

1985 NORTH AMERICAN CHAMPIONSHIP QUALIFYING SERIES

By Georges Peter, M.D.

Jim Crane was near perfect in the Qualifying Series, winning three and finishing second in another (his throw-out race). Close behind Crane, who won the 1972 and 1979 North Americans and consistently does well in the qualifying series, were the reigning World Champion Bill Shore, Jody Lutz and Ched Proctor, all of whom finished within one point of each other. Shore, after an initial 6th, finished 1-1-3, and both on the water and ashore seemed confident, relaxed, and well-prepared to win yet another North Americans. Proctor, the 1985 Mid-Winter Champion, won two races and Jody Lutz had three consecutive seconds. Other top qualifiers were Jack Elfman (4-3-9-2), Fisk Hayden (5-2-2-8), Pat Considine (9-6-3-1), Phil Lotz (16-2-1-7), Tom Allen, Jr. (4-3-5-6) and Goldsmith (2-13-4-7). Tom Allen, Sr. finished 19th in the first race, but easily qualified after winning the fourth race. The Allen family was again well-represented at the top, with Brenda crewing for Crane, Anne (in one of her rare returns to crewing in a major series) sailing with Tom Jr., and Jim trying to keep his father in line one more time (maybe it was vice-versa!). The Chileans (Manuel and Alberto Gonzalez and Rodrigo Zuazola, all members of the 1984 Chilean Olympic Team), had two excellent races and were going particularly fast upwind, sailing with characteristic South American enthusiasm. They also clearly identified themselves as legitimate title contenders.

The four race series was sailed in mostly medium or better (10-18 knots), reasonably steady east and southeast breezes and often sunny skies. Luckily, the bad weather for the week was limited to the day preceding the first day of racing, which was humid and rainy with threatening squalls and resulting cancellation of the practice race. Jim Crane was seemingly very frustrated by the long lines for boat and shroud measurement, but by the next day with two quick bullets had regained his cheerful disposition.

The first day's race was started in a light easterly. Heeding Garry Demarest's article on local conditions in *Flashes*, the fleet worked right, only to find the puffs and lifts coming from the left. Goldsmith, a local in these waters, was not fooled for long, played the left and led his fleet at the first mark. By the second leg, the variable breezes had resulted in mixing of the three fleets and a seeming 85 boat race. Demarest also was not fooled (his pre-NA article about Tawas said only "normally shifting to the right"), and worked into the lead in his flight. Thereafter, the breeze picked up, skies cleared and the remaining three and one-half races were sailed in excellent conditions with typical Great Lakes short, somewhat steep chop and only one major shift, a big left-hand hook on the last leg of the Yellow Flight's final race (which for us almost offset six legs of my lousy skippering and gave us enough points to make the "cut").

In the second race, the left again was favored. Goldsmith (against whom we sailed in every race) started at the pin, did not have free air but sailed low in order to get free air and stay to the left. The reaches in that race were great — tight on the first and freed up on the second with great waves to ride. We lost a crew overboard on one of them, so I lost track of the boats ahead of me at that point. Having lost crew

overboard twice this year, I am a firm proponent of life-jackets in any breeze in which a Lightning could be hard to handle with only two people. In this case we recovered quickly, as I had the benefit of very experienced and capable crew, but the potential for a tragedy in such situations does exist. The following day, the conditions were equally outstanding, allowing the series to be completed on schedule. The races were superbly run with excellent starting lines and good courses.



The top finishers in the Qualifying Series were very similar to those in the North American series, as six of the top ten qualifiers finished in the top ten of the North Americans. Unlike in the Championship Series, however, the drama of the Qualifying Series is not in the top finishers. The top crews usually have their positions well established early, racing the fourth race only for pride, crew work and "momentum" (one of the great clichés of sports commentators, which in plain English means self-confidence). Twenty crews entered the final race with scores that guaranteed qualifying (i.e., usually anything less than 30), but another 31 boats had a legitimate chance to qualify. As in Seattle, the magical figure was 31 low points, although in Tawas 35 boats qualified in comparison to 37 in Seattle. The last qualifier and winner of the Fallon Trophy was Clarence Holman, a perennial Blue Fleet qualifier in the past. After all the work he did in measuring sails, Clarence was a most deserving qualifier. The Fallon Trophy is named after the late Tom Fallon, former Class President and Buffalo Canoe Club Commodore, excellent sailor, and most important a wonderfully enthusiastic and supportive person. In receiving this award, Clarence joins a distinguished list of past winners, which includes Jim Carson, Don Brush, Len Krawcheck, and Dave Nickels.

1985 North American Qualifying Series

Pos.	Sail #	Skipper & Crew	1	2	3	4	Pls.	43	11289	Ervin Burn, Mike Montan, Joe Donnan	14	DSQ	7	13	34
1	13902	Jim Crane, Brenda Allen, Edson White	1	1	(2)	1	3	44	13829	Bob Harkender, Andrew Addie, Edred Benrim	20	11	(24)	4	35
2	14021	William Shore, Don Brush, Mark Osterman	(1)	1	1	3	5	45	13677	Arthur Levin, Hendrix Ten Eyck, Jr., Dianne Ten Eyck	8	DNS	22	5	35
3	11739	Jody Lutz, Richard Thomas, Karen Cady	(1)	2	2	2	6	46	10165	Hank Hodgson, Karen Hodgson, Bruce Kramer	(22)	4	17	14	35
4	13968	Ched Proctor, Tom Keogh, Kathryn Ritchie	1	4	1	(4)	6	47	13963	David Nickels, Michelle Secore, Walt Plamondon	12	13	32	(18)	37
5	12209	Jack Elfinan, Amy Elfinan, Will Jeffers	4	1	(9)	2	9	48	13862	Eric Larson, Mike Peterson, Susie Pratt	10	14	13	DSQ	37
6	11379	Fisk Hayden, Steve Hayden, Eric Annis	5	2	2	(8)	9	49	13800	Mark Furbess, Holly Elfinan, Jim Sizoloni	12	10	15	(24)	37
7	13976	Pat Considine, Dave Wagner, Steve Diao	(1)	6	3	1	10	50	14033	Tim Rumph, Ray Rumph, Paul Kozenski	(23)	18	8	18	40
8	13927	Phil Lutz, Wendy Lutz, Rob Schoelkopf	(16)	2	1	7	10	51	13772	Glenn E. Reisinger, Carl Reisinger, Beth Reisinger	(20)	6	17	18	41
9	13987	Thomas Allen, Jr., David Adams, Anne Allen	4	3	5	(6)	12	52	13999	Crut Currie, Audrey Matteson, Clay Rumble	9	(23)	14	20	43
10	14022	Bruce Goldsmith, Sherry Goldsmith, Marquis Van Ouyen	2	(1)	4	7	13	53	11800	R. G. Burridge, Terry Burke, Mike Frecker	18	13	14	(23)	45
11	13856	Colin Park, Glenn Hallett, John McCree	3	(9)	7	4	14	54	10356	David E. Fietz, Stephanie Hobika, Geoff Hobika	17	(25)	16	13	46
12	11537	Peter R. Hallagan, Clay Murphy, Chop Evans	5	5	4	(10)	14	55	13677	Kevin Blair, Jim Blair, Dean Cady	19	17	(23)	12	48
13	14011	Thomas Allen, Jim Allen, Scott Koneck	(19)	8	6	1	15	56	13913	Jim Gucker, Kristen Gucker, John Jungbluth	14	19	16	(23)	49
14	13955	Garry Demarest, David Evans, Paul Bailey	1	7	(14)	8	16	57	13875	John C. S. Smith, Elton Hushaw, Steve Hushaw	11	(22)	20	20	51
15	14050	Lenny Crawchuck, John Crawchuck, Pat Hogan	3	10	3	(12)	16	58	12706	Rock Humphrey, Joel Humphrey, Shawn Fuller	9	DNE	21	22	52
16	14042	Larry MacDonald, Mike Healy, Jill Swanson	6	(10)	7	3	18	59	14038	Tom Vickers, Joe Gulaszky, Bonnie Hawkins	16	15	(22)	21	52
17	11505	Matthew Burridge, Catherine Burridge, Mark Kneppmann	10	(14)	4	2	16	60	12050	Fay Regan, Alys Morgan, John Schoendorf	17	17	19	(22)	53
18	11099	Manuel Gonzalez, Alberto Gonzalez, Rodrigo Zuazola	(15)	1	3	14	18	61	10118	Joseph McCloskey, Michael McCune, Edward Taveru	15	24	15	(26)	54
19	13990	Mike Huffman, John Walter, Karen Johnson	7	6	5	(15)	18	62	13476	John De Benedetti, Joe De Benedetti, Susi De Benedetti	17	23	(26)	14	54
20	13938	John Lyon, Randy Reid, Larry Swearingen	(15)	11	5	6	22	63	11981	Jon Fwong, Pam Tuttle, Will Sharrow	(25)	16	23	16	55
21	14006	David Marriott, Valerie Marriott, Hank Callahan	2	12	8	(15)	22	64	13837	Eric Samuelson, Don Rau, Kim Fickel	13	22	21	(26)	56
22	13873	Larry Coleman, Anthony Fink, Matt Smith	(18)	8	6	9	23	65	14009	Mike Dow, Rick Northrup, Erik Peterson	(24)	18	21	17	56
23	14017	Russel Scrim, Paul White, Perry Owen	(27)	5	9	9	23	66	13485	Arlon W. Kinkel, Paul Kinkel, Fred Kinkel	23	18	16	(27)	57
24	13681	John Oldham, George Manthous, Alison Burns	7	9	8	(19)	24	67	13661	Peter H. Swartz, Scott Worley, Beth Cross	19	21	18	(22)	58
25	13710	Jim Carson, Len Dooren, Brian Taboudis	(20)	5	9	11	25	68	13495	Ted Gables, David Horne, Christy Wardwell	22	15	(23)	21	58
26	14010	W. Stephen Bachman, Mary A. Portner, Paul Buckles	(12)	9	11	5	25	69	13941	Gene Matthews, Bill Sims, Doug Steffenson	(28)	25	18	15	58
27	13722	Dino R. Johnson, Blain Johnson, Ryan Minth	6	8	(20)	11	25	70	14024	David Ferry, Chris Clark, Don Gilbert	(25)	22	13	25	60
28	13659	David Sprague, Geoff Jarvis, Wendy Hodgson	3	(20)	11	13	27	71	13874	Thomas A. Hering, Lowell Copeland, Michael Donahue	24	19	(25)	18	61
29	11814	Jody Swanson, Kevin Robinson, John Swanson, Jr.	7	3	18	(24)	28	72	13725	Brian T. Phelan, Terry Phelan, Mike Skaleski	(77)	17	19	25	61
30	13273	Scott Zerban, Dan Moriarty, Rob Zerban	2	15	(15)	12	29	73	14013	Gerry Paul, Mark Paul, Stacy Huisler	(26)	24	19	20	63
31	10024	Robert Ruhlman, Abby Ruhlman, Greg Maras	13	(18)	10	7	30	74	13905	Paul Milotzer, Laura Bryant, Dean Kech	21	DNE	26	17	64
32	11728	J. Thomas Doran, Ed Hawkins, Dave Lacey	4	16	10	(17)	30	75	13806	George Hatfield, Nancy White, Steve Tenneyson	21	24	(24)	19	64
33	13989	David Coward, Peter Coward, Nick Nicolini	11	11	(13)	8	30	76	13808	James McCoy, Bob Shaw, Jim Peterson	23	21	(25)	21	65
34	14032	Don Barrett, Lisa Braver, Jim Gannon	13	4	13	(18)	30	77	13979	Thomas Varley, Jr., Kay Varley, Kurt Andreas	22	23	22	DNS	67
35	13998	Clarence Holman III, Amy Hodgson, Lambert Okma	(14)	12	10	9	31	78	13899	Jack Borland, Tom Sankers, Marilyn Maras	18	26	26	(28)	70
36	13855	Louise Nickels, Phyllis Callahan, David Kasura	10	19	(25)	3	32	79	10517	Cully Ward, Jim Ward, Jr., Jan Thompson	24	16	DNE	DNS	70
37	13886	Georges Peter, Hollis French, Sara Ashury	5	(20)	8	19	32	80	13846	Mike Rathoun, Tom Belco, Mike Hutchinson	(27)	27	27	23	77
38	13969	George Nickels, Karen Militzer, Dave Sears	8	(20)	20	5	33	81	12898	Carl Clipp, Charita Clipp, Carolyn Evans	26	26	27	DNE	79
39	12064	Fred Hutchinson, Margery Orner, Tom Zimmerman	(16)	12	12	10	34	82	13917	James Gilbert, Clark Howell, Ruthie Howell	26	(28)	28	27	81
40	13910	Bob Mathers, Tina Chey, Jim Duncan	21	7	(24)	6	34	83	13727	Walter C. Nickerson, Ian Nickerson, Doug Drake	29	25	28	DNE	82
41	10482	Ray Harrington, Jr. Toni Harrington, Ray Harrington	(25)	7	17	10	34	84	11788	Judith Walker, Philip Kohler, Henry Buchala	28	27	DNS	DNE	85
42	13613	Tom Ingram, Suzanne Miyamoto, Jeff Pige	11	(21)	12	11	34	85	11329	Richard C. Rose, Darrell Medcalf, Janet Pinnwell	DNS	26	DNE	DNS	86



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LIGHTNING CLASS NORTH AMERICAN CHAMPIONSHIPS

Winning the 1985 World Championships in June was a great thrill. Unfortunately, this left me emotionally and mentally drained, not the perfect frame of mind to be in entering the North American Championship in Tawas, Michigan. My Worlds crew, Betsy Gelenitis and Karen Neri, were busy getting married and having children, respectively, but I knew if I could put together another good crew and start racing we would quickly obtain the proper winning attitude that is so important in these events.

Fortunately, I was able to enlist Don Brush and Mark Osterman. Don, a veteran Lightning sailor from Burlington, Vermont joined Mark (Don's regular Lightning crew) from Montreal to form the Shore, Brush, Osterman team. This supplied us with necessary experience to gain confidence in our boat handling, the most important ingredient. From the Worlds, we knew we had a fast boat, and with the same mainsail shape developed from the spring we felt the sails were perfect also.

This year's North Americans drew several good teams. Chileans Manuel Gonzalez, Alberto Gonzalez and Rodrigo Zuazola had been training for a couple of years, preparing for their Olympic bid in Los Angeles. Jody Lutz (who finished third in the Worlds crewing for brother Jay), with Richard Thomas and Karen Cady, has been performing very well in the Lightning class for the last couple of years.

Ched Proctor, Tom Keogh and Kathy Ritchie from Westport, CT finished first in the 1985 Midwinter Championships. Phil and Wendy Lotz, sailing with Rob Schoelkopf, have won several regional regattas and placed high in many major events. Also entering were Bruce Goldsmith, Jim Crane, Garry Demarest, Mark Bryant, Tom Allen, Larry MacDonald, Jack Elfman, Jim Carson and a long list of Lightning class regulars. To us it was not yet clear which of these teams would be the competition and we knew that it would take three or four races to sort positions out. Hopefully we would be near the top or at least close enough to be in striking distance by the last race.

As the regatta progressed, it evolved that we had a very good chance of winning with Manuel Gonzales and Jody Lutz just behind. Our finishes in the first three races were 2,1,1. These finishes did not come easily. We capsized with 15 minutes to go before the start of the first race and started the race with quite an accumulation of water in the bilge bailing out up the weather leg. In the second race we were over the line early and were a little slow in restarting, but somehow wound up rounding the weather mark first. In the third race we were forced to go to the left side of the course (which we considered to be the wrong way to go) but found a left hand shift and won the race.

With that kind of luck and leading the regatta we covered

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the competition for the next two races and entered the last race with a slight edge over Manuel Gonzalez and Jody Lutz.

THE LAST RACE (A)

As we sailed out to start the last race in very light conditions, the race committee held up the start for the wind to stabilize and increase. When starting time came our team had a good start and sailed up the middle of the course with our competitors to the left. A major right hand wind shift put us well ahead of Manuel and Jody and allowed us to round the weather mark around fifth place with our competitors well back and an apparent North American victory in our pocket. We passed a couple boats downwind and started the second weather leg in about third place with Jack Elfman leading. As we started the leg we received word that the race committee had abandoned the race because of a major wind shift which affected our race slightly but affected the Presidents and Governors Cup race substantially.

THE LAST RACE (B) ANOTHER THRILLER

As we prepared for the last race (again) the wind began to increase to a velocity that we were very comfortable with, as of course the more wind there is, the fewer surprises up the weather leg. Or so we thought.

With a good start under speedy Garry Demarest we had just started to pull out in front of what I considered the front row when suddenly my hiking strap broke and overboard the helmsman went. The boat immediately tacked to port as the crew dragged its skipper back into the boat. Miraculously, we never ran into the seemingly hundreds of starboard tackers bearing down on us. With the wind increasing to about 20 knots it was difficult to develop the proper speed to get back into the race with only two hikers. However, Don and Mark called some perfect shifts and we started to poke our nose up into about the second row of the fleet.

After getting back to about fifteenth place halfway up the weather leg, we tacked under a group of starboard tackers. Suddenly the hiking strap of Don, our forward crew, broke in the same place as my strap and overboard he went. (The straps, incidentally, were not from a builder but were obtained as a great deal from a second source). By the time we retrieved him we were again near last place and very much out of touch with our competition, Jody and Manuel, who were sailing very fast.

Once we got Don aboard, we had three people hiking from the center strap, with the wind blowing about 25 knots. We picked a few more small shifts to get ourselves out of last place and into about twenty fifth as we approached the second mark seven boat lengths below the starboard tack layline. At this point our team was in deep trouble as Jody and Manuel were sailing well, rounding the weather mark in approximately fifth and seventh place. It looked as though we would have to struggle to maintain a third place in the overall standings.

Just as we made our final approach to the weather mark on port tack an opening appeared amongst a couple dozen starboard tackers, enabling us to round cleanly and gain about 10 boats. That was the mental lift we needed as we set the chute and planed downwind, Mark flying the chute as Don jury rigged two new hiking straps. With everyone hiking we knew we could pass boats, but Manuel and Jody were still so far ahead it was doubtful they could be caught.

We started passing boats one at a time on the reaches, and continued climbing through the fleet on the second beat and the ensuing run. However, the placings starting the last leg had Jody just ahead of Manuel in about ninth spot with our team about fifteenth. At this stage Jody and Manuel were very close to tying for the lead in the regatta with us about three or four points back. Just as in the Worlds, this is where the afterburners were required. With perfect shift picking by Mark and Don we were able to not only come within striking distance of Manuel and Jody but actually pass them, finishing seventh.

Suddenly, we realized that we had come through to win the regatta. Despite adversity we were able to use the experience on board to overcome hazards as they presented themselves. This project owes everything to the crew work of engineer and boat fixer Don Brush and shift picker Mark Osterman.

The 1985 North Americans went off without a hitch in the program. The racing was good, the winds were very good and the central gathering tent after each race was enjoyed by all.



North American Champions
Mark Osterman, Don Brush and Skipper, Bill Shore.

NORTH AMERICAN CHAMPIONSHIP — 1985

Fin. Pos.	Sail #	Skipper & Crew Skipper's Hometown & Fleet	Race Finishes						Pts.
			1	2	3	4	5	6	
1	14021	William Shore, Don Brush, Mark Osterman Newport, RI Niantic Bay	2	1	1	7	(9)	7	18
2	11099	Manuel Gonzalez, Alberto Gonzalez, Rodrigo Zuazola Santiago, Chile Aculeo Lake	6	2	2	4	9	(15)	23
3	11739	Jody Lutz, Richard Thomas, Karen Cady Brick, NJ Metedeconk River	1	7	(12)	5	5	8	26
4	13968	Ched Proctor, Tom Keogh, Kathryn Ritchie Westport, CT Cedar Point	11	(12)	5	11	6	1	34
5	13927	Phil Lotz, Wendy Lotz, Rob Schoelkopf Riverside, CT Cedar Point	7	5	7	10	(22)	6	35
6	14022	Bruce Goldsmith, Sherry Goldsmith, Marinus Van Dooyen Manitou Beach, MI Devil's Lake	3	15	(28)	1	2	16	37
7	13902	Jim Crane, Brenda Allen, Edson White Norwalk, CT Cedar Point	8	3	13	(14)	3	10	37
8	13955	Garry Demarest, David Evans, Paul Baily Traverse City, MI Grand Traverse	4	24	6	(25)	1	3	38
9	10565	Mark Bryant, Vickie Matthews, George Sipel Buffalo, NY Buffalo Canoe Club	5	11	11	17	(18)	2	46
10	14011	Thomas Allen, Jim Allen, Scott Kinerk Buffalo, NY Buffalo Canoe Club	9	8	9	2	(30)	18	46
11	11379	Fisk Hayden, Steve Hayden, Eric Annis Fern Park, FL North Florida	13	(16)	8	6	7	12	46
12	14050	Lenny Krawcheck, John Krawcheck, Pat Hogan Charleston, SC Charleston	14	13	(22)	15	12	4	58
13	13856	Colin Park, Glenn Hauett, John McCree Midland, MI Bay City	16	21	4	13	8	(22)	62
14	10024	Robert Ruhlman, Abby Ruhlman, Greg Maras Cleveland, OH Pymatuning	20	4	21	(27)	13	5	63
15	11814	Jody Swanson, Kevin Robinson, John Swanson, Jr. Egbertsville, NY Buffalo Canoe Club	(23)	9	18	18	17	11	73
16	13938	John Lyon, Larry Swearingen, Randy Reid San Diego, CA Mission Bay	10	14	15	(28)	20	20	76
17	13987	Thomas Allen, Jr., David Adams, Anne Allen Buffalo, NY Buffalo Canoe Club	22	6	19	24	(25)	13	84
18	14042	Larry Macdonald, Mike Healy, Jill Swanson Hamilton, Ontario Buffalo Canoe Club	(38)	20	38	3	10	15	86
19	13976	Pat Considine, Dave Wagner, Steve Diaz Chicago, IL Chicago Corinthian	12	17	14	19	24	(29)	86
20	14032	Don Barrett, Lisa Braver, Jim Gannon North Granby, CT Lightning Fleet 85	19	19	23	16	(37)	21	98
21	12209	Jack Elfman, Amy Elfman, Jim Nicolini Doylestown, PA Surf City	21	22	16	(35)	24*	17	100
22	13710	Jim Carson, Len Dooren, Brian Taboada Brick, NJ Metedeconk River	(27)	27	26	26	4	19	102
23	13998	Clarence Holman III, Amy Hodgson, Lambert Okma Fenton, MI Pontiac	25	(33)	10	21	23	23	102
24	11505	Matthew Burrigge, Catherine Burrigge, Mark Kneppmann University City, MO Carlyle Sailing Association	26	23	3	(34)	26	24	102
25	11537	Peter Hallagan, Clay Murphy, Chip Evald Newark, NY Newport	15	29	(32)	31	16	14	105
26	14010	Steve Baehman, Mary Anna Portner, Paul Buckley Pasadena, MD Severn Sailing Association	31	10	25	(33)	19	27	112
27	13990	Michael Huffman, John Walter, Karen Johnson Chicago, IL Chicago Corinthian	34	28	(37)	12	14	26	114
28	13681	John Oldham, George Manthous, Alison Burns Rocky Hill, CT Niantic Bay	29	(34)	17	29	11	30	116
29	11728	J. Thomas Doran, Ed Hawkins, Dave Lacey Oswego, NY Port Oswego	17	(38)	24	8	31	37	117
30	13273	Scott Zerban, Dan Moriarty, Rob Zerban Belleville, IL Carlyle Sailing Association	(35)	18	29	20	28	29	124
31	14017	Russel Scrim, Paul White, Perry Owen Dorval, Quebec Royal St. Lawrence	30	25	29	23	(37)	25	130
32	14006	David Marriott, Valerie Marriott, Harold Callahan West Bloomfield, MI Pontiac	24	32	(38)	9	29	37	131
33	13659	David Sprague, Geoff Jarvis, Wendy Hodgson Toronto, Ontario Toronto Bay	28	30	30	(36)	21	31	140
34	13989	David Coward, Peter Coward, Nick Nicolini Doylestown, PA Brant Beach	32	35	20	30	27	(37)	144
35	13873	Larry Colantuono, Anthony Fink, Matt Smith Rumson, NJ Monmouth Boat Club	18	26	(38)	32	33	37	146
36	13722	Don Johnson, Blair Johnson, Ryan Minth Rockwall, TX Rush Creek	(33)	31	31	22	32	32	148

DNS DNF WDR= 37

DSQ=38

* Redress Points

LEFT IS RIGHT — ALMOST ALWAYS

By Ric Larson

Having heard wonderful stories about how great the sailing was in Tawas Bay, I was really looking forward to this year NA's. Sometimes when you build something up in your mind, reality doesn't quite measure up and the letdown creates a disappointment. This was not the case as the sailing and the beauty of the area were every bit as good as I'd thought it would be.

My crew this year kept improving all year long and they did a super job in the NA's. Mike Peterson is a junior in high school and a two year "veteran". This year (only his 2nd year sailing) I moved him from middle to front and he picked up the intricacies of that demanding, fast action position well. Susie Pratt is a sophomore at Tufts, where this year she is crew on the A Team. She was invaluable in helping with tactics and had the right amount of spunk to help me keep my head on straight (skippers never get excited, do they?).

After sailing our way into the Green Fleet during the qualifiers, we were really looking forward to racing in the "Nickels" Fleet (Presidents' Cup). The fun part is looking at who the familiar tough names are and Dave, Louie, and George were all there as well as many others who were all potential winners. We felt if we could sail consistent we had a good chance of winning (but then doesn't everybody?).

RACE 1 — Even though the line seemed slightly favored at the pin end we were pretty much alone starting down there. Made us wonder if everybody knew something we didn't. Reitingier got a great start just to leeward of us at the pin and held to the left side with us and it paid off as we rounded 1,2 at the weather mark. It was blowing more than we could handle and I commented to my crew that this was Kevin Blair's weather. Sure enough, the second time upwind, Kevin passed us moving fast and sailing flat. We really had a three boat race with the rest of the fleet a way back. Coming in to the finish line it was Reitingier, Blair, and us, and we were congratulating ourselves for a third and wondering why there was no signal when we finished when we saw another orange mark to windward. Panic set in as we scrambled to finish at the real finish line. Dave Nickels knew where he was going and slipped in between Blair and us for a third with us fourth. This was the only time all week that the Race Committee used the optional finish line.

RACE 2 — We had another good start at the pin end but this was the race where the right side paid off. Fred Hutchinson, who showed good speed all week, blasted his way to first followed by Ray Harrington, Don Humphrey, Louie Nickels, and David Fretz. We were struggling with the heavier conditions and couldn't see what was going on at the front of the fleet. We managed an eleventh. So much for consistency.

RACE 3 — Beautiful racing weather with only moderate winds and waves. We hoped that our eleventh would be our throwout, but that really put the pressure on the remaining 4 races. Again we felt the leeward end was favored and had a good start. Left paid off (as it was to pay off almost all week) and we rounded the weather mark with a nice four boat length lead. This allowed us to sail the reaches low and in free air, while we watched astern as the typical belly to

windward allowed us to stretch our lead to insurmountable proportions. It was a great feeling to get the gun exactly ten minutes after the gun for the first blue fleet finisher. Hutchinson, Trevor Born, Bob Mathers, and Georges Peter rounded out the top five.

RACE 4 — Seemed like more people were catching on to the leeward end start and there was quite a crowd. We had a fair start and played mostly the left side. Dave Nickels started more towards the middle and I think went middle right. When we converged at the mark he was first with us in a small pack around 4, 5, or 6. We couldn't seem to make up any ground on the two leaders Nickels and Hutchinson as they were both sailing smart and fast. On the last reach we were in fifth with Born, and I think, Bob Harkrider just ahead of us. Our goal was third since first and second were safely out in front. Our speed felt really good up the last leg and playing the middle right jumped us to close third behind Nickels and Hutchinson. Born finished fourth with Mathers in his beautiful Evergreen fifth.

We gained a lot of needed confidence today and felt we had a chance to win but we would need something to happen to Hutchinson, who was looking great and unbeatable with his consistent 6,1,2,2 finishes.



RACE 5 — After waiting for the wind for a half a day while floating around in the Bay, the RC's patience paid off as the thermal finally filled in. Fortunately only one race was scheduled and it turned into wonderful conditions. We needed another good race and had to hope that "Florida" Fred would step down a little. Again, we started left and went left and when we came back across we looked pretty good with Dave Nickels just ahead of us at the mark. Our downwind speed was good and so was Dave's so we obediently followed him directly to the jibe and take down marks. Hutchinson was well back but we knew he'd fight his way back up. We passed Dave up the second beat and were not really challenged after that. Tom Ingram put it all together for second with Mathers third, Tom Rumph fourth, and Nickels fifth. Hutchinson worked his way back to seventh forcing him to count his sixth.

At this point we were trying to figure out how we stood. Once on shore it struck us...we could finish no worse than second and were actually in first with our throwout. Prayers were dutifully said that night for one more race.

RACE 6 — We were happy to see a nice day on Friday so we could get the needed sixth race. As things stood we had to finish ninth or better and finish no worse than two places behind Fred in order to win the Presidents' Cup. It was an exciting feeling to know that it could come down to match race for first and second.

We had gotten so used to pin end starts that we were having to adjust our tactics because for the first time the weather end was favored. We should have played it conservative and started down the line a little way, but that's not my nature and we managed to just squeeze between Hut-

chinson and the Committee boat for a good but scary start. We had clear air on top of the fleet and rolled over Fred soon after the start. Lady Luck was on our side as Fred tacked to clear his air he became sandwiched between two other boats. At the weather mark I think it was Dave Fretz first with us, Born, and Rumph in a pack. At this point all we cared about was locating Hutchinson. He had gotten into a problem at the mark and rounded about 20th. Our move was to sail conservatively which we did right up until the end when I thought I could clear Born on port tack to finish with a second. We just barely didn't and had to do a 720 allowing four boats to get in there. At the finish it was Fretz, Born, Rumph, Jim Gocker, George Nickels, and us sixth. So much for conservative sailing. Hutchinson could only get back to 14th and the Presidents' Cup was ours.

PRESIDENTS' CUP 1985

Fin.	Skipper & Crew		Race Finishes						
Pos.	Sail #	Skipper's Hometown & Fleet	1	2	3	4	5	6	Pts.
1	13862	Eric Larson, Mike Peterson, Susie Pratt Sheboygan, WI/Sheboygan	4	(11)	1	3	1	6	15
2	12064	Fred Hutchinson, Margery Ozner, Tom Zimmerman Miami, FL/Biscayne Bay	6	1	2	2	7	(14)	18
3	13963	David Nickels, Michelle Secore, Walt Plamondon Holly, MI/Lake Fenton	3	(19)	12	1	5	7	28
4	11289	Trevor Born, Mike Montani, Joe Donovan Ancaster, Ontario/Hamilton	8	(13)	3	4	13	2	30
5	10356	David Fretz, Stephanie Hobika, Geoff Hobika Synder, NY/Buffalo Canoe Club	14	5	8	(26)	10	1	38
6	13855	Louis Nickels, Phyllis Callahan, David Castura Drayton Plains, MI/Pontiac	9	4	10	10	6	(16)	39
7	10482	Ray Harrington, Jr., Toni Harrington, Ray Harrington Bomoseen, VT/Lake Bomoseen	(19)	2	15	9	9	8	43
8	13969	George Nickels, Karen Miltzer, Dave Sears Linden, MI/Lake Fenton	15	6	(18)	7	11	5	44
9	13910	Bob Mathers, Tina Cheyz, Jim Duncan Livonia, MI/Pontiac	(26)	20	4	5	3	13	45
10	13889	Bob Harkrider, Andrew Addie, Edred Benton Augusta, GA/Clark Hill	11	9	9	6	(15)	10	46
11	14033	Tim Rumph, Ray Rumph, Amy Caradine Hampton Bays, NY/Southampton Yacht Club	10	(21)	17	12	4	3	52
12	13886	Georges Peter, Hollis French, Sara Asbury Barrington, RI/Annisquam	5	12	5	15	(17)	15	57
13	13613	Tom Ingram, Suzanne Miyamoto, Jeff Pigel White Plains, NY/Cedar Point	13	14	11	17	2	(20)	65
14	13913	Jim Gocker, Kristen Gocker, John Jungjohann Rochester, NY/Newport	16	17	7	11	(24)	4	65
15	13875	John C.S. Smith, Elton Hinshaw, Steve Hinshaw Franklin, TN/Cumberland Valley	(26)	7	14	13	23	9	66
16	12706	Donald Humphrey, Jr., Joel Humphrey, C. H. Ritt III Belmont, MA/Marblehead Lightning Fleet 189	17	3	16	(19)	19	12	67
17	11800	R. G. Burridge, Terry Burke, Mike Frerker St. Louis, MO/Carlyle Sailing Association	7	16	13	14	(20)	17	67
18	14038	Tom Vickers, Joseph Gulawsky, Bonnie Hawkins Pointe Farms, MI/Crescent Sail Yacht Club	(26)	22	19	8	8	11	68
19	10165	Hank Hodgson, Karen Hodgson, Bruce Kramer Horton, MI/Devils Lake	(26)	10	6	16	18	18	68
20	13772	Glenn Reiting, Carl Reiting, Beth Reiting Brant Beach, NJ/Brant Beach Yacht Club	1	15	23	18	16	(26)	73
21	13877	Kevin Blair, Jim Blair, Dean Cady, Jr. Milwaukee, WI/Milwaukee Yacht Club	2	18	(24)	20	14	21	75
22	13677	Arthur Levin, Hendrix Ten Eyck, Jr., Dianne Ten Eyck Beaufort, SC	18	8	(22)	11	21	22	80
23	12050	Fay Regan, Alix Morgan, John Schoendorf Miami, FL/Biscayne Bay	12	(24)	20	23	22	19	96
24	13999	Crit Currie, Audrey Matteson, Clay Rumble Memphis, TN/Memphis	(26)	23	21	22	12	23	101
25	13800	Mark Forhecz, Holly Elfman, Jim Nicolini Rutherford, NJ/Metedeconk River	26	26	26	24	26	(27)	128
DNS/DNF/WDR=26			DSO = 27						

DNS/DNF/WDR=26

DSQ = 27

IT'S GREAT BEING A GOVERNOR

By Tom Hering

We drove seventeen hours straight (count 'em, 17) from Long Island, stopping only for gas, coffee, and single lane construction back-ups in Pennsylvania. By the time we arrived, we felt like three burned out dudes. We were in no mood or condition to challenge other Lightnings, let alone a storm in a practice race. Besides, who needs practice? We were hot and knew we would "at least" qualify in the President's fleet. Enter reality and the qualifying races.

To make a long humbling story short, we succeeded in placing in the top 83rd percentile, or in other words, 71st. Now, if there were several hundred boats competing, a 71st would have been fine, but the fleet numbered only 85, and we were really made aware that Tawas was not an Invitational, it wasn't even the Districts, it was the bleeping North Americans. No light-weights allowed!

Looking back and comparing the two days of qualifying with the remainder of the week, (which, needless to say, was successful and fun for us), one realizes that you cannot just step into a new boat with good sails and three good sailors and expect success. You realize that in order to be competitive at this level, you must pay attention to the fine details and work the kinks in the boat and among the crew to develop one smooth lean and mean racing machine.

In our case, I will not say we were cocky upon arrival in Tawas, but we certainly felt faster than the 83rd percentile, and ultimately were. But for the first two days we were breakfast for the NA fleets. However, during this time we went to school and learned some valuable lessons.

The first lesson we learned was communication. This was the first time the three of us had sailed together so the various little responsibilities were assigned as we sailed, and our confidence in each other's abilities grew. In addition to crew communications, learning the boat became a factor.

Our middle crew, Lowell Copeland, whose claim to sailing fame has been racing J24's, had only raced a Lightning once before. He was still wondering how we could fly a spinnaker without a foreguy on the pole. Michael Donohue, our foredeck, had put most of his time in on big boats, as in IOR. He kept wanting to sit on the bow pulpit to call the start. Lowell and Michael are both excellent sailors, but their challenge and our key to winning was for them to feel that boat, learn how it sails and what makes it go fast...and that is exactly what they did.

By the time the final series started, we were feeling more comfortable with each other and the boat, and seemed to be growing into a well drilled team. In fact, by this time we knew we were a team of destiny. We knew, being the only crew from N.Y.C., that we were sailing for Lady Liberty, and that we had to bring the Cup back to New York Harbor for the Lady. We were not to be denied the cup.

Of course, with that attitude, how could you lose? So we proceeded to race, and the first one was wild. With a good start we reached the weather mark in 6th.

We had a great set and caught a couple of boats downwind. At the jibe mark there was a real disaster. John De Benedetti and Peter Swartz, who were close astern of us, apparently caught a rough puff and both boats capsized. This created a minor road block behind us and created a four boat race. We caught one more boat on the next windward leg and finished

third. Somehow all the pain and depression from the qualifiers just lifted off the boat. We were psyched for more and knew we could do it.

With each race we were better, and as we became happy with boat speed and pointing ability we turned our attention to tactics and strategy more and more. We found that the water was flatter on the right hand side of the course and there was a slight decrease in velocity in that area. We would go right until it felt slow and then tack back to the center until the chop got uncomfortable.

The fourth race of the series was perhaps the most exciting. When we rounded for the final windward leg, Ted Ganley in 13495 was just ahead of us, and Jon Ewing and Arlyn Kinkle were just astern. We decided that we had enough of a cushion on the boats behind, so we went after Ted. We decided we were going to "make him nervous and force him into a tacking duel." We did just that. The two of us battled up the last leg. We caught and passed Ted about two tacks before the finish. Lowell was concerned about the boats coming in from the left side so we went left to protect the pin end of the line. When we made our final tack to the pin we called it about two seconds too early and were forced to pinch up to the mark. Ted, with tons of boat speed crossed our stern and tacked for the line. Jon Ewing was barreling down from the starboard end of the line. We all seemed to cross at the same time, but fortunately for us we beat Ted by the width of our forestay. I gave Lowell the hat he had been wearing all week. I had said if we took a bullet the hat was his.

At the end of both days we had ended up in first place and now had to be really tactical about the fifth race. There was a good chance that we could lock up the Governors' Cup if we could stay close to Jon Ewing, Mike Dow and Arlyn had a great race and got first and second. Jon was in third. We forced him to cover us while we protected against Arlyn who was in fifth. Mike had some spinnaker problems and was not a factor. When the race was over we had finished fourth with Jon Ewing in front of us and Arlyn astern. Tomorrow's race was academic.

After the first aborted race was called back because of the huge windshift we got more serious about what we were doing in the last race. Just before the windward mark we got into a little battle with Peter Swartz. We had been pretty complacent about the race until that time, but as we rounded the windward mark and started on the first reach our competitive, psyche got the best of us. As we sailed the first reach we kept closing on Peter and he did a great job in keeping us off.

Peter bore off for the mark and we followed, glued to his transom. He rounded in first and our bow was within three feet of his rudder rounding second. We proceeded about one minute down the second reach and our spinnaker pole broke in half. We were ready for it because the pole had been bent all week. We doused immediately and had the jib up in seconds. Cully Ward, a true southern gentleman passed us as we came down off the rhumb line and then threw us a spinnaker pole which he carried as a spare. We rounded the leeward mark in seventh. When we went to set the pole for the next reach it held until we got to the second reach and then broke as well. Whatever forces or spirits had been watching

over us during the week had left us. All our good luck had run out and we decided to try to win the race to the hoist. We finished fourth.

Everyone remembers the "first time" they ever "did it". Well, this was my first time to the North Americans, my first time sailing with the likes of Lowell and Michael as my crew, so winning the division was like a blockbuster experience that lasted a week.

Needless to say, all of us were overjoyed and even overwhelmed in a way that it took us a while before we realized our accomplishment. The true value of the experience, how-

ever, cannot be limited to just winning. We came away appreciating excellent race management, excellent sailing conditions, making new friends and renewing old friendships. And during the week, the three of us had developed a friendship which was bonded by winning the cup.

The "Main Man", "Dr. Jib," and "the boss" drive back to the Big Apple. There must have been a west wind because it only took us 13½ hours. But time didn't matter, we were reliving the past, basking in the glorious present, and making plans for the future in Kingston.

GOVERNORS' CUP 1985

Fin.	Skipper & Crew		Race Finishes						
Pos.	Sail #	Skipper's Hometown & Fleet	1	2	3	4	5	6	Pts.
1	13874	Thomas Hering, Lowell Copeland, Michael Donahue New York, NY/Hewlett Bay	3	4	2	1	4	(26)	14
2	11981	Jon Ewing, Pam Tuttle, Will Sharron Aptos, CA/San Francisco	2	(7)	6	3	3	6	20
3	14009	Mike Dow, Rick Northrup, Erik Peterson Traverse City, MI/Higgins Lake Boat Club	12	2	1	7	(21)	3	25
4	13485	Arlyn Kinkel, Paul Kinkel, Fred Kinkel Ann Arbor, MI/Crescent Sail Yacht Club	1	(11)	8	4	5	10	28
5	14013	Gerry Paoli, Mark Paoli, Stacy Heisler Belleville, IL/Carlyle Sailing Association	5	(16)	9	6	7	4	31
6	11661	Peter Swartz, Scott Werley, Beth Cross Meadville, PA/Pymatuning Yacht Club	(26)	1	4	15	12	1	33
7	13905	Paul Militzer, Laura Bryant, Dean Kreh Ortonville, MI/Lake Fenton Sailing Club	9	8	3	(19)	14	7	41
8	10537	Cully Ward, Mim Ward, Jr., Jan Thompson Nashville, TN/Harbor Lake Yacht Club	11	12	7	(16)	6	5	41
9	13476	John De Benedetti, Joe De Benedetti, Susi De Benedetti Portland, OR/Columbia	(26)	26	5	5	1	9	46
10	12896	Carl Clipp, Charita Clipp, Carolyn Evans Columbus, OH/Leatherlips	16	5	10	8	8	(26)	47
11	14024	David Furey, Chris Clark, Don Gilbert Fenton, MI/Lake Fenton Sailing Club	4	6	(27)	12	20	12	54
12	13808	James McCoy, Bob Shaw, Jim Peterson Drayton Plains, MI/Pontiac Yacht Club	10	18	17	(22)	2	11	58
13	13495	Ted Ganley, David Horne, Christy Wardwell Collegeville, PA/Kentmore Park Sailing Club	6	20	14	2	8	(26)	60
14	10118	Joseph McCloskey, Michael McCune, Edward Taverni Oswego, NY/Port Oswego	14	3	16	(20)	19	8	60
15	13979	Thomas Varley, Jr., Kay Varley, Kurt Andrews Delaware, OH/Leatherlips Yacht Club	8	13	15	10	(17)	17	63
16	13837	Eric Samuelson, Don Rau, Kim Eickel Troy, MI/Pontiac Yacht Club	(18)	14	12	18	9	13	66
17	13806	George Hatfield, Nancy White, Steve Tennyson Rockwall, TX/Rush Creek	(26)	10	11	13	10	26	70
18	13941	Gene Matthews, Bill Sims, Doug Steffenson Lake Geneva, WI/Lake Geneva Sailing Club	19	15	(22)	9	13	15	71
19	11788	Judith Walker, Philip Kibler, Henry Buchala Snyder, NY/Niagra Sailing Club	13	(19)	13	17	15	14	72
20	13727	Walter Nickerson, Ian Nickerson, Doug Drake Milwaukee, WI/Milwaukee Sailing Club	(26)	26	18	11	16	2	73
21	13899	Jack Borland, Tom Sankey, Marilyn Maras New Castle, PA/Pymatuning	(26)	9	23	21	11	16	80
22	11329	Richard Rose, Darrell Medcalf, Janet Pennewell Hummelstown, PA/Susquehanna Yacht Club	(26)	17	19	14	23	18	91
23	13725	Brian Phelan, Terry Phelan, Steve Lodi Green Bay, WI/Green Bay Sailing Club	7	21	(26)	26	26	19	99
24	13917	James Gilbert, Ruthie Howell, Clark Howell Saginaw, MI/Washington	17	22	(24)	24	19	20	104
25	13846	Mike Rathbun, Tom Belco, Mike Hutchinson Richland, MI/Gull Lake	15	(26)	20	23	22	26	106

DNS/DNF/WDR = 26 DSQ = 27