

XXII SOUTH AMERICAN LIGHTNING CHAMPIONSHIP

By Javier Pascuchi

For the fourth time the ILCA South American Championship was held at Olivos, Buenos Aires, on 16/23 October 1976. The Championship was organized by the Argentine Lightning Association and the Yacht Club Olivos. Other clubs, particularly the Club Nautico Olivos and the Club Universitario Buenos Aires, cooperated in the organization. Alberto Migone was kind enough to accept the post of Chairman, and thanks to his experience, the work done by the Race Committee was flawless.

As is customary, each country was allowed to send up to six crews. Only Argentina and Chile raced with six boats. Five crews came from Brazil, and one each from Uruguay, Peru and Ecuador. Most of the Chileans and Brazilians trailered their own boats. The delegations from Peru and Ecuador missed shipping their boats on time, due to a change in schedule of the shipping company, and for that reason only one crew came from each country, and sailed on borrowed boats. The crew from Uruguay also borrowed a boat, since their fleets do not possess fiberglass lightnings.

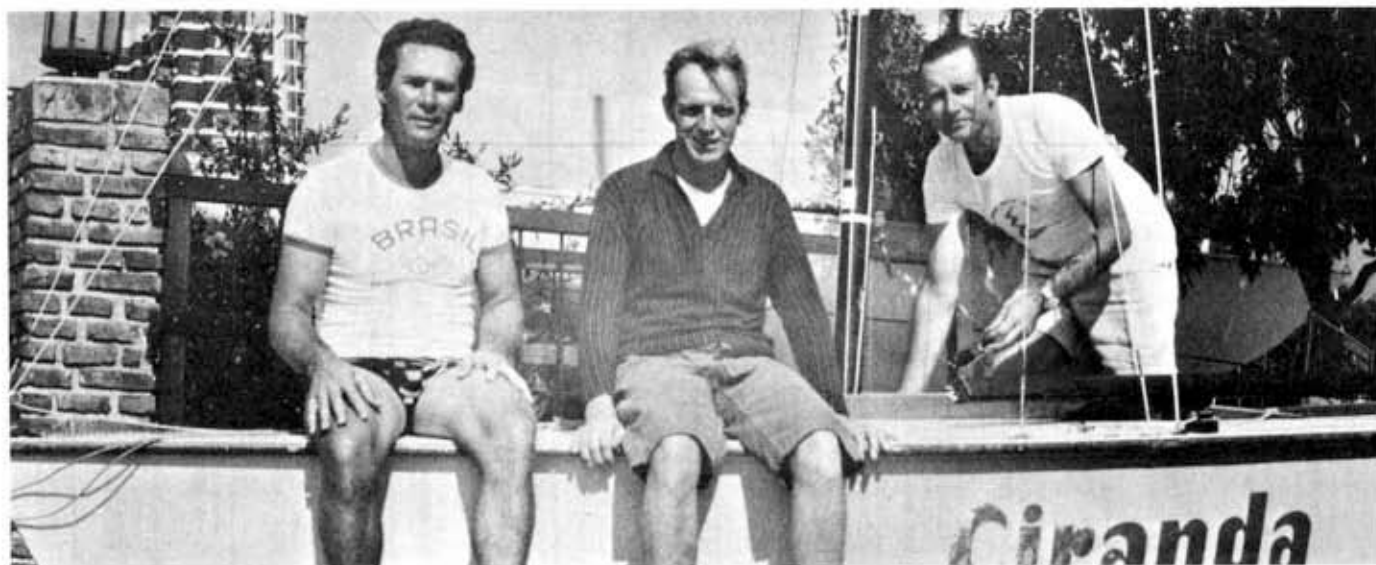
The boats that were lent were made of fiberglass in Argentina, and with the new oval spars, proved to be competitive. It must be pointed out that we were able to obtain a special import permit for fifteen fully-rigged oval spars, because of our responsibility as hosts to the South American Championship. We were then able to lend eight, and assign six to the Argentine delegation. All boats raced with oval spars. We are most grateful for the help given to us by Bob Smither on this matter, and Jack Mueller's successful effort to deliver the masts from Cleveland to Buenos Aires on very short notice, since otherwise we would not have been able

to lend competitive boats, nor equip our own boats adequately for such an important event.

The Olympic course was selected for all races, and it was set in front of Olivos, at the exact location where the '69 World's was held. The Olympic course was favored by most participants, and furthermore Alberto Migone argued that the usual shifts in the local winds turned either the second or the third leg into a very tight reach, so that it was not a good idea to use an equilateral course.

On Saturday 16th, registration and measuring got under way, but nobody could practice much since there was practically no wind, until a "Pampero" blasted through at about five in the afternoon. On Sunday, the first tune-up race was started at 10:00 AM in a strong offshore wind from the South, of about 30 knots. Most of the fleet had abandoned by the time Claudio Abramowitz led the way at the windward mark, and the race was shortened to three legs. The second tune-up race was cancelled because the wind increased well above the class limit.

The first Championship race started on Monday at 2:00 PM, in a gusty breeze from the South, which oscillated between 5 and 20 knots. The Brazilians Robert Buckup, Claudio Abramowitz and Walmor Gomez Soares tacked towards the shore - the usual tactic in such conditions - while all the locals, with the exception of Carlos Collet, went the other way for reasons unknown. The three Brazilians finished in that order, followed by Manuel Gonzalez (Jr.) from Chile and Mario Isola, who made a good comeback. The gusty wind caused two capsize and some sudden planes, but as was shown by Collet, who fell back to eleventh place, one had to stick to the starboard (shore) side on all the beats.



Winning crew Hans Flesch, Karl Dieter Wolf and Robert Buckup.

On Tuesday there was practically no wind at 2:00 PM, but at 3:00 PM a light breeze from the Southwest settled down the race was started. Joaquim Bello from Brazil, Carlos Collet, Alberto Gonzalez from Chile and Javier Pascuchi from Argentina rounded the windward mark in that order. It seemed for a moment as if the general standings were in for quite a change, but in a few minutes a dark cloud in the Southwest leaped on us, and suddenly Juan Santos from Ecuador, German Maldonado from Chile and Javier Pascuchi were swimming, a penalty for not lowering their spinnakers fast enough. The rest of the fleet was planing towards Uruguay (40 miles across the river) in a 40 knot gust with plenty of rain and dark skies. Fortunately, (and unusually), half an hour later the cloud was gone, the wind stopped, the sun came out, and we all had to be towed back to the port. Fortunately, there was no damage in any boat.

Wednesday turned out to be a more typical day. A ten to fifteen knot onshore Easterly produced a difficult chop in the lulls, but was more relaxing to sail in. Pascuchi and Gomes Soares led at the windward mark by having tacked at every header all through the beat.

The fleet spread out in the reaches, but was bunched together again in the second beat, as the wind diminished. Gomes Soares, Manuel Gonzalez, Rufino Melero from Chile and Pascuchi started the downwind leg in that order, but during the last leg while the wind increased slightly, Pascuchi recovered the front position, as Gomes Soares covered the Chileans, coming in second. Robert Buckup finished fifth, and Mario Isola thirteenth, with little chances of winning the championship at that time.

Two races were held on Thursday. Mario Isola won the first in an eighteen knot Northerly, and was followed by Robert Buckup, Gomes Soares, Abramowitz, and Collet. M. Gonzalez finished tenth, and Pascuchi eleventh. In the afternoon race the wind increased to 25 knots, and produced a short chop which could easily be handled in the heavy conditions. Buckup was the leader this time, followed by Gomes Soares, Abramowitz and Isola. Pascuchi had another bad race, as he rounded the windward mark second and fell back to seventh, and Isola missed a sure second place because of an ill-timed jibe in the downwind leg. Manuel Gonzalez finished tenth.

With two races to go, Buckup had a comfortable margin. Isola, Gomes Soares, and Abramowitz were fighting for second place, and Pascuchi and Manuel Gonzalez had fallen behind and were candidates for fifth.

On Friday the wind still blew from the North, but with less force, with gusts of about eighteen knots. Buckup and Pascuchi were one-two at the windward mark, followed by Rodrigo Zuazola from Chile and Isola. Isola climbed to second in the third leg and stayed there, while Jose Blanco from Argentina and Alberto Gonzalez managed to place third and fourth by moving fast in a slightly less windy last beat, and were followed by Pascuchi and Zuazola at the finish. Abramowitz was eighth and Manuel Gonzalez ninth.

On Saturday morning the abandoned second race was resailed, in a gusty breeze from the Southeast, which soon built up fairly large waves. Buckup was already the Champion



Walmor and Valero Gomes Soares ready to launch "Fpolis"

and Isola had to place a boat between his own and Gomez Soares to place second in the Championship. The fourth place could be won by Pascuchi if he placed better than third and Abramowitz had a bad race. Things looked good for Pascuchi at the jibe mark as he was first, followed closely by Manuel Gonzalez, and Abramowitz had just abandoned because of a broken gudgeon. Gomes Soares and Isola were placed sixth and seventh. However, Pascuchi and Gonzalez luffed too much in the second reach and were passed by Collet. Gonzalez managed to get an inner position at the leeward mark, and he led Collet all the way to the finish. But Collet did not finish second by himself, Isola caught up at the finish line for a tie, coming in ahead of Gomes Soares, and sailed back to port convinced that he had lost the second place in the regatta, by a split second. However, Migone got busy re-reading the ILCA rules, and came up with good news for the local fans (and bad for Walmor): instead of splitting one point between them, both Collet and Isola were to be assigned two points, and consequently Isola was runner-up. Pascuchi managed to fall back to sixth in the second beat, and to stay in that position to the finish, where he trailed Buckup, so that Abramowitz ended up with a creditable fourth in the regatta (he raced a borrowed boat), despite his bad luck in the last race, and Manuel Gonzalez was fifth.

In summary we had a very enjoyable series with fair though difficult conditions. Robert Buckup won with a superb performance. Mario Isola managed to show his skill after a weak start, and Walmor Gomes Soares provided the big surprise, proving himself to be a very gifted tactician.

IMPRESSIONS

By Robert Buckup

After the South American Championship, which took place in Argentina, I learn that the winner is to write an article on it. I'm happy therefore to report on the event with my observations.

Since this was my first sailing experience in Argentine waters I was very anxious to learn how it would come out. To our surprise we did find people of a long sailing tradition and well prepared to organize such an important Championship. I would like to emphasize the outstanding support given by the "Race Committee", the perfect course setting and excellent secretarial services provided. Adequate housing for the foreign delegations was also provided. In registering the overwhelming attentions received we have to take into consideration that Argentina's economy is currently faced with difficulties which did only allow for a small official help.

As I was fortunate enough in winning the Championship, I'd like to describe what in my opinion were the contributing factors.

Since I usually don't feel comfortable in using somebody else's boat, I had decided to take my own to Argentine. Easy to say but not easy to do! I had to drive both ways, about 5.000 km. in total. It is worthwhile to mention that our roads are not quite equal to European or U.S.A. highways. A good advice to whom wishes to embark on such a trip: carefully prepare your boat-trailer and check thoroughly the hitch and other details to ensure a smooth ride and a safe arrival.

Another factor contributing to our success was the crew teamwork. Hans Flesch has been sailing with me since we first started on the Flying Dutchman 16 years ago. Dieter Wolf has been two years with us and adjusted well to the boat. There is little need for instructions on board; all tasks are automatically performed. Also important were the three week vacation which allowed enough time to attend the Championship and

the up/return travel. In doing so and in my wife's company I was rested and unconcerned when we arrived in Buenos Aires and back in Sao Paulo.

As far as the course was concerned I can only praise it, however some attention had to be taken with the tide flow in the Rio de la Plata since there it becomes influenced by the winds, natural river stream and the ocean tide. During 24 hours there can be no tide effect at all and in the next 12 hours it ebbs and flows as much as 1.50 meters.

Winds were excellent except for the SW blowing from the city with up to 30 degree shiftings. We had been warned by our Argentine friends against the "pampero", unusual strong winds originated at the Andes which strike without giving prior notice. It was difficult to believe, but when the second race was cancelled for this reason we did quickly realize what "pampero" means. Blowing at forces from 8 - 25 miles we had NE winds the following races and South wind on the last race. The U.S.A. fiberglass made boats showed an absolute superiority here.

All boats were equipped with oval masts since 18 of them were delivered in B.A. just a few days prior to the South Americans. Thus the equipment made available was the best.

Concerning the competitors I'd like to mention my friend Mario Isola. Knowing Mario for almost six years since the South Americans in Rio de Janeiro, I did see in him my most direct competitor and possible winner. Last year Mario obtained the bronze medal at the Pan American games in Mexico while I got only the 5th place. I believe he was concerned with any extra-regatta problem at the beginning, but he recovered remarkably in the end to take a 2nd. The two great absences were registered for Mario Buckup of Brasil and Andres Lisocki of Colombia. Chile attended with 6 boats, Argentine with 6, Brasil 5 and Equador and Peru with 1 boat each. A pleasant surprise was Uruguay also participating with 1 boat. We sincerely hope that this represents the beginning of the Lightning Class activity in this neighboring country.

1976 SOUTH AMERICAN CHAMPIONSHIP

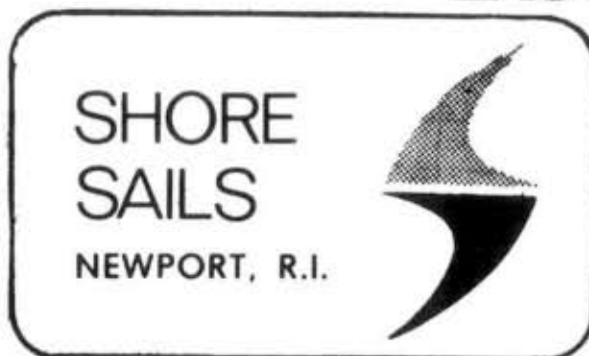
Boat #	Skipper	Country	1st	2nd	3rd	4th	5th	6th	Points
11708	R. Buckup	Brasil	1	5	5	2	1	1	10
11043	M. Isola	Argentina	5	2	13	1	4	2	14
12526	W. G. Soares	Brasil	3	4	2	3	2	7	14
12414	C. Abramowitz	Brasil	2	DNF	8	4	3	8	25
11011	M. Gonzalez	Chile	4	1	3	10	10	9	27
8411	J. Pascuchi	Argentina	9	6	1	11	7	5	28
11040	R. Zuazola	Chile	8	DNF	6	8	5	6	33
12679	A. Gonzalez	Chile	6	11	10	7	11	4	38
11042	J. Blanco	Argentina	13	9	15	6	8	3	39
11739	R. Melero	Chile	7	7	4	12	9	16	39
11037	C. Collet	Argentina	11	2	11	5	DNF	11	40
11035	J. M. Irizar	Argentina	16	10	12	15	6	10	53
11721	J. Bello	Brasil	10	12	9	9	DNF	17	57
12523	G. Maldonado	Chile	DNF	8	16	14	12	13	63
11041	J. O. Buquet	Argentina	DNF	DNF	7	13	DNF	12	74
12652	P. Gallyas Sass	Chile	12	DNS	18	16	14	DSQ	81
4349	D. Zannier	Uruguay	14	DNS	17	17	13	DSQ	82
12657	D. Heydenreich	Brasil	DNF	13	19	18	16	19	85
12518	J. Barrera Moller	Peru	15	DNS	20	20	15	DNS	91
12513	J. Santos	Ecuador	DNF	DNS	DSQ	19	17	18	96

DNS: Did not start - 21 points

DNF: Did not finish - 21 points

DSQ: Disqualified - 22 points

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IMPRESSIONS FROM THE CANADIAN OPEN '76

by Max Ahlfors

The 1976 Canadian Open was held in Hamilton, Ontario, July 30th, 31st, and August 1st. Hosted by the Lightning Fleet of the Royal Hamilton Yacht Club, the regatta was sailed on the Hamilton Bay, a body of water condemned to die, but staging a remarkable comeback through efforts by various groups of individuals, industry, and government who have achieved some measure of success since none of the fine glass boats melted upon contact with the bay water.

The Canadian Lightning fleets were well represented by D. Black from Kelowna, B.C., Norm Clegg and Bill Benson from Winnipeg, Man., Russ Scrim from Montreal, Quebec, Dave Kopec from London, Ontario, a very strong contingent from Toronto headed by Ken Inglis, Pete Sulman and Ron Cochrane, the local fleet led by Larry MacDonald, Jr., and many other Canadian Lightning sailors. Then, there were our friends from U.S.A., Stu Anderson, Tom Allen, and the Bryants from Buffalo, N.Y., the indomitable pair R. Hallagan and Fisk Hayden from Sodus Bay, N.Y., Don Delorme from Virginia, to mention few of the dedicated Americans who time and time again lend their skill and prestige to our national event, thus giving substance to the rumor that the Lightning Class is alive and is the class to sail in.

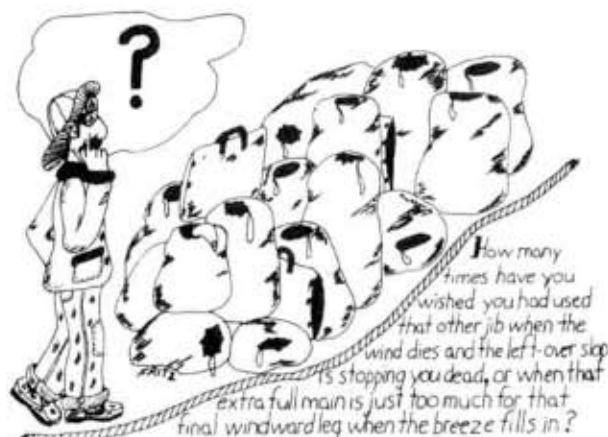


No Early Starters – Race #2. Photo Credit – Ron Wadeson

The competitors were met upon arrival by our one man welcome committee, Larry MacDonald, Sr., who directed them to the parking and measuring area with some friendly, inimitable MacDonald humor, where William "Bill" Hunter and Tom Robertson measured boats, rigging, and sails in an efficient and least inconvenient manner.

The tone of the regatta was set at the skipper's meeting where the race committee chairman Harold Boyce requested that he not be applauded for he intended to run a tight regatta in which early starters and recalls would not be tolerated; needless to say that from there on the skipper's meeting was unusually quiet; and after the meeting, skippers were seen heading for their boats with an air of incredulity and apprehension about them, asking themselves – did he really mean that? In any event, Harold and his committee did an excellent job in somewhat difficult conditions caused by unusual weather patterns for the locale.

The races were dominated throughout the three days by northerly, shifty winds of generally moderate velocity, which resulted in relatively high scores and no run-away winner; even local skippers, praying for the more familiar westerlies, were stymied by the thirty degree wind shifts – and then there were some major shifts. One race was won by a lake freighter, a veritable wall of steel a mile long, which sailed hooting through the fleet, impervious and ignorant of the blasphemy and vindictiveness emanating from the fleet caught on the wrong side. Another race, the third, was abandoned when the fleet, warned by the race committee, scurried for shelter from the starting line as a vicious thunder squall rolled across the bay; your correspondent found shelter in a huge concrete mixer in the pleasant company of Dr. Jeff Penfield (Fleet 164, N.Y. District).



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1977 CANADIAN OPEN LIGHTNING CHAMPIONSHIP

July 26, 27, 28

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Canadian Open
Championship '76

The Bryants were there —
Matt Sr. 10565, Matt Jr. 10006, Mark 9373



Bouy Room!

Photos from Ron Wadeson

Although Canadian sailors exhibited flashes of brilliant sailing in every race — there was much jubilation amongst our sailors when Pete Sulman took the lead in the first race — they could not contain the onslaught of their American adversaries who, we hope, were compelled to put out their best to win; even the eventual winner, Richard "Dick" Hallagan, had to finish well in the last race to become the overall winner. But we will try again in 1977 at the Lake of the Woods, Ontario, even if we must paint our boats grey and confiscate all road maps so that Dick Hallagan, who seems to be making a career of winning our national event, cannot find Kenora.

Perhaps the most rewarding aspect of the '76 Canadian Open was the fact that some young skippers did very well. The class has been occasionally critized for being somewhat long in the tooth; a class sailed and dominated by old persons, and failing to attract young people. Witness, Larry MacDonald, seventeen years of age, second place finisher in the 1976 Sears Cup, 1976 Canadian champion and qualifier, together with Ron Cochrane, for the 1977 Lightning World Championship to be held in Switzerland, as the Canadian representatives. And let us not overlook the young Bryants who have already established themselves as sailors of some excellence and

consistency thereby giving the old timers some moments of genuine concern on the race courses. Let us not forget the many young crew who are making an invaluable contribution to the class and their "old" skippers.

In conclusion, the members of the host fleet extend their congratulations to the winners and all participants; we hope that everyone had a good time in the Steel City, and perhaps, we will meet again someday in the future to test skin friction against each other.

Final Position	Boat No.	Skipper:
1	12355	R. W. Hallagan
2	12911	T. Allen
3	11450	F. M. Huffman
4	9373	Mark Bryant
5	8503	Stu Anderson
6	11085	R. C. Wardwell
7	12262	L. MacDonald Jr.
8	12090	R. Cochrane
9	9695	N. Clegg
10	11177	P. Sulman

Total entries, 37

24th European Championship

by H. K. Rahn & U. Wyler

Editor's Note: Reprinted from Flashes.

Fierce competitive spirit in view of next year's Worlds in Switzerland, but also relaxed fun are the catchwords of this European event successfully brought to conclusion during the Swiss summer holiday season.

The series also served as organizational tuning up for the Swiss Lightning Class officials trusted with the Worlds 1977 at Spiez on Lake Thun in Switzerland.

The setting was beautiful. Lake Neuchatel, 30 miles long and the largest completely within the country, presented itself to the eyes of the participants under a hot blue sky, the final period of the longest drought of Europe in history. The northern slopes of the Jura mountain ridge were rather yellow, the upper parts woods and the lower parts towards the lake sometimes spotted with vineyards. This year's wine should be one of the best in history, we frequently heard from the local people.

With 38 boats coming from 4 nations the participation was considered quite good. Unfortunately, Greece was absent, the same as last year, something we regretted very much as they always have been delegating crack competitive teams to the Europeans frequently winning the title. But it was a great pleasure to welcome 8 teams from Finland and 6 from Italy, coming from as far as Sicily. Sicily and Finland are 3,500 miles apart. And then, we welcomed our special guest, ILCA-President Robert K. Smither who was flying US-colors at the Championship.

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Thorough measurement of various boats parts only pointed to minor differences, easily to be corrected. The sail measuring put quite a few people working on their reaching spinnakers, as they were too narrow at the upper measurement point.

Racing

On Sunday, July 11, the training race was started in pleasant wind conditions blowing regularly from northeast. The best crews did not uncover their cards during that race and it could not lead to any conclusion.

After the race the Championship was formally opened at the clubhouse of the Grandson port, which is opened to the public with its restaurant facilities, Swiss democracy not permitting for many years private property or buildings at the lake shores. After this ceremony the new Europe Lightning was formally presented and baptized "Santa Fiamma". A proud builder of the plug with its crew was standing nervously at the side of the beautiful result of his efforts, which was made from December 1975 through July 9, 1976, barely seven months to produce plug, negative and a prototype. The huge pressure left clear marks on Rudi Fluhmann, who arrived tired and without any training the night before with his new boat and sails at the Championship.

1st Racing Day

Strong thunderstorm rains delayed the starts until the middle of the afternoon, when a fine western wind blowing between 10 and 14 knots came up. Quite some crews had difficulties at the leeward marks. First at the weather mark arrived the Swiss crew Lanz just ahead of Wyler, followed by Bernasconi and a new Lightning fan Dupasquier. The course of the race, during which the wind lost some of its force, the middle field of racing teams experienced some considerable changes in position due to changing winds. Last year's Champion Ruuskanen who started badly was able to gain position after position and ended third after Lanz and Wyler, followed by Bernasconi and Dupasquier in fourth and fifth place.

2nd Racing Day

Again thunderstorms in the morning. Departure from the port at 10 a.m. and start after some westwind came up, which immediately was annulled after a major change of wind direction. Second start at 12:15 p.m., also a flop and called up before finishing the first triangle. Because of threatening thunderstorms the day was closed for racing.

In the evening we gathered at a very happy and pleasant cocktail party offered by our former vice president Claude Lambelet and his wife Dina in the beautiful setting of Boudry Castle. At the following late evening dinner gathering a dozen crews, the Stocker brothers presented the "You never know" song of their boat. Great fun and lots of applause for the most entertaining crew of the Swiss Lightning Class.

3rd Racing Day

A light northeasterly wind made the crews jump into action at 10 a.m. and the second race was started. However again, not much luck because of wind changes and the race was called off. We appreciated very much the straight forward and consequent stand of the racing committee, looking for fair

races and not for a forced completion of the races.

But at 1 p.m. a fresh northeasterly wind put us back into action. This time the best start was obtained by Rahn, followed by the Finish boat Paloma who were both leading the race at the first weather mark in front of Wyler and Schar. On the second beat Rahn lost a few places on a bad tack. The surprising winner on this leg was Dupasquier, who moved up to the first place, followed by Ruuskanen, Wyler third, and Rahn fourth. The three leading boats kept fighting for their position but Dupasquier clearly led the field until the end.

The winds keeping good, a new race was started at 5 p.m., but during the race winds kept getting lighter and lighter and 100 yards before reaching the finishing line, died down completely. In front was Rahn, ahead of Wyler, Dupasquier, Luthi and Ruuskanen.

4th Racing Day

Finally, a fine northeasterly thermic wind was blowing already early in the morning at 4 knots per hour. The best start was made by Monnier on the leeward side of the starting line and he was dominating the first weather beat until the mark. Tacking on the right side was quite important as the winds along the shore were blowing at least 1 - 2 knots stronger than in the middle of the lake and, therefore, even good boats arrived in medium position at the first weather mark. Top crews were Monnier, Paloma, Lambelet and the Finish crew Pyy who in the first and second race fought an unsuccessful battle. This race was won by the Finish crew Paloma ahead of Lambelet and Monnier.

The next race was immediately called and our crew Stocker started with a risky but successful starboard-tack. Most boats having the wind conditions of the day before in mind tacked over and tried as quickly to reach as possible the vicinity of the shore. First at the weather mark was Pyy in front of Wyler followed by Dupasquier, Smither and Rahn. Finally, Smither found the tuning for his boat and started to be seen at the top of the fleet. The first and second boat were racing for the rest of the course a race for themselves and continuously increased the distance between themselves and the rest of the fleet. Pyy crossed the finishing line first, followed by Wyler, Smither, Dupasquier and Rahn. Ruuskanen had to give up because of a collision.

After this long hot day all teams jumped into their cars and a fifty car strong procession wound its way up into the Jura mountains where, in the midst of wood with beautiful view to the lake and the lowlands of Switzerland, a happy fondue-party got on the way. Swiss wine did the rest for a good party.

5th Racing Day

After four races sailed it was not yet possible to go beyond speculations regarding the winner. Wyler was leading with 14 points in front of Dupasquier with 21, Paloma 28, Rahn and Hess with each 31 points.

Towards noon westwinds with 6-8 knots an hour were inviting for the fifth race. Shortly after the start Wyler had to give up having been moved into a tactically impossible situation. At the first weather mark Rahn passed, followed by Smither. Both boats sailed much too high a reach and

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following boats, headed directly for the second mark passed by. This tactical error cost them lots of good positions and the race was won by Pyy, followed by Dupasquier, Lambelet, Smither and Hess.

The wind conditions permitted the last race to be sailed the same afternoon. The race was going to be decisive for the first places, since various options were still open to contestants. Dupasquier, a Lightning newcomer but formerly successful sailor in another class was leading, Wyler with 2 points considering the throw-out. Right at the start, Ruuskanen unfortunately had a collision and left the scene. This incidence cost him a top position. Lanz and Dupasquier got a very good start and were leading at the weather mark in this sequence, followed by Lambelet and Wyler.

It should be noted that three races were sailed on olympic course and, for the first time in Switzerland equilateral Lightning courses were sailed, the feeling improving in our country that there can also be fun on this kind of race course.

At the second mark Wyler touched it with his spinnaker pole and had to round again the mark, losing 10 places. During the second beat the duel started between Dupasquier and Wyler who was able to improve his position again after the

incident. On the first reach of the second round the unbelievable thing happened. In a match for positions Dupasquier's boat was touched and he left the scene just in reach of the first overall classification. This incident left a lot of bad blood and quite a few wounds had to be patched up in particular since all these races were held at fairly high temperatures. After this change of the situation the way was open for Wyler to smoothly sail his course with a safe championship in the bag. Pyy, third in the classification was way behind and did not threaten Wyler at all. On the last weather beat, with declining winds, Wyler was able to catch up on a few boats and finish the race second. First was Lanz, third Bernasconi, followed by Lahdemäki and the Italian Merola.

Tired from all the racing and rather dried out, the crews reassembled and left for visiting a beautiful wine cellar in the area, owned by the Dupasquier family. The cool cellars were indeed a place to stay as long as possible.

All in all the races were a memorable event, new friendships and old ones renewed. Next year we will all meet at Numana near Ancona on the Adriatic and enjoy sailing European Championships on the seaside.

1976 EUROPEAN CHAMPIONSHIP

Final Position	Boat #	Skipper	Race Finishes						Points *
			1	2	3	4	5	6	
1	Z 12637	Wyler Urs	2	3	7	2	39	2	16
2	Z 12319	Dupasquier Jean-Claude	5	1	11	4	2	39	23
3	L 12258	Pyy Pertti	39	11	4	1	1	13	30
4	Z 11108	Rahn Hans	12	4	10	5	6	8	33
5	Z 12399	Hess Jean	7	6	12	6	5	16	36
6	L 12918	Paloma Marku	11	7	1	9	9	14	37
7	US 10930	Smither Robert	14	8	28	3	4	9	38
8	Z 12635	Lanz Alfred	1	13	24	10	14	1	39
9	L 12909	Nisonen Hartti	8	18	13	13	7	6	47
10	Z 12572	Lambelet Claude	17	9	2	39	3	17	48
11	Z 12087	Monnier Jean-Pierre	15	17	3	7	11	25	53
12	Z 12571	Herzog Rudolf	6	27	14	14	8	12	54
13	Z 12088	Bernasconi Peter	4	39	6	16	39	3	68
14	L 12805	Ruuskanen Antti	3	2	9	39	17	39	70
15	L 12435	Aromaa Antti	13	15	16	15	29	11	70
16	Z 12320	Luthi Hans	21	12	8	8	22	40	71
17	Z 11857	Durr Jean-Pierre	10	14	18	22	10	39	74
18	Z 12297	Grandguillaume Pierre	16	19	5	23	15	22	77
19	L 12757	Lahdemäki Seppo	20	22	17	26	16	4	79
20	Z 12951	Flühmann Rudolf	18	10	33	27	20	7	82
21	Z 10898	Schmid Hans-Peter	9	24	23	20	12	24	88
22	I 11935	Merola Luigi	23	26	15	24	34	5	93
23	Z 10715	Schaer Ernst	39	5	19	25	24	20	93
24	Z 10999	Künzle Bruno	19	25	30	11	32	10	95
25	I 8763	Deamicis Nando	22	31	25	12	13	39	103
26	L 12906	Immonen Ahti	29	34	27	17	18	19	110
27	Z 12089	Beck Ulrich	26	21	21	19	28	26	113
28	Z 10718	von Gunten Martin	31	20	20	29	26	23	118
29	Z 12091	Vollmin Peter	33	16	37	34	19	18	120
30	L 12483	Patosuo Timo	32	23	34	21	21	27	124
31	Z 12317	Hofer Paul	34	39	26	18	23	30	131
32	I 12061	Giacalone Gaspare	27	30	38	32	31	15	135
33	I 12537	Crucitti Roberto	24	35	22	39	30	28	139
34	Z 11859	Muehlbach Hans	30	29	36	30	35	21	145
35	I 9450	Tremante Salvatore	28	32	32	31	25	29	145
36	I 12059	Pellegrino Gianni	25	36	29	33	33	32	152
37	Z 10716	Petraglio Hortense	35	33	31	28	27	39	154
38	Z 10463	Stocker Hubert	36	28	35	35	36	31	165

* Best 5 races