

## THE 18th WORLD CHAMPIONSHIP

**Kuopian Pursiseura, Kuopio, Finland, JULY 2-8, 1995**

35 boats, 6 countries represented, 6 races. I throwout

| 35 boats, 6 countries represented, 6 races, 1 throwout |            |     |  | 1   | 2   | 3   | 4   | 5   | 6   | Total |
|--|------------|-----|--|-----|-----|-----|-----|-----|-----|-------|
| 1  | 11011 - 14 | CHI | Tito Gonzalez, Rodrigo Zuazola, German Schacht         | 1   | 4   | 2   | 2   | 1   | dnc | 10    |
| 2  | 14709 - 49 | USA | Thomas Allen, IV., Jim Allen, Jane Allen               | 8   | 3   | 3   | 8   | 5   | 1   | 20    |
| 3  | 14530 - 45 | USA | Bill Faude, Jared Drake, Brian Taboada                 | 11  | 2   | 1   | 6   | 9   | 9   | 27    |
| 4  | 13970 - 44 | USA | Steve Hayden, Angie Hayden, Barr Batzer                | 4   | dnf | 11  | 5   | 4   | 3   | 27    |
| 5  | 14355 - 47 | USA | Bram Palm, Kristin Hallagan, Peter Hallagan            | 7   | dnf | 9   | 1   | 10  | 2   | 29    |
| 6  | 13790 - 31 | SUI | Urs Wyler, Gilbert Dür, Walter Dür                     | 2   | dnf | 7   | 13  | 7   | 4   | 33    |
| 7  | 14255 - 46 | USA | Dick Hallagan, Lori Foster, Brian Hughes               | 5   | 6   | 8   | 7   | 8   | 10  | 34    |
| 8  | 14478 - 40 | USA | Paul Wurtzebach, Susan Daly, Peter Sherman             | 6   | dnf | 12  | 4   | 3   | 11  | 36    |
| 9  | 14176 - 11 | CAN | Peter Hall, Bill Mauk, Kevin Burnham                   | 3   | 1   | dnf | 17  | 6   | 15  | 42    |
| 10   | 14307 - 12 | CHI | Manuel Gonzalez, Pablo Barahona, Juan Fco Novion       | 9   | dnf | 4   | 10  | 17  | 5   | 45    |
| 11   | 14684 - 43 | USA | Paul Gelenitis, Betsy Alison, Chris Arner              | 10  | 23  | dsq | 3   | 12  | 6   | 54    |
| 12   | 13886 - 48 | USA | Georges Peter, Allison Peter, C.H. Ritt                | 12  | 20  | 5   | 14  | 14  | 14  | 59    |
| 13   | 14731 - 65 | ITA | Mario Noto, Giuseppe Alagna, Mario Alagna              | dsq | dnf | 6   | 9   | 2   | 7   | 60    |
| 14   | 14593 - 41 | USA | Robert Harkrider, Sharon Harkrider, Fisk Hayden        | 13  | 12  | 19  | 12  | 27  | 8   | 64    |
| 15   | 14638 - 26 | FIN | Olli Muroke, Erkki Lempiäinen, Tuomas Pihkala          | 14  | 8   | 14  | dsq | 24  | 21  | 81    |
| 16   | 14331 - 22 | FIN | Olli Lähteinen, Antti Lähteinen, Martti Lähteinen      | 29  | 9   | 13  | 22  | 20  | 19  | 83    |
| 17   | 14534 - 24 | FIN | Kimmo Aromaa, Jari Aromaa, Mika Aromaa                 | 28  | 7   | 18  | 15  | 29  | 17  | 85    |
| 18   | 12951 - 32 | SUI | Jacques Perret, Audrey Matteson, Thierry Monnier       | 22  | 16  | 17  | 28  | 11  | 20  | 86    |
| 19   | 14494 - 20 | FIN | Juha Hämäläinen, Asko Hämäläinen, Tuomo Pirinen        | 24  | 5   | 22  | 19  | 22  | 22  | 90    |
| 20   | 14496 - 18 | FIN | Matti Bruun, Pauli Riihioja, Markku Kallio             | 27  | 13  | 10  | 33  | 16  | 24  | 90    |
| 21   | 14406 - 25 | FIN | Pertti Pyy, Leena Pyy, Maija Pyy                       | 16  | 17  | 21  | 18  | 30  | 18  | 90    |
| 22   | 14525 - 42 | USA | James Carson, Bill Bogardus, Ryan Dunn                 | 18  | dnf | dns | 11  | 15  | 13  | 93    |
| 23   | 13402 - 64 | ITA | Antonio Marino, Francesco Linares, Alessandro Mari     | dsq | 11  | 15  | 20  | dnf | 12  | 94    |
| 24   | 14364 - 33 | FIN | Sampaa J. Salminen, Tero Kotimäki, Keijo Tulomäki      | 15  | 18  | 20  | 24  | 23  | 30  | 100   |
| 25   | 14352 - 19 | FIN | Pentti Järvinen, Lassi Järvinen, Mikko Hellman         | 23  | 10  | dnf | 26  | 21  | 25  | 105   |
| 26   | 14491 - 28 | FIN | Heikki Hämäläinen, Jussi Hämäläinen, Timo Niskanen     | 10  | 22  | dnf | 27  | 13  | 26  | 108   |
| 27   | 14535 - 38 | FIN | Antero Punttila, Waltteri Karhusaari, Erkki Punttila   | 26  | 15  | dnf | 23  | 19  | 29  | 112   |
| 28   | 14239 - 63 | ITA | Sergio Rustichelli, Vittorugo Mearini, Marcello Cesari | 32  | dnf | 16  | 16  | 25  | 23  | 112   |
| 29   | 14274 - 21 | FIN | Leo Korhonen, Martti Nisonen, Antti Varheenmaa         | 19  | dnf | dnc | 30  | 18  | 16  | 119   |
| 30   | 13438 - 27 | FIN | Timo Meri, Pasi Hannila, Niko Lappalainen              | 21  | 14  | dnf | 29  | dsq | 27  | 127   |
| 31   | 14361 - 39 | ITA | Gaspere Buffa, Giovanni Buffa, Luigi Anca              | 17  | 21  | dnf | 21  | dsq | dsq | 132   |
| 32   | 14664 - 30 | SUI | Peter Graf, Matthias Knopf, Magrit Graf                | 33  | 19  | dnf | 31  | 28  | 28  | 139   |
| 33   | 14269 - 29 | FIN | Markku Paloma, Martti Kalapuro, Mika Vartiainen        | 25  | dnf | dnc | 32  | 26  | 31  | 150   |
| 34   | 14179 - 66 | FIN | Rainer Korhonen, Anne-Maria Salenius, Kari Salenius    | 30  | dnf | dnf | 25  | 31  | 32  | 154   |
| 35   | 13345 - 62 | ITA | Giuseppe Valenti, Giovanni Pulizzi, Guglielmo Maggio   | 31  | dnf | dnc | dnc | dnc | dnc | 178   |

*The practice race at midnight.*



*The opening ceremonies.*



*The waterfront, center of activities.*



*Wet sailing from the waterfront.*



Photos: Jane Allen

# The Mayor's Reception



Photos: Audrey Matteson

# XVIII CAMPEONATO MUNDIAL

By Tito Gonzalez  
Fleet 490  
Aculeo Lake Fleet  
Chile District

South American Champion  
1985, 1994, 1995  
PanAmerican Games  
Gold Medalist 1995



Uno de los pocos lugares en el mundo donde se puede practicar las 24 horas del día, siempre con luz, nunca de noche. Eso es lo que esencialmente hace diferente a Finlandia del resto de los países que nuestra clase visita cada 2 años con motivo de celebrar sus Campeonatos Mundiales.

Para todos los que estuvimos ahí estoy seguro fue una experiencia inolvidable, los finlandeses hicieron del campeonato una gran celebración, su organización perfecta, y un Comité de Regatas impecablemente vestido al más puro estilo de los mecánicos profesionales de los equipos de carrera Fórmula 1.

Kalavesi, un lago piccolo como me dijo un italiano amigo mio, fue a la postre una cancha de regatas parecida a la Laguna de Aculeo, centro de entrenamiento preferido de mi equipo aquí en Chile, lo que sin duda fue uno de los factores importantes para ganar. Pero sin un gran equipo como lo fueron German Schacht, el hombre más buenmozo de la flota en Finlandia y el mejor medio que he tenido nunca desde que estoy navegando Lightning y a Rodrigo Zuazola un veterano de la vela en Chile y gran táctico hubiese sido a lo mejor imposible de navegar bien. Tampoco puedo dejar de rendirle un sincero homenaje a nuestro Ojo de Lince, el bote más viejo de toda la flota construido en 1969 por Allen, hoy de 26 años de edad, quien sin duda volvió a ser el bote más rápido en las condiciones de vientos medios y aguas planas que tuvimos en la mayoría de las regatas.

Por último agradezco a todos los que de una u otra forma nos han ayudado a través de todos estos años a seguir compitiendo en Lightning, en especial y por sobre todos a mi padre ya que sin su apoyo incondicional hubiese sido imposible no sólo ganar, sino habernos mantenido todos estos años navegando en esta Maravillosa clase Lightning.

Nos vemos pronto.

One of the only places in the world where you can practice 24 hours a day - it's always light, never dark: this is Finland's essential difference from other countries the Lightning Class visits every two years to celebrate the World Championship.

I'm sure it was an unforgettable experience for everyone who participated. The Finlandians made the championship a great celebration, with perfect organization and an impeccably dressed regatta committee outfitted in the style of Formula 1 racing teams.

Kalavesi, a "piccolo" lake, as my Italian friend told me: it is similar to a group of regattas sailed on Lake Aculeo in Chile that has been a favorite of our racing team. This was without a doubt one of the important factors in our win. The team included German Schacht, the most handsome man in the fleet, and the best middle crew I've had in my years of Lightning sailing. And Rodrigo Zuazola, a veteran of Chilean sailing and a great tactician without whom it would have been impossible to sail so well. Neither can I forget to pay homage to the Eye of Lince, the oldest boat in the fleet, built in 1969 by Tom Allen. It is 26 years old this year and was surely the fastest boat in high winds and flat water, the prevailing conditions in the regatta.

And finally, I would like to thank everyone who has helped me to continue competing in the Lightning through the years. Above all, I thank my father. Without his unconditional support it would have been impossible not only to win but also to devote all these years to participating in the wonderful Lightning Class. See you soon.

Editor's note: Tito's article was translated by Paco Caicedo and Lisa Brauer. We apologize for any unintentional misquotes.

Photos: Audrey Matteson and Jane Allen





## Newspaper coverage in Kuopio



Newspapers courtesy of Jane Allen.

# Worlds Week.

Enjoying the show.



There was a show every day, music and dancing.



Photo courtesy of Juha Hämäläinen



Photo courtesy of Juha Hämäläinen



Photo courtesy of Juha Hämäläinen



Kuopio Yacht Club



A social evening get together and the ILCA annual meeting.



Photos: Jane Allen or Anne Allen

# Worlds Week.

A little work on the boat. (paid off)



Socializing at the beer tent.



Relaxing at the hotel.



Photo: Anne Hallagan

Sightseeing and shopping



Photo: Audrey Matteson

Time out from putting the boats in the containers for the trip home.



Sightseeing



The view of Kuopio from the tower.



Photos: Jane Allen or Anne Allen



# Worlds Awards Ceremony and Banquet



Photos: Jane Allen

# 1995 WORLD CHAMPIONSHIPS - OUT OF THIS WORLD

## Or...The Most Amazing Thing I've Ever Seen Done in a Lightning

By Bill Faude  
Fleet 69, Milwaukee Yacht Club  
Midwest District

Third, 1995 Worlds  
V.P. Treasurer, ILCA  
Flashes column editor



I don't think enough has been written about this past summer's World Championships. I'm glad they only happen once every two years - it gives us slower writers a chance to get an article together.

You've heard about what great hosts the people of Finland were. You probably know the results by now. Thanks to the "Masthead Fly" you might even know about our current North American Champion (Blood alcohol level 3.6) narrowly avoiding being entwined in an International Incident with a train conductor. But unless you were there, you don't know about something that happened there that was the single most amazing thing I've ever seen happen in these blessed square yachts.

If you look at the results of race 2 you will find Peter Hall 1st. Our boat 2nd. Thomas Allen, Jr. 3rd and Tito Gonzales 4th. Now, Tito and Tommy ended up 1-2 in the regatta. Both had better finishes in the event so what's so special about this race? In the World Championship, in a competitive fleet of more than 40 boats Tito and Tommy and their team-mates finished 3rd and 4th in a race where they both tipped over.

In the part of the world where I do most of my sailing, we don't get a chance to sail in breeze much over 25 mph. And that's too bad, 'cause as we were reminded in Finland some of us kinda like to plane. And since we seem to not be sailing reaching legs enough any more, it needs to be really blowing to do it dead down-wind. So, although some people thought the conditions were a little extreme to be racing, we were racing in over 30! And I think they were right to do it - it was the World Championship - it should be special.

Tito went over in an unusually large puff about four boat lengths from the offset at the second weather mark of a Triangle, Windward, Leeward, Windward, Leeward, Windward course. His team was in second place, behind Peter Hall. They had just hoisted their chute. His boat is one of the early tank Allen boats hull number 11011. He's done a lot of work on it you can tell. It's bullet proof but in this situation, it's on it's side, it's blowing hard...we went planing past, fully cognizant that Tito has been the fastest Lightning sailor in the world in big breeze for some time. Frankly, we thought that time was up.

Tommy, his sister Jane and brother Jimmy moved into 2nd when Tito went over. We were right behind them when they went over trying to jibe. We were running in the middle of the leg in about 30 knots, both with our chutes up with bow waves coming off back by the bailer. I think they actually went over in a little

bit of a lull. So it was probably only blowing 25 or something. But when it's blowing that hard, you really want to be planing when you jibe, there's less load on everything. We watched them go over. Nobody got hurt. I've got to be honest, we were actually a little happy to see them go. Usually, the one making the fewest mistakes wins.

In the world I knew before, when it's blowing over 30 and you tip over hoisting your spinnaker, or you wait a little longer and biff in a jibe in a competitive fleet of more than 40 boats from all over the world, you don't come back to finish 3rd and 4th in the race. If on top of it, you're sailing a boat that was built when Nixon was President and the puffs are over 35 and your chute is wrapped around the spreaders and your crew is completely separated from the boat, or you're sailing with your brother and sister and it's pretty cold and there're about 400 other reasons to just bail out the boat and wait for the next race, where I'm from you sail your throwout!! and you cave in from there and if it's windy again tomorrow I beat you then too.

But that didn't happen. The simple point of this piece is that on the second day of that regatta in Kuopio neither Tito nor Tommy nor their crews (who really had seemed like regular folks when we left the dock)...were in a world the rest of us were not inhabiting. That day, one of the windiest days any of us had ever raced a Lightning Championship in, our boat finished race 2-2nd and race 3-1st and we gained exactly 2 points on Tommy and 4 on Tito when both of them had been swimming. And I know for a fact that in that second race, Tommy sailed two full beats without any mast blocks.

I'm gonna end this now, but I gotta tell you, where I'm from we watch a lot of NFL film footage of legends of the Gridiron and they're always trying to articulate what makes a champion different than the rest of normal humankind. They use those deep epic voices and that direct from-God music to paint their pictures and they do a pretty good job. But I don't need to watch that anymore. I was there in Kuopio. We planed past both those boats on their sides. I saw real capsizes. I know that water wasn't warm. You can see the pictures to prove they really went over. But then we watched both of them get back in those boats and sail right through almost the whole fleet.

As I sit at my desk and I think a lot about Kuopio and all the great people we met there...I'll remember that place a long time because they let us sail that day and what those six people did. Those guys were champions that day. And I'll never forget it.