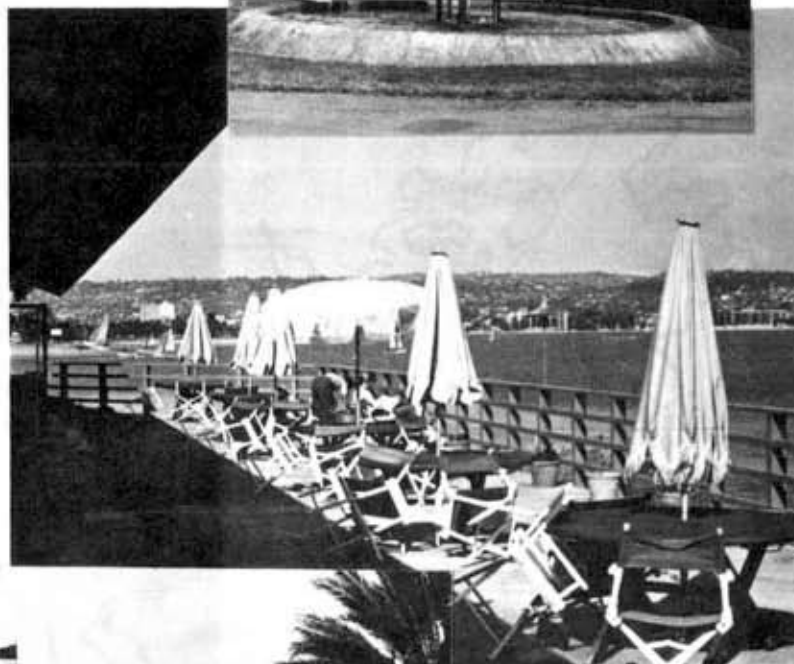


MISSION BAY YACHT CLUB SAN DIEGO, CALIF.

*site of the 1980
North Americans*



photos
by
Myron
Lyon



photos
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CLOSE TEAM WORK BRINGS CRANE THE NORTH AMERICAN CROWN

by Jim Crane
(who won)

The Cleveland Yachting Club was the gracious host of this year's Lightning North American Championship, and was run as well as any of the 13 North Americans I've been in.

We were blessed with light to moderate winds, and if they were at times fickle in direction, at least we weren't buffeted by gales or baked by drifters. Bruce Goldsmith, of Dallas fame, did not even encounter one "brown duster." If there is one word to characterize this year's racing I would have to say it was uneventful. There were no last race battles for the championship, or 90 boat mark roundings a la Rehoboth — but for us, it was a fantastic week! (*Editors Note: winning helps.*)

For the first time in many years I had a crew who had sailed with me prior to the North American's. My brother, Bill, who was with me at the World's and our local Districts, and Pete Bone who was with me at the Mid-Winter's. I can't give these guys enough credit. Mechanically they were perfect, but more importantly, we worked intuitively together sensing when the boat was going well or slowing up. Adjustments to trim were automatic without the customary, "let the jib out or flatten the boat" being barked out. We were all attuned to the nuances of the boat and the sailing was virtually automatic. I have always felt that I've sailed my best when I did not have to consciously think about what I was doing, and for most of our week in Cleveland this was the case. Arthur Ashe best describes this as "being in the zone." If there is any credence to this theory, then all I can say is that we were in the zone all week.

The individual races were a blend of shifting winds. Race 1 began in a fresh south-easterly and finished in a spotty and dying breeze from the same direction. Off the line, the boats that favored the right side of the course held a substantial lead at the weather mark while those on the left struggled for respectability. Jim Dressel, Don Brush, Bill Buckley, Bob Wardwell, and Larry MacDonald all had the breeze figured out and rode a lovely starboard tack lift to the mark. We played the shifts up the center of the course and salvaged a

sixth place at the turn as a large majority of the fleet overstood. As the race progressed, the wind became lighter and lighter, nerves frayed, and positions began to juggle. At the finish, Dressel won as we nipped Bill Buckley and Don Brush for second.

For Race 2 the wind had shifted another 30° to the east and had freshened just slightly. I am sure everyone in the fleet thought that the wind might continue to back, but the big question was — when? As we crossed the line we saw Jack Mueller and Jim Dressel heading for the beach on port tack. These two are the local honchos, so we quickly covered them to see if they knew anything. They did! The boats on the right side of the course, which was the opposite of the direction of the shift, led at the mark. Bruce Goldsmith, all the way left, must have thought that the Texas curse was still upon him. This was even more true for as soon as the fleet reached the leeward pin the wind shifted another 60° to the left. The race turned into a parade at this point. Jim Carson won, we were second, Jim Pindell, 3rd, and Eric Larson 4th.

We were overjoyed at our two second places, especially considering the shifty conditions. Close on our heels, however, was Dressel with 8 points and Lutz with 12. This really did not mean much, however, since this was a six race series that included a throw-out. Everyone was still in contention.

The next day dawned windy and gray. The wind was blowing 12-15 out of the south by southeast (offshore), and the shifts were numerous. We started at the committee boat and led the pack of Mueller, Goldsmith, and Dodge into shore on starboard tack. The closer we got to shore, the more pronounced the header and the stronger the wind. This translated into a beautiful port tack angle to the mark. We rounded first followed by Mueller and Goldsmith. The boats behind us were fighting for clear air, letting us sail to a very comfortable lead. At the finish, it was ourselves, Goldsmith, Mueller, and Dodge.

With a first and two seconds we were feeling absolutely terrific, but scared to death that we could not keep it up. We had been on a streak from the first qualifying race that

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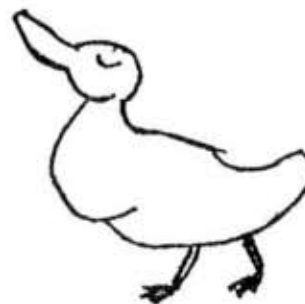
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included four firsts and three seconds. It is hard to explain when something like this happens, but we knew it could not go on forever. The next race was our undoing. We had a poor start and went the wrong way on every beat, finishing 12th. Matt Fisher won, sailing an excellent race in overcoming George Peter who had a huge lead for most of the race. The wind was shifty and spotty, and Peter who was trying to cover seemed to fall into hole, after hole. George was definitely not in the zone.

Heading to the harbor we realized that if we had one more reasonably good race we could ice the series. All we wanted was a steady fair wind.

What we got was a shifty, frustrating breeze, and we had to fight like mad to finish 7th. Had we won? After compiling the scores we learned that if Jay Lutz won the last race and we finished worse than 12 we would tie. But lo and behold, upon exploring the tie breaking procedures we found we couldn't lose. We had beaten Jay in 3 of the 4 races that we would both count.

The last race was a fight for 2nd through 5th. When the dust settled, Goldsmith was second, Lutz 3rd, Mueller 4th, and Dressel 5th.

I think that I speak for everyone when I say that it was a week of good racing among old friends. Perhaps for us it was a little bit sweeter but, then again, how often is it that you are in the zone. It's a nice place to be!



North American Champ Jim Crane and crew, brother Bill and the loot.

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**Eastern U.S.
CHAMPIONSHIP
SEPT. 13, 14**



You know: we all enjoy going to a regatta sailing with all of our Lightning friends, and at Cedar Point we like producing events that bring us all together. On occasion something doesn't go quite right with all the things going into a regatta, but we try very hard and succeed as well and better than most.

Here is what you can expect from us. — Our races are run according to I.L.C.A. standards, with a couple of exceptions keeping you our sailors in mind. Realizing most of you drive from three to seven hours getting to us, we will try to get you on your way home by mid-afternoon Sunday. To do this we may need to shorten courses or eliminate a race from the four scheduled, but all RACES must have at least four legs and good beats. We will run Olympic courses, giving that extra chance to catch up. Saturday evenings let loose during our dinners, with free beer and soft drinks, and lots and lots of fun friendly people. You all enjoy clear skies, good breezes, a nice club, and the Lightning Players — so do we.

NORTH AMERICAN CHAMPIONSHIP 1979

Final Position	Boat #	Skipper & Crew	Race Finishes						Pts.
			1	2	3	4	5	6	
1	13391	Jim Crane Bill Crane, Pete Bone	2	2	1	12	7	(12)	24
2	13309	Bruce Goldsmith Sherry Schiche, Vickie Matthews	(19)	15	2	7	5	1	30
3	13306	Jay Lutz Jody Lutz, Don Schon	6	6	10	(11)	1	7	30
4	11700	Jack Mueller Nancy Mueller, Gus Austin	10	10	3	9	2	(22)	34
5	13250	Jim Dressel Nancy Dressel, John Sackett	1	7	15	(20)	4	10	37
6	13184	Jim Carson Paul Gelenitis, Jim Gelenitis	(15)	1	11	8	14	4	38
7	10956	Matt Fisher Bonnie Shore, Dan Dressel	(30)	8	9	1	11	11	40
8	13285	Bob Wardwell Skip Webb, Dave Hallagan	5	(19)	7	18	9	3	42
9	13172	Don Brush Ann Brush, Hale Walcoff	4	(32)	6	14	13	20	57
10	13305	Larry MacDonald Ian Jones, D. Stuckey	7	(28)	22	2	25	2	58
11	13286	Bill Buckles Judy Austin, George Aver	3	(29)	17	24	3	14	61
12	12929	James Pindell Mike Healy, Peter Hallagan	13	3	18	10	(31)	19	63
13	13363	Jed Dodge Bill Dodge, Charite Catchpole	25	12	4	6	17	(34)	64
14	13397	Thomas Allen Brenda Allen, John Humphrey	17	23	(26)	5	8	13	66
15	11800	Matt Burridge Lal Burridge, David Jones	9	14	16	(31)	22	6	67
16	12355	R. W. Hallagan Jean Hallagan, Dave Waite	(32)	11	5	13	30	8	68
17	12800	Jon Schwartz Cathy Howie, Phillip Dennis	11	9	12	19	19	(25)	70
18	13333	William Shore Holly Elfman, Phil Lotz	(27)	25	8	17	10	27	87
19	13222	Cherie Neville Candy Neville, Kevin Dietly	18	17	20	(33)	18	15	88
20	13233	Chuck Maltbie Marilyn Maras, Betsy Maltbie	(28)	31	13	15	27	9	92
21	11174	David Sprague Stewart Sprague, Cathy Bowman	16	5	31	(32)	24	18	94
22	10212	Dr. Georges Peter Sherry Powless, George Schiavone, III	(35)	18	21	3	28	24	94
23	12775	Eric R. Larson Mike Elmergreen, Peter Radwick	12	4	28	30	(35)	23	97
24	11530	Tom Green Mark Huza, Nina Huza	20	20	(34)	27	6	26	99
25	12470	E. J. Friebele Elaine Friebele, Doug Perley	26	30	(33)	26	16	5	103
26	12729	Ed Roseberry, Jr. Bill Pictor, Kevin Robinson	23	16	(30)	29	20	17	105
27	13258	Lenny Krawcheck George Scarborough, Will Sloger, Jr.	21	13	27	23	23	(29)	107
28	13377	Gordon Ettie Sid Bowen, Judy Bowen	24	22	24	25	12	(30)	107
29	11036	Donald P. Delorme Wanda Delorme, Jerry Dodge	8	21	23	(DNS)	26	32	110
30	13176	Terry A. Timm John Johns, Brad Currie	22	24	29	16	(32)	21	112
31	11886	Jim Russell Kip Hamblet, David Hale	29	(35)	19	4	33	31	116
32	12752	Wm. H. Buckley Paul Buckley, Gloria Gilbert	14	33	25	(34)	34	16	122
33	13390	Clarence Holman III Kyle Militzer, Jim Berdance	33	(34)	14	22	21	33	123
34	8599	David Peck Joel Vann, Dimitri Sitty	31	26	(DNF)	21	29	28	135
35	11469	Dave Ingram Tom Ingram, Marty Digel	34	27	32	28	15	(35)	136

35 Boats, DNF/DNS - 36 Points, DSQ - 37 Points, () Throw-out Race.

The Presidents' Cup

by Willy Petersilge
(who won)

Exceptional is the only word that comes to mind when thinking of the committees responsible for the running of the 1979 North American Championships. Lines were set square and weather pins were moved as necessary to provide fair weather legs. I greatly appreciated the effort these people put forth to host the N.A.'s. However, these were not the only people who performed exceptionally. My crew of George Whatron and Bill Draheim also did an excellent job. All the comforts of home were bestowed upon us by John Aras. His house was within walking distance of the club.

Race One

The first race of the Presidents' Cup was started in an 8-10 mph southeast breeze. After the first lap Bill McKinley was in the lead followed closely by Bailey, Vander Meulen, McClure, and ourselves. The wind had veered left 10°, and the first four boats took the lift into the right corner. We tacked to the center of the course putting ourselves in the favored position if the wind continued to veer left. We were lifted across the fleet and rounded the second weather mark in first place. We were able to hold off the fleet till the finish. Ross Bailey finished second followed by Vander Meulen, Ruhlman, and Peters.

Race Two

The wind, still veering left, was from the east at the start. We started two-thirds of the way down the line with Sandy Huntsman two boats to leeward. Sandy rounded the weather mark first well ahead of the fleet leaving a pack of us to fight it out for second place. The second beat became a parade as the wind shifted 40° to the left. Excellent crew work enabled us to pull away from Tim Vander Meulen, and Ross Bailey, and gain on Sandy Huntsman. On the last reach, we were able to decrease Sandy's lead to a boat length. The last beat was once again to windward. Sandy covered us up the first half of the weather leg but allowed us to get left of him at the end of the beat. We shot up at the finish line and won the race by inches. Bailey finished third followed by Kellogg and Vander Meulen.

Race Three

We had been watching the championship fleet start and noticed an incredible sag in the starting line. We decided to take advantage of this situation during our start. At the gun we were a full boat length ahead of the boats around us and amazingly enough, not over the line. The wind held its direction till the end of the race and we were able to hold off John Schneider till the finish. The top five were: Petersilge, Schneider, Faria, Starck, and Penfield.

Race Four

The wind was once again from the unpredictable southeast at 10 m.p.h. We again took advantage of the mid-line sag and had a beautiful start. We played the shifts up the first beat and rounded the pin in first place. We were able to hold our lead to the finish despite the gapping hole in our spinaker. Bob Starck was second at the finish followed by Drewes, Faria, and Sherburne.

Race Five

The fifth race was started in a 7-10 m.p.h., wind from the south. We started in the leeward third of the line expecting the wind to veer to the left as it had two days before. Soon after the start the wind shifted 10° to the right. Making a much regretted decision, I continued to the left hoping the wind would come back to the left. We hit the left corner so hard that the fleet could hear the crash, and we could feel it as we rounded the weather pin 24th. It was even more disturbing to see Bailey well ahead of the fleet. Bailey went on to win the race with a big lead over Alzir Faria, Randy Ruhlman, Jeff Penfield, and Tim Vander Meulen respectively.

Race Six

Bailey needed seven boats between us in order for him to win the series. Our game plan was to stay as near to Bailey as possible. We tailed him from the five minute gun until the start. We started two boats to leeward of Bailey and covered him for the first two thirds of the weather leg. We tacked away to go for some new air on the right and rounded the pin in 5th place. Bailey found himself in the middle teens. John Schneider led the entire race until the finish where he fell into a hole and lost two boats. At the finish line, Jim Martuccio slipped into first place followed by Carter, Schneider, Petersilge, and McClure. Fortunately for us, Bailey and Faria both found their throw out race.

Looking back on my first N.A.s, I found them to be a truly fun and learning experience. I'm looking forward to sailing many more N.A.'s in the future.



PRESIDENTS' CUP 1979

Final Position	Boat #	Skipper & Crew	Races Finishes						Pts.
			1	2	3	4	5	6	
1	12265	Will Petersilge William Draheim, George Wharton	1	1	1	1	(14)	4	8
2	13267	Ross Bailey Blair Sandberg, Jim Cameron	2	3	7	6	1	(16)	19
3	8233	Alzir Faria Carlos Ehlermann, Guilherme Silva	14	8	3	4	2	(23)	31
4	12587	Jeff Penfield Caroline Penfield, Geoffrey Smith	11	9	5	(15)	4	7	36
5	13279	Timothy C. Vander Meulen Lynn Pike, Doug Byerly	3	5	6	20	5	(22)	39
6	11138	John Schneider Tinka Van Siclen, Greg Hatfield	15	(23)	2	13	8	3	41
7	12420	Randall Ruhlman Curt Maltbie, Heather Cotton	(20)	7	13	14	3	9	46
8	12877	Bob Starck Don Evert, Mike Zimmermann	23	11	4	2	(25)	11	51
9	12890	Bill McKinley Chris Boyle, Tim Higgenbottom	9	6	9	16	(DNS)	12	52
10	9517	Rob Ruhlman Gordy Pugh, Susan Maltbie	4	15	8	9	(23)	17	53
11	13369	Sandy Huntsman Eric Olving, Mike Mergentholer	12	2	12	7	(27)	20	53
12	10313	Peter S. Hubbard Kathy Hubbard, Jim Foley	7	12	10	12	(19)	13	54
13	13255	Jim Martuccio Mark Snelson, Jonette Maras	(21)	14	20	11	21	1	67
14	10479	R. D. McClure Russell Crawford, Amy Crawford	8	21	29	(30)	6	5	69
15	12614	Jonathan M. Oram Richard Schott, David Miller	10	(29)	26	19	7	8	70
16	13208	Don Sherburne Nancy Sherburne, Kevin Sherburne	16	(24)	14	5	17	19	71
17	12140	John Fenlin Gary Swangler, Mark Young	17	10	11	18	18	(27)	74
18	12754	David O. Peters John Morse, Bonnie Rathbun	5	(27)	19	21	16	14	75
19	13228	Lance Drewes Roger Bishop, Kurt Schuler	(29)	19	17	3	13	28	80
20	13021	Steve Thomas Brian Hussey, Jr., John Hussey	(22)	18	21	22	15	5	81
21	12704	Gordon P. Kellogg Dottie Kellogg, James N. Howard, Jr.	18	4	25	25	(28)	10	82
22	12486	Raymond P. Harrington, Jr. Tim Hunt, Ray Harrington, Sr.	(25)	17	16	17	12	24	86
23	13199	Bob Carter David Brown, Dave Brown	24	26	(27)	23	11	2	86
24	10702	Jack Huntsman Doug Duprey, Jr., Mary Huntsman	13	13	15	(28)	20	26	87
25	12412	Mark Wilkins Mike Wilkins, Steve Wilkins	27	22	22	8	10		89
26	10779	Joe Sullivan Steve Schwark, Terry Korber	6	20	(30)	27	24	15	92
27	12728	Bruce R. Kloss Kris Kloss, Dan Walsh	19	16	24	10	(DNF)	DNS	100
28	12958	Jack Engles Kitty Engels, Jim Engels	(26)	25	18	26	26	21	116
29	12215	Mike Fellows Jeff Myerson, Sandy Myerson	(30)	30	23	29	9	25	116
30	12990	Philip Parshley Philip P. Parshley, Lisa Parshley	(28)	28	28	24	22	18	120

30 Boats, DNF/DNS - 31 Points, DSQ - 32 Points, () - Throw-Out Race.

Picture on opposite page shows Presidents' Cup winner Willy Petersilge, Buckeye Lake Yacht Club, along with crew George Warthen and Bill Draheim.

GOVERNORS' CUP

by Jim McCoy
(who won)

As Bob, Keith and I descended the narrow road to the bottom of the Rocky River Gorge with *Odyssey* in tow, we were struck by the scenic beauty of the Cleveland Yachting Club. The facilities of this island club are first-rate, and I've never seen a more hospitable and genuinely friendly group. Bob Mathers, my middle crew, was attending his seventh North Americans and soon assumed the role of den mother, making sure we arrived where we were supposed to on time with the right equipment. Keith Thatcher, my forward crew, was attending his first nationals and wasn't sure what to expect. This was my sixth North Americans. I looked forward to a week of good sailing and socializing with the top sailors in the class.

Unfortunately, our good organization didn't carry over to the practice race, as we arrived late in the starting area and were caught totally unprepared at the gun. We finished dead last. Nevertheless, this race allowed Bob and Keith a chance to iron out some kinks since it was their first time sailing together as crew. We also learned the races would start promptly, a good point to remember.

The four qualifying races allow the cream of the fleet to rise to the top. We were definitely in the skimmed milk portion as we qualified 93 out of 96. Our finishes were 24, 26, 28, and 28. We were on a "downer" as we sailed back to the

club. My crew had performed well, and it was hard for me to believe I could be that bad. I seemed to be out to prove the old adage, "Fast boats sailed poorly get further behind more quickly." Something radical had to be done. That afternoon while the rest of the fleet were comparing stories up at the club, we were comparing our rigging with some of the "hot shots." We tightened our upper stays five turns and our lowers eight turns until we got the right note when we "twanged" them.

Race I

The first race started right on time in a light breeze. We tried for clear air on the weather leg and wound up laying the mark on port, taking a little gas near the flag. We rounded in fifth. Tom Allen IV and Peter Huston were first around and held their positions until the second weather leg — we had managed to work up to third at this point. Allen IV and Huston sailed the middle as we went far right. This paid off for us as we took over first. Allen IV and Huston held second and third. On the last weather leg, Allen IV went left and Huston went right, creating the usual dilemma — who to cover. We sailed the middle until it seemed Huston had moved into second place. We then covered Huston to the finish, managing to win by two boat lengths, as Allen IV finished third. Rick Klug came in fourth and Bill Wynn fifth. We were in better spirits now as we returned to the starting area. We finally had *Odyssey* cranked up.

Race II

We got a poor start and ended up on the right side. The wind backed 15° and held, however, which allowed us to round sixth just ahead of John Mueller. We reached on the second leg with jib and main, passing the leaders to weather as they fought their spinnakers on the tight reach in the freshening breeze. Papa John was right on our transom. We sailed high and threw up our chute 100 yards from the jibe mark, coming down to the flag first. Mueller rounded close behind, jibed, and then raised his chute, effectively blanketing us and moving into first. We barely managed to get inside Mueller at the leeward mark. The wind continued to back, making this weather leg a tight reach all the way. We again sailed the offwind legs as before, putting up our chute 100 yards from the jibe mark while trying to cover Mueller. The race committee had moved the weather mark to make the last leg a beat. We rounded the leeward flag first with Mueller and Chuck Medlock close behind. Mueller went left center and Medlock right as we again sailed the middle. Mueller persisted and seemed to pull even as we parried our way to the finish. We won by a half boat length as the breeze slowly died. Chuck Medlock was third, Bill Fastiggi fourth and Allen IV fifth. With two bullets in the bag, we had a great time at Papa John's cocktail party that evening.



1980 N. A. Chairman Myron Lyon (left) at Mission Bay Yacht Club.

GOVERNORS' CUP 1979

Final Position	Boat #	Skipper & Crew	Race Finishes						Pts.
			1	2	3	4	5	6	
1	13280	Jim McCoy Keith Thatcher, Robert Mathers	1	1	(10)	2	5	1	10
2	12411	Peter Huston Bruce Heine, Chris Rief	2	8	1	1	2	(10)	14
3	11041	Hugo Castro Roberto Ricoveri, Rolando Turrado	(14)	10	8	7	4	8	37
4	12947	Doug Bargar Paul Hill, Robert Wilder	6	13	9	(21)	6	5	39
5	13329	Warren Lewis Larry Stephens, Marty Makielski	9	6	12	12	3	(14)	42
6	12974	Greg Florian Todd Grohne, Lynn Nixon	(22)	11	4	14	7	7	43
7	12220	William R. Wynn Thomas Wynn, Rick Turner	5	(20)	6	5	12	19	47
8	13370	John Mueller Ed Kennedy, Matt Puflea	8	2	13	9	(17)	17	49
9	10327	Gary Oetgen Kenny Meyer, Kelly Oetgen	11	14	(20)	3	10	12	50
10	13422	Thomas Allen, IV Mike Williams, Jill Swanson	3	5	11	16	16	(20)	51
11	11090	Hank Hodgson Karen Hodgson, Rick Hennenburg	(29)	12	17	17	1	4	51
12	12025	Ron Blair David Blair, Jeff Fishman	(18)	9	12	11	14	6	52
13	10930	Robert K. Smither Jerry O'Kane, Wendy O'Kane	19	(22)	5	10	11	9	54
14	12586	Chuck Medlock Nina Ettie, Gordon Medlock	7	3	(21)	18	13	13	54
15	11560	Bill Fastiggi Dick Fastiggi, Peter Hyndman	15	4	3	20	(23)	16	58
16	11738	William R. Sloger J. C. Marlow, Jr., Steve Fitzsimmons	10	16	18	(DNF)	20	3	67
17	11989	Jack Benz Davis McConnicco, Bruce Richards	13	18	7	13	(22)	18	69
18	13077	David Nickels Kevin Nickels, Ronald Schieber	12	7	23	19	9	(25)	70
19	13251	Ric Klug Marilyn Maras, Betsy Maltbie	4	21	19	4	(29)	28	76
20	11771	Jed Kwartler Tom Holly, Irwin Kwartler	20	15	15	(DNF)	8	23	81
21	11411	A. Richard Thomas, Jr. Richard D. Thomas, Jeff Lutz	17	24	2	8	(DSQ)	DNF	82
22	13300	Colin Beashel Phil Bate, Andrew Bate	30	26	(DSQ)	6	15	15	92
23	11852	Michael L. Gargiulo Christopher Gargiulo, Neil Garagiulo	27	19	14	15	19	(29)	94
24	13209	Chris B. Kuhn Mike Faibisch, Gean Willingham	28	27	(DNF)	22	26	2	105
25	13229	George R. Hatfield John Seybold, Tori Thomas	23	17	(28)	25	21	21	107
26	9632	Charles B. Whittelsey Mark Church, Jay Young	21	(29)	25	26	25	11	108
27	12911	James B. Gilbert Rose Gentile, John Concklin	16	25	(26)	25	18	26	110
28	12956	Bob Borneman Richard Peraza, Adam Zangerle	24	23	(28)	24	24	22	117
29	9526	Randy Rowland Brian Hughes, Rick Shelburne	26	(DSQ)	22	23	28	24	123
30	11158	William C. Gordon Tammie Korber, Bill Heaney	25	(28)	27	27	27	27	133

30 Boats, DNF/DNS - 31 Points, DSQ - 32 Points, () - Throw-out Race.

Race III

The wind was very light. Peter Huston moved into an early lead and was never headed as he won comfortably over Richard Thomas. Third was Bill Fastiggi. Greg Florian was fourth and Bob Smither fifth. We started poorly, never

caught up, and finished tenth. At this point the standings showed Huston with 11 points, McCoy with 12, and Allen IV with 19.

Race IV

Huston again started well and tacked to port. When he

returned to starboard about three minutes into the race, he had a formidable lead and the fleet covered. We managed to move into second at the second weather mark, but there was no catching Huston this day as he won with a horizon job. Gary Oetgen was third, Rick Klug fourth, and Bill Wynn moved into contention with his fifth.

Race V

Since we were about fifteenth to the weather mark, I am not sure of the early leaders. The wind hauled during the race, making leg six a tight reach. Huston started this leg in first with Warren Lewis, Hugo Castro and Hank Hodgson close behind. Everyone took his chute down for the tight reach to the leeward mark — everyone, that is, except Hodgson, who sailed off to leeward of the rhumb line under spinnaker. Hank dropped his chute at the appropriate time and beat to the mark, taking over first in the process. Hodgson prevailed on the final leg to finish first, Huston was second, Warren Lewis third and Hugo Castro fourth. McCoy passed five boats on the last leg to salvage a fifth.

With one race to go and a throwout involved, Huston had 14 points, McCoy 19, Lewis 42, Castro 43 and Wynn 48.

Race VI

To win the regatta, we had to finish no worse than fourth and put at least three boats between Peter Huston and us. We arrived in the starting area early. We decided the wind was a little stronger on the right side of the course. In addition, we noted a gradual clockwise wind shift. We started well fairly near the committee boat. Peter Huston was astern of us in the second row. We got clear air and tacked to port to get to the right side. We worked out to a nice lead and tacked back to starboard to cover the fleet. We could see Huston and the fleet to the left side. They seemed to have somewhat lighter air. We worked out a hundred-yard lead at one point, but Chris Kuhn and Bill Fastiggi narrowed that margin considerably on the last two legs. On leg six the three of us were two third's of a leg ahead of the rest of the fleet. We had a few anxious moments on the last

leg as the wind died and our lead narrowed. However, we managed to win by three boat lengths over Chris Kuhn. Fastiggi was third. We stayed near the finish line to see if we had the necessary three boats between us and Huston to give us the series. Huston went far right and passed a few boats but crossed the finish line tenth. We had won the regatta. Hodgson finished fourth and Doug Barbar finished fifth in this race.

The 45-minute sail back to the Cleveland Yachting Club was a happy one for us as we had the view every racing sailor loves. The whole fleet, with colorful spinnakers flying, could be viewed across our stern.



The pomp and some of the circumstance at the North Americans. Photo Mary Huntsman

I.L.C.A. WOMEN'S CHAMPIONSHIP 1979

Final Position	Boat #	Skipper & Crew	Race Finishes				Points
			1	2	3	4	
1	13222	Cherie Neville Jane Allen, Betsy Trefts	1	1	3	2	7
2	13333	Bonnie Shore Nancy Mueller, Nancy Dressel	2	2	1	5	10
3	13397	Brenda Allen Ann Allen, Lynn Kosetecke	4	3	2	3	12
4	13233	Marilyn Maras Jonette Maras, Betsy Maltbie	3	4	4	4	15
5	11671	Barbara Swartz Andrea Swartz, Wendy Weihe	5	7	5	7	24
6	12271	Katy Scher Beth Cross, Tracy Cummings	6	6	6	8	26
7	11972	Mimi Dimon Debbie Freeth, Patti Schon	8	5	7	10	30
8	13309	Vickie Matthews Lynn Nixon, Nina Ettia	10	DNF	9	1	31
9	13286	M. E. Robinson S. Godfrey, M. Nellis	7	8	8	9	32
10	11788	Judith Walker Linda Baitman,	9	DNS	10	6	36

10 Boats, DNF/DNS - 11 Points

2ND WOMEN'S NORTH AMERICANS

by Cherie Neville
(who won)



North American Women's Champion Cherie Neville (right) and crew accept congratulations. Photo Mary Huntsman

The 2nd Women's North Americans were scheduled over three days beginning Wednesday, August 15th. Many women and juniors arrived at the Cleveland Yachting Club early Tuesday and prepared to practice with their crews, most of whom had never sailed together. Because of high winds and waves on Lake Erie, the most shallow of the Great Lakes, we didn't start sailing until Thursday, a day late.

Wednesday, we waited in expectation of a race. The RC boat made several trips to the course area. Each time they returned to report, "It's not that bad." We listened to the wind whistle through the bridge over the club, to the wild tales of the Fastnet race, and to the exaggerated Lake Erie conditions. They finally cancelled the races for the day, around 3 o'clock. (I think it was something about the juniors not being able to handle the conditions.)

The first attempt at a race started Thursday morning. The wind was a gentle Southwest but the waves were still rolling in from the previous few days of strong north wind, a very nauseating combination. Unfortunately a few crews suffered because of motion sickness. The women started 10 minutes after the juniors and women were rounding the windward/jibe mark, en masse.

We sailed two races that morning. There were still good size waves but the breeze had filled nicely. My super crew, Jane Allen from Buffalo and Betsy Trefts from Chautauqua, and I managed to lead both races, but they insisted the competition was all still too close. Bonnie Shore took second in both races. Marilyn Maras and Brenda Allen finished third in the 1st and 2nd races, respectively.

The afternoon race began with similar conditions though both the waves and wind were slowly diminishing. Bonnie fought off Brenda for first in the 3rd race, which was shortened to 6 legs. We followed in third. At the end of 3 races,

Bonnie and I were tied for first, with Brenda second. We expected only one deciding race to be sailed Friday because of a noon deadline.

The morning brought flat, SW, light air, conditions. Places were shuffled more this race than the first three. We rounded the windward mark first with Judy Walker second and Bonnie Shore third. By the jibe mark Bonnie and Brenda moved into second and third respectively. However, the wind died on the last leg and Vickie Mathews sniffed out some wind to move through the fleet into first. We held onto second and Brenda Allen was third. In the overall standings, we placed first with 7 points; Bonnie Shore, with her crew Nancy Mueller and Nancy Dressel, finished second with 10 points; Brenda Allen, with her crew Anne Allen and Lynn Kosetecke, came in third with 12 points.

Despite the decline in number of entrants this year, more than half returned from last year, along with a few newcomers who were welcome additions. Pymatuning Yacht Club brought 3 boats, the largest contingent from one Club. It was a good group of participants and proved there is great promise for more Women's North American's. I learned a lot from last year's and this year's competitions. We all appreciate the efforts by the Lightning Class and the Cleveland Yachting Club.

Thanks to the Peanut Gallery that supported us during the week.

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NORTH SAILS IN 1979

ILCA JUNIOR CHAMPIONSHIP

by Stephen Craig
(who won)

The sixth I.L.C.A. Junior North American Championship was held August 14-17 at the Cleveland Yachting Club. It was a well attended regatta with boats from as far away as Florida, Oregon, and Brazil.

Registration and measurement were taken care of on Tuesday from about 1:00 until 7:00 which left plenty of time to hear stories about the BIG chop. When Bill Buckles was queried he would only smile and mutter something about inverted triangles. We thought we might find out what he was talking about when we got to the club Wednesday and it was blowing 30 in the lulls. The Committee wisely called off races for the day.

On Thursday the first race was started in dying southerly winds that shifted 180 degrees and filled during the first 'windward' leg. The committee quickly abandoned and restarted the first race in the new breeze. I would like to congratulate Dan Dressel who led at every mark and won the first race. (Some said that he used a special go-fast juice but he was observed wearing a pink shirt.) Mark Hallman edged Willy Petersilge for second. I'm sorry that I can't fill in any details on this race, but we were so far back we were worried about making the second start. Jim Gelenitis was ready for the second start and he won that race. Unfortunately for Jim the second race was thrown out because of a one minute timing error in the starting sequence.

After lunch we resailed the second race. On the second weather leg Petersilge was leading until a 15-20° shift to port allowed us to pass him. (Willy encountered more trouble at the second weather mark which cost him four more boats and set up the equivalent of a four way tie for first going into

the third race.) The second race had been finished at the end of the fourth reach in an unsuccessful attempt to start a third race within the time limit. Aided by the shortening we won the second race with Fred Hunger second, Jack Huntsman third, Ian Jones fourth and George Francis fifth.

With one race left we had eight points, Petersilge, Jones and Hallman all had nine. The next boat was George Francis with 15. I was over early in the third race and Petersilge wasn't about to lay the pin which allowed Jones and Hallman to get a quick lead. Jones rounded the first weather mark second following Jody Lutz. Hallman rounded seventh, we were eighth. At the leeward mark Jones was still in second a minute and 15 seconds in front of us in sixth, immediately followed by Hallman in seventh. At the second weather mark we were still in sixth but only 15 seconds behind Jones in fifth with Hallman still in seventh but over a minute and a half back. On the reaches Jones caught Kevin Corr and moved into fourth, we rounded sixth immediately behind Corr. With the help of light and variable winds we were able to catch and cover Ian to the finish line. Jody Lutz led all the way through the race and won. He was followed by Kevin Corr in second and Fred Hunger in third.

I would like to thank the Cleveland Yachting Club and all the people who helped on the Race Committee for running the regatta. This regatta marked the emergence of a new Texas Turkey; Congratulations to Mark Hallman who finished third in his second Lightning regatta. I would also like to extend a very large thank you to my crew Ira Johnson and Electra Thomas for their fine work.

ILCA JUNIOR CHAMPIONSHIP 1979

Final Position	Boat #	Skipper & Crew	Race Finishes			Points
			1	2	3	
1	13347	Stephen Craig Ira Johnston, Electra Thomas	7	1	5	13
2	13305	Ian Jones Chris Reif, Kevin Robinson	5	4	6	15
3	11957	Mark Hallman Stewart Price, Clarke Newman	2	7	11	20
4	13307	Fred Hunger Mark Mylett, Rob Henneberg	16	2	3	21
5	13352	Jack Huntsman Doug Duprey, Mark Murry	14	3	4	21
6	11411	George Francis, Jr. Stuart Challoner, Chip Small	10	5	9	24
7	13306	Jody Lutz Russell Lucas, Thomas Post	8	16	1	25
8	12265	Willy Petersilge Bill Draheim, Dan Roshon	3	6	17	26
9	12926	Skip Wilday Roger Slade, David Madison	6	11	10	27
10	11138	Kevin Corr Chris Bruhn, Tom Mergenthaler	18	8	2	28
11	13255	Jim Martuccio, Jr. Mark Snelson, Susan Maltbie	15	9	8	32

12	12355	Peter Hallagan	9	10	15	34
13	13250	Mark Converse, Jean Hallagan	1	18	16	35
14	13422	Dan Dressel	11	13	12	36
15	13148	Tod Grohne, John Sackett	4	DSQ	13	40
16	12990	Thomas Allen	20	14	7	41
17	11085	Jill Swanson, Mike Williams	12	12	20	44
18	12025	Jim Gelenitis	13	17	14	44
19	8233	Frank DiFazio, Walter Runck	17	15	18	50
20	9543	Philip Parshley	19	20	19	58
21	11533	Lisa Parshley, Scott Cullen	21	19	21	61
		Jim Alman				
		Richard Shellow, Jon Rouse				
		David Blair				
		Jeff Fishman, John Wis				
		Alzir Faria				
		Renato Da Silva, Guilherme Da Silva				
		Ben Willings				
		Brad Parkes, Ingrid Treacy				
		J. Adam Zangerle				
		Doug Squires, Brad Esarove				

21 Boats, DSQ - 23 Points

SABOGAL-VALLAZZA BROTHERS WIN PERU'S SECOND NATIONAL YOUTH CHAMPIONSHIP

by Carlos Navarro

As one of the main promoters of youth sailing activities in Peru I was very pleased to see the great enthusiasm of the ten crews that entered this second National Youth Championship of the Lightning Class in Peru, that will also serve to qualify the two entries to represent us at the Second World Youth Championship to be held in Canada next year.

Hector Sabogal Jr. (16) with his sisters Gisella (18) and Lorena (14) acting as crew tied in points with Carlos Navarro Jr. (15) former champion together with his crew, his brother Augusto (14) and Antonio Fortunio-Oliveira (17) but because Hector had won 3 races as opposed to 2 for Carlos, he was officially declared the new Champion.

Third place went to Emilio Levaggi-Tocci (14) with his brother Bruno (13) and Fernando Garcia (16) acting as crew. He is a newcomer and it was a great surprise to all to see him come in third.

The racing was done at La Punta, the same location where the First World Youth Championship was held last year and with similar unusually strong wind conditions during the same month. The competition was very good and the championship was not decided until the last race. Hector Sabogal Jr. had to win or else he would loose to the defending champion Carlos Navarro-Mulanovich. At the start Carlos had a nice lead over Hector and at the weather mark Hector was fourth and Carlos fifth, then Hector really got going on the reach and eventually kept on moving ahead on the beats while Carlos kept falling further behind. On the last beat Hector had to fight his way up from second and almost on the finish line managed to win the race he needed so badly to tie in points and win due to more first places over Carlos. The competition was followed in all races by interested parents in Dr. Hector Sabogal Sr.'s yacht, Givelohe, and there emotions ran high especially during the last part of the sixth race.

I believe this competition will continue to stimulate youth sailing in Peru and I am certain that next year we will have even more boats with younger crews participating at the third National Youth Championship.



Mac Gibbon

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