# LIGHTNING NORTH AMERICAN CHAMPIONSHIPS <br> by Jay Lutz 

Winning the Lightning North American Championships is a great feeling, but winning at the Buffalo Canoe Club, the home of the Lightning, is certainly a special victory to me.

My fantastic crew, consisting of Mike Healy and Dick Escalara, complemented each other very well. Dick handled any and all of the work that had to be done on the boat during the regatta, and that was a tremendous help for me. I usually wait until we're on our way out to the race course to think about fixing things. Michael was the catalyst in our team. When things were going badly - and believe me, they were at times - Mike was the first one to say - "Relax, let's start thinking, and by the end of the race we'll be back in there!"

I arrived several days early so I could measure my boat before the rush, and to be able to practice before the qualifying began. Instead, I got involved watching the hard fought Junior and Women's Championships in which Michael Hein and Anne Allen came out victorious.

The first day of the qualifying saw $15-23$ knot winds from the South-Southwest. We had a good day with two bullets, but there were several other people with good, consistent finishes. It was starting to look as if the cut-off point for the championship flight was going to be very low. The next day saw a light and fluky sout herly shake things up some, but the celebrities of the day were Jim Crane with two firsts and Bob Wardwell with a first and second.

Wednesday dawned a new day with clearskies and southerly winds at $16-26$ knots. It was time to start all over again. because scores in the qualifying do not count for the championship.

I am not quite sure who got the best start in the first race - I know I didn't (you know you're in trouble when three oxygen masks drop out of a compartment in the boom). I do know Jim Dressel sailed a superb windward leg and had a 15 boat length lead on us at the jibe mark when, unfortunately, he flipped. From that point on we managed to increase our lead on Larry MacDonald in a very confusing race which saw $1 / 4$ of the blue fleet sail through the yellow. Third place in that race was Bill Shore who had a tremendous second weather leg, rising from 20th to 5 th. This was the only race of the day, as increasing winds and a building sea prevented Race Chairman Al Bernal from starting a scheduled second race.

Race \#2 was started in shorter seas and lighter air than the first day, although that didn't last long. Stu Anderson and Matt Fisher jumped out with excellent starts and proceeded to go left up the first beat, while Stu Nickerson and ourselves led the fleet on the right. At the windward mark Jim Dressel, after tipping over in the first race, sailed another tremendous weather leg to round first, with Matt Fisher second, ourselves third and Stu Nickerson fourth.

Since we were behind in the scheduled number of races planned, Race Chairman Al Bernal elected to shorten the course for Race 2. Seas and winds were increasing and he was hoping to get in one more race that day. With the first four boats so close and the finish shortened, it made for a very interesting last leg and a photo finish for second. Matt

Fisher just edged Stu Nickerson who just edged us. Dressel won with a semi-comfortable margin of three boat lengths. After the first two races he was in the lead with five points. Larry MacDonald and Matt Fisher were tied for second with 11 points.

Friday's races were set for an early departure since we were still behind in the race schedule. Again the winds were heavy and the seas deep. This was the only race we actually had a good start. Larry MacDonald pulled off the best start and rounded the windward mark first. We were second and Jim Crane third. On the ensuing reach we were able to get by Larry, only to have him pass us upwind again while Jim Crane snuck by us both. Up the final windward leg we closed the gap on Crane until he put a tight cover on us to consolidate and win, while Mark Bryant came on strong and passed Larry MacDonald for third. The race committee again postponed because of increasing winds and waves. With an approaching cold front Al Bernal elected to try for one more race for the day, but to no avail. This left some interesting results with three races scheduled on the last day. The standings after three races were as follows:

Lutz
7 pts.
MacDonald
Fisher
Dodge 15 pts. 17 pts.

Shore

The final day saw winds light to moderate out of the north and very shifty. Our tactics for the day were to sail conservative and hopefully consistent races. The big question was how many races would we be able to start by our time limit of 2:00 p.m. Al Bernal had scheduled an 8:30 start and that was exactly the time the red shape went up. We managed to get a clear air start in the middle of the line. The key to the windward leg was stay in phase without getting to one side of the lay line too early. We rounded the windward mark first, with Bill Ewing second and Don Brush third. At the takedown mark we increased our lead slightly on Brush who had managed to get by Ewing on the first reach. The second windward leg saw positions shuffle around with ourselves holding a slim lead over Bruce Goldsmith, with Don Brush and Stu Nickerson in third and fourth respectively. On the ensuing reaches Goldsmith was able to get by us and put a tight cover on us to finish first. Don Brush sailed an excellent race, finishing third.

Positions were shaping up with four races finished. We were still leading with nine points, while Larry MacDonald had 22, Crane 31, Shore 34, and Fisher 34.

Going into the fifth race we needed to have a seventh or better to clinch the championship. The wind for this race was light and it was essential to pick the correct side of the course on the first leg; otherwise it was trying to dig yourself out of the cheap seats. This is precisely what we had to do, while Larry MacDonald and Jim Alman were battling for the lead.

1 believe we rounded the windward mark somewhere around 30 th, so the remainder of the race for us was all catch up.


I'm not quite sure what happened up front with the leaders since I couldn't see that far. I do know that Mark Bryant came on strong and nipped Larry MacDonald for first, with Jack Huntsman and Jim Alman third and fourth. We were able to dig down deep and catch 12 boats on the last leg to finish fifth and wrap up our first North American Championship. Larry MacDonald, with his second place finish, clinched the runner-up position, after five races, which meant neither one of us had to sail the last race.

The final race was started in a southwesterly breeze of $15-16$ knots. Don Brush hopped out to a good lead with Manolo Gonzales from Chile in second and Larry MacDonald hot on his trail. At the finish Don Brush was first. Larry, sailing superbly with every race in the top 10 , ended up second, and Monolo Gonzales third.

The final standings:
Lutz
14 pts.
MacDonald
17 pts .
Bryant
32 pts.
Nickerson
33 pts .
Fisher
34 pts.
Al Bernal and his race committee are to be commended on a superb job of making the best courses and committee work possible under trying circumstances. Also congratulations agan to both Mike Hein for winning the Junior North Americans and Anne Allen for taking home the gold in the Women's North Americans. After being second in the North American Championship twice, third twice and fourth twice, it sure is a good feeling to win.


Jay displays the North American Trophy.
Photo Credit - George Egloff

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|  |  |  | Race Finishes |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
| Final | Boat \# | Skipper \& Crew | 1 | 2 | 3 | 4 | 5 | 6 | Pts. |
| Pos. |  |  |  |  |  |  |  |  |  |
| I | 11420 | Jay Lutr, Dick Escalara, Mike Healy | I | 4 | 2 | 2 | 5 | (10) | 14 |
| 2 | 11814 | Larry MacDonald, Keith MacDonald, Ian Jones | 2 | (9) | 4 | 7 | 2 | 2 | 17 |
| 3 | 13750 | Mark Bryant, Matt Bryant. Pam Tuttie | 5 | (26) | 3 | 8 | 1 | 15 | 32 |
| 4 | 12749 | Stu Nickerson, Chris Hamblet, Lisa Brauer | 11 | 3 | (19) | 4 | 8 | 7 | 33 |
| 5 | 10956 | Matt Fisher. Wayne Pignolgt, Peter Hugson | 9 | 2 | 6 | (17) | 12 | 5 | 34 |
| 6 | 13490 | Jim Crane, Peter Bone, Larry Bone | 4 | (21) | I | 5 | 18 | 9 | 37 |
| 7 | 13708 | William Shore, Cisclle Wagner, Mark Washeim | 3 | 12 | 9 | 10 | (19) | 6 | 40 |
| 8 | 13677 | Jed Dodge, Bill Dodge, Charlie Catchpole | 7 | 7 | 8 | (23) | 21 | 4 | 47 |
| 9 | 13172 | Don Brush, Ann Brush. Jim Russell | (36) | 14 | 5 | 3 | 25 | 1 | 48 |
| 10 | 13250 | Jim Dressel, Amy Dressel. Ifm Muss | (36) | I | 14 | 6 | 9 | 19 | 49 |
| 11 | 12950 | Jim Alman, Fay Regan, Fred Huchinson | 15 | 10 | 12 | (31) | 4 | 24 | 65 |
| 12 | 13515 | Ross Bailcy, Don Shankc. Robin James | (23) | 15 | 13 | 13 | 16 | 11 | 68 |
| 13 | 12265 | Witl Petersilge, Dan Dressel \& Karl Erickson, Bertie Gerling | 10 | 22 | (32) | 20 | 10 | 12 | 74 |
| 14 | 13722 | Bruce Goldsmith, Bill Draheim. Marinus VanOoven | (37) | 5 | 17 | 1 | 28 | 25 | 76 |
| 15 | 10702 | Jack Huntsman, Frank Mergenthaler. Henry O'Hern | 16 | 19 | 21 | (29) | 3 | 18 | 77 |
| 16 | 13675 | Jon Schwart, Arnold Schwart, Will Jeffers | (37) | 25 | 10 | 22 | 11 | 13 | 81 |
| 17 | 11702 | Stuart Anderson, Paut Niederlander, Rodger Steck | (24) | 8 | 18 | 21 | 14 | 23 | 8.4 |
| 18 | 13053 | Ralph Messersmith. Jim Schwart/. Randy Dickerson | 14 | 24 | 25 | (25) | 6 | 16 | 85 |
| 19 | 11036 | Donald P. Delorme, Wanda Delorme, Leigh Hopkins | 19 | 29 | 11 | 14 | 13 | (36) | 86 |
| 20 | 10860 | George Fisher, Tom Emch, Patti Fisher | 6 | (30) | 26 | 18 | 26 | 14 | 90 |
| 21 | 10190 | Jody Lut/, Eric Olving. Brian Taboada | 21 | 11 | 23 | 15 | (32) | 22 | 92 |
| 22 | 13686 | David 1. Hatfield. Cheryl Hatfield. Tick Tieknor | 18 | 6 | 27 | 16 | 27 | (29) | 94 |
| 23 | 13396 | Manuel Gonzales. Alberto Gonzales, Luis Hersan | (37) | 20 | 7 | 33 | 31 | 3 | 94 |
| 24 | 11721 | Walmor Soares, Filho, Valerio Gromes Soares, Cesar Murilo Barbi | 27 | (37) | 16 | 26 | 7 | 20 | 96 |
| 25 | 13747 | Tom Allen. Jim Allen, Brenda Allen | 8 | 18 | 20 | 30 | (30) | 21 | 97 |
| 26 | 10378 | William H. Ewing, Brad Thompson. Ted Duffy | 26 | 17 | 24 | 9 | 22 | (36) | 98 |
| 27 | 13573 | Robert F. Held. Jearne M Held. Charlie Altrieuder | 12 | 13 | (36) | 32 | 24 | 17 | 98 |
| 28 | 10930 | Mike Huffman, Douglas Heussler, Barb Turney | 13 | 27 | 28 | 11 | 23 | (31) | 102 |
| 29 | 13285 | Bob Wardwell, Christy Wardwell, Bob Bush | 17 | 23 | (30) | 24 | 17 | 26 | 107 |
| 30 | 13721 | David Nickels. Kevin Nickels, Walt Plamondon | 22 | 28 | 15 | 28 | 15 | (30) | 108 |
| 31 | 13592 | Fisk Hayden, Steve Hayden, Frank Atkinson | 20 | 32 | (36) | 12 | 20 | 28 | 112 |
| 32 | 11908 | Bob Adams, Bob O'Brian, Jody Swanson | (36) | 33 | 29 | 19 | 33 | 8 | 122 |
| 33 | 13771 | Bill Buckles. Judy Austin. Gus (David) Austin | 25 | 16 | 31 | 27 | 29 | (32) | 128 |
| 34 | 10212 | Georger Peter, Virginia Perry, Bill Kenney | 28 | 31 | 22 | 36 | (36) | 27 | 144 |
| 35 | 13329 | Warren Lewis, Brian Lewis. Kurt Schuler | 36 | 34 | 36 | 36 | 36 | (36) | 178 |

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

N.A.'s

Photo Credit - Mary Huntsman

## North Americans

Photo
Credit
Mary
Huntsman

Old \& New
Prexies
Q. Why
the bars?




Photo Credit Mary Huntsman


Happiness is -
Winning the Womens


# The Carson Lightning... quality, durability, and boat speed, all in the same boat! 


#### Abstract

The Carson Lightning is competitive when delivered, and will remain so indefinitely. It comes with a guarantee that it will not gain weight due to water absorption for at least ten years. In fact, we don't expect that it will ever gain weight.


## How do we do it?

The boat is inherently fast, because we build the hull with the former Lippincott mold. This is essentially the same mold as the one that built the greatest of the Lippincott Lightnings during the early 70s. Lippincott \#11420 is currently the North American Championship boat. The only real difference is in the interior. We have redesigned the seat tanks, the forward bulkhead, and eliminated the teak floor boards. Gone also is the lip around the edge of the cockpit that has tortured the back of so many hiking thighs. The cockpit is roomy, comfortable and efficient.

The boat will last because of our quality molding techniques, proven over the years. Why experiment! Our construction technique, developed in the 1960's, works.


- All glass is hand laid-up cloth and roving. No chopper gun is ever used.
- All foam is high strength, high density polyurethane ( $6 \mathrm{lbs} / \mathrm{cu} \mathrm{ft}$ ). It is formed and cured in sheets before it is installed in the boat. No foam gun is ever used.
- The foam is evenly and surely bonded to the outer hull by vacuum bagging the entire mold as the bonding resin sets.

The result is the stiffest, hardest, most durable hull that can be built using fiberglass.

## What more could you ask for in a boat? You could ask for good rigging.

The Carson Lightning comes with the best. It is rigged under the personal supervision of Jim Carson who knows that you do not want to rebuild the boat after the first heavy-air race. So the boat is put together to stay together.

In addition, all controls are led to the optimum location for convenience and efficiency while racing. It is a clean layout that benefits from more than 30 years experience in racing Lightnings.

The following items are standard equipment:

- 100\% ball bearing blocks
- two Elvstrom bailers
- polished stainless steel centerboard
- fiberglass rudder
- extra strong tiller w/extension
- four padded hiking straps
- Harken mainsheet swivel with hexiratchet block
- jib downhaul and variluff control
- boom w/mainsheet internally rigged
- adjustable topping lift
- compass
- lifting bridle
- spinnaker gear, pockets and hexiratchet blocks
- Barber hauls - opposite deck controlled
- 8 to 1 deck controlled boom vang
- 3 to 1 adjustable main outhaul
- 4 to 1 Cunningham deck controlled
- 12 to 1 adjustable backstay - deck controlled
- adjustable mainsheet bridle
- color-coded control lines and sheets
- Astro (hard rubber) mast blocks

For those interested in a long lasting Lightning for day sailing only, we also offer the same, quality hull with less elaborate rigging.

## And you could ask for safety.

The Carson Lightning resists turtling after a capsize and has exceptional stability. While no Lightning is immune to the possibility of turtling. the Carson Lightning offers the skipper and crew a realistic chance to self rescue.

## The Carson Lightning

c/o Fuzzy Specialties
499 Princeton Avenue
Brick Town, New Jersey 08723

## SAIL TRIM FOR UPWIND <br> by Dave Curtis

It's no secret that tuning a boat properly will make it faster. The problem is tuning the boat for your sail and sailing weight. We designed our Lightning sails to minimize the turing changes necessary from one condition to another. so all that was necessary was to achieve proper rake, shroud tension and partner location. We don't change any of the variables no matter what the conditions are. This has several advantages. You can't be caught with the wrong setting, and you eliminate the worry about being tuned wrong for any particular condition. Al that's left is to trim the sails and think tactics.

Before we talk about sail trim, there are a few things to cover that are very important. I believe total preparation is the biggest single factor in my success. Yo have to have a fair and smooth hull and blades. All controls must work and preferably from a hiking position. You must have a good, low, free working, low stretch wire bridle. The Crosby rig simply won't cut it for light to medium sailing. In fact I never use a Crosby no matter how hard it blows.

The bridle should be centered in all conditions until it becomes difficult to keep the boat flat, and then it should be let down to keep the helm and heeling under control.

In light air everything should be kept quite loose. Jib wire tension to match forestay, jib cloth loose to show wrinkles. Jib lead forward to keep draft in foot of sail and sheet loose so leech is aimed near end of spreader (looser for chop. tighter for smooth).

As the wind increases, everything should be tightened gradually, keep wire tension equal to forestay, wrinkles just showing or smooth as the wind gets over 10 , and jib lead moving back max of $11 / 2^{\prime \prime}(0-18$ knots $)$. The sheet can be trimmed significantly tighter as the wind increases so that for max pointing the leech might be as much as $6^{\prime \prime}$ inside the spreader tip. Careful attention to trim must be given if the breeze drops. Be ready to power up fast as there will be extra chop in a dying breeze or lull.

Mainsail trim proceeds much the same as the jib. Loose outhaul, slack, cunningham, just enough backstay to keep
rig from bouncing, and soft mainsheet (boom $8^{\text {" }}$ off centerline) are prime for light air. Also heel boat and move forward.

As soon as there is enough breeze for the helmsman to sit on the weather rail, the main can be trimmed to keep the top batten parallel to the boom. Be careful not to let jib sag too far in this transition period between lumping along and two people to weather. The cure for jib sag is a little backstay following by main retrim. A little outhaul and cunningham may be necessary also.

As you can see a lot of sail adjustments are made in this light to medium transition but don't forget tactics. Someone needs to monitor the compass and windshifts and the competition and this is where you need help from your crew.

When all three are on the rail trim more outhaul, backstay, cunningham, and mainsheet are needed. As the wind increases from here your two most vital controls are backstay and cunningham. Remember, a tug on the backstay flattens both main and jib and reduces heel and increases pointing. Try it and you'll like it. If the wind dies, ease the backstay first, it's your accelerator.

When it gets windy, most people forget about making sail adjustments and tactics and think survival. Actually, if you've got your act toget her, heavy air sailing is the most fun because things happen so fast, and the boat will perform so well. This is also the condition that most people don't see too often and therefore don't get too much chance to practice. So if you feel weak in a breeze, go out and practice. The third aspect of upwind performance is your tactics. In shifty or strange conditions, a well executed game plan can make up for a lack of speed. The key things to remember are to get a good start, stay in phase, and avoid the holes. With heads up sailing, all these aren't too difficult, but it won't happen unless you think and talk about what is going on. There will be times when you just can't figure out what's happening. The key then is to follow the basics and don't panic with a flyer. Once you and your crew have a good feel for sail trim and tactics you will be amazed how easy it is to do well.


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# PRESIDENTS' CUP 1982 

By Thomas Allen

1 finally sit myself down to write this article and find that I do not remember very much. Before I start to tell you about the races, I would like to tell you about my crew, my sister, Jane, and David Adams. First and foremost, I would like to sincerely thank them for taking all the abuse (friendly) I gave them. We sailed together throughout the summer and did fairly well. We won a lot of club races, and consequently the club championship. We also placed second in our Districts which left us with high hopes for the North Americans.

After the qualifiers. I felt badly for not having done any better for my crew. It was Jane and David that pushed us on and said "We'll just have to win the President's Cup!" Having a crew with that kind of attitude really helps. They also pointed out that there were a lot of really good sailors in the "President's Cup" with us. This lifted my spirits and gave me a new point of view. So, again, I thank them for their spirit.
FIRST RACE: I do not particularly recall any of my starts. They were generally fair to less than fair! Up the Ist weather leg John Schneider and Stephen Bachman went hard left and ended up first and second around the mark by a long ways. We played the middle and rounded about eighth. Starting up the last leg, we worked our way up to 4 th. By this time Schneider and Bachman were out of reach. Peter Hallagan was a little ahead of us and Susan MacDonald was a little behind us. Instead of being safe and covering Sue, we split and tried to get Peter. Our plan didn't quite work out. Peter covered up and we lost Sue. So at the finish it was Schneider: Bachman: Hallagan: MacDonald: Allen.

SECOND RACE: The wind had picked up a little. Up the first leg we went middle to middle right. We were looking very good, but then I overstood the mark and rounded second. Bill Neal rounded Ist and Stephen Craig rounded third. When we put our heads inside the boat to put the chute up I didn't see Stephen shoot up top of us, and by the time I saw him it was too late, I was already third. We caught Stephen back before the jibe mark; thanks to Jane's chute flying (which was helped by David's and my abundance of weight). The rest of the race we tried to catch Bill Neal, but ended up just trying to keep Stephen behind us. At the finish, it was Neal; Allen; Craig; Jim McCoy; Jim Cameron. After the race we were looking to see who else was around; we didn't see John Schneider anywhere. I had seen him fairly close to us up the first leg? Later we found out he had broken his mast and could not replace it. (Sorry, John.)

THIRD RACE: Again we went up the middle. Kurt Kling went hard left and rounded way in front and finished way in front. Sorry, 1 have lost all memory of this race, (if anybody finds it. please send it to me). All I know is from the scoreboard, Kling; White; Hein; Allen; Neal.

FOURTH RACE: The first thing my crew and I did was to congratulate ourselves on being there that early. (8:00 start!) The second thing we did was try to wake up. The wind was
out of the north and very shifty. We started up the middle but were forced right by the shifts. I am unclear who was first (I think Michael Hein), but we were pretty close. We played the shifts just right and pulled into 1st. I remember clearly looking back and seeing the whole fleet spread out behind. It was very beautiful - the horizon filled with bright spinnakers, all full and drawing. We rounded the jibe mark Ist and from that time on - proceeded to lose boats. My mind fails me when I try to remember when I lost boats. (This, I call skipper syndrome!) If you ask my crew, they will say we lost Hein on the second reach. Anyway, we ended up 4th at the finish. Hein; Farley: Graham: Allen: Carson.

FIFTH RACE: I wish this was the race I did not remember. In fact, I wish the race committee had forgotton it also. We worked the right side (which was the wrong side!) and we rounded in the mid-teens. We had two great reaches and got up to about ninth or tenth. Then the wind went crazy (not an excuse - 1 just played it wrong) and we rounded about 20th or so. We then had two reaches that were better than the first two; we got up to about eighth or ninth! Going up the last leg I was clobbered by a shift and dropped to about 17 th . We then worked back to 13th. The guys who sailed in such tough conditions were, Ist - Jim Carson, followed by James Neville; Dennis Farley: Bob Graham: Peter Hallagan. I really hand it to these guys who picked the right way when there were so many wrong ways!

After the fifth race, we tried to think of who was close to us but we just didn't know. There were too many people with one bad race. We thought we were still leading, but we were not sure. Not knowing who you have to beat leaves one choice - "try to beat everybody!" So that's what we tried to do.

SIXTH RACE: We played the left side of the course, and rounded about eighth. Kurt Kling went hard left and again (as in race 3 ) rounded Ist. Jim Carson was second around (I think). We worked up to fifth at the last leeward mark and went right. In the corner we picked up a nice shift to cross Edson White. After we crossed Edson we covered (we sat on him) because he was flying to windward. He ended up only a little behind us. At the finish it was: Kling; Carson; Farley; Allen; White.

We were fairly sure but not positive that we had won. So when the results went up. I was happy we had won. My congratulations go to everybody that sailed in the "President's Cup" for some really good racing. In particular to Jim Carson for having a great last day and finishing second overall. I also congratulate Peter Hallagan. Edson White and Bob Graham, for sailing extremely consistently. Looking back at the final scores I found it interesting that of the top five places there was only one first place finish! (Jim Carson). This means two things: first, consistency is a key to doing well; second, the caliber of the "Presidents' Cup" sailors was outstanding. So all you pros in Blue - look out for these greens!

## PRESIDENTS' CUP 1982

| Final | Boat \# | Skipper \& Crew |
| :---: | :---: | :---: |
| Pos. |  |  |
| 1 | 13775 | Tom Allen, Jr., David Adams, Jane Allen |
| 2 | 13710 | Jim Carson, Jim Gelenitis, Mike Schon |
| 3 | 12355 | Peter R. Hallagan, Dave Hallagan, Clay Murphy |
| 4 | 13652 | Edson White, Maris White, Charlic White |
| 5 | 13740 | Bob Graham, Pat Graham, Mark Schneider |
| 6 | 13589 | Jim Cameron, Jitn Mikulinski. Janice Allard |
| 7 | 10643 | W. Stephen Bachman. Jr.. Mike Castine. Ted Gonley |
| 8 | 10538 | Denis Farley, Larry Colantuono. David Watts |
| 9 | 13671 | Susan MacDonald, Larry MacDonald, Sr., Trevor Born |
| 10 | 11311 | Stephen Craig. Cinday Steiffel. Cindy Bessette |
| 11 | 11411 | Keith Taboada, Russcll Schon. John Schon |
| 12 | 13730 | Bob Mathers, John Mathers, Volkmar Neudoerffer |
| 13 | 13222 | James D. Neville, Candy Neville, Dave Borger |
| 14 | 10638 | Michael Hein II, Mike Cummins, Jill Swanson |
| 15 | 6983 | Bill Neal, David Matteson, Peter Humphrey |
| 16 | 10773 | Kurt Kling, Brian Hughes, Clark Bailey |
| 17 | 13703 | David S, Ruiter, Deborah Freeth, Glen Zimmerman |
| 18 | 13761 | P. Thomas Jungohann, Kyle Milit/er, Laura Bryant |
| 19 | 13755 | Richard W. Hallagan. Jim Hallagan, Jim Mcintosh |
| 20 | 10387 | Hank Hodgson, Karen Hodgson, Lisa Hodgson |
| 21 | 13606 | Jim MeCoy, Rick Mullen, Randy Rusceak |
| 22 | 10807 | Will SLoger. Frank Hart, Johnny Krawcheck |
| 23 | 10814 | Dieter Grotheer. Ron Grotheer, Philip Grotheer |
| 24 | 13655 | Jim Millard. Dale Brown. Doug Sturgis |
| 25 | 9517 | Rob Ruhlman, Abigail Ruhlman, Greg Maras |
| 26 | 13056 | William G. McShane, Andy Mack. Roland DeVries |
| 27 | 11138 | John Schneider, Kevin Corr. Pat Cort |
| 28 | 10811 | Greg Hatfield, Laura Guinan, Milly Donovan |
| 29 | 13572 | Sandy Huntsman. Tom Fink. Tony Fink |
| 30 | 10482 | Ray Harrington, Ir., Ray Harrington, Sr., Brian Harrington |
| 31 | 11886 | Dick Hale, Ann Jamison. Jim Sopel |
| 32 | 13704 | George Nickels, Brian Nickels, David Vore |


| 1 | Race Finishes |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | 2 | 3 | 4 | 5 | 6 | Pts, |
| 5 | 2 | 4 | 4 | (13) | 4 | 19 |
| 9 | (22) | 10 | 5 | 1 | 2 | 27 |
| 3 | 10 | 6 | 6 | 5 | (10) | 30 |
| 7 | 9 | 2 | (12) | 11 | 5 | 34 |
| 10 | 8 | 11 | 3 | 4 | (15) | 36 |
| (33) | 5 | 7 | 11 | 7 | 7 | 37 |
| 2 | 11 | 8 | 9 | 10 | (33) | 40 |
| 15 | 19 | (33) | 2 | 3 | 3 | 42 |
| 4 | (21) | 9 | 13 | 12 | 8 | 46 |
| 6 | 3 | 21 | (22) | 8 | 11 | 49 |
| 8 | 17 | 17 | 7 | (18) | 6 | 55 |
| (16) | 13 | 13 | 10 | 9 | 14 | 59 |
| 17 | 15 | (22) | 18 | 2 | 9 | 61 |
| (33) | 18 | 3 | 1 | 22 | 17 | 61 |
| 14 | 1 | 5 | 24 | 19 | (33) | 6.3 |
| 33 | 14 | 1 | (34) | 21 | 1 | 70 |
| 13 | (26) | 16 | 19 | 14 | 13 | 75 |
| (24) | 23 | 12 | 17 | 15 | 12 | 79 |
| 18 | 33 | 15 | 8 | 6 | (33) | 80 |
| (33) | 6 | 23 | 15 | 16 | 20 | 80 |
| 20 | 4 | 20 | 20 | (20) | 18 | 82 |
| (33) | 16 | 14 | 16 | 24 | 16 | 86 |
| 11 | 12 | 19 | 23 | 23 | (33) | 88 |
| 19 | (33) | 25 | 14 | 17 | 19 | 94 |
| (34) | 7 | 18 | 33 | 33 | 33 | 124 |
| 23 | 20 | 24 | 33 | 33 | (33) | 133 |
| I | 33 | 33 | 33 | 33 | (33) | 133 |
| 33 | 24 | 33 | 21 | 25 | (33) | 136 |
| 12 | 33 | 33 | 33 | 33 | (33) | 144 |
| 21 | 25 | 33 | 33 | 33 | (33) | 145 |
| 22 | 33 | 33 | 33 | 33 | (33) | 154 |
| 33 | 33 | 33 | 33 | 33 | (33) | 165 |

- 32 Boats, DNF/DNS - 33 Points, DSQ - 34 Points, ( ) Throw-out Race


# GOVERNORS' CUP '82 

by Todd Jones

The Buffalo Canoe Club showed why it is considered one of the premier yacht clubs for one-designs in the world. Our thanks to Ed Roseberry Jr. - Commodore, Matt Georger -Regatta Chairman and all the various committees for their hospitality and organization. A special thanks to Al Bernel and the Race Committee for a super job in conditions that at times were less than desirable.

Our first place finish was a result of great erew work from Pete and Kevin Jones who also double as my brothers. With Pete calling the tactics and Kevin on the compass and sail trim they made it very easy for me to concentrate on steering. There were a lot of jokes about our 520 lb . combined crew weight before the series began, but with winds relentlessly ranging $18-25$ knots all week, I was very content to have that weight.
The qualifiers were a disappointment for us, but Kevin did a good job of keeping everything in perspective and getting us ready to sail like we knew we could. My recollection of the ' 82 Governors' Cup is as follows:

Race 1 - Our pre-race hopes were answered with SW winds $18-20$ knots. We started middle of the line with clean air and waited a short time while deciding the right side was favored. Upon arriving on the right side we tacked underneath the furthermost boats and were fortunate to benefit from an inside hook to round the weather mark second behind Paul Gelenitis with at least five boats overstanding the mark. Paul went on to sail an excellent race, leading the entire way and finishing with a comfortable lead. We held on to second. while John McGowan finished a close third.
Two other scheduled races were cancelled due to excessive conditions. The prospects for a throwout seemed slim as the regatta was now three races behind schedule.

Race 2 - With winds SW 20-22 knots we again opted for a middle /line start and took some transoms early to get to the right side. Pete and Kevin had the boat de-powered excellently and we enjoyed a flat boat with good speed. We rounded the weather mark third and some aggressive chute
work had us leading by the jibe mark. At the take down we were notified of a shortened course and were happy to be leading at the time. We held on for the win, followed by Peter Swartz and John Richardson.

Race 3 - With similar conditions as the previous race and fresh from a bullet our strategy remained the same. Again we rounded the weather mark third and were second behind Gelenitis at the jibe. Anxious for an aggressive jibe, the main sheet got caught in my gear, rounding us up and we turned over. My apologies to my crew because a race from atop the centerboard can be very agonizing. Paul sailed another excellent race for the win, followed by David Peters and R.G. Burridge. The afternoon race was cancelled and our only hope was for a throw out. That meant three races the last day with no races beginning after $2: 00$ p.m.; our chances seemed poor.

Race 4 - A cold front settled in with variable NNW winds $5-8$ knots. We had an excellent pin start and played the shifts into first by the weather mark with who else but Gelenitis a close second. The second best was disastrous as our preoccupation with Paul dropped us back to fourth with Paul gaining the lead. Fortunately, Peter Paullin overtook Paul for the win and we just nipped Robert Smither to finish third.

Race 5 - This race was a little easier on the nerves as Paul was back in the pack. Sailing on Silver Lake helped us feel at home with the variable conditions. We lead all the way around, but not without a few anxious moments. By the time the wind settled in for the last beat, we had a comfortable lead and finished just behind Bill Neal (Silver Lake) of the Presidents' fleet. Peter Swartz finished second, with Lance Drewes third.

We now had the lead in points if a throw out figured in. Our fingers were crossed as the $2: 00$ p.m. deadline approached.

Race 6 - Once the race was off within deadline we had our first thoughts of winning. Paul could beat us by two points and we'd still win the series, three points meant a tie with Paul winning the tie breaker. The velocity was cranked back up to 20 knots and so were we. With John Richardson in a comfortable lead the series came down to the last beat. Robert Smither and R.G. Burridge overtook Paul at the takedown with buoy room forcing Paul to swing wide.

The resulting hole was too large to resist and we jumped in, just clearing the mark on our port and Paul's bow on our starboard. We sat on Paul at first chance only to watch Paul have superior speed and eat out under our cover twice to finish an impressive second in winds that now approached 30 knots. We were exhausted but were able to hold off Burridge at the finish for a fourth and a one point victory over Paul for the series.

# GOVERNORS' CUP 1982 

| Final |  | Skipper \& Crew | Race Finishe |  |  |  |  |  |  |
| :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: | :---: |
|  | Boat \# |  | 1 | 2 | 3 | 4 | 5 | 6 | Pts. |
| Pos. |  |  |  |  |  |  |  |  |  |
| 1 | 12240 | W. Todd Jones, Peter W. Jones, Kevin B. Jones | 2 | 1 | (31) | 3 | 1 | 4 | 11 |
| 2 | 13766 | Paul Gelenitis, Charles H. Thrower, Jim Belch | 1 | 6 | 1 | 2 | (14) | 2 | 12 |
| 3 | 12587 | Peter Swart/. Andrea Swarť. Jom Martuccio | 7 | 2 | (8) | 7 | 2 | 7 | 25 |
| 4 | 11792 | John W. Richardson, John W. Richardson, Jr., Donald P. Delorme, Jr. | 8 | 3 | 4 | (18) | 9 | 1 | 25 |
| 5 | 13712 | Robert K. Smither. Thomas M. Ward. Joe Stark | 6 | 7 | (18) | 4 | 15 | 3 | 35 |
| 6 | 12706 | Donald (Rick) Humphrey. Jr., Joel Humphrey. Tom Fitch | 4 | 9 | (31) | 6 | 17 | 6 | 42 |
| 7 | 13210 | David L. Roberts, Davis McConnico, Jack Sniado | 14 | (16) | 6 | 5 | 7 | 10 | 42 |
| 8 | 11951 | Peter Paullin, Rick Paullin, Craig Horvath | 13 | 4 | 14 | 1 | 13 | (15) | 45 |
| 9 | 11800 | R.G. Burridge, Jay A. Summerville. Terry Burke | 11 | 5 | 3 | 22 | (23) | 5 | 46 |
| 10 | 13185 | George Sereno. Tammy Jamison, Donna Sereno | 5 | (27) | 9 | 9 | 12 | 14 | 49 |
| 11 | 13349 | Richard G. Guinan. Jr., Richard Guinan 111. Aileen Guinan | (19) | 17 | 16 | 14 | 6 | 11 | 64 |
| 12 | 10031 | Ron Hughes, Fritz Dusch, Maureen M. Connally | 10 | 11 | 13 | 20 | 11 | (31) | 65 |
| 13 | 10350 | John H. Esser, M. D., Doug Schelwat. Pat Phelan | (32) | 19 | 12 | 23 | 8 | 8 | 70 |
| 14 | 13321 | John McGowan, John Morran, Doug Snyder | 3 | 8 | 31 | 12 | 20 | (31) | 74 |
| 15 | 13288 | Lance K. Drewes, Charles Gittings, Nancy White | 9 | 28 | 15 | 19 | 3 | (31) | 74 |
| 16 | 11788 | Judith Walker, Candy Thomas, Philip Barth | 15 | 22 | (31) | 24 | 4 | 9 | 74 |
| 17 | 9974 | Douglas A. Schmahl, Jeffrey A. Schmahl. David Starck | 21 | 12 | 10 | 13 | 18 | (31) | 74 |
| 18 | 11981 | Jon W. Ewing. James O. Pinion, Richard Shellow | 31 | 13 | 5 | 11 | 22 | (31) | 82 |
| 19 | 12754 | David O. Peters, John Lighthammer, Karen Militer | (32) | 14 | 2 | 10 | 31 | 31 | 88 |
| 20 | 11587 | Ed Willse, Jay Humphrey, Peter Pi/zutell | 12 | 10 | 7 | 31 | 31 | (31) | 91 |
| 21 | 13246 | Bill Hole. Mike Mitchell, John Hoffman | (31) | 31 | 31 | 16 | 5 | 13 | 96 |
| 22 | 13769 | Cully A. Cobb, Lee Morrison, Sterling Worrell | 31 | 23 | 11 | 21 | 10 | (31) | 96 |
| 23 | 12884 | Ken Jensen, Dave Jensen. Henry Streider | 20 | 25 | (31) | 25 | 16 | 12 | 98 |
| 24 | 13211 | Richard I. Miner, Gail Miner, Joseph Folds, Jr. | 17 | 21 | 31 | 17 | 19 | (31) | 105 |
| 25 | 13011 | Tadd F. Helmer, Richard R. Sinn, Janet F. Sinn | 31 | 18 | 31 | 8 | 21 | (31) | 109 |
| 26 | 10679 | Richard P. Tuttle, Leslic Tuttle, John Bryant | 31 | 15 | 31 | 15 | 25 | (31) | 117 |
| 27 | 10829 | Jim Capron. John Grant, Steve Gallagher | 16 | 24 | 17 | 31 | 31 | (31) | 119 |
| 28 | 13426 | John Walter, Audrey Matteson, Karen Johnson | (31) | 26 | 31 | 26 | 24 | 16 | 123 |
| 29 | 12500 | Robert C. Kneer, John Skiles, Steve Tenison | 18 | 20 | 31 | 31 | 31 | (31) | 131 |
| 30 | 12393 | Stephen J. Jay, Stephen F, Jay, Jon Panazzo | 22 | 29 | 31 | 31 | 31 | (31) | 144 |

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[^0]:    30 Boats, DNF/DNS - 31 Points, DSQ - 32 Points. ( ) Throw-out Race

