

THE WORLDS



Mario Buckup



Tom Allen



Harbour at Spiez



The Parade



Hoist

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Photo Credits: Jake Jacobson

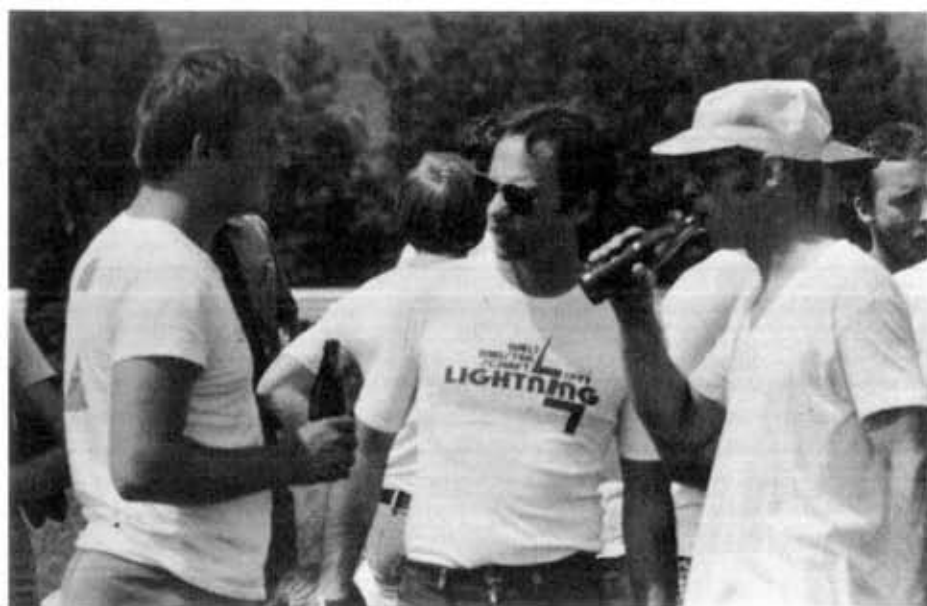


Photo Credits: Jake Jacobson



IX WORLD CHAMPIONSHIP

by Tom Allen

The 1977 World Championship Races were the culmination of many months of planning and dreaming for everybody going and at the end I am sure the trip fulfilled everyone's dreams of what they would experience.

Switzerland, with its snow-capped mountains, green countryside, many flowers, and chalet-type houses is a beautiful, clean, and well-maintained country.

On July 6 we drove non-stop from Buffalo to New York, arriving an hour early for our plane, which was two hours late leaving. It arrived in Zurich around noon Swiss time on the 7th.

At the airport the Schmiegas and we rented a Volkswagen bus, which had been arranged by Andre Noel, a Lightning sailor from Montreal. Tired after a long day of travel, the nine of us spent the night in a downtown hotel. The next day we drove about three hours on an expressway to Spiez.

Greeting us near the field of boats were various people, including Claude and Laurent Lambelet, Hans Rahn, and Jean Hess of Switzerland.

We found all the boats that had been shipped in good shape, sitting on the grass without trailers. The trailers had been left at the port because most were too wide to be legal on

the narrow Swiss roads. (For some unexplained reason we were given a better rate by the shipping company for using the wide trailers).

After measurement, the boats were launched for the duration of the regatta. Large numbers were attached to the bow of each boat for identification purposes.

The harbor was lined with parks and flowers and there was a view of the town's castle on one side. We had decided to enjoy this natural beauty of camping out with the Schmiegas. They were good enough to supply us with two tents, which we threw in the boat for shipment, and we bought a couple of cots and other camping supplies when we arrived.

Because of the rainy, wet conditions that prevailed throughout the week our tent city affectionately became known as "Camp Granada," — "Hello mudder, hello fadder, here I am..."

There were two large tents with four of us in a tent and Tommy had his own small private tent.

We ate most of our breakfasts and lunches at the campsite or from the backdoor of the van.

There were two days of practice races. We were a little late getting to the first one and were ahead in the second when Brenda wouldn't let us finish because she thought it was bad luck.



Tom Allen World Champion

Haddenbruch, Switzerland

Opening ceremonies were held on the town park at the head of the harbor. The flags of participating countries were raised to the accompaniment of trumpets and a reception followed a variety of short speeches.

The first race was abandoned on the fourth leg with us ahead, Crane and Buckles behind. Wind was from the SW and light. It went flat with the lead boats still going to windward and the rest of the fleet on the same leg with their spinnakers up.

The first official race, held on an Olympic course, was started after a storm in light winds from the SW. At the windward mark we were fifth or sixth. Hess rounded first, followed by Buckles, Buckup and Neville. The wind died and shifted right on the second leg, turning it into a beat for some. We lost three or four boats on this leg. The third leg was a close reach.

We picked up a couple of boats and lost a couple on the light dead run to the shortened finish. We finished eighth, just behind Cal Schmiede on this leg, which saw boats spread all across the lake. Buckup came from behind, tacking downwind to win.

That night we went with three bus loads to folkloric evening of wine, Swiss food and music. A good party.

The second race was a triangular course, started in winds 8-10 miles per hour, from the SW-W. There was a thermal breeze that continually got lighter but this time did not change direction. By this time many skippers had decided the best way to go was always right. For the whole regatta most people continually did this even disregarding some good shifts from the other direction.

On the first leg we went up the middle. About 3/4 of the way up the leg we were fourth or fifth and then the shifts took us left and a good one let us come back to approach the first mark on port. Mario, on starboard, had overstood a bit and therefore was really rolling. I'm sure we both knew that whoever would be first to the mark would have a commanding position. Hence, he and his crew made numerous loud hails and noises (considerably more than necessary to let us know of his rights and presence) to discourage us from tacking into a commanding position in front. We realized the true nature of the calls and tacked legally in front.

We were able to hold him off and then gained a bit more of a lead on the two reaches. We covered and gained a bit more on the fourth and last leg, shortened because of dying air, to win, followed by Buckup and Carson. Delorme went way into shore and got a huge starboard lift that no one else got to that extent. He picked up five boats. The wind never shifted but I'm sure the committee was afraid it would.

The third race was an Olympic course, held in similar conditions as the previous one. Shore went all the way right and we went mostly right. He was on the starboard tack lay line when we tacked in front of him and were first to the first mark. We gained on the two reaches and the next beat. At the last windward mark, we and Shore were followed by a very tight group of Delorme, Lambelet, Adams, and Nickerson. On the run we lost some as the wind strengthened. Crane and Buckup stayed low on the run and passed everyone except us, Shore and Adams. We covered Shore and held the lead to the finish. Third to seventh places were fought out between Adams, Buckup, Crane, Hutchinson, Nickerson, and Claude Lambelet. On the last beat, Hutchinson went all the way right, caught a nice lift and finished third. Crane caught Buckup at the same time that Buckup passed Adams.

The fourth race we sailed a triangle twice around, shortened at the second beat. This was the only race in which it paid to go all the way to the left side of the course on the first leg. We played the left center of the course and were first to the windward mark, followed by Dieter Dyck of Ecuador who had also gone left. Positions between third and eighth were totally unsettled until the last leg. With the wind dying, Hutchinson and Carlos Arteaga played the right side of the course on the last leg and neatly handled Crane, Buckup and Neville who decided to play the center of the course. The wind quickly died and the rest of the fleet drifted over the line.

The fifth race was an Olympic course and the right center of the course was favored. Boats that went to the left side of the course on the last leg looked good but they couldn't get back across. Dieter Dyck led at the first mark, followed by Crane and Delorme. On the second reach, Crane passed Dyck and we moved into third on the fourth leg. The fifth leg was very light downwind. We went low and almost overlapped with Crane at the leeward mark. On the last leg we were able to sail over him and covered him to the finish. Dyck dropped to fifth and Jean Claude DuPasquier did a nice job moving into third.

During the whole race we were watching Buckup to see how he would do. If we did well and there were enough boats between us we would not have to sail the sixth race. As it turned out, when we won we counted the boats and were thrilled because we knew we'd won the regatta.

I was especially pleased since it had been awhile since we'd won and two of the family sailed with me. For Brenda and Tommy it was an experience they won't forget.

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The sixth race was triangular. There was a shift just before the start to favor the boat end of the line. The majority of the boats were at the buoy. Dyck was the first boat at the committee boat and Neville was the second. Shortly after the start Dyck crossed the whole fleet on port. He was first to the mark, followed by Neville. By the second mark the fleet had closed on them. Shortly after, Shore gained the lead and easily held it to the finish.

We had a bad start because we had a snap between the jib clew and jib sheet fall apart and we were unable to sheet the jib. We followed the shifts, which took us pretty much left on the course. We thought we were in fair position and then on the last port tack to the mark the wind shifted right again and we ended up probably 30th to the first mark. We showed our true form in getting the spinnaker fouled up badly but the wind became quite shifty and from there we seemed to do nothing wrong.

A couple of times sailing to leeward, people's spinnakers were collapsing while ours stayed full. We picked up groups of boats at a time, rounding the last leg sixth or eighth. We tacked to starboard, at times close to laying the finish. Most boats continued over to shore. When we got left we found we had a shift that brought us back to third, just behind Backup who was unable to hold us to the finish. With a possibly undeserved second place, in this race, we completed a most successful regatta.

The social events were also memorable occasions. Midweek

there was a wine and cheese party hosted by the Town of Speiz at the castle overlooking the harbor.

The party given by Claude Lambelet and his wife was held on the porch of the hotel, overlooking the harbor. The wine and food never ran out.

A pisco sour party given before a race, by Carlos Navarro and other Peruvians, was also a lot of fun. Nobody dares drink too many of these very potent drinks.

The last of the parties was the banquet held at a gambling casino in Interlochen, in a richly wood paneled room decorated with many flowers. The first and second place boats were displayed inside this room with their sails up.

Speeches thanking the various organizations and committees for their work were followed by the awards.

The trophy for first place was a marine chronometer with cups and watches for the crew. Brenda who was the woman to finish highest in the regatta received a sterling silver necklace. Other prizes consisted of cups and famous Swiss watches. Daughter Jane was presented a bouquet of flowers because some sailors made a mistake and threw her in, instead of Brenda, along with me. Tom and Brenda disappeared very quickly and have not been thrown in YET for their victory.

The next day we took a trip by cog rail and cable car with the Schmiegies to the top of Schilthorn Mountain, which afforded a beautiful view of snow and other mountains. At the top we saw the Nevilles and the Navarros.

The next day we had to return by charter.

THE WORLDS

By Nevilles

The Eleventh Lightning World Championships were conducted on picturesque Lake Thun, Switzerland. The lake is situated in the middle of Switzerland, bordered in the distance by Alps and rimmed with foothills. The topography provides breathtaking scenery but does not seem to be conducive to strong or steady winds.

Foreign sailors either shipped their own boats or rented local ones. The local boats available were "Euro-Lightnings" produced by a relatively new European builder. While they proved to be very good (the second and third place finishers rented Euro-Lightnings) some boats required maintenance. Larry MacDonald's boat was missing a skeg which was not repaired until the first day of official races and Jim Crane's boat bottom was covered with an anti-fouling paint which had to be wetsanded off; repeatedly.

Because of boat problems and inclement weather, there were few full-scale practice races. Unfortunately, many of the practice races were held in an unusual east wind which never recurred during the course of the regatta. The dominant wind was an afternoon thermal from the west with reasonably predictable behavior. Each race was a variation on that theme. Occasionally it was lighter and shifter; occasionally it was affected by storm winds. Once there was a 180° shift for an interesting dead-downwind finish.

The first official day of racing was the worst day of racing. There was no race. Late in a windless second day, now two races behind schedule, boats were sent out amid rain squalls and thunderstorms to get in a four-legger with a downwind finish. The subsequent races were less dramatic. The regatta

ended with an eternally long course consisting of three triangles and a windward in very light, fluky air.

The non-racing events were a little more interesting. The Swiss provided many unique social events. There was a wine party in a local Spiez castle and a fondue dinner at a traditionally Swiss chalet. The social events were sponsored by a cigarette company Muratti Ambassador, and the hostess Edith Hess was quite an ambassador.

Fortunately, the racing schedule was such that the day of the banquet was free. Many sailors took short trips to the nearby Jungfrau range in the Alps, rode on cog railways or cable cars, visited picturesque mountain villages. Others went shopping in Thun or Interlaken, the two nearby cities, or just took a ferry around the lake (as if we hadn't been on the lake enough).

The banquet was a spectacular finale. Sailors were brought by bus to a casino in Interlaken, served cocktails amid fountains and flowers in the casino gardens, then wine and dined in the casino ballroom. The weather was an aberration of its usual pattern and provided clear skies and pleasant temperatures.

The casino itself defies description. The banquet room held a stage and a large open area for dancing by the stage. Beside all this were dining tables for two hundred people and two fully-rigged Lightnings, those of champion, Tom Allen, and runner-up, Mario Buckup! There was good food, plenty of wine, and a jovial atmosphere. Each boat received a trophy in a brief ceremony. After the awards ceremony was dancing until late into the night when the last buses returned to Spiez. Thus ended the Eleventh Lightning World Championships, Lake Thun, Switzerland.



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WORLD CHAMPIONSHIP

by Peter Herzog and Hans K. Rahn

Bob Smither was presiding the World Meeting in October 1975 at Salinas, Ecuador, when the decision was made by the Class, that the next Worlds would be held in Switzerland, upon invitation of the Swiss District. "There won't be a Swiss Navy present to organize and assist in the organization of the World Championship", indicating that this valuable asset in most of the countries, where World Championships were held, would have to be replaced by a private organization and much personal effort. The sailors at Salinas appreciated this "big problem" with a broad smile.

18 months of intense preparation preceded the Championship at Spiez. Upon our return from Ecuador, a management committee was immediately set up and the different departments attributed to responsible members of the Class as well as the Yacht Club Spiez. The latter would be responsible for the races and the District for housing, entertainment, boat availability and transportation. As the different Swiss sport organizations had no money available for even such a large event, a special fund raising committee had to see to it, that the necessary money be made available through a private fund drive. The \$1,000 in our district chest would certainly not be sufficient.

Parallel to the organization of the Worlds, the development and launching of the new Europe-Lightning was a second project to be realized. We all knew that much of the success of the Worlds would depend on our capability of putting at disposal a fleet of boats available to overseas participants who were not in a position to ship their boats to Switzerland. Back in October 1975, the Europe-Lightning was just on the drawing-board of Ruedi Fluhmann.

At the opening ceremony, after hundreds of hours of meetings, a fund drive which resulted in contributions totalling \$12,000, 16 Europe-Lightnings having been built, of which 12 for charter, an attractive tourist package available for sailors and onlookers, everything seemed to be ready to get the Worlds off to a start. The only part of the Championship in which our influence could not be exercised would be wind and weather.....

But from 12 different nations, 53 crews were happily watching their national flags raising at the pole and enjoying the soft drinks and the sausages offered by the organizing Club.

Peter Herzog recalls the racing days as follows:

First day:

While on the previous two training days for tune ups a fine wind with sunshine was prevailing, the World Championship started off with a capricious demonstration of nature. Wind puffs and lulls changed in short intervals and the gun for the first start went off in a terrible thunderstorm which left our barechested South American friends rather perplexed under the black rainy clouds. The race was called off, the temperature dropped and the wind died down leaving 53 crews rather unhappy without a race sailed and with nothing much left but a tow-back to the port.

Second day:

With much trying of our patience and with wind shifts up

to 180°, the first race was brought in. At the finish line the boats arrived with their spinnakers set, and we saw the defending World Champion Buckup/Fenneberg/Christian from Brazil leading the fleet, which they had under good control being on the leeward side of the race course, in front of the American Bill Buckles. They were followed by the surprisingly good Swiss crew Hess/Frei/Haberli, crossing the line in front of the US crew Neville/Neville/Neville and the crew of Claude Lambelet of Switzerland. Tom Allen sailed with an 8th place his throwout race. The rumor was passed around after the race that some of the sailors would protest against the race committee, but in the end an official protest was not deposited.

Third day:

On an equilateral course the second race was sailed, leaving only a beating leg of one mile due to the narrowness of the lake. After the first leg Mario Buckup was to be found again at the head of the fleet, but under spinnaker Tom Allen seemed to be developing tremendous power and speed and overtook clearly. Finishing first, he demonstrated that he and his US friends could dominate the event, since in the following places there were only boats with the national letters US to be seen on the main sail. Among the first ten, eight North Americans were to be found and only Mario Buckup with a second place defended his position well. On place 6 surprisingly the Swiss crew of Hanspeter Schmid sailed tactically a good race.

On the same day the starting gun for the third race went off, a good decision since the north-eastern wind blowing Bf 2-4 kept on. Tom Allen sailed an impressive start - finish line winning race and also the following places were held by US sailors will Bill Shore, Bob Hutchinson and Jim Crane establishing themselves well. Despite a fifth place, Mario Buckup could retain his leadership in the general classification and Claude Lambelet from Neuchatel was the best European with a sixth place.

Fourth day:

Here again, Tom Allen could not be matched. With his third consecutive victory he moved to place number one in the general classification. As on the previous day a north-easterly wind was blowing, calming down towards the end of the race. By now the Ecuadorian Dieter Dyck seemed to have discovered the trick in the local sailing situation and his second place confirmed him as a good sailor. In the prevailing shifting winds the tactical superiority of the US sailors was clearly visible. Despite some unsuccessful starts of US boats seven were among the first ten at the finish line. Only Swiss Champion Jean Hess, as the only European, could be discovered in the leading group where he could retain his ninth place until the finish line.

Fifth day:

Still no changes! Despite a failed start, Tom Allen with his blue Lightning was leading the field at the finish line with a considerable advantage. With this race the title of the World Champion was definitely assured. Also in this race, the ever-dreamed-of thermic winds would not come in and we had

to settle down again for the north-westerly winds. The first leg would decide the course of the race and those sailors covering the Ho Chi Minh trail would come out in front. It is quite significant that the Swiss would have so much difficulty in coming to grips with the situation in their own country, while our overseas guests, particularly the Americans would almost easily find their way to top places. The European Champion, the Swiss Jean-Claude Du Pasquier was fifth at the windward mark, crossing the finish line in the third position, confirming with this result that boat speed was not the problem. Just before him Jim Crane crossed the line in second position, Bill Buckles arriving fourth, followed by the longtime leader Dieter Dyck from Ecuador. Against these top positions, Mario Buckup had to bury his dreams of a title defendant with his eighth place.

Sixth day:

Finally a victory of former World Champion and sailmaker Bill Shore. Tom Allen was to turn out his most gentlemanlike side and crossed the starting line with some of the last boats. Shifty winds assured a turbulent race and confronted the sailors with ever changing situations. For the first time there were numerous boats bumping into each other, but with the new 720-rule, these mistakes could be compensated. The crew of Dieter Dyck was almost all of the race in front, but in the end they left a windshift unobserved which threw them back by eighteen places. The last beat Tom Allen started at fifteenth place but at the finish line he crossed it in second position behind Bill Shore. Mario Buckup was third in front of six North American boats, demonstrating also this time

superiority. On tenth place we found Ruedi Fluhmann, builder of the Europe-Lightning with his crew Erni/Spinnler.

Tom Allen fourth World Champion

Twelve years after winning the World Championship title in Naples, the American boatbuilder, Thomas G. Allen, with his daughter Brenda and son Tom triumphed for the fourth time in the Lightning Class. Under the typical Swiss conditions of light shifty winds Allen demonstrated surprising superiority. Mainly his own nationals were caught by surprise by the demonstration of the boatbuilder from Buffalo, who showed dominating technique on Lake Thoun. Allen was already well known in Switzerland and Europe before this victory on the Swiss mountain lake, but by now this most well known American Lightning sailor seems to become a legend.

8 US boats among the first 10 positions are speaking a clear language and the unsuccessful defending World Champion Mario Buckup from Brazil who earned silver medals at the Worlds is convinced that with the absent Goldsmith, Fisher and Bryant three contenders for the world title were missing.

The honor of the South Americans was saved by the Hamburg born Dieter Dyck, sailing under the Ecuadorian flag with his sons and, after a difficult beginning, obtained a sixth place in the general classification. There were 4 South American boats among the first 10 at the last World Championship.

But the Europeans, who have made great efforts in the past few years in improving boats and crews, still have trouble to get in contact with top places and had to remain content in their role as starlets at the IXth World Championship. Some of

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the Swiss, at times, obtained good results in the individual races, but in the general classification we have to move down to the 12th place to find the Swiss Champion Jean Hess with his crew Frei and Haberli. Finland appears on the 25th place with V. Tapola, I. Tapola and P. Nyman, whereas the best Italian boat ranked 32nd with Luigi Merola and his longtime friend Franco Lo Sardo with his son Marc. But if the present trend of sailing more races with better boats and intensified training keeps on it is to be observed in Switzerland, it is not to be excluded that on the next World Championship in Europe, one or more boats could be found among the first 10.

But in the meantime there is much to be learned from our friends across the "big pond". A clear demonstration of continuity in performance was given by the New Yorker Jim Crane, who has never won a race but always was to be found among the first 10, which resulted in the 3rd place in the general classification. But also James D. Neville from Cleveland reached his 4th place only with regular performance in top positions, followed by the gynecologist D. P. Delorme of Washington.

So much for the races. All in all there was no doubt, Tom Allen was the best sailor on Lake Thoun and the honours well deserved.

While the weather had played quite a few tricks during the Championship the reserve day opened up the mountains to our foreign guests and they all took advantage of the possibility to visit the surrounding mountain peaks on a beautiful day, while the long expected thermic wind blew somewhat teasingly over a deep blue lake. While our guests were enjoying the day, fleet members of Lake Thoun were preparing for the evening. The ladies in beautiful gowns and the gentlemen donned in etiquette made their appearance at the closing banquet in the late 19th-century-style Kursaal of Interlaken. Under the colorful roof the two winning Lightnings were displayed and in reaching distance for the many curious eyes of competitors and guests. After a fine dinner the honours were awarded to the new World Champion Tom Allen and his crew Brenda and Tom jun., followed by the 52 crews who made this IX World Championship the largest Worlds ever held in the history of the International Lightning Class.

SPIEZ, THE WORLDS AND THE TOURIST

By Richard Embleton

I am sure that, over the years, each of us has imagined the perfect setting for a major regatta. For many, no doubt, the site of the 1977 World's Championship might seem to be this perfect setting. A small village nestled against the beginnings of the most powerful mountain system in all of Europe, with a small glacial lake of emerald green at its feet. Two outlying folds of the Alps jut skyward directly across from the village, to act as a backdrop for the duel to come. A Medieval castle built on the edge of the harbour, with vineyards set behind and extending up the hillside, create what surely must be one of the most spectacular settings for any World's Championship.

And yet, a flaw. The prevailing wind patterns of July fail to materialize and within a few days the sailors are being called down to their boats at eight a.m. in hope of a morning breeze. Often they would wait until late afternoon before a race could be started.

One quiet day, after waiting several hours the boats were called out to the course. Wind was about to come. Now, this particular day the temperature was in the mid-eighties, the wind was light and the sailors dressed accordingly; short sleeves and short pants were the order on most boats. No sooner had the race begun than a thunder storm funnelled through the valley. By this time, as I watched hail bouncing off the boats, and lightning flashing everywhere I was beginning to appreciate the fact that I was here to watch the races, not to compete. This feeling was further strengthened when the boats came in, with crews blue with cold from the glacial melt water of the lake, and white with fright from the passing storm.

The regatta at Spiez must be considered one of the best from a spectator point of view. The host club had arranged a

spectator boat for the races which was superb. The boat was at least 100 feet long and provided both open deck areas and spacious salons from which the races could be watched. The Captain did an excellent job of positioning the boat along the course so that we could see all the action and hear much of the conversation as Italians calmly asked Americans for a bit more room at the marks.

This regatta was in other respects also a "tourist" regatta. While the sailors waited a good part of every day for the wind to fill in, those of us not racing could take advantage of our spectacular location for short trips to shop in Interlaken or Berne, to ride the cablecars to the top of the Shilthorn, or to the ice fields of the Jungfrau. Many of the people not racing took two or three days and travelled to France, Germany or Austria, or just spent time visiting the sights of Switzerland. So much is so close in Europe, it was a shame to be there and not get to see a good deal of the country.

Meanwhile, the competition was developing on the race course. Some of us found a trail up through the vineyards behind the castle to a cliff that overlooked the entire race course. Here one could see the race develop far below. Spectators from Ecuador, Peru, Italy, the United States and Canada gathered here, shared binoculars, and wished each well, as far below the competitors vied for the favoured wind.

Mario Buckup won the first race, and Tom Allen commented that everyone, except one, was going to do better in the next. Indeed, Mario hoped only to do as well in the races to come. Such was not to be, for Thomas Allen won the second, the third, and then the fourth race. Now the loud speaker on the spectator boat was all "Der yacht Allen," as the Europeans looked on in awe at this Magician who was continually finding the shortest course in the tricky wind-

shifts.

And then the final race. By now the spectator boat was in an uproar at the mere mention of the Allen boat. But at the weather mark it was Bill Shore who finally broke out and took the lead. At the gybe mark he was over five minutes ahead of the second place boat! But the concern was with Allen.

Where was Tom Allen?

By the midpoint of the race Tom was in twenty-ninth place. Even his most stalwart supporters felt that this would not be a good race for the Allens.

Bill Shore finished with a lead of over three minutes on the next boat.

"But who is this? Who is coming in as the second place boat?"

"It's Mario Buckup!"

"Isn't that Allen coming across on port?"

"It is going to be very close!"

Then followed one of the most spectacular finishes that I have ever seen. A short quick tacking duel that put Tom Allen on the right side of a sudden gust and left Mario fifty feet from the finish, and the regatta was over. The spectator boat was alive with cheers and a race that meant nothing to the final results had become Tom Allen's finest effort. Congratulations to both Tom Allen and Mario Buckup for a fine regatta.

IX WORLD CHAMPIONSHIP

Final Position	Boat #	Skipper and Crew	Country	1	2	3	4	5	6	Points
1	13111	Thomas G. Allen, Brenda Allen, Tom Allen	United States	(8)	1	1	1	1	2	6
2	7495	Mario Buckup, Joaquim Feneberg, Ralph W. Christian	Brazil	1	2	5	5	(8)	3	16
3	11658	Jim Crane, Steve Nightingale, Eugene Peters	United States	6	(24)	4	6	2	8	26
4	13122	James D. Neville, Candy Neville, Nancy Neville	United States	4	5	(29)	7	13	5	34
5	12863	Donald P. Delorme, Wanda Delorme, Leigh Hopkins	United States	12	4	8	17	(19)	6	47
6	12338	Dieter Dyck, Lars Dyck, Olaf Dyck	Ecuador	5	7	(26)	2	5	19	48
7	10909	Bill Shore, Bonnie Shore, William Hartnett	United States	(26)	11	2	23	11	1	48
8	11800	Jim Carson, Michael Schoen, Paul Gelenitis	United States	14	3	14	13	(21)	9	53
9	13161	Bill L. Buckles, Matt Burridge, David Wilber	United States	2	17	15	21	4	(26)	59
10	13158	Robert Adams, Tay Adams, Jenny Adams	United States	17	16	7	16	10	(17)	66
11	12499	Bob Hutchinson, Bob Heick, Eric Olving	United States	32	21	3	3	(33)	11	70
12	13099	Jean Hess, J. Frei, Andy Haeberli	Switzerland	3	27	(31)	9	18	14	71
13	12860	John M. McIntosh, Olin T. McIntosh, Carol Peters	United States	18	18	17	15	(25)	4	72
14	12355	Richard W. Hallagan, David Hallagan, Arnold Schwartz	United States	24	10	(28)	18	7	13	72
15	12796	Carlos Arteaga, Alixe Sears (& Anne Allen), Max Zimmerman	Peru	13	(46)	19	4	22	15	73
16	12951	Rudolf Fluhmann, Alein Aerni, Hans Spinnler	Switzerland	11	12	22	19	(26)	10	74
17	12572	Claude Lambelet, Laurent Lambelet, Peter Herzog	Switzerland	5	14	6	(31)	30	23	78
18	12952	Peter Bernasconi, Rolf Goetschi, Fritz Pfister	Switzerland	10	13	(45)	28	12	18	81
19	12659	Jaime Fernandez, Tristan Aircardi, Max Bunster	Chile	(37)	19	34	14	9	7	83
20	12262	Larry A. MacDonald, Larry W. MacDonald, Paul Finkel	Canada	23	20	20	8	(24)	12	83
21	13067	Jean Claude Dupasquier, Jann Dupasquier, Joel von Allmen	Switzerland	28	9	21	(36)	3	24	85
22	10795	Stu Nickerson, Sean Campbell, Susan Chamberlain	United States	34	(38)	11	11	15	16	87
23	12280	Tryg Jacobson, Mike Elmergreen, Mike Dooley	United States	16	26	13	25	(40)	20	100
24	12877	Calvin H. Schmiede, Karen Schmiede, Don Evert	United States	7	29	(44)	38	6	22	102
25	12761	Vesa Tapola, Ilkka Tapola, Pertti Nyman	Finland	(44)	15	37	12	14	39	117
26	12466	Fisk Hayden, Bill Dodge, Linda Penfield	United States	20	(34)	32	30	23	21	126
27	11021	Hugo Cuneo, Hernan Barahona, Rodvigo Zuazola	Chile	27	23	(46)	10	37	32	129
28	10898	Hans Peter Schmid, Res Hofer, Kurt Iseli	Switzerland	46	6	12	(49)	38	33	135
29	12805	Antti Ruuskanen, Ilpo Hanninen, Kari Kahkonen	Finland	42	8	16	42	27	(54)	135

30	13070	Hans Rahn, Finn Andersen, Thomas Huber	Switzerland	29	22	(41)	40	20	27	138
31	XXX	Homero Came, Peter Vollmyn, Silvo Merz	Uruguay	19	36	(43)	20	31	37	143
32	13061	Luigi Merola, Mario Lo Sardo, Franco Lo Sardo	Italy	9	42	9	37	46	(54)	143
33	12320	Hans Luthy, Christoph Luthy, Dominique Luthy	Switzerland	33	25	30	(34)	29	28	145
34	11011	Manuel Gonzalez M., Christian Parro, Filipe Galvez	Chile	30	31	38	29	(45)	25	153
35	13114	Carlos Navarro, Elvira Navarro, Enrique Conterno	Peru	31	30	25	32	(36)	35	153
36	12637	Urs Wyler, Rudolf Wyler, Peter Wyler	Switzerland	22	(41)	33	33	32	34	154
37	13066	Jean-Pierre Monnier, Jacques Sillig, Gilbert Despland	Switzerland	39	35	24	26	(39)	38	162
38	XXX	Anibel Gatti, Jurg Weilenmann, Jane Allen	Argentina	(41)	32	39	27	35	31	164
39	8411	Javier Pascuchi, Maria C. A. de Pascuchi, Dave Peters	Argentina	21	47	35	47	16	(54)	166
40	12435	Kari Maenpaa, Oki-Matti Wikamni, Pekka Pentinsaari	Finland	(54)	33	10	43	34	47	167
41	12909	Hartti Nisonen, Ilpo Nisonen, Antero Uitto	Finland	35	45	23	24	41	(49)	168
42	6558	Michael A. Norris, Albert Lunnerdal, Dominique Marechal	Brazil	40	40	(48)	22	43	29	174
43	8763	Nando De Amicis, Matteo Bortolaso, Alberto De Amicis	Italy	38	37	18	(50)	44	40	177
44	9436	Lars G. Hammar, Harry Hammar, Simo Koski	Finland	25	48	40	39	28	(54)	180
45	12919	Leif Haglund, Ahti Immonen, Veikko Valkama	Finland	(47)	39	42	46	17	45	189
46	12258	Pertti Pyy, Ritva Pyy, Lauri Heikkila	Finland	36	43	36	44	(51)	36	195
47	12526	Walmor Gomes Soares, Valerio Gomes Soares, Antonio Dondel	Brazil	(55)	28	27	54	55	42	206
48	XXX	Erich Schimmel, A. P. Unwalla, Fali Unwalla	India	(55)	49	49	45	47	30	220
49	10715	Ernst Schar, Roland Baumgartner, Urs Schar	Switzerland	43	(51)	47	35	49	46	220
50	12905	Antonio De Vita, Ignazio Martinez, Paolo Messina	Italy	(54)	50	52	41	42	44	229
51	12061	Gaspere Giacalone, Guiseppe di Girolamo, Vito Caimi	Italy	45	(53)	50	51	48	48	242
52	12904	Gianni Pellegrino, Mario Marino, Gian Domenico Messina	Italy	(54)	52	51	48	52	41	244
53	13068	Bruno Magoni, Ettore de Angelis, Giovanni Rizzieri	Italy	54	44	54	(55)	50	43	245

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