

The Importance of Mental Preparation and Organization in Defending a National Title

by Colin and Karen Park

On Friday evening, August 11, I called Colin from North Cape and said... "Honey, what would you think about coming down here this weekend and sailing in the Nationals"? — Well, what he thought was that I was either crazy or joking, I could tell by his laughter! I quickly assured him that yes, I was serious, very serious. What followed went something like this:

Colin: We don't have a crew, I just saw Glenn (Hallett, our regular third) headed up north.

Karen: Got it covered, Kyle (Miltzer, my brother) is arriving from L.A. at 10:30 p.m. — remember?

C: Of course ... He has sailed with us a few times, that would work. But we don't have any sails less than 5 years old.

K: Oh yeah — I forgot.

C: Find us some sails and we can do it.

K: OK!!

C: We can't do this, we didn't pre-register.

K: I already took care of it. We're the reigning Champs — they want us here. Secretary Donna sent me to President Bob who sent me to Chairman Carl who sent me to Race Committee Chairman Bill, Carl and Bill finally agreed that our spot had been open anyway, so sure — if we can be down to "measure" in time.

C: Oh, Karen why are we doing this? You know we can't take any more time off the rest of the year?

K: Well, I was afraid this would happen if I came down here for the Masters. We've had a blast. The club is beautiful, the lake is beautiful, the weather is beautiful — the wind has been lacking a bit though, and the hospitality has been fabulous!

C: Well, OK — See you in a few hours.

This was not exactly what Colin expected to come home to after being in Washington, D.C. for half a week. A nice relaxed Friday night spent frantically throwing our boat together! He called my father to let him know I was running "late" and wouldn't be picking the dog up on Friday — we didn't tell him it was a "week late"!

I spent the next half hour at North Cape arranging to buy a mainsail from Sue Rogers the next morning. I spent the next hour on the road trying to travel the first 20 miles of my 240+ mile trip home. It became very apparent that I was not going to be at the Saginaw airport at 10:30 to pick up my brother. I was close to Metro at 9:45 pm and I knew Kyle's plane took off at 9:55. So I parked the car and was running through the airport to his gate as the plane was boarding. I was scanning the line when Kyle tapped me on the shoulder — "I was just finishing a beer when I saw a blur tear by and noticed it was you". Great. We jumped back in the car and headed north. "Kyle, what would you think about going sailing for the next week?" He laughed (I never realized I was such a comedian). "Well, I'm not exactly packed for it, but what the heck — it'll be fun." OK — everything is set, so I think.



Photo credit: David Watt

When we get home Colin asks what we're doing for sails. I explain about the main.

C: That's good. What about a spinnaker?

K: A spinnaker? We've got a brand new one, we didn't even use it in Greece.

C: It's a dynac — we probably won't use it at North Cape either.

K: Oh.

C: Well, maybe we can take care of that. What about a jib?

K: A jib? ... We don't need a jib. I know we have a brand new one of those ... and it ... is in Ched's boat ... somewhere between Athens and Maryland. Oh #□/*.

C: Let's get to sleep and see what we can do about this in the morning.

Saturday morning at 7:00 am I was on the phone calling the hotels listed in the *Flashes* trying to find Jody Lutz. Got him third try — not bad for a list of over 20! We asked Jody if he had any extra suits of sails. He said he had some mains and jibs for sale but couldn't really help us with a spinnaker, unless we wanted to borrow his spare. Sounded great to us, so off we went.

We got to North Cape about an hour before registration was closed. We got checked through smoothly, and went out for the practice race. Things went smoothly enough and our boat speed was good; we figured on being able to end up in the top half of the top flight — a respectable defense. We stayed down with the intention of sailing again on Sunday and going home so Colin could go to work on Monday. We had the honor of being the defending Champions and therefore were not required to sail the Qualifying Series. It didn't take long for it to become apparent on Sunday that we were not going to get any sailing in. We spent some time working on the boat and headed home early. When we returned Monday evening it was very apparent that we had a slight edge over everyone — our frustration level was nowhere

near the breaking point! Congratulations to Jim Crane for pulling off what we understand was a tough series to race, let alone win!

Tuesday morning we were primed and ready for the races to begin. In race 1 the winds were 6-10 from the south and oscillating but the tendency was to the right — off shore. We were looking to be in pretty good shape — about fifth. Just before reaching the mark, both sides of the course came in very strong and we found ourselves to be back about twentieth. We slowly picked our way through the fleet and ended up seventh; Crane in first; Tom Allen, Sr., second; Tom Naesser, third; Jody Swanson, fourth; and Bob Wardwell, fifth. The afternoon race started in similar conditions with the wind a bit heavier, 8-12. Mark Bryant started out looking golden on the middle right. The wind shifted to the left and picked up to about 12-15 due to a thunderstorm in the distance. The shift put Colin Park and Lenny Krawcheck 1-2 around the first mark. The places changed a little bit, but finally went Lenny's way on a tight reach — you would be surprised how strong 12 knots feels on a tight reach with 395 pounds total crew weight! After a bit of a lapse of awareness of the rest of the fleet on the last leg, we both had sunk back a bit. John Oldham sailed a fine race to first; Krawcheck, second; Crane, third; Park, fourth; and Wardwell with another fifth. All in all a very good day for the Park boat; our sights were quickly adjusted from top half to top ten.

Wednesday morning we were ready to go again. We knew we would have fun sailing together but we were having a blast and things were going very smoothly. The third race started in a shifty northwesterly due to a front that had moved through the night before. There were odd sailing conditions with quartering waves on starboard tack. We had a terrible start, but correctly predicted the right side of the course, but we did not stay there long enough. We got too far left as the wind phased right and were about 25th at the windward mark. On the two reaches the wind began to fall apart and we salvaged a lot of places by riding the dying puffs low. At the leeward mark we had worked ourselves up to about seventh place and were able to maintain this position more or less (actually less) for the next time around to finish ninth. Tom Allen, Jr., won with John Oldham right behind him, Wardwell moved up to third this race, Mark Bryant fourth, and Allen, Sr., fifth.

Race four is a little hazy to us. The conditions were similar to Race three with a little more breeze. We do remember spending most of the race trading places back and forth with George Fisher as we watched his son Greg pull away from the both of us. We do remember staying the heck away from the left side of the course and our finish reflects it. Lenny won; Greg Fisher, second; Allen, Jr., third; Crane, fourth; and Park, fifth. At the end of the four races, counting four races, Allen, Jr., was first; Wardwell, second; and Park, third. Crane, Krawcheck, Oldham and Allen, Sr., were all right there but had already used up their throw out races.

Thursday morning showed us the steadiest breeze so far for our fifth race. At least that was the way it looked before the start and up the first leg! But alas, by the first mark the wind began to fade and rotate right to the thermal lake breeze. We got to the weather mark second just behind Jed Dodge and just ahead of Jody Lutz. On the second weather leg we took a hitch to the right outside of Dodge who tacked and sailed himself into a 40 degree header. From then on the wind was on the light side with the main action coming from

the lake affect. The reach turned into a light and frustrating dead run. This mixed up the places a bit, Mark Bryant sailed himself into the race, we were able to maintain our lead with Jody still in second. On the last beat we seemed to have a comfortable lead but quickly became quite anxious. Jack Huntsman was moving quickly from about eight positions back to eight boat lengths back — and gaining. He sailed through our lee, out the other side and came very close to nailing us at the finish. Park, first; Huntsman, second; Bryant, third; Lutz, fourth; and Dodge, fifth.

Thursday night was quite a shock, counting four of the five races we found ourselves in first place with one more to go. We were ahead of Wardwell by two points and Allen, Jr., by three. Since our throwout was a nine, Wardwell and Allen needed seven and six, or better, respectively for a shot at winning. Crane still had a mathematical chance at winning if he could win the last race and we were eighth or worse.

Friday showed us just what we did not want to see, a solid lake breeze of 15-18 with relatively large waves (remember the 395 pounds!). None of the four of us had very good starts, Crane was the best of the group with Wardwell at the back of us four. We went right with Wardwell expecting the lake breeze to swing the wind that way. Instead the breeze was a little stronger left. This put Crane about third, Allen about 10th, with us about 13th at the weather mark. Crane dropped back a bit downwind and we were able to pass Allen at the leeward mark. Tom pulled off a superb double tack right off the mark to get away from us. This forced us to decide which way to go. We opted for pushing him left again anticipating the wind would go right. WRONG!! It didn't. Tom rounded the weather mark about sixth with us about ten places behind him. On the last beat Tom picked up the places he needed and we took a big flier knowing we were looking at our throw out anyway. We went left, too far, it was almost a one tack beat and we overstood the line greatly letting another ten boats ahead of us.

Our congratulations to Tom and crew for a very fine series. Also to Bob Wardwell, Lenny Krawcheck and Jim Crane who also sailed tremendously.

Last year when we went to San Diego we knew:

— Four months ahead of time where we were going to stay, North Cape we had no place to stay.

— Eight months ahead who our crew was going to be, North Cape, we knew 12 hours ahead.

— We had sails purchased 14 months ahead, North Cape — one hour.

— We had a very fast boat and it was tuned to perfection, North Cape — our boat was three weeks old and Colin had only sailed it at two regattas. At San Diego we won by one point and at North Cape we lost by one point — who knows, maybe that's the point of being prepared.

We are very happy that we decided to attend the Nationals. We are ecstatic with our performance. We are proud to have represented the Michigan District in such an attempt at retaining the title. We are very grateful to those who really helped in our attendance, Jody Lutz selling us sails and putting on our numbers, the Lightning Class officers and personnel, Carl Clipp and Bill Rogge for helping make our processing run smoothly. (By the way how did we manage to get number 44 instead of 109?) And a special thanks to the North Cape Yacht Club for running a great week of sailing and entertainment — you made our Class feel very welcome.

Blue Fleet



Photos by Audrey

Blue Fleet "Top Ten"



Photos by David

1989 Presidents' Cup — A Family Affair

by Chris Vann

Barbara, Len and I are proud to be the winning crew of this year's Presidents' Cup series. We were lucky enough to have some consistent finishes, however, we found the beats at North Cape to be extremely challenging and emotionally draining. I don't think we were alone. Each day as we came off the water everyone was buzzing with stories of disappearing leads or fantastic comebacks. The nice part of this year's NA's was the atmosphere around the club. The tough conditions didn't dampen spirits and everyone was friendly on and off of the water. Hats off to competitors in each fleet and to our hosts at the North Cape Yacht Club ... from the shuttle busses to the race course, North Cape was a class act.

In reflecting on this year's NA's we'd also like to comment on another strength of the Class — families. "The Lightning is a family boat," we often tell prospective Class members and new crews. By this we mean, the boat can be competitively sailed by a mixture of family members and as a result many families have been attracted to the Class. In fact, many families have grown with the Class. Our story is not unlike many others. We have three generations of active Lightning sailors. Len and I started as my Dad's crew thirty years ago in 'ole 374. Barbara joined in the fun during high school (and still married me!). Many of the instincts we used to sail well at North Cape, particularly working hard to achieve good boat speed in light (Long Island Sound) conditions were developed watching the skipper of 374 and 11603 ... Thanks Dad.

THE SERIES, RACE 1 — The wind was S/SW pulsing from 6-12 kts. on the first day of the series. The stronger "gusts" came from the right. We had a good start that turned into a great one as the only boat to weather was called over. Staying in phase as we went right paid off on the first leg. It quickly became a three boat race with us first, *Olivia*, then Tom Vickers clear of the pack on the first reach. *Olivia* picked us off on the second beat by going left as we covered the fleet to the right. Now a two boat race, we opened up on the fleet downwind only to lose it all in the last leg. The wind was oscillating 30°-40° as the thermal fought the SW. The middle was death. Dave Decker, Tom Vickers, Roberto Ricoveri and Don Barrett played the shifts to close and finish on our heels. Later we introduced ourselves to the crew of *Olivia* and made some new friends from Miami. We found the boat's name came with a story and that Carol Stout was her skipper.

RACE 2 — The next race with the wind oscillating from SW to SW at 5-10 kts. This was our torture race! We had ten boats to weather at the start. Thinking the thermal would fill to the left, this looked good. We rounded in eleventh as the SE teased us but never came in, sound familiar? Great spinnaker flying by Barb and good crew work during jibes and sets got us back in to the top five by the last drop mark. Torture is mild compared to that last leg, we finished thirteenth. It was Dave Decker's day, he sailed strong to his second third.



Photo credit: David Watt

Tony Packos helped us put the day in perspective as we enjoyed our first 'hots' and lots of cold beer to put the fire out. As we walked to the van that evening someone noticed a pretty impressive northerly was blowing in. We were looking forward to some air.

RACE 3 — Wednesday was Kip Hamblet's day at North Cape. The NW wind had abated. Conditions were much like Tuesday only from the N/NW. Gusts came off shore; there were shifty effects of the thermal and sizable holes in the middle. We sailed our throwout as Kip, Roberto, Don Barrett and Gerry Paoli sailed a great race.

RACE 4 — As the sun got higher the wind lightened. The NW gusts were all but gone. I started late at the windward end after at 720° at 30 seconds, whoops! We were farthest right and looked pretty deep until the end of the leg. We crossed the fleet on a private breeze from the NE and rounded second to Paul Revere. Kip was pretty far back in the pack at this time. We rolled Paul on the first reach. Paul out sailed us uphill and regained the lead. Kip was in overdrive and rounded on our stern in third. We got Paul again with a smooth jibe. Kip took the opening and followed us to the drop. Kip quickly got to the left and went on to win. Two bullets for the lake sailors from New Hampshire, great sailing.

That evening the Connecticut contingent went to the Portside Marketplace in Toledo to terrorize an innocent waitress at Shooter's. It was unanimous, we were all enjoying the trip to North Cape.

RACE 5 — Thursday was the second day of the northerly. The wind moved to the east and lightened. We worked the right side, thinking we were in tenth. The qualifiers and this series had developed us as a crew. We had become patient! We hung out there and luckily the NE shift came late in the leg. We were in it alone and crossed the fleet rounding first. The first reach was the toughest downwind leg of the week.

It became a dead downwind light air run. The fleet fanned out behind us. The boats on the wings looked great as little puffs would fill from each side. Don Barrett rounded a few boats back but lost a ton as the oxygen mask came down! Hank Hodgson showed us the way by being first to jibe to the inside and move on us. We jibed six times on that leg and built our lead. Bob Thompson, Geary Gaspord and Roberto had great speed in the very light air catching us by the drop. In first again and fading? Even with the course change the last leg was tough for anyone who didn't go right as the wind went further east. We were conservative and tried to cover both sides, salvaging a third and convincing ourselves we were never going to actually win a race.

That evening was highlighted by good, Mexican food, more cold beer and higher math discussions by the Results Board.

RACE 6 — Medium heavy NE wind with some nice gusts and choppy seas capped the week. We were in first by four

points and couldn't do worse than fourth overall. Our goal was to finish above tenth to secure a second and hopefully win. We had to keep an eye on Roberto, Djoerd Hoekstra and Gerry Paoli. Steve Hayden and Roberto were off to the races and going fast in the heavier conditions. With a super effort by Barb and Len keeping the boat flat we worked from eleventh to seventh. Steve was first from wire to wire and showed the Florida gang he knew what to do in wind. We thought Roberto's second was enough to give him the series. After the race Djoerd's crew realized there was a scoring error and that Roberto was unfortunately not the overall winner. Our seventh was more than enough to lock up the series and give us our first regatta win. I attribute this year's success to our crew work and a level of commitment we share as a family.

In concluding, we'd like to congratulate Tom Allen, Jr., and Joel Humphrey for their victories and we'd like to thank the Ohio District and North Cape Yacht Club for a well run memorable 1989 NA's.



Photos by Ardis, Jack and Audrey

PRESIDENTS' CUP — 1989

Fin. Pos.	Skipper & Crew Skipper's Hometown & Fleet	Races						Pts.
		1	2	3	4	5	6	
1	14055 Chris Vann, Leonard Vann, Barbara Vann Unionville, CT/Niantic Bay Yacht Club	2	13	(15)	2	3	7	27
2	14014 Djoerd Hoekstra, Roelof Hoekstra, William Bogardus Malvern, PA/Metedeconk River Yacht Club	6	5	16	6	(29)	5	38
3	14013 Gerry Paoli, Sue Albert, Rob Zerban Belleville, IL/Carlyle Sailing Assoc.	10	2	4	13	(19)	9	38
4	11346 Christopher Hamblet, Jim Russell, Lisa Brauer-Keene Keene, NH/Spofford Yacht Club	(22)	18	1	1	16	6	42
5	13409 Roberto Ricoverti, Gabriel Berberian, Henry Lynch Capital Buenos Aires, Argentina/C.U.B.A. Yacht Club	(DSQ)	27	2	9	4	2	44
6	14323 John McCree, Greg Bull, Jennifer Johnson Saginaw, MI/Bay City Yacht Club	12	1	(27)	7	21	4	45
7	14066 Steve Hayden, Jay Foght, Will Glenn Fern Park, FL/Eustis Sailing Club	21	4	5	14	(DSQ)	1	45
8	14249 George Sipel, Craig Gabel, Doug Haskell Manitou Beach, MI/Devils Lake Yacht Club	(18)	7	6	15	6	11	45
9	11510 Tom Ingram, Jody Lee, Mark Greany White Plains, NY/Cedar Point Yacht Club	7	(19)	9	12	10	14	52
10	13858 Carol Stout, Fred Hutchinson, April Richards Miami, FL/Biscayne Bay Yacht Club	1	9	20	(25)	7	15	52
11	14180 Jim Carson, Greg Kinzel, Ed Doe Brick, NJ/Metedeconk Yacht Club	11	10	(31)	4	12	16	53
12	14318 Hank Hodgson, Karen Hodgson, Lisa Hodgson Manitou Beach, MI/Devils Lake Yacht Club	8	6	(26)	18	15	8	55
13	14154 Donald Barrett, Donna Barrett, Randy Shore W. Granby, CT/Niantic Bay Yacht Club	5	11	3	(27)	17	19	55
14	14098 Eamonn DeLisser, Heidi DeLisser, Richard Shello Miami, FL/Coral Reef Yacht Club	(28)	8	25	19	8	3	63
15	13640 David J. Decker, Jerry Decker, Jim Bowen East Grand Rapids, MI/Gull Lake	3	3	(30)	16	28	22	72
16	10799 Paul Revere, Peter McCarthy, Julie Roth Harper Woods, MI/Pontiac Yacht Club	17	16	18	3	20	(29)	74
17	14116 Cully Ward, Barbara Ward, Jan Thompson Nashville, TN/Harbor Island Yacht Club	27	12	17	10	13	(30)	79
18	11289 Keith MacDonald, Evelyn MacDonald, Steve Hamilton Hamilton, Ontario/Hamilton Boating Club	(DNS)	20	7	24	5	24	80
19	14234 Christine Kronich, Carolyn Kieffer, Christine Kieffer Sheboygan, WI/Sheboygan Yacht Club	9	23	14	23	11	(34)	80
20	13465 Robert Thompson, Steve White, Elizabeth Maltbie Murrysville, PA/Pymatuning Yacht Club	(34)	21	13	34	1	12	81
21	13837 Don Rau, Peter Pfaff, Diana Fernando Troy, MI/Pontiac Yacht Club	13	22	23	17	9	(DNF)	84
22	11370 Clay Murphy, Pam Tuttle, Dave Raham Tully, NY/Port Oswego Yacht Club	15	26	(34)	11	23	13	88
23	14260 David Laidlaw, Amy Hodgson, Randy Sahajdack Saline, MI/Devils Lake Yacht Club	(32)	24	10	26	18	21	99
24	13609 Dave Wood, Graham Jones, Mark Wolff Toronto, Ontario/Hamilton Yacht Club	29	15	11	(36)	35	10	100
25	14007 Hans Graf, Eric Graf, Erik Simonsen Sheboygan, WI/Sheboygan Yacht Club	14	28	24	(33)	14	20	100
26	14270 Crit Currie, Audrey Matteson, Andrew Dunn Memphis, TN/Delta Sailing Assn.	23	14	12	31	26	(DNS)	106
27	14363 Jim McCoy, Norman Earles, Glen Gray, Jr. Drayton Plains, MI/Pontiac Yacht Club	25	17	28	5	(31)	31	106
28	13308 Greg Florian, Todd Sternaman, Doug Floyd Decatur, IL/Commodore Decatur Yacht Club	24	29	21	20	(32)	18	112
29	14287 Geary Gaspord, Bill Zamzow, Connie Meisner/Tom Hennesey Evanston, IL/Corinthian Chicago Yacht Club	19	30	(36)	29	2	32	112
30	14038 Tom Vickers, Tracie Summers, Bob Brower/Tom Carbone Grosse Pointe Farms, MI/Crescent Sail Yacht Club	4	(36)	33	22	27	27	113
31	11133 Tom Jungjohann, Jackie Jungjohann, Kurt Andrews Dublin, OH/Leatherlips Yacht Club	(31)	25	22	30	22	17	116
32	14218 Adrian K. Irving, Jeff Johnson, Tom Degan Chicago, IL/Chicago Corinthian Yacht Club	20	31	8	(35)	33	25	117
33	14104 Carl R. Clipp, Charita Clipp, Cindy Evans Dublin, OH/Leatherlips Yacht Club	30	(35)	19	8	34	26	117
34	13285 Clark Higgs, Mark Taylor, Pat Figley Clearwater, FL/Davis Island Yacht Club	26	(32)	29	21	24	23	123
35	14187 Edward B. Wagon, Craig Cobbrum, Bill Allan Muncie, IN/Wawasee Yacht Club	(DNF)	33	32	28	25	28	146
36	14126 Bennie Moultrie, W.D. Kerley, Carl Muska N. Augusta, SC/Clark's Hill Yacht Club	33	(37)	35	32	30	33	163
37	13855 Louie Nickels, Ruth Troy, Chris Grajek Drayton Plains, MI/Pontiac Yacht Club	16	34	(DSQ)	DNF	DNS	DNS	164



The Governors' Cup

by Joel D. Humphrey, M.D.

On the morning of the second day of qualifying for the 51st Lightning North American Championships, a local newspaper reporter asked me how I liked sailing at North Cape Yacht Club as well as on Lake Erie. If I knew at that time what lie ahead, three shortened qualifying races, all with significant wind shifts, my comments certainly would have been somewhat different. Unable to foresee the future, I instead remarked how I felt the conditions at North Cape Yacht Club, which is actually in Monroe, Michigan, even though Toledo, Ohio, was considered the host city, were very similar to the conditions I am used to sailing under on Lake St. Clair, just north of Detroit. Both lakes are very shallow and tend to develop very rapid chop with increases in wind speed or waves with very narrow trough space if the wind picks up sufficient enough to cause persistent wave action. I seem to remember similar conditions occurring at the other end of Lake Erie at the Buffalo Canoe Club where I crewed for my brother in my first Lightning North Americans in 1982. I preferred the heavier winds of Buffalo, however, to what turned out to be a primarily light air regatta at North Cape.

As if the wind shifts in the qualifiers were not enough to deal with, I at one point had serious doubts that I would even be able to attend this year's North American Championships. Just two days prior to the regatta, I received a call informing me that the boat I had initially arranged to charter was no longer going to be available to me. Of course, two days into the regatta, what do I see waiting in line for the hoist in front of me but that that same Lightning being chartered by another lucky fellow. Fortunately, however, Bruce Finsilver of Pontiac Yacht Club was willing to allow me to charter his boat at the last minute and staved off what could have been a very serious disappointment. One practice race, a little bondo here, a little sanding there, a lot of bottom cleaning, retuning and water draining later, we thought we were ready to go. Little did I realize at that point, however, that one failed "double-check" in tuning would lead to such a drastic change in boat speed and confidence later on in the regatta.

I must comment here, that without my fantastic crew of Mark and Chris Whatley, I never could have accomplished what we eventually managed to do. Mark and I have sailed together on my *Express 27* for three years, as well as in two Lightning District Championships, but this was the first time that Mark's brother, Chris, had joined us. Chris and his wife, Christine, were nice enough to drive out from Rhode Island so that Chris could join Mark and I as our third, for what felt like a throw-back to our childhood days where the three of us grew up racing Lightnings in the New England District, possibly against each other, without even having known it at the time. These guys were not easy on me, however, as after our first bombed qualifier in the first race of the second day where I said, "Don't worry guys, we just got caught on the wrong side of the shift," they answered back, "Hey, Joel, the wind never shifts on a good sailor." Well, two more huge wind shifts later, it was welcome to the Governors' Cup and I had serious doubts as to whether I was a good sailor or not. It was nice to see that some other past



Photo credit: David Watt

"Blue Fleeters," including Bob Fidler, who eventually became the runner-up for the Governors' Cup, also had difficulties in the qualifiers which lead to a spreading out of some very talented sailors into all three fleets, Blue, Green and Yellow.

In her letter requesting an article on the Governors' Cup, Donna Foote suggested I just give the overall picture for the *Flashes*. Asking me to be brief is like asking Orson Welles to guard the twinkies; it just doesn't happen.

In the first race of the Governors' Cup, I still hadn't settled down into concentrating on the Lightning. I had been concerned about my family and friends who were watching the races from my *Express 27* that I had brought down from Lake St. Clair. As a result of that concern and lack of total concentration, I apparently — in the protest committee's opinion — tacked too close to Steve Thomas of Devil's Lake in the confusion of clearing the starting line and my fourth place finish was thrown out. Dan Reichelsdorfer went on to win the first race followed by Chandler Owen, John Werley, and in fifth place, Bob Fidler.

In the second race of the first day of the Governors' Cup, the winds were again light and we managed to salvage an eighth place finish after another horrendous start. Once off the water, I began wondering if things were ever going to gel before leaving this place. John Werley won the second race with Dick Pugh second followed by Joe McCloskey in third, Bob Harkrider in fourth and a consistent Bob Fidler in fifth again. At this point with the disqualification, I felt like I had tied one arm behind my back. OK, so now I was mad, too. It was also at this point, however, that one minor adjustment that I had failed to double-check, given all the confusion of setting up an unfamiliar boat, came to light. I knew that very instant things were going to change drastically with the correction. I had nightmares that evening and arrived at the boat early the next morning to measure our settings and, sure enough, we were way off. I told Mark about the nightmares and assured him this was going to make all the difference in the world, but he remained very skeptical. It could also have been that, at this point, the team finally gelled with Chris calling tactics, Mark doing sail trim and Joel keeping his head in the race, but I'm convinced that we had a drastic change in our boat speed.

Once again, I managed to get a mediocre start and went to what appeared to be the wrong side of the course on the first leg of the third race, rounding in twelfth. However, by

having isolated on one or two boats from the blue fleet and one boat that went right from our own fleet, we were convinced we had the windward leg figured out. We held our position for the first lap and on the second windward, it was up one third of the leg hard right and all the way in to the mark cutting our distance from the leader in half. At this point, we hoped no one else had figured out the windward leg and sure enough everyone kept going left, which we knew from the first windward leg was the wrong way to go. Once again, the winds were the same for the final windward leg of the third race and luckily no one covered us and, bingo, the gun, and the first feelings that we had finally gelled as a team. Bob Fidler, who tried to go right, but got forced to the middle by "Green Fleeters," finished second and Dan Reichelsdorfer in the third, with Bob Harkrider and Chandler Owen rounding out the top five.

With a new attitude, a good start finally, and Chris hitting the shifts on the nose and keeping us in phase for the entire race, we ended up leading, a moderately winded fourth race, wire to wire. We were very happy, as was Mike Brewer of Santa Monica, California, with his second place finish for we needed all the help we could get at this point with the DSQ staring us squarely in the face as our throw-out. Joe McCloskey finished third followed by John Werley in fourth and Bob Fidler once again in fifth.

At the start of the fifth race, it looked like we were in for another light air day, and a persistent clocking of the wind forced enough recalls from an unsquare line that we had to allow the blue fleet to go through before we could start the fifth race. Even with the boat favored at the start, however, we knew that if the wind continued to clock, the pin end would be favored which we all recognized from our experience in off-shore racing where this happens more frequently. Bob Fidler was the only other boat with us down by the pin, but at this point, we had our boat speed in high gear

and the chase was on as we again lead wire to wire for our third straight win. One or more boats protested the race committee in this race, for what specific reason I'm not sure, but the protests were disallowed and the race was left standing much to our delight as we were sailing without the advantage of a throw-out at this point. Going into the final race, it was clear that with throw-outs, it was down to a two-boat race between Bob Fidler and myself, with John Werley looking closely over our shoulders. We had eleven points with the throw-out, Bob had fourteen and John, seventeen. We did not have the luxury of using the final race as our throw-out, however, and Eric Fernando, one of Bob Fidler's crew, jokingly commented that maybe they should start inciting altercations from the minute we left the hoist.

On the final day, however, our prayers were answered. Heavy air finally rolled in and we knew at this point all we had to do was keep the boat out of the pond and the pond out of the boat, as well as not foul anyone. We decided to take a safe second-row start away from any competition, but noticed that Bob Fidler got too aggressive at the end of the line and was called over early giving us an additional head start. Evidently, Bob Harkrider likes the heavy winds too, as he, Scott Finkboner, Susan Rogers and ourselves battled it out for the top four with Bob eventually winning the race. We finished a conservative, but close second, for what we knew guaranteed us the cup. Susan finished the race third, followed by Scott in fourth, and Dan Reichelsdorfer in fifth with Bob Fidler only being able to recover to a tenth, which he promptly used as his throw-out for an overall total of nineteen points to our thirteen points and a Runner-Up finish in the Governors' Cup.

Much thanks for the hospitality of North Cape Yacht Club and congratulations to all who participated in a fun regatta and I hope to see everyone again next year when we all get a new chance at the qualifiers.



GOVERNORS' CUP — 1989

Fin.	Skipper & Crew		Races						
Pos.	Sail #	Skipper's Hometown & Fleet	1	2	3	4	5	6	Pts.
1	12706	Dr. Joel Humphrey, Mark Whatley, Chris Whatley Walled Lake, MI/Crescent Sail Yacht Club	(DSQ)	8	1	1	1	2	13
2	14280	Bob Fidler, Jim Bowers, Eric Fernando Troy, MI/Pontiac Yacht Club	5	5	2	5	2	(10)	19
3	7126	John Werley, Bertie Werley, Lesley Freymier Pittsburgh, PA/Pymatuning Yacht Club	3	1	9	4	(32)	6	23
4	14140	Joe McCloskey, Frank Palmer, Jeff Germain Oswego, NY/Oswego Yacht Club	9	3	10	3	(11)	8	33
5	13994	Dan Reichelsdorfer, Mark Wessel, Steve Orlebeke Sheboygan, WI/Sheboygan Yacht Club	1	16	3	9	(33)	5	34
6	14246	Scott Finkboner, Mark Thompson, Christopher Regilski San Diego, CA/Mission Bay Yacht Club	4	12	(16)	14	10	4	44
7	14247	Bob Harkrider, Jeff Annis, David Sears Augusta, GA/Augusta Sailing Club	(DSQ)	4	4	17	21	1	47
8	14229	R. G. Burrige, Bernadette Freker, James Horne St. Louis, MO/Carlyle Sailing Yacht Club	18	6	7	11	(29)	11	53
9	14148	Steve Thomas, Bill Thomas, Randy Freeman Bowling Green, OH/Devils Lake Yacht Club	6	9	20	12	(24)	7	54
10	14240	Bob Mathers, Joyce Von Drehle, Rick Crane Livonia, MI/Pontiac Yacht Club	10	13	6	(21)	13	16	58
11	14110	Dick Pugh, Rob Pugh, Dan Young Maineville, OH/Cowan Lake Sailing Assoc.	14	2	27	7	(31)	9	59
12	13997	Chandler Owen, Tom Schroder, Penny Moneypeny Nashville, TN/Harbor Island Yacht Club	2	19	5	(22)	18	15	59
13	14378	Hugo Carey Long, Terrance Fox, Karen Johnson Dyer, IN/Chicago Corinthian Yacht Club	20	10	12	13	7	(DNF)	62
14	13935	Greg Miles, Susan Calder, Steve Tinsley Indianapolis, IN/Indianapolis Sailing Club	13	(25)	8	20	6	19	66
15	14185	Leland G. Atkinson, III, Deborah Wight, Sandy Schraeder Rochester, NY/Newport Yacht Club	21	7	18	8	(26)	13	67
16	14004	Don Sherburne, Jerry Fertig, Eric Snider Nashville, TN/Harbor Island Yacht Club	8	14	(25)	18	23	14	77
17	12731	Jim Schofield, John Waechter, Jim Bergmen Freeland, MI/Bay City Yacht Club	(34)	15	22	10	16	18	81
18	13856	John Pelosi, Carol Gates, Peter Tolz Wake Forest, NC/Caroline Sailing Club	11	22	15	6	27	(DNF)	81
19	14112	Richard A. Aubrecht, Christian Aubrecht, Sam DeCastro Orchard Park, NY/Buffalo Canoe Club	7	21	26	(29)	19	12	85
20	14371	Susan Rogers, John Rogers, Scott Thayer Hamilton, Ontario/Hamilton Boating Club	15	17	33	(34)	20	3	88
21	14291	Judy Walker, Phil Rowan, Ellen Starck Snyder, NY/Niagara Sailing Club	25	(28)	19	15	8	21	88
22	14125	Karl Suter, James Smith, Randy Boon Indianapolis, IN/Wawasee Yacht Club	19	11	11	(26)	22	25	88
23	14313	Barry L. Dunwoody, Sandy Martin, Paul Sirbak Quarryville, PA/Susquehanna Yacht Club	12	18	35	16	(37)	17	98
24	13899	Jack Borland, Scot Werley, Tim Borland New Castle, PA/Pymatuning Yacht Club	(30)	24	21	23	4	26	98
25	13728	Mike Brewer, Peter Wilcox, Dick Brewer Santa Monica/CA Mission Bay Yacht Club	22	(DSQ)	28	2	15	DNF	105
26	9653	John Mueller, Steve Mueller, Lois Johnson Rocky River, OH/Cleveland Yachting Club	28	31	13	25	9	(DNS)	106
27	10900	Tim McCain, Tom McCain, Steve Kirchen Canton, OH/Atwood Yacht Club	33	(34)	14	32	12	23	114
28	12489	Judah Rubin, Beau Samuelson, Craig Kight Augusta, GA/Augusta Sailing Club	24	33	17	(35)	14	27	115
29	13957	Robert Cotton, Steve Hinshaw, Cecile Baxter Nashville, TN/Harbor Island Yacht Club	27	20	23	24	(34)	22	116
30	14301	Jack Tibbs, Jeff Maludy, Denise Maludy Manitou Beach, MI/Devils Lake Yacht Club	31	(DSQ)	36	33	3	20	123
31	12690	Christopher Kuhns, Ben Lavery, Clay Hale Skaneateles, NY/Skaneateles Yacht Club	26	27	(37)	19	28	24	124
32	13979	Tom Varley Jr., Kay Varley, Terry Smith Delaware, OH/Leatherlips Yacht Club	17	32	24	30	25	(DNS)	128
33	11600	James B. Gilbert, Linda Cline, Dan Cline Alexandria, VA/National Yacht Club	32	29	30	36	5	(DNS)	132
34	11852	Adam Koller, Jon Koller, Richard Brous W. Hemstead, NY/Narrasketuck Yacht Club	16	DSQ	34	31	17	(DNS)	136
35	13708	Jim DeCesare, Stephen Nasal, David Lazar New York, NY/Cedar Point Yacht Club	23	26	31	37	30	(DNF)	147
36	14357	William N. Baxter, Jr., Peter McDonnell, Geneil Hailey Memphis, TN/Delta Sailing Assoc.	29	23	32	28	36	(DNS)	148
37	13212	Joseph F. Hunt, Joseph P. Hunt, Joel Good Shreveport, LA/Shreveport Yacht Club	35	30	29	27	35	(DNS)	156



Yellow Fleet

Photos by
Fay and Audrey

Green Fleet Winners and VIP's



Yellow Fleet Winners and VIP's



Photos by David