

THE XXVI SOUTH AMERICAN CHAMPIONSHIP

By Fernando de la Concha

The 1980 South American Championship, sponsored by Club Nautico del Muna, was sailed in Colombia on Lake Tomine, 40 miles north of the capital Bogota. With the organization of its enthusiastic members, it turned out to be a great success. However, it was mainly due to the hard work and collaboration of the Commodore of the District, Garry Jackson, who went through the difficult task of convincing many Colombian sailors to buy new fiberglass Lightnings. It was quite a chore because our sailors have to buy boats at an exceedingly high price, due to the Colombian taxes. Thus, with our wood Lightning fleet and our 12 new fiberglass boats, we were able to offer our lake, club, and houses for the XXVI SOUTH AMERICAN CHAMPIONSHIP.

Lake Tomine is an artificial lake between two small mountain chains at 2,600 meters above sea level; it is ten miles long and one and a half miles wide. Its winds change very much both in intensity and in direction making it very important to keep the six eyes very open.

My crew was Andy Newman and Miguel Cano who both had crewed for me many times in the Snipe. We practiced very much and made a super team.

At the practice race, we knew who our rivals would be and we watched for them: Paco Sola and Dieter Dyck from Ecuador; Manuel and Alberto Gonzalez from Chile, and Andres Lisocki from our country. After the first two practice races, all of these boats were fighting for first place but nobody was able to finish. We checked our speed and pointing ability and were very happy with the results.

First Race (Wind 10 to 15 m.p.h.) Tuesday

After a tight start, the fleet spread out in order to play the shifts. At the weather mark it was Dyck, Sola, the two Gonzalez, Lisocki and ourselves. The first reach was very tight and everybody was in problems with the spy (spinaker). We went a little high just after the mark and hoisted the spy; we held the boat and went to second place. Dieter, who did not fly the spy, got first at the jibe mark and Paco was third. On the second windward leg we passed Dieter and Paco did too; but then on the next weather leg, Dieter caught and passed us. Therefore, at the finish it was Dieter, first; second, we; third, Paco; fourth, Andres; and fifth Manuel Gonzalez.

Second Race (Wind 10 to 12 m.p.h.)

After a nice start, Manuel Gonzalez got the lead and won the race. Second was Paco; third, Dieter; and fourth, ourselves. Two races were sailed on the first day.

Third Race (Wind 5 to 8 m.p.h.) Wednesday

With very little wind and after postponing the race several times, we finally started in the afternoon. Alberto Gonzalez, who was sailing very well, got the lead and won the race. Second was Dieter; fourth, Paco; fifth, Claudio Abramowitz from Brazil; and sixth we.

Fourth Race (Wind 2 to 8 m.p.h.) Thursday

Due to the lack of wind, the course was moved north where the wind was a little better. At the first mark we rounded first; second was Paco; third was Mauricio Martinez of Ecuador; and fourth was Dieter. At the second reach the wind changed to the left so the leg was a beat and Paco passed us. The third leg was a close reach and the position did not change. Finally, just near the mark the wind died and the fleet got close; then the wind came from the back and that leg was a run. We stayed on the right side of the course and the other boats moved to the left to get free air. Again, the wind changed to the right and it was now a reach that put

us once more in first place. At the mark all of the fleet was there together and it was very crowded. We finished first; second went to Mauricio Martinez who sailed a very good race; third was Paco; fourth was Uscategui; and fifth was Alberto Gonzalez. At this stage of the championship, Paco had 72 points, we had 71, Dieter had 70, and Alberto and Manuel Gonzalez both had 64 points.

Fifth Race (Wind 0 to 5 m.p.h.) Friday

With very little wind, Claudio Abramowitz got in first at the weather mark; Juan Santos of Ecuador was second; third was Jorge Uscategui; we were fourth; and fifth was Andres. The wind died at the reach mark; the third leg was a beat with very little wind; the next leg was a run; and all the fleet got together at the mark. Juan Santos, Lisocki, and Pacini stayed clear of the fleet and went ahead. Lisocki finished first; Santos, second; Pacini, third; Claudio, fourth; Uscategui, fifth. We were sixth; Dieter finished ninth; and Paco was tenth.

Sixth Race (Wind 5 to 8 m.p.h.) Friday

Immediately after the finishing of the fifth race, the committee set the line and hoisted the flag. We had a nice start. Paco was over the line and had to go back. After a good windward leg we were first with Pascuchi from Argentina in second; Abramowitz in third; Dieter in fourth; and Pacini in fifth. The same positions were maintained until the second windward leg when Paco took fourth after going to the right side and playing the right shifts. On the third windward leg Pascuchi and Claudio went to the left side and we stayed on the right side because Paco and Dieter had gone there. Claudio and Pascuchi got a nice shift and passed us. The last beat was a tacking duel among Pascuchi, Paco, and us. The three boats finished very close making it a tremendously exciting windward leg. Claudio took first; Pascuchi was second; we were third; and Paco took fourth.

We finished tied in points with Paco. We won the championship because of our finishes. The regatta was a big success and the Lightning Class grew very much after some dead years.

I want to sincerely thank all the foreign sailors who came to our country and club to sail with us and all of the Colombian people who worked so hard in the championship, especially Mr. Garry Jackson who made possible this regatta. I hope to see everybody again at the XXVII SOUTH AMERICAN CHAMPIONSHIP.

SOUTH AMERICAN CHAMPIONSHIPS

Pos.	Skipper & Crew	Country
1	Fernando de la Concha, Miguel Cano, Andy Newman	Colombia
2	Francisco Sola, Juan Meira, Rafael Lecaro	Ecuador
3	Dieter Dyck, Lars Dyck, Olaf Dyck	Ecuador
4	Claudio Abrahamoviz, Henricus Bogoge, Martin Suscimi	Brazil
5	Andres Lisocki, Beatriz Lisocki, Roberto Matarras	Colombia
6	Alberto Gonzalez, Fernando Gullvas, Pablo Gallvas	Chile
7	Manuel Gonzalez, Luis Hernandez, Pablo Barahona	Chile
8	Mauricio Martinez, Cinthia Martinez, Ernesto Martinez	Ecuador
9	Antonio Pacini, Francesco Vasquez, Jaime Sanchez	Colombia
10	Reginald Schlubach, Maria Comenares, Eduardo Colmenares	Colombia
11	Jorge Uscategui, Santiago Uscategui, Juan Carlos Uscategui	Colombia
12	Juan Santos, Carlos Navarrete, Fernando Bermeo	Ecuador
13	Javier Pascucci, Maria Pascucci, Angel Vila	Argentina
14	Enrique Caterno, Luis Bryce, Enrique Garrido	Peru
15	Roberto Ricoveir, Rolando Torrado, Hugo Arzi	Argentina
16	Carlos Lecaro, Oswaldo Lavala, Jimmy Pasmino	Ecuador
17	Manuel Isaza, Marianna Isaza, Martin Isaza	Colombia
18	Alzir Faria Jr., Alzir Faria, Carlos Werner	Brazil
19	Jose Barreda Moller, Fernando Barreda, Gonzalo de Cossio	Peru
20	Werner Schafer, Jaime Holguin, Thomas Rata	Ecuador



COLOMBIA DISTRICT COMMODORE REPORTS ON THE SOUTH AMERICAN LIGHTNING CHAMPIONSHIP

By Garry Jackson

This Championship really began in Peru when Eduardo Colmenares, our Vice Commodore, and a participant in the last South Americans who was carried away by the splendor of the sun, sea, sails, sand and competition and suggested that Colombia would like to host the 1980 South Americans. On Eduardo's return to Colombia his advice of acceptance was met with cheers of jubilation and frowns of doubt.

Colombia had not been host to an important international event in Lightnings for ten years. The Colombian Federation of Yachting was and is broke and could offer no financial assistance; rather suggesting that the whole idea was beyond our means and should be quickly forgotten. The largest fleet of Lightnings was in Tomine, close to Bogota on a lake 8000 ft. high with the strangest winds. The fleet consisted of six good wooden boats, 15 mediocre boats and three glass boats which particularly enthusiastic sailors had imported in the past year.

Thus after careful consideration and soul searching the conclusion was reached that with no money, insufficient and inadequate boats, and a funny lake as the most probable site, acceptance by Colombia for the South Americans was crazy. However, if the Lightning fleet accepted their incapacity to organize this event, this would mean at best stagnation and at worst a slow and terrible death.

Thanks to the guts of the Board members of the Club Nautico del Muna and the enthusiasm of the Lightning sailors, the snowball began to roll terminating in a South American Championship. It did have its mistakes and failures and also its fun and competition, but most importantly, after the event we have a rejuvenated fleet of more than 30 boats, more than half of which are glass, a new enthusiasm for sailing and a definite desire to participate in more international happenings. As a special message to any Club that has a Lightning rotting on a trailer, or hasn't seen a new boat in the water in the past year, organize a good regatta with

outside competition and just see what it does for your Fleet and your Club.

Crit Currie from Memphis came down to Colombia to help with the total organization of the race itself and to him and his wife Eleonor, a special thanks for all their assistance.

Crews arrived from Argentina, Brazil, Chile and Ecuador and the serious business of beating the pants off everybody began. Dieter Dyck who knows Colombia's secret weapon, namely the strange winds of Lake Tomine, showed everyone what sailing was all about with Paco Sola as his shadow. For the first half of the week Ecuador was the whole story with these two crews always up at the front but close behind were Colombia and Chile with De la Concha and Gonzalez. On Thursday, De la Concha was first, placing him among the first three with Dyck and Sola and virtually no difference between the leaders. Sleepless nights for all as Friday was the last and decisive race.

All the effort and training that has come before was now dedicated to this one race where none of the first positions was yet defined. There beating up the windward leg in first place was Colombia with Fernando de la Concha, behind him was Pascuchi from Argentina and Abramowitz from Brazil. It looked as though the race was in the bag as Paco Sola and Dieter Dyck were fourth and fifth. However, De la Concha must cover his most dangerous competition and in doing so Pascuchi and Abramowitz slip by. Now Brazil was in the lead; Argentina, second; Colombia, third; and Ecuador, fourth; and Sola closed in. At the line it was first, Abramowitz; second, Pascuchi; third by a hairy inch, De la Concha; then Sola; and Dyck.

Celebration of the victory was interrupted to advise that first place was tied with equal points between Fernando de la Concha and Paco Sola. However, due to a first place and more wins Fernando is declared South American Champion.

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Photos by Mary Huntsman

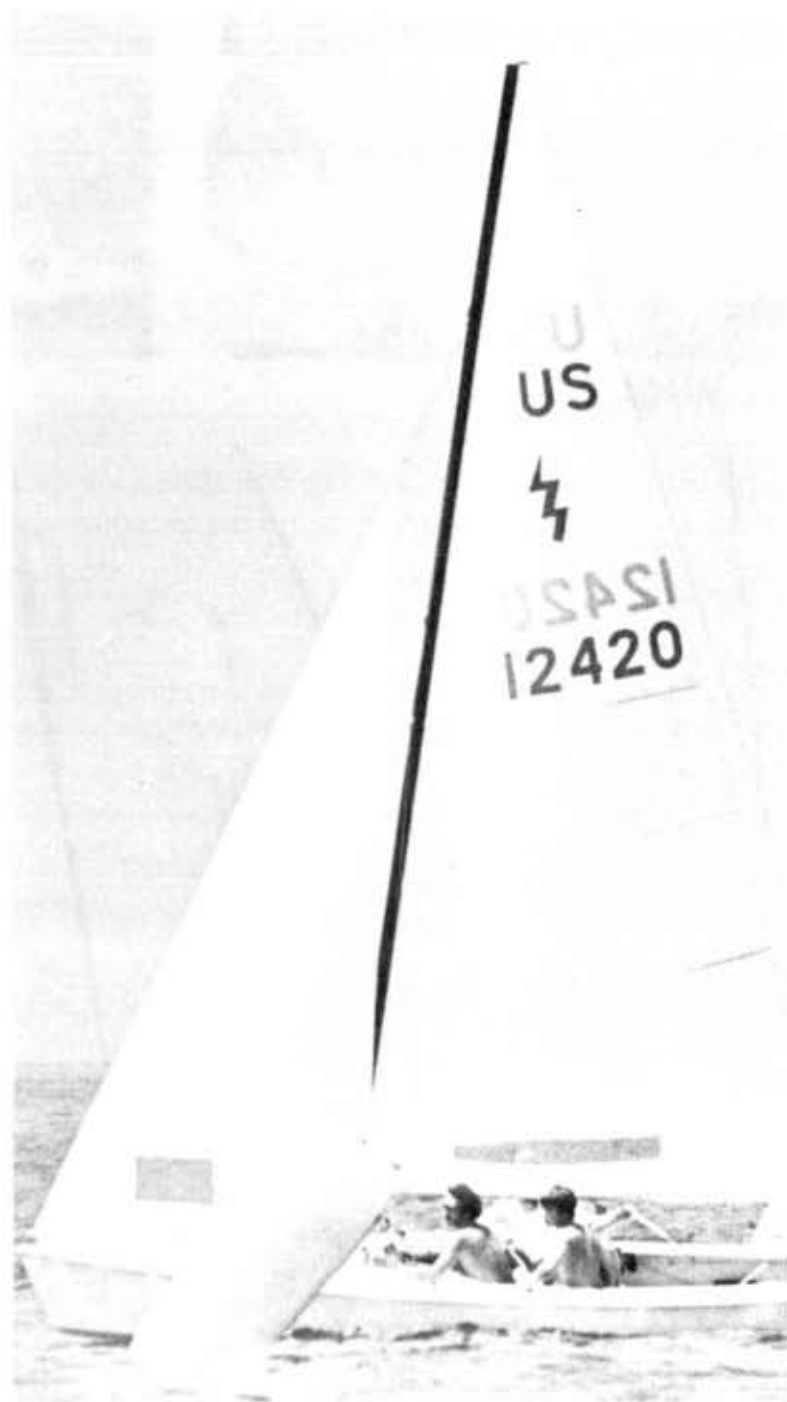


STEPPIN' OUT



CLOSE VERY CLOSE!

Photos by Mary Huntsman





WHAT FUN!



HE PASSED US!



Hey, do you think Jody knows he is passing the wrong side of the starting mark?

Photos by Mary Huntsman

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CANADIAN OPEN CHAMPIONSHIP OR MAC DONALD STRIKES AGAIN

By Larry MacDonald

The Canadian Open Championship was held on the west coast for the first time in 1980. The Lightning Fleet of the Kitsalana Yacht Club in Vancouver organized a great regatta. Boats from Montreal, Thunder Bay, Toronto and Hamilton travelled across Canada to attend and joined the local District boats from Oregon and British Columbia.

The races were held on English Bay in moderate winds of various directions. Larry MacDonald, Jr. and Dave Sprague dominated the field. MacDonald was the winner with four firsts and a second. Sprague was second with four seconds and a first. Larry MacDonald, Jr., Dave Sprague and Ross Bailey, who finished third, qualified to represent Canada at the next World Championship.

The host fleet showed everyone their great western hospitality at the "Salmon Bar-B-Cue" on Friday night. Saturday night was another supper and entertainment at "Frank Baker's Attic."

The Canadian Lightning Fleet looks forward to seeing you at the 1981 Canadian Open at Thornbury, Ontario.



*Canadian Champion
Larry MacDonald.*

1980 CANADIAN OPEN LIGHTNING CHAMPIONSHIP

FINAL	SAIL #	SKIPPER	RACE FINISHES						Pts.
			1	2	3	4	5	6	
1	13305	MacDonald	1	1	1	2	(3)	1	6
2	13509	Sprague	2	2	2	1	1	(4)	8
3	13515	R. Bailey	(8)	4	4	3	5	3	19
4	13048	Clegg	3	5	7	DNS	2	6	23
5	11457	Zettler	6	3	10	(10)	4	2	25
6	12158	MacGibbon	4	6	(15)	7	7	5	29
7	11331	Gorrie	10	7	6	4	6	(11)	33
8	13356	Layton	5	10	5	(11)	8	7	35
9	9695	Cameron	7	11	11	6	(12)	8	43
10	13289	Blumel	9	15	3	5	(16)	13	45
11	13477	Bazett	(15)	9	8	9	9	10	45
12	12969	Bailey	11	12	9	8	13	(16)	53
13	11031	Hunt	(14)	8	14	14	11	12	59
14	11645	Henley	13	14	(17)	12	10	15	64
15	10065	Boeckler	(17)	13	13	16	14	9	65
16	9853	MacDonnell	(16)	16	12	13	15	14	70
17	7606	Harris	12	17	16	15	19	DNS	79
18	11470	Dunkle	(18)	18	18	17	17	17	87

DNS = 19 Points

XXVIII EUROPEAN CHAMPIONSHIP

Translation of an article written by Y. D. Spichiger for the local newspaper:

For the third time in his sailing life, Jean-Claude DuPasquier has won the XXVIII European Championship of the Lightning Class. But this time he did not get the cup so easily. The runner-up, an Italian fellow, Crucitti, ended up with only one point less.

This championship was held from the 30th of June to the 6th of July in Neuchatel (French speaking part of Switzerland). There were 27 competitors who represented three countries: Finland, Italy and Switzerland. Greece was missing.

At the first race, the 27 boats were on the starting line. But three of them were disqualified because of an early start: Adam, Schar and Wyler (all Swiss boats). Soon after the beginning of the race, the wind was very strong and the Italian, Crucitti, took first place but was finally passed by one of his compatriots, Coccoloni, who had just won the Italian Championship. The Swiss skippers Despland, DuPasquier and Monnier followed.

In the afternoon was the second race. The westerly wind blew more strongly, reaching force 5. As it was blowing in the length of the lake, the waves started to deepen and they were hard to "negotiate", even by the skippers used to the sea. This time Crucitti won, catching DuPasquier and Despland during the last run. Coccoloni took fifth place. Now it was an exciting fight between Switzerland and Italy.

On Wednesday, Despland won the third race thanks to a fresh westerly wind ahead of DuPasquier and Crucitti. But in the middle of this cold and rainy day, the race committee decided to offer the competitors half a day break. Not all

skippers agreed with this decision. Some of them, well placed, preferred to go on, but others were happy to get some rest and repair their damaged boats.

Thursday morning, the fourth race was held in a southerly wind, which is quite unusual for the lake of Neuchatel. Then it slightly shifted to the west. The options were not easy to take on the first leg. We saw a fantastic fight during two turns between DuPasquier, Monnier and Merola. The boats were running parallel, controlling each other, often tacking to clear out. At the very end of the race, DuPasquier took first place in front of Monnier.

The fifth race was the luckiest because it was sailed with a very shifty northerly wind, called in Neuchatel the "Joran". Nevertheless, Crucitti got along quite well and stayed ahead during the whole race, even though DuPasquier, who had a better start, was vainly trying to defeat him. Behind him were Monnier in third, Lambelet in fourth, and Despland in fifth.

The fifth race was the last race of the championship because the wind stopped on Friday, on Saturday evening it was not regular enough, and on Sunday morning it was raining without any puff of wind.

The final results were calculated according to the I.L.C.A. rules, i.e. the worst result was not taken off because only five races could be sailed, and all five were counted. The winning crew was Jean-Claude DuPasquier with Yann DuPasquier and Joel Von Allmen in front of the Italians, Crucitti with Messina and Arcuri. The difference was only one point. We will hear again of this speedy boat since the next championship will be held in Marsala, Sicily.

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The Finnish truck and trailer carrying the four Lightnings to Switzerland.



The Italians wait patiently for the wind.

Pictures furnished by Corinne Du Pasquier

Personal notes on the Championship by the winning skipper, Jean-Claude DuPasquier:

The team of Claude Lambelet, Jean-Pierre Monnier and myself had a hard time but we were very enthusiastic in organizing this championship at our sailing club. We were sorry not to get more pleasant weather especially for some of the Finnish sailors and their families who preferred the outdoor life and camped under tents or in caravans near the harbour. We congratulate them for their big resistance! They came by bus. Their four boats were carried by a huge truck (see the picture).

The other sailors and guests were welcome in private homes; an action which seems to have been appreciated by both our friends and the Neuchatel families. English and French were the languages of communication.

The evening parties were various. First the Lightning class was officially welcomed by the State government in the castle of Neuchatel. Then, our friends from the fleet of Morat invited us to a rainy but lively garden-party with the traditional "racelette", accompanied, among others, by a player on the accordeon. The three organizers led their guests into an old cellar for a buffet-party. "La grande fete de la voile", an annual festival of the sailing club which mixed both the Lightning sailors and the members of the club. We had a barbecue and a tremendous pop music band also performed songs of the different countries represented. After a game called the "American Sale", the Finnish won a big ham they brought back home — unless they ate it before!

I am happy to note that some new young crews entered the Lightning Class and I hope they will stay in the series because at least in Switzerland, there is a lack of new crews. But for the moment, the "veterans" are not ready to retire and are looking forward to meeting again in Sicily. Long live the Lightning Class spirit!

Jean-Claude DuPasquier with Yann Du Pasquier and Joel Von Allmen.



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28TH LIGHTNING EUROPEAN CHAMPIONSHIP 1980

Fin. Pos.	Yacht	Skipper & Crew	1	2	3	4	5	Pts.
1	Z 13067	DuPasquier-DuPasquier-von Allmen	4	3	2	1	2	128
2	I 13414	Crucitti-Messina-Arcuri	2	1	3	6	1	127
3	I 13374	Coccoloni-Di Gerolamo-Massone	1	5	4	7	6	117
4	Z 12572	Despland-Eggenberger-Gaberthuel	3	2	1	14	7	113
5	Z 13066	Monnier-Chopard-Chaboudex	5	4	22	2	3	104
6	Z 13074	Weilenmann-Kunz-Brupbacher	7	8	7	10	9	99
7	I 13264	Merola-Lo Sardo - Lo Sardo	14	7	6	3	12	98
8	L 13135	Savola-Tujula-Koskinen	11	10	11	11	10	87
9	Z 13070	Adam-Huber-Bosshard	27	9	5	4	11	83
10	Z 13099	Luthy-Petzold-Merz	9	16	9	12	13	81
11	Z 12571	Herzog-Herzog-Herzog	18	11	12	8	17	74
12	Z 10898	Schmid-Buchschacher-Hofer	8	6	8	24	25	69
13	L 13438	Patosuo-Patosuo-Porthen	13	12	13	18	19	65
14	L 12909	Nisonen-Kirjavainen-Vento	6	27	17	21	8	59
15	Z 12306	Merz-Taschler-Merz	15	13	10	20	24	58
16	Z 13161	Schar-Scharer-Scharer	27	27	14	5	14	51
17	Z 7352	Beyer-Luginbuhl-Batschelet	22	15	21	16	16	50
18	I 13068	De Amicis-Cortese-Scapolo	17	14	19	21	22	47
19	L 12906	Immonen-Immonen-Tuores	10	27	15	25	21	41
20	L 12919	Haglund-Haglund-Salovaara	12	27	27	9	23	40
21	I 13455	Pellegrino-Massima-Sata	16	27	27	17	15	36
22	Z 12637	Wyler-Rolli-Stadelmann	27	27	27	15	5	36
23	Z 12952	Scharer-Schar-Schar	21	27	18	13	26	34
24	Z 12860	Lambelet-Lambelet-Messerknecht	27	27	27	19	4	33
25	I 13462	Nicchiarelli-Coltella-Pecetti	19	27	16	27	18	32
26	I 12297	De Regis-Pellegrino-Galeota	23	27	20	26	20	23
27	L 12918	Palomaa-Palomaa-Nisonen	20	27	27	22	27	14

Points - High point scoring