

IMPRESSIONS OF THE EUROPEAN CHAMPIONSHIP IN NUMANA, ITALY

by Jean-Claude DuPasquier, Fleet 169

Let us write first about the hearty welcome of our Italian friends in Numana, everything was done for our feeling great. Every night we were invited to a private estate where we could enjoy magnificent buffet and delicious Italian wine. At one of these parties, authentic folk dances were performed, just for us, by peasants of the region in their beautiful typical dress. All the members of the club, and especially the ladies, did their utmost for us ashore so that everything was easy and natural. I should add that my crew and I had special support from our Italian friends, being among the best right from the start, and their enthusiasm helped us a lot in our good result.

But our good preparation, starting with the equipment of my new Tom Allen boat in April, helped us also. My crew did the most part of the work and this made both of them more interested in the boat and its performances. We had found a

terrific speed that seemed to impress our competitors! Anyway, we had this feeling, and this is very important for being able to win, and often this feeling does not stay very long (see our finish in the World Championship!).

Speaking of the races, they were well organized on a splendid racing area along the beautiful Adriatic coast. We had mostly steady wind from 2 to 4 Beaufort, except the first two races which had a changing light wind. With the northwest wind blowing for the other four races, there was no other possibility than tacking towards the coast on the upwind leg; even if one seemed to reach the weather mark directly, one had to tack again and again in the other direction to be sure to round the mark. This did not suit everybody!

The level of the competition was fairly good for Europe; the fighting took place mainly between Finnish and Swiss boats. The Italians still have a good job to do for recovery of their past supremacy, and they will make it if their enthusiasm is spread over to more competitors.

My personal conclusion of this championship: since then *Numana* is also the name of my boat!!!

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European Champions, Jean Claude Du Pasquier, Jann Du Pasquier and Joel von Allmen.

Photo Credit — Daniel Forster

1977 EUROPEAN CHAMPIONSHIP

Final Position	Boat #	Skipper & Crew	Race Finishes						Points
			1	2	3	4	5	6	
1	Z13067	J. C. Dupasquier Y. Dupasquier, J. V. Allmenn	1	4	1	6	1	(7)	19.7
2	L12805	A. Ruuskanen K. Kahkonen, I. Hauninen	4	3	3	5	(7)	2	32.4
3	Z12572	C. Lambelet P. Herzog, L. Lambelet	3	1	(6)	3	6	6	34.8
4	Z12951	R. Fluhmann A. Herni, H. Spinker	6	6	2	4	3	(RET)	37.4
5	L12761	V. Tapola P. Nyman, I. Tapola	11	9	(16)	1	3	1	37.7
6	Z12637	U. Wyler P. Wyler, R. Wyler	9	7	5	2	(10)	4	49
7	Z10898	H. P. Schmid R. Hofer, K. Iseli	(DNF)	5	10	7	8	5	65
8	L12909	H. Nisonen I. Nisonen, A. Vitto	10	(DSQ)	7	10	5	11	72
9	I 13068	B. Magoni E. DeAngelis, G. Rizzieri	(DNF)	8	20	19	4	3	78.7
10	I 13061	L. Merola M. Lo Sardo and F. Lo Sardo	12	(21)	8	8	13	8	79
11	Z13070	H. K. Rahn F. Andersen, P. Osterwalder	7	(RET)	11	12	9	13	82
12	Z13074	H. J. Zollinger R. Meyer, J. Weilenmann	8	11	14	(16)	11	10	84
13	I 8763	N. DeAmicis M. Bortolaso, A. DeAmicis	5	14	(23)	11	17	12	88
14	L12493	T. Patosuo M. Patosuo, J. Haila	15	10	13	15	(15)	9	92
15	L12918	M. Paloma H. K. Paloma, M. Ulen	13	12	12	9	(18)	16	92
16	L 9436	L. Hammar H. Hammar, S. Koski	2	2	4	(DSQ)	RET	RET	98
17	Z12571	R. Herzog L. Herzog, P. Sager	14	17	9	(21)	16	18	104
18	I 12427	A. Vivani C. Armeni, A. Moroni	(DNF)	15	19	17	19	20	120
19	I 9316	V. Bardi R. Mandrioli, U. Gasparini	(DNF)	20	17	22	21	15	125
20	I 12905	R. Crucitti F. Giacalone, I. Martinez	DNF	13	15	13	20	(DSQ)	127
21	I 13037	M. Salvetti F. Saulini, G. Salvetti	(DNF)	18	22	14	12	RET	132
22	I 12475	M. DiSegni M. Federici, M. Mieli	(DNF)	16	18	18	14	(DSQ)	134
23	I 12297	F. DeRegis O. Ciurnelli, S. Rustichelli	(DNF)	19	25	24	22	14	134
24	I 9450	S. Tremante L. Tezza, G. B. Perin	(DNF)	23	21	20	RET	17	147
25	I 7568	G. C. Chielli V. H. Mearini, A. Rossi	(DNF)	22	26	25	26	22	151
26	I 10781	P. Rosi M. Rufini, F. Filippi	(DNF)	25	24	23	RET	19	157
27	I 9171	S. Belgenio P. Belgenio, M. Belgenio	(DNF)	28	30	28	23	23	162
28	I 11320	V. Talamonti M. Matteucci, S. Pomioli	(DNF)	29	29	27	25	24	164
29	I 7813	G. C. Orazi V. Graciotti, R. Rispogliati	(DNF)	24	28	26	RET	21	165
30	I 9612	F. Gherlantini V. Spinsanti, F. Breno	(DNF)	26	32	31	27	25	171
31	I 10675	V. Cremonesi P. Gnagni, E. Bassotti	(DNF)	RET	27	29	24	26	172
32	I 10916	A. Pelonara F. Formichini, P. Donati	(DNF)	27	31	30	28	27	173
33	I 9308	B. Roccheggiani V. Fava, L. Bozzi	(DNF)	RET	DNS	DNS	RET	28	202

() Throw-Out Race

XXV EUROPEAN CHAMPIONSHIP

by Nanco De Amicis

The 1977 European Championship was held June 26-July 3, in Numana on the Adriatic coast, hosted by the Circolo Nautico Numana and by the Italian District.

A very good organization by all the local authorities permitted an easy parking for thirty-three boats, trailers and cars.

Besides the welcome cocktail-party and the final ceremony with prize-giving and banquet, three wonderful garden-parties were offered to all the participants.

The friendship was unforgettable.

Helen Limbaugh with her husband Jay and the pretty niece Sherry were with us. Unfortunately their trip in Italy was too short, but their meeting with the Italian Lightning Sailors was very enthusiastic and all the district's members were grateful for the visit, it was a very pleasant surprise.

The race committee with Chairman Giuseppe Volpi, our old friend, and the International Protest Committee with Chairman Mr. Marsilio Vidulich did a very good job. The secretarial service was excellent.

The races were sailed with 33 boats from three nations only because Greece was absent.

The delegations were: Finland with 6 boats, Switzerland with 8 and Italy with 19 boats.

For the Italian Lightning Sailors the final result was valid for the District Championship and for the first time after 15 years an Italian Championship was sailed with 19 boats.

It was very important to us the participation of two complete juniors' Italian teams and of several junior crews in other boats.

A prototype glass boat of the new Italian builder, Salvetti of Brindisi, was skippered by Luigi Merola the 1976 Italian Champion.

This boat raised the curiosity and the great interest among the participants. The new boat is a very solid glass construction and the hull's drawing modern and competitive.

The final result of the boat was 10th, but Merola sailed for the first time with this boat and for the first time with an oval spar.

For this reason it is possible that Merola had several difficulties with the tune up.

The six races were sailed with Olympic course (Solving Class mm. 11,8) and Olympic score was adopted.

The first race, started in pleasant wind conditions, had a finish with a very light wind and only fifteen boats were scored because all the others did not finish in minimum time prescribed.

The other five races were sailed with a regular NNO wind from 10 to 18 m.p.h. in pleasant sea conditions and with wonderful sunny days.

After three races the situation of the score was:

1st DuPasquier, Switzerland; 2nd Hammar, Finland; 3rd Lambelet, Switzerland; 4th Ruuskanen, Finland; 5th Fluhmann, Switzerland; 6th Wyler, Switzerland.

For the Italian Championship, De Amicis was the first in 11th position, Merola second in 12th position, Magoni and Crucitti third ex aequo in 17th position.

The next three races saw the break down of Hammar and the formidable two first places of Tapola sent him up to the final good 5th. The final results were:

1st DuPasquier, Switzerland; 2nd Ruuskanen, Finland; 3rd Lambelet, Switzerland; 4th Fluhmann, Switzerland; 5th Tapola, Finland; 6th Wyler, Switzerland; 7th Schmid, Switzerland; 8th Nisonen, Finland; 9th Magoni, Italy and 10th Merola, Italy.

For the Italians the three good results of Magoni changed the situation.

Bruno Magoni won the Italian Championship, Luigi Merola was the runner up, Nando De Amicis 3rd, Alberto Vivani 4th, Vasco Bardi 5th, Roberto Crucitti 6th.

The new European Champion, Jean Claude DuPasquier, was the runner-up at Grandson in the 1976 Europeans in his first regatta with a Lightning.

Previously Jean Claude sailed Finn and 470, but never a Lightning.

He is a very nice new friend and a good new entry for the Lightning Class. The new name of his boat is at present NUMANA.

Bravo Jean Claude and Bravissimi Yann and Joel, faultless crews!

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THE CANADIAN OPEN

By Jay Hansen

We had been driving for 15 straight hours as a magnificent view of Lake Superior appeared around a rocky bend. We pulled off the road and enjoyed a crude breakfast amazed by the awesome sights.

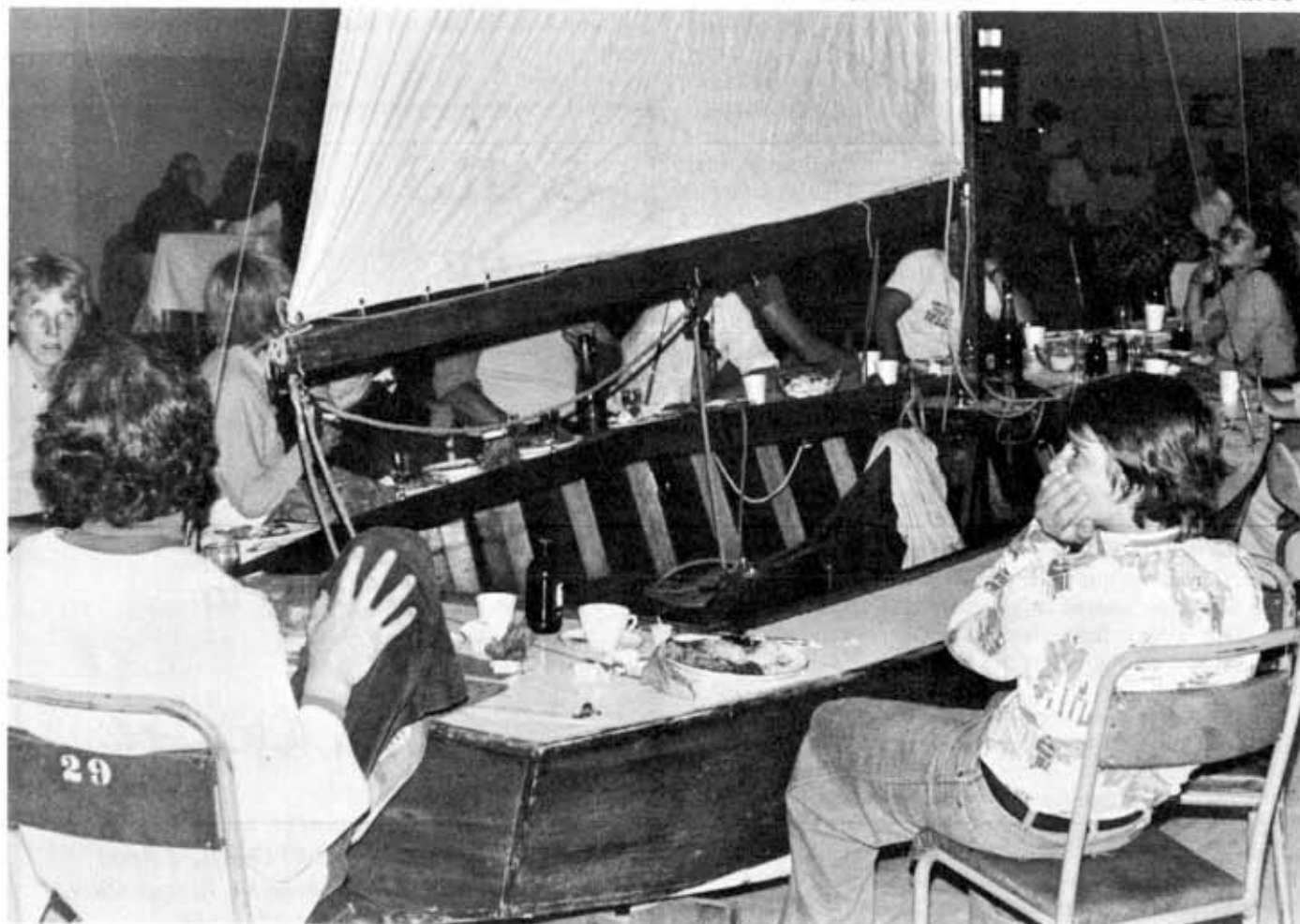
Asked to write an article on the Canadian Open Lightning Championships, I think first of the superb scenery north of Lake Superior. Yes, it was a long way to drive to Thunder Bay (18 hours from Toronto), but that incredible view was worth every minute. We were not disappointed upon entering Thunder Bay, the grain terminal of Western Canada. The city is beautiful and the people of the Temple Reef Yacht Club were exceedingly anxious to make us feel at home. Countless hours had been spent making docks and launching ramps, organizing social functions and preparing race and measurement committees. The time was well spent as the regatta was definitely a success.

Sunday was a practice day spent by some of us sailing in the perfect 12 knot breezes under the watchful eye of the Sleeping Giant (a gigantic rock formation that guards the entrance to the Bay). Monday was windy and we spent it scaling the cliff of Mt. McKay. Our reward was an inspiring view of the gigantic bay and twin cities of Thunder Bay.

The first race on Tuesday began in light breezes. Sulman, Cameron and Cochrane got away quickly to the right hand side, while we, MacDonald, and others were forced to the unfavoured left. The second beat was equal on both sides of the course but we felt the wind really wanted to come in from the right. By the last leeward leg Sulman Cameron, Spence, Cochrane and Richards were the leaders. We had caught up to about 8th and managed to keep free air and head toward the right, which we were convinced was better. Luckily for us the leaders tacked away to cover each other giving us and Ken Inglis a free shot at the windy corner. Sure enough the shift and wind came, allowing us to cross the fleet to win with Inglis second. Cameron was third, Sulman 4th.

As the fleet sailed down for the 2nd race the famous Thunder Bay thermal came in like a line squall sporting winds of 25 and a murderous chop. The reaches were wild and the beats exceedingly wet as we planed through the cold, cold waters of Lake Superior. Peter Sulman sailed an excellent race to win, MacDonald was 2nd, Cameron 3rd, we were 4th, and Sprague 5th.

Wednesday was a repeat of Tuesday's weather, but more interesting. The light wind died on the 2nd reach and went 30°



"Bonbo" #5493 - A banquet table at the Canadians.

to the left allowing us and others to catch many boats. Inglis and Bob Richards, the early leaders watched helplessly as 6 or 7 boats sailed right around them. The committee then wisely changed the weather mark to make a beat, but two of the leaders, Cameron and Mike Vollmer chose to go to the old weather mark, while the rest of the fleet went to the new mark. This allowed Larry MacDonald to take the lead, which he held to the finish. We nipped Norm Clegg for 2nd, Sulman was 4th and Dave Sprague 5th. The most amazing of thermals came zipping through the last leg to thoroughly wake up the competitors. The wind went from 4 to 25 knots in about 3 minutes.

By the start of the 4th race the wind has built up to "your basic screamer". Vollmer, MacDonald, Hansen, Cameron and Sprague all had good starts and by the weather mark the old pro Cameron had a good lead with Hansen 2nd and Sprague 3rd. We caught Cameron on the reach, but reckless fools that we were, jibed the chute, nearly losing John Vance into the icy waters. The more intelligent sailors took down their spinnakers and planed like crazy on the growing swells. By the end of the race Cameron easily held us off to win, Sprague was 3rd, Clegg 4th, Vollmer 5th, Sulman 6th and MacDonald 7th.

After a memorable cruise around the harbour of Thunder Bay on Wednesday evening, we awoke the next morning to learn that Cameron and Vollmer were disqualified for going to the wrong mark. If Cameron had not made the error he would have most likely been tied with us for the series lead. As it was we had 6 points on Sulman and 9 on MacDonald. The last race was a leader's nightmare, light, dying wind with very lumpy seas and fog. Naturally our two nearest competitors went

opposite directions leaving us to fight our way up to middle trying to cover both.

Ron Cochrane, footing well through the waves, worked his way out to a comfortable lead which he held until the finish. Peter Sulman seemed to find one hole too many and was never able to threaten. We managed to work our way up to 6th, while MacDonald took 2nd in the series by sailing well to finish 2nd in the race. Mike Vollmer sailed well to come 3rd, Clegg came out of the fog 4th, while Dave Sprague sailed fast to cross 5th in the race and lock up 4th in the series behind Sulman.

The Thunder Bay fleet did an excellent job at running the regatta. They have an incredibly keen fleet of sailors and a well organized series of regattas and seminars. To me, they stand as an excellent example of how to promote Lightning sailing, but perhaps more importantly how to have amazing amounts of fun doing it. Certainly many Lightning fleets in Canada or in the United States could use some of their enthusiasm and willingness to work.

Race Finishes

Top Five:

Boat #	Skipper	1st	2nd	3rd	4th	5th	Total
11117	Hansen	1	4	2	2	6	15
12262	MacDonald	8	2	1	7	2	20
11177	Sulman	4	1	4	6	9	24
11174	Sprague	12	5	5	3	5	30
13148	Clegg	15	8	3	4	4	34

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XXIII SOUTH AMERICAN CHAMPIONSHIP

by Hernan Barahona

This year the Championship was held 800 kms. south of Santiago in Pucon, a privileged summer and winter resort along Villarrica lake, a smoky white volcano at its back, a golf course in a peninsula, a beautiful view over the lake, and that feeling of spiritual peace you find in contact with the wild nature. In this place you sail in summer and ski on the volcano in winter. From the top of the ski course you can see five lakes.

Starting on February 24, 1977 visiting crews from Argentina, Brazil, Ecuador and Peru started to arrive. One Peruvian, two Ecuadorians, and three Argentinians brought their own boats; among them was Mario Isola, defending runner up and Paco Sola, one of the favorites; they sent their boats by steamer to Valparaiso and from there the Organizing Committee transported the boats by truck to the lake.

Sail measuring, weighing boats and lending boats to crews who had not brought their own took all Saturday 26. That night we had the Inaugural Ceremony and cocktail party at the "Gran Hotel Pucon" where most of the participants were housed. This cocktail party was followed by others during the week and I hope all participants and guests enjoyed them.

On Sunday 27 we had the tune up race that was won by Javier Pascuchi who took advantage of the varying wind conditions in direction and intensity. Participants tested their gear, met the unpredictable wind and knew there was no current in the lake. The lake is quite big so the course was placed about in the middle to avoid effects of the surrounding mountains on the wind near shoreline.

1st Race

11 A.M. Monday 28. As it was scheduled boats left the beach and sailed towards the olympic triangle; three quarters of an hour sailing in moderate wind. The wind was clearly increasing and by the time boats reached the sailing area the wind turned to be a "Puelche", the name given by the natives to the wind that blows 30-35 knots from the East. In half an hour the lake was white with 35 knot puffs. The R.C. decided to postpone till afternoon. At 3 P.M. the wind had changed in direction 220° and blowing 4-5 knots from the S.W. The Committee boat was favored in the starting line, but the wind was stronger at the leeward end.

Ritter and Dyck that started on the middle and sailed to the left rounding far ahead first and second. The wind was light and shifty so places in the pack were changing a lot. In the last weather leg rounding first and second were Ritter and Dyck, 150 mts. behind was Abramowitz, fourth Fernandez, fifth Collet and Sola. Ritter and Dyck went up the middle playing the shifts. Abramowitz and Fernandez took a long port tack to the right while Collet and Kunze did the contrary. Sola went by the middle. The wind died and Ritter and Dyck were caught in a hole in the middle. Momentaneously it looked as though they were lost.

A new wind appeared in the left side of the course.

Collet and Kunze tacked beyond the port tack lay line and they were lifted to the finish line. Ritter was ahead and first; second Kunze; third Collet; fourth Sola; Abramowitz was seventh; Dyck sixth and Fernandez tenth.

2nd Race

Once more this Tuesday morning Kg Puelche was over the lake. We had to wait till afternoon when the wind veered 220° to its normal S. Westerly pattern blowing 15 knots. The boat again was favored, Mario Isola and Jaime Fernandez had a perfect start at the boat and they continued on starboard tack towards the left, from where the puffs were coming. At the weather mark it was Fernandez first; Isola second close behind; third Rodrigo Zuazola and fourth Gallyas who had showed a super speed and pointing angle in the first leg. He passed Fernandez and they continued a private duel where in the last windward leg Fernandez crossed Gallyas but did not cover him. Gallyas inspired, managed to win; second Jaime Fernandez; third Mario Isola; fourth Abramowitz. The wind was strong and steady during all the race and positions didn't change too much.

3rd Race

Wednesday 11 A.M. Winds from the S.W. 6-7 knots shifty. This race started with the line about even. It seemed on the right side there was more wind. Dyck and Fernandez sailed toward that side playing the shifts. They rounded in that order in a horizon job. Sola was well behind. In the second weather leg Dyck was covering Fernandez. As they worked once more to the right side of the course, Dyck decided to leave Fernandez and tacked to the middle. Fernandez played the shifts better, and he rounded first followed by Dyck; he maintained the lead in the last leg and won easily followed by Dyck. The recovery of Sola in this race was magnificent since he worked up a lot of boats and ended third.

After this race the overall score started to become interesting. J. Fernandez had 13 low points, Dyck had 16 points, Abramowitz and Collet tied with 19 and Sola 21.

4th Race

Thursday 10 A.M. All the boats were dry sailed remaining in the black beach of the Gran Hotel Pucon at night. In the early morning everybody was towed by motor boats to the sailing area.

The starting line was perfect, although at times the wind phased 10-15 degrees. Paco Sola started near the committee boat and immediately tacked to the right in the S.W. winds of 5-6 knots. So did the Argentinians. All the boats on the right side became stronger and lifted wind towards the mark. Boats that sailed towards the left corner got in a hole with no wind. On the weather mark Gatti was in the lead followed by Sola, third Irizar, and the pack well behind. Sola with excellent spinnaker job passed Gatti on the gybe and takes the lead. In this lake you can recover and lose places easily so nobody was sure until the finish line was crossed. Sola crossed first. Fernandez came from behind and caught Gatti near the finish line so he was second and Gatti third. Dyck was fourteenth! Abramowitz eleventh and Collet seventh.

To compile points again. Fernandez was leading with 15 followed by Sola 22, Collet 26 and Gallyas 28. Abramowitz

and Dyck were tied with 30.

5th Race

Friday 11 A.M. Southwesterly light wind 5-6 knots phasing.

Sola was early on the race course checking sailing angles and wind intensity, he was far away and suddenly on time the 10 minutes flag; it looked as though he wouldn't get to the starting line. He hoisted his spinnaker and ran to the line, the wind dying.

The starting line was favored on the port end but it seemed on the right side near the R.C. boat there was more wind; you could tell this for the darker water on that side. The whole fleet decided to start on port. One minute before the starting gun Sola arrived near the Committee Boat, the wind was very light. Sola decided to start near the boat, he had no alternative. Fernandez is starting in the middle of the line

suddenly, 25 seconds before the start he decided to go to the R.C. boat and he crossed the stern of Sola and started on port tack crossing very closely the bow of a couple of starboard started by the R.C. boat. Fernandez took a short port tack and then tacked to starboard covering Sola who was behind, obviously he was only looking at Sola. The left side of the course proved to be the best since puffs were coming from that side. On the weather mark Abramowitz was first followed by Isola, Zuazola, Pascuchi, Santos and Fernandez. Sola rounded 12th. Positions remained the same in the two reaches, Sola with crew Juan Manuel Neira and Jose Rafael Lecaros once more did an excellent spinnaker job and managed to be close behind Fernandez. Boats tacked towards the windy left side of the course while they maintained positions. All the fleet was going there. Even on the run they gybed towards that side of the course to get better wind no matter how long they sailed. On the last weather leg Jose Barreda with crew Fernando Barreda and Gonzalo de Cossio came from behind and kept going finishing third. Abramowitz won. Mario Isola was second; Pascuchi fourth; Fernandez fifth; Zuazola sixth; Sola seventh; Collet eighth.

Discarding the worst race points were: Fernandez 10; Sola 15; Abramowitz 20; Collet 25; Dyck 29.

Sola could win the Championship in the last race if he placed 5 boats between him and Jaime. Jaime with his low score is already runner up.

6th Race

11 A.M. Saturday. Wind blowing as usual from the S.W. 7-8 knots almost no waves. As the boats arrived at the starting line, the wind died completely. We wait for an hour; no wind. The R.C. decided to postpone till afternoon.

Time limit for starting was 6 P.M. We waited till 5 P.M. in the sunny beach. It was an excellent day for water skiing but not for sailing. The lake was smooth as a cup of milk. At 5 P.M. boats were towed to the line. The drift was "blowing" from the North, unusual in the lake. Starting line was favored on the pin end about 20 degrees. On the start Fernandez was more to the leeward end than Sola covering him. First start voided.

Second start Sola started in the middle of the line and immediately tacked to port. Fernandez also tacked to port, slightly more to windward than Sola, Dyck tacked in front of Jaime and he was buried. The rest of the pack chose the leeward favored end of the starting line and after sailing 200 meters they tacked to port. Collet who had started on the pin end was to windward of the fleet and in the light wind of 2-3 knots paid a lot since he was receiving the wind first. Dyck sailing to leeward but in front of the pack with clear air tacked to starboard near the lay line and crossed all except Collet who rounded ahead, then Dyck, behind were the rest, Sola who went to the right side of the course and tacked on the starboard lay line was backed by the wind and rounded 7th. Fernandez was in trouble following Sola since he rounded 15th putting Sola in the regatta lead. On the first reach also being to windward paid and Fernandez passed one or two boats. On the second reach there was almost no wind, some went to leeward, Sola among them, passed a couple of boats. Fernandez was recovering from behind and in the two legs he passed 8 boats doing a good job with his crew Tristan Aicardi and Javier Melero. In the middle weather leg the wind veered 90° to the left as expected and was stronger. The R.C.

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changed the windward mark. In the lead was Collet with Dyck behind, Sola third, Pascuchi fourth and Fernandez seventh. The wind was increasing and in the last windward leg it was blowing 18-20 knots. It was very shifty and with stronger puffs each time. Collet managed to cover Dyck and he did the same with Sola. Positions stayed the same except for Loli dropping to 13th from 5th. Finally they crossed the line with winds over 22 knots. The change in wind velocity had been so drastic and sudden that it gave no opportunity to form a single wave. It was incredible to be sailing to windward in such smooth condition and be near to tipping over at any moment.

Collet first; Dyck second; Sola third; Pascuchi fourth; Gonzalez fifth; Gallyas sixth and Fernandez seventh.

Fernandez with his crew Javier and Tristan did a tremendous job in this race and when things got tough he was able to pull himself up to win the Championship.

That night was held the Closing Ceremony in which the trophies were awarded followed by a Dinner in the Gran Hotel Pucon.

It was a successful regatta with all kinds of winds and lake conditions, with a very pleasurable stay, the accommodations were excellent, the Race Committee presided by Gerardo Polette and Fernando Saxton authorities of the Chilean Yachting Federation worked perfectly, thanks to all of them.

Probably this will be one remembered S.A. Championship in which we made many good friends.

XXIII SOUTH AMERICAN CHAMPIONSHIP

Final Position	Boat #	Skipper and Crew	Country	1	2	3	4	5	6	Points
1	12659	Jaime Fernandez Tristan Aicardi, Javier Willo Melero	Chile	(10)	2	1	2	5	6	16
2	12703	Francisco Sola Juan Manuel Neira, Jose Rafael Lecaro	Ecuador	4	(14)	3	1	7	3	18
3	11037	Carlos M. Collet Daniel E. Collet, Eduardo Weisbek	Argentina	3	7	(9)	7	8	1	26
4	8233	Claudio Abramowitz Alzir Faria, Jr., Manfred Kaufmann	Brazil	7	4	8	(11)	1	11	31
5	12338	Dieter Dyck Lars Dyck, Olaf Dyck	Ecuador	6	8	2	(14)	13	2	31
6	11011	Manuel Gonzalez Jr. Felipe Galvez G., Cristian Parro A.	Chile	5	9	(22)	4	11	5	34
7	8411	Javier Pascuchi M. Cristina de Pascuchi, Mario-Abinzano	Argentina	(20)	15	7	5	4	4	35
8	11043	Mario Isola Belisario Perez, Martin Canepa	Argentina	11	3	11	10	2	(14)	37
9	12514	Gunther Ritter Paul Devescovi, Enrique Garrido	Peru	1	11	(14)	12	12	7	43
10	12652	Pablo Gallyas Pablo Gallyas Jr., Fernando Gallyas	Chile	16	1	5	6	17	(22)	45
11	11035	Jose Manuel Irizar Guillermo Fox, Ricardo Fox	Argentina	8	12	(18)	9	9	12	50
12	13047	Rodrigo Zuazola Jorge Zuazola B., Cristian Barahona	Chile	12	10	15	(15)	6	9	52
13	12414	Claudio Kunze Renato Kaufmann, Peter Nolte	Brazil	2	18	6	17	(19)	10	53
14	11022	Manuel Gonzalez B. Miguel Gonzalez O., Jorge Ross G.	Chile	9	13	4	20	(20)	8	54
15	12513	Juan Miguel Santos Werner Moeller, Oscar Viteri	Ecuador	19	5	19	8	10	15	57
16	12519	Jose Barreda Fernando Barreda Z., Gonzalo de Cossio	Peru	18	17	12	13	3	16	61
17	12679	Alberto Gonzalez Ramon Salas O., Alvaro Parro A.	Chile	17	6	13	18	15	(21)	69
18	12824	Anibal Gatti Heraldo Tramaglia, Marta de Tramaglia	Argentina	15	19	17	3	18	(21)	72
19	12528	Luis Loli Marti Guillermo Loli L., Takaharu Hayashi	Peru	13	(16)	16	16	16	13	74
20	12617	Jose M. Blanco Alberto Naya, Jorge Gonella	Argentina	14	20	10	19	14	(21)	77

() Throw-out race.

FIRST YEAR AS A SAILOR

By Brian Beattie

Every Lightning sailor could no doubt tell a few stories about his first year with the Class, and as someone who has gone "cold-turkey" both into sailing and owning a Lightning this year, I have plenty of them. It was a great summer, and even though I picked up many pieces of information, it will be a few years before I achieve any respectable results at a regatta.

My previous boating experience was limited to several years of navigating the Great Lakes and Ontario's canals in my parents' power cruiser. While this was extremely comfortable, it was also removed from a direct interaction with the wind and the water. I discovered the Lightning last winter as an ideal small sailboat, and soon bought a one year old boat which was eventually named *Fantaisie Impromptu* (12878).

The winter gave me time to prepare for sailing; through reading, attending seminars, joining the local fleet and a club and just generally absorbing as much information as I could. You can not, however, learn to sail without practical experience. Once the season opened the fun really began. Other sailors in the fleet were very kind in teaching me the ropes (literally) of racing on the renowned "Humber Hole", in

Toronto Bay. Yet, even after all the coaching, the first few times that I sailed without experienced help I made some rather embarrassing mistakes.

My biggest problems involved the spinnaker. For example, one time, it ended up disconnected except at the head, flying like some sort of huge pennant wrapping itself around and around the top of the mast.

As the summer progressed my mistakes were, in comparison, of a more subtle nature (example: not following the racing rules). Nevertheless, in spite of my dismal performances in the standings, I had a lot of fun — the regatta at Silver Lake (*Editor's Note: he only dumped once.*) and the local fleet's Balloon Race come to mind. This season has taught me that the best way to learn how to handle a Lightning is by getting involved with the activities of the fleet, and listening to the guidance provided by other Class sailors, whom you will soon come to recognize as one of the friendliest and helpful group of people around. The errors that are made are never insurmountable, but they are inevitable. On the other hand the enjoyment from racing a Lightning is just as inevitable.

ILCA JUNIOR CHAMPIONSHIP

By Jay Lutz

The North American Junior Championship was once again a highlight of the International Lightning Class Association's sailing season. With 37 participants from all over the U.S. and Canada, it was the largest turnout yet.

We arrived on Tuesday night and by 10:00 the following morning we were ready to sail. The measuring of the boats went extremely well with the measurement committee headed by Matt Bryant and Jack Quigley doing a fine job.

The Buffalo Canoe Club is to be commended for running a fantastic regatta.

Race No. 1: Winds N-NW 10-20

We started at the windward end which was favoured by about 10°. Randy Ruhlman was right below us. We sailed out on starboard tack and about half way up the leg we were able to take advantage of a starboard tack header and consolidate on the fleet. Randy was close behind until he fell out of phase the last part of the windward leg. We rounded about 100 yards in front of Randy. After that, we were able to increase our lead by receiving the fresh air, which was coming through in puffs and luckily stayed in phase. We bulletted that race. Randy Ruhlman glued on Larry MacDonald for second, Chris Jones was fourth.

Race No. 2: Winds NW 15-25

The leeward end was favoured by about 10° — that's where we started and missed a 15° shift favouring the windward end right at the start. After that, it was catch up for us. Larry MacDonald and Ted Forhecz started at the windward end and both were looking golden up by the windward mark. Rounding the first mark, it was Larry MacDonald followed by Ted Forhecz and Paul Gelenitis. We were fourth and Randy Ruhlman fifth. The reaching leg was too tight to fly spinnakers as Paul Gelenitis found out the hard way. We were able to get by Paul and Ted on the reach and popped the spinnaker as we jibed. On the next leg, we got juiced up and caught up to Larry MacDonald.

As we approached the leeward mark, the committee found it necessary to shorten course since it was getting late in the day and the casualty list for boats was getting longer and longer. At the take-down mark, Larry MacDonald rounded first. We rounded right behind. As we came around the mark, we tacked onto port quickly as to split with Larry. He in turn tacked to cover us but we were able to work out slowly and finally get by and go on to our second Bullet. Doug Heussler came on strong to finish second, followed by Larry MacDonald third, and Randy Ruhlman fourth.

After the first day of racing, things sum up this way: We were winning with 2 points; MacDonald had 6 points; Ruhlman 6 points; and Paul Gelenitis was still in the regatta with 12 points.

Race No. 3: Winds NW 7-20

By now, since we got the jump on the fleet by winning the first two races, we knew we had to keep the pressure on. With one bad race, we could blow the regatta as fast as we could win it.

The starting line once again was fairly even, with the windward end favoured by just 5°. We were able to start near the committee boat with clear air. Larry MacDonald also had a good start and was able to, as we were, stay in phase with the shifts up the windward leg. At the windward mark, we snuck in first with Larry right behind. The rest of the race was a real duel with Larry catching the better part of a 30° shift towards the finish which made it much more interesting for the spectators watching. At the finish line, we were first, Larry second, Matt Burrige was third, and Brenda Allen came on like a steamroller to finish fourth.

Race No. 4: Winds W 7-20

Once again, the Race Committee did a fine job setting lines and courses. This line was slightly favouring the leeward end by 5°. That's where we started, only the third layer back. Matt Burrige had a good start and was first to the windward mark. Randy Ruhlman rounded second and Larry MacDonald third. We were able to catch a big port tack lift into the windward mark and round fourth just ahead of a large pack of starboard tackers. On the reaches, we were able to get by Randy Ruhlman and round the take-down mark third. The next windward leg was a real boat race. Matt Burrige again was first at the windward mark. Larry glomped on us just before rounding which enabled Randy to round third. We were fourth. At the finish, Matt was first, Larry was second; we were able to get by Randy on the reaches and finished third.

After the second day of sailing, the results were: Lutz 6 points; MacDonald 10 points; Ruhlman 16 points; Burrige 21 points; and Paul Gelenitis 29 points.

Race No. 5: Winds SW 5-15

This race we started right at the committee boat with Larry MacDonald just to leeward. We tacked as soon as possible on to port and sailed to the right side with Larry. At the windward mark, Matt Burrige was first. We rounded right with him. Dan Roshon was third, with Larry MacDonald sixth. On the reaches, position stayed the same. The next windward leg we got by Matt and went on to our fourth Bullet of the series and the Championship. Matt was second and Dan Roshon was third.

The final results were: Lutz 7 points; MacDonald 14 points; Burrige 23 points; Ruhlman 24 points; Gelenitis 34 points.

I'd like to again thank the Buffalo Canoe Club for running a fantastic regatta in all aspects, from the starting lines to free housing. Also, thanks to my crew of Don Schon and my brother Jody for getting me through a tough regatta.

LIGHTNING SPARRS

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1977 I.L.C.A. JUNIOR CHAMPIONSHIP

Final Position	Boat #	Skipper and Crew	Race Finishes					Points
			1	2	3	4	5	
1	11784	Jay Lutz, Jody Lutz, Don Schon	1	1	1	3	1	7
2	12262	Larry MacDonald, Jane Allen, Steve McMenemy	3	3	2	2	4	14
3	13030	Matthew Burrige, Randy Dibler, Ron Dibler	12	5	3	1	2	23
4	12420	Randy Ruhlman, Jonette Maras, Scott Werley	2	4	6	4	8	24
5	13084	Paul Gelenitis, Betsy Gelenitis, Frank DiFazio	6	6	11	6	5	34
6	12929	James Pindell, Jean Hallagan, Jeff Budrow	8	7	8	10	6	39
7	12729	Doug Heussler, Barb Turney, John Donovan	14	2	7	9	10	42
8	12764	Eric Eiffert, Greg Eiffert, Paul Eiffert	11	9	9	17	9	55
9	13111	Tom Allen, Jr., Lyn Kostecki, George Grove	10	15	12	13	7	57
10	11560	Bill Fastiggi, Chris Morgan, David Young	5	14	19	8	17	63
11	13110	Brenda Allen, Linda Penfield, Dave Poorman	7	27	4	11	21	70
12	12220	Thomas Wynn, Jody Beth Turner, Richard Turner	20	21	5	7	22	75
13	11972	George Francis, Jim Gelenitis, Don Foeth	13	17	18	5	23	76
14	12770	Chris Jones, Dennis Floss, Michael Williams	4	12	27	18	16	77
15	11411	Ted Forhecz, Patty Schon, Dick Thomas	19	13	17	24	14	87
16	12341	Bill Crow, Steven Weedfall, Tim Cadaux	9	19	29	16	15	88
17	13051	Kevin Corr, Chris Bruhn, Eric Wallar	27	10	16	20	20	93
18	10350	John Morley, Phil Schemel, Mike Schoendorf	21	8	10	39	19	97
19	12100	Doug Hunter, Jamie MacMillan, Carl Knobloch	17	16	15	26	24	98
20	12810	Dan Roshon, Sherry Powless, Scott Gazelle	25	38	20	15	3	101
21	12861	Jim Morse, Bill Draheim, Kevin Wiesman	28	23	25	14	11	101
22	12893	Jorge Freeland, Mara E. Freeland, Jim Alman	16	20	13	22	38	109
23	10335	Dave Hastings, Ann Jacob, Roger Dutton	38	11	14	38	12	113
24	12822	Jay Matteson, Nina Ettie, John Wis	18	24	22	25	26	115
25	9695	Jim Cameron, Mark Francis, Jim Cabral	31	18	26	12	31	118
26	11117	Ian Jones, Cindy Oak, Doug Barlow	30	38	24	21	13	126
27	12586	Charles Medlock, Ted Chase, John Gotta	22	26	34	19	30	131
28	11217	Jack Huntsman, Doug Duprey, Stuart Smith	23	38	21	23	29	134
29	9542	Alex Agnew, Mark Agnew, David Bennett	24	30	33	29	27	143
30	12926	Skip Wilday, Mark Humphrey, Mike Humphrey	29	22	28	28	38	145
31	12025	David Blair, Dereck Ettie, Jeff Fishman	26	28	32	38	25	149
32	10761	Fran Suits, Dan Suits, Barry Stephens	38	31	31	27	28	155
33	10534	David Hill, Marty Digel, Paul Hill	32	38	30	38	18	156
34	11671	Peter Swartz, Vic Maras, Jeff Borland	15	38	38	38	38	167
35	12837	Stephen Craig, Cindy Craig, Jeff Grinnan	39	38	23	38	38	176
36	12974	Todd Grohne, Mike Mead, Ron Brunnert, Jr.	38	25	38	38	38	177
37	12068	Chris Wurster, John L. Cuccio, Geoffrey Birdsall	39	29	38	38	38	182

37 Boats, 38 DNF/DNS, 39 DSQ.

1977 SEARS CUP

by Will Petersilge, BLYC

I'd like to start out by telling you what a great thing the Sears Cup is, it gives juniors something to try for, a realistic goal in sailing. But winning doesn't come easy, it takes a lot of practice. In the spring of 1974 I started participating in the Sears Cup, the National Junior Championship for three-man boats sponsored by the United States Yacht Racing Union.

The first year we placed ninth in our quarter finals using Thistles at Put-In-Bay on Lake Erie held by Inter-Lake Yachting Association in Junior Race Week. In 1975 we came back and won the quarter finals and went on to the semi-finals held at CYC on Lake Erie in Lightnings. We placed third in a field of eight boats. We still weren't defeated; in 1976 we only placed third in our quarter finals. Finally in 1977, with a crew composed of Dan Roshon, Dan Dressel and myself as skipper we got a break, we won our quarters which were held at Put-In-Bay with constant 10-15 knot winds. It was the third year for Dan Roshon on the crew and the first year for Dan Dressel. We would represent I-L.Y.A. at the semi's.

We then traveled to Buffalo Canoe Club, Point Abino, Ontario for the semi-finals where again we had beautiful air, but this time we were in Lightnings. We were all familiar with Lightnings, so after a slow start we soon pulled out to win the semi-finals. The Buffalo Canoe Club Lightning Fleet, club members and race committee hosted a top notch series. We were presented the Commodore Al Wakefield trophy for Great Lakes Junior Championship.

Now we were on to Dallas, Texas for the finals which were luckily in Lightnings and on an inland lake, both of which we were most familiar. Arriving in Dallas with sun glasses and zinc oxide in hand ready for the worst in drifters, we were greeted warmly by a finely prepared committee. Housing was given all contestants in private homes or condominiums of members of Rush Creek Yacht Club. On Wednesday, August 24, we got underway with a practice race on Ray Hubbard Lake in dying winds which were most typical of Texas in August.

That evening Bob Chilton chaired the opening event for the Smythe, Bemis and Sears competition. Jim Anderson, race committee, Commodore and Mrs. Eldrige, the Mayor of Dallas with his wife, Head Judge — Jack Bartlett and his wife, along with our 'house mother' Linda Chilton were introduced. The special 'National Junior Championships' banners were flying, diners were seated at tables covered with sea-blue cloths with white runners. Eager sailors and individual introductions heightened the memorable occasion. Each skipper and crew was presented with a ceramic plaque to commemorate the event. A brilliant sunset below rolling storm clouds with two bands of sun rays preceded the electrical storm. Dancing lightning raced between clouds and the spectacle finally brought the comment "We thought we had fireworks on the Fourth of July, but they didn't compare with this." The rains held off, the intricate lightning patterns improved, short-circuiting the clouds just over the yacht club roof. The dinner committee won their race with the weather and deserved a ribbon for the excellent food, fast service and utter determination to outdo Mother Nature.

Thursday we awoke to the blowing wind through the trees which was a true miracle and never ceased till after we had gone home. In the first race we found out how tough our competition was and we placed third behind Gary Ross of Galveston Bay (Texas) and Russ Lucas of Bay Head (N.J.) Yacht Club. By the end of the day we were in second place behind Gary Ross. We knew we would have to work hard to win. The competition was unbelievable and races were always going right down to the wire. By the second day the winds had built to 15-20 knots and crew work was of the utmost importance. My crew of Dan Roshon and Dan Dressel worked very well together and we managed to get a 1-4-1 which put us well ahead of Ross who had encountered some problems including a capsized while in first place.



Sears Cup winners. Will Petersilge; Dan Roshon and Dan Dressel.

Saturday the winds had again increased, puffing to 25-30 knots. In the first race of the day we had a bad start, but were gaining fast on the second reach when our mast broke forcing the committee to postpone the race. Resailing the seventh race we finished fourth while Russ Lucas easily won bringing his total points to 25 and 3/4, and ours to 19 and 1/2. After lunch the winds had again built, now blowing over 30 knots and puffing to 40. The Smythe and Bemis series abandoned the race course and the Lightnings (Sears series) had a bare-mast race waiting for a start. Needless to say the races were called for the day.

On Sunday Donald Crotty of Harraseeket Yacht Club, Maine, was the only boat in contention for the final race. Before the race we agreed to cover Crotty at any cost. After a few tacking duels we were both in the back of the fleet which was fine with us. The rest of the race we followed Crotty; he finished fifth and we finished sixth. To show how close the standings were—Crotty was second overall going into the last race but he finished fifth overall, only 1.25 points between second and fifth places. Peter Truman of Richmond Yacht

Club, California placed third with 29.25 points and three firsts! Russ Lucas of Bay Head totaled 28.75 for second place, and the fourth place finisher was the Galveston team headed by Gary Ross. Mr. Chilton and the respective judges presented trophies on the terrace in a very impressive ceremony. Thank you Rush Creek Yacht Club for being host.

The Sears Cup series of the National Junior Championships was a great success and I encourage anyone between 13 and 18 years of age to compete in the sailing races of their own organizations which support this worth-while event. Lastly, I greatly appreciate the opportunity I was given by Buckeye Lake Yacht Club, the training and encouragement from sailing instructors such as Greg and Matt Fisher as well as George Fisher, and the terrific support each adult and yacht club has given the junior teams along the way. This excellent series could not have been held without the full cooperation of the Lightning Fleets. Thank you all!

As an added highlight, the Wakefield Trophy now has a second generation name on it as Dan is Jim Dressel's 13 year old son. Jim's name is inscribed there for 1956 and 1957.

SEARS CUP

	1	2	3	4	5	6	7	8	Pts.
1. Will Petersilge — Buckeye Lake YC, Ohio Dan Roshon, Dan Dressel	3	2	5	1	4	1	4	6	25.50
2. Russ Lucas—Bay Head Yacht Club, N.J. Amy Wardel, Peter Benziger	2	6	6	3	5	3	1	3	28.75
3. Peter Truman—Richmond Yacht Club, CA Poppy Truman, Dennis George	DQ	3	1	5	1	4	6	1	29.25
4. Gary Ross—Galveston Bay, TX John Pick, Joel Scott	1	1	4	7	6	6	3	2	29.50
5. Donald Crotty—Harraseeket YC, ME Spencer Drake, Ben Swanson	4	5	3	6	3	2	2	5	30.00
6. Don Linroth—Three Point YC, WA Eric Kownacki, John Tanaka	6	4	2	4	7	8	DQ	4	44.00
7. James Chapin—Lake Norman YC, NC John Park, Bill Man	5	8	7	8	2	7	5	7	49.00
8. Ronald Thompson—Narraskatuck YC, NY	7	7	8	2	DQ	5	7	WD	53.00

REMINDER

Most of the Fleet and District Officers listed in this Year Book held office during the calendar year 1977. Names and addresses of current officers may be obtained from I.L.C.A. Headquarters.

Some of the Members listed in the Registry of Lightning Owners have moved since the Registry was prepared months ago. Accurate addresses may be obtained from I.L.C.A. Headquarters.

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