and she has been his steady crew since 1958. The Adams have three young sailing daughters - Jenny, Bonnie and Chris.



Bob has served the class in the capacity of CAD Commodore, V.P. Publicity, Chairman IRC, Treasurer, Assistant and Chief Measurer. He was a member of the Executive Committee for two years prior to becoming President.

A graduate of Princeton University in 1957 and Wharton Graduate School in 1961, he is Vice-Chairman of Roselon Industries, Inc., a publicly held textile manufacturer.

The Adams are members of Fleet 3, sailing at Barnegat Bay, New Jersey, the Bay Head Yacht Club, site of the First International Lightning Championship.



TREASURER - Donald P. Delorme

Don, a gynecologist in Virginia, has been sailing Lightnings since 1963. In that time he has had five Lightnings including 12863 his present boat. Don and Wanda's children are Becky 13, a budding ballerina, who sails occasionally and Donald 10, who likes it light and calm.

Don also sails a Soling but likes the Lightning Class and people best,



Ass't, Measurer and VP GEORGE V. FISHER of Columbus, Ohio, I.L.C.A. member since 1948, Partner - Law Firm of Krumm, Schwenker & Fisher, Wife Marty.



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Since the time John first started sailing the Lightning at Buckeye Lake in Ohio, he has moved more than any other Lightning owner of record. Taking his boat along each time, he has belonged to the Ohio, Dixie, and Metropolitan Districts, serving as Commodore of the latter for two years.

John's first Lightning was 5559, he now races 13003, with five other boats between. His wife, Nancy, does not sail but tolerates new boat and sail purchases and the countless hours John spends with his boat. She renews Lightning acquaintances during the trips to World Championships and will be along on the trip to Switzerland.

He devotes any spare time to his investment firm in New Jersey.



CHIEF MEASURER & VICE PRESIDENT — David O. Peters

Dave has sailed Lightnings since #1214 appeared in his family's drive when he was two years old.

In 1969 Dave purchased his first new boat, #11055, and graduated from the University of Michigan's College of Architecture. He has had two more boats since then, and is currently

sailing #12754.

On July 17, 1971, Dave abruptly pulled out of the fourth Michigan District Championship race to dash to the altar to be on time for his wedding. With his new bride, Carol, ("Shrub") he left for the Lightning Worlds in Helsinki, three days later. Since then, Dave and Carol have not missed a Worlds. Dave was honored to be part of the 1973 World Championship team, crewing with Bruce and Pam Goldsmith.

In August, Dave won the President's Cup in Sheboygan, Wisconsin, and in September, Shrub gave birth to a third generation Lightning skipper, Jonathon.

Dave has served as Michigan District Commodore, Secretary/Treasurer, and District Measurer. He has also served as an I.L.C.A. Assistant Measurer and Vice President.

Dave is currently a partner in the architectural firm, Fry/Peters Associates, and president of F/P Development Co., Inc., a construction management firm. Both are in Ann Arbor, Michigan.

The Peters are members of Fleet 374, located at Douglas Lake, near Pelston, Michigan.





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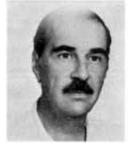
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