



This Year's Events

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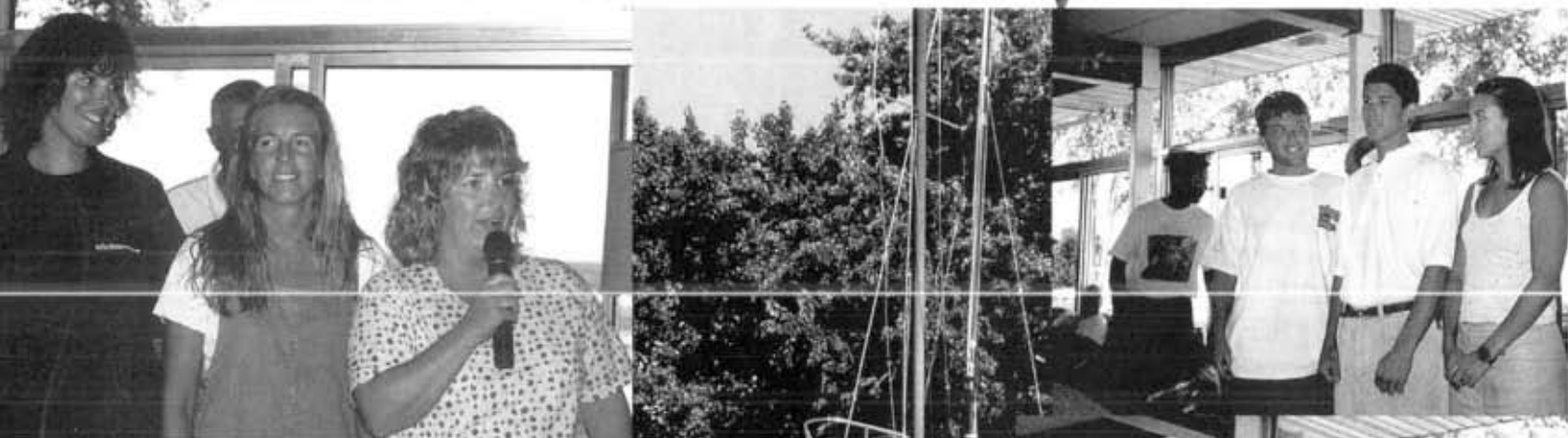
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# The North American's Experience

— BY CAMILO SALCEDO

As part of the recently formed Colombian sailing team we had been selected to participate in the 420 World Championship in Newport RI. But after weeks of faxes and phone calls to and from the 420 organization the logistics for chartering a boat became so complex and the cost so unreasonably high (more than \$3000 for one boat one week) that the Colombian Sailing Federation decided to send a junior team to compete in the Lightning North Americans instead.

There were a few phone calls to Karen Johnson and in a couple of hours everything was arranged with the help of Dave Nickels who rented us one of his boats for a reasonable price and took care of delivering it to North Cape for the Juniors and Crescent Sail Yacht Club for the North Americans.

This really says a lot about the Lightning Class. We felt welcome and part of a big family more than just a sailing organization. Karen even volunteered to pick up one of us at the Detroit airport, a three hours drive away, now that's what we call dedication!. We have this kind of family reunion approach towards the regattas with our friends in other countries in South America especially Ecuador, but to find the same attitude so far away with people we had never seen before was a very gratifying surprise.

We were really thrilled with the chance to compete in an important regatta in the U.S, because my skipper Juan Camilo Bustos with myself in the middle and Nicolas Deeb forward had been competing in open regattas for some months even though we three are just 17 years old. We felt that we had a chance for a decent performance particularly in the Juniors and as it turned out the competition in North Cape was very tough and it took us a while to adjust to the conditions in lake Erie. We had a lot of help from the class coach Jon Singen and everybody in the organization seemed intent on making things easy for us and giving us a good time. We ended up losing the tie for third place in the Junior North American Championship which only made us wish we can come back next year and try to do better.

After the Juniors in Monroe we went on to Detroit and the beautiful setting of the Crescent Yacht Club, to sail with the big boys in the awful chop of lake St Clair, that was some experience! We had never sailed against sailors of that caliber in a big fleet, let alone in such difficult conditions and although we felt somewhat overwhelmed at first we began to get the hang of it and started thinking that we had a shot

at making the Championship Fleet because our boat handling seemed good and our speed was not that bad compared with the middle of the flecters. Well, we got to be a little overconfident, and tried a fancy gybe to cut inside at the leeward mark in the last qualifying race, capsized and had to settle for the President's Cup.

The first race of the President's Cup started in light air, we had a poor start and rounded in the high teens, we caught some boats off the wind and on the second beat. The run was very fluky and we managed to get close to the leaders and rounded about eight, the wind was shifting left noticeably and being small lake sailors we knew a little about chasing those weird puffs and decided to hit the right corner hard even though it looked like we would have to sail a reach to the finish line. We caught a puff far to

the right that pushed us right over the bows of all the boats ahead that we, were forced to tack away from to look for more velocity. We sailed our little puff all the way to get the gun! Winning a race in the North Americans was the high point of our trip, it made all the effort worthwhile. While we had some good races and managed a second place in the fourth race - where we survived a mark rounding protest - to end up third overall in the series, that was a big satisfaction for us and for all the people who believed that we were ready for a big International Championship.

We are very grateful to all the people in the lightning class and the Championship organization who made a point to help us to be there, to sail and to have such a great time. Thanks specially to Steve Thomas for watching over us all the time, and George and Dave Nickels for their help and hospitality.



“ This really says a lot about the Lightning Class. We felt welcome and part of a big family more than just a sailing organization. ”



# 1997

## August 5-8 WOMEN'S NORTH AMERICAN CHAMPIONSHIP

NORTH CAPE YACHT CLUB • LASALLE, MI

9 Boats, 4 Races, No Throwout

1	14706	Mandy Hofmeister, Jan Thompson, Kathy Osborne	1	2	2	3	8
2	14755	Bonnie Nickels, Ruth Troy, Traci Bukowski	2	1	5	1	9
3	14809	Kim Logan, Danielle Septembre, Kathleen Tocke	3	5	1	2	11
4	14555	Karen Johnson, Edna Johnson, Amy Simonsen	4	4	4	5	17
5	14321	Jo Ann Jones, Rebecca Sidway, Ellen Starck	6	3	7	4	20
6	14482	Joan Hurban, Denise Hurban Robin Dorer	8	8	3	6	25
7	14519	Shelly Rothenbuhler, Christy Synowiec, Jo Tunncliffe	5	6	6	8	25
8	14780	Karen Park, Traci Nickels, Jennifer Johnson	7	7	8	7	29
9	12580	Christina Hedrick, Christina Laughlin, Theresa Kramer	9	9	9	9	36

# 1997

## August 5-8 JUNIORS' NORTH AMERICAN CHAMPIONSHIP

NORTH CAPE YACHT CLUB • LASALLE, MI

11 Boats, 4 Races, No Throwout

1	14485	Charles Wardwell, Addison Thompson, Chris Hamilton	2	4	2	3	11
2	11754	Sean Carroll, Katie Dutton, Nick Mercier	1	dsq	1	1	15
3	14595	Ryan Bradley, Kevin Dunn, Emily Ruitter	10	2	3	5	20
4	14057	Camilo Bustos, Camilo Salcedo, Nicolas Deeb	5	5	8	2	20
5	14567	Ryan Flack, Beth Wilkie, Eric Klaban	7	1	9	4	21
6	14318	Anna Tunncliffe, Steve Gerst, David Tunncliffe	3	7	4	7	21
7	14680	Kat Ward, Paul Killebrew, Jim Ward	9	3	6	6	24
8	13719	Doug Young, Jeff Pugh, Mark Kastner	4	6	7	11	28
9	14397	Bill Farmer, Garrett Lovejoy, Jeff Sullivan	11	8	5	8	32
10	14519	Katie McCullough, Chris Kretz, Keith Wells	8	9	11	9	37
11	13834	John Boxberger, Scott Matarese, Allison Stevens	6	dsq	10	10	38

# 1997

## August 5-8 MASTERS' NORTH AMERICAN CHAMPIONSHIP

NORTH CAPE YACHT CLUB • LASALLE, MI

24 Boats, 3 Races, No Throwout

1	14649	Bruce Goldsmith, Sherry Goldsmith, Derek Gauger	1	1	4	6
2	10680	Jim Dressel, Bonnie Shore, Hank Hodgson	3	9	1	13
3	14139	Jack Elfman, Cindy Lister, Laura Milne	9	4	2	15
4	14655	Dick Hallagan, Nancy Bargar, Bucky Beaver	10	3	6	19
5	14345	George Fisher, Tom Emch, Greg Shea	8	11	3	22
6	14779	Jim Davis, Christine Davis, Les Lashaway	5	15	5	25
7	14742	Fisk Hayden, Steve Hayden, Vickie Matthews	11	6	9	26
8	14703	Joe Disette, John McCree, Jim Schofield	13	2	12	27
9	11519	Maury Benbow, Bonnie Benbow, Gary Swangler	4	10	13	27
10	14580	Cal Schmiede, Larissa Higgins, Larry MacDonald	2	14	15	31
11	14321	Jack Jones, John Atkins, Sandy Schrader	6	12	14	32
12	14371	Bob Starck, Brian Starck, James Eagen	7	16	11	34
13	14811	Tom Allen, Sr., Tom Boxberger, Dwayne Hatch	16	13	8	37
14	14148	Stephen Thomas, George Nickels, Mike Thomas	14	17	7	38
15	14741	David Nickels, Phil Rowan, Michael Elliott	17	7	18	42
16	14645	Bob Cotton, Anne Cotton, Bruce Campbell	19	8	17	44
17	14800	Bob Mathers, John Mathers, Bob Kranich	22	5	19	46
18	14727	Ralph Wilson, Hernan Salcedo, Suzanne Salcedo	23	19	10	52
19	14229	Lal Burrige, Jim Carson, Ronn Frerker	15	18	21	54
20	14619	H. Carey Long, Connie Fell, Doug Fell	20	22	16	58
21	14588	Don Sherburne, Bill Hofmeister, John Rogers	12	24	23	59
22	14369	David Bull, Bill Iler, Connie Iler	18	23	20	61
23	13910	Bill Allen, Brad Wagnon, Kevin Keller	21	21	22	64
24	14267	Larry Koster, Tom Rasmussen, Walter Degruyter	24	20	dnf	69





— TOM VICKERS

Crescent Sail Yacht Club's Fleet 51 was delighted to host the 1997 Lightning North American Championships. There were numerous hours of planning and execution by the various committee chairmen and the writer. The hard work by these chairmen paid off in a memorable regatta.

Because the competitors have come to expect top notch on the water management, the initial game plan was simple in its self. Secure the best Race Committee the Detroit Regional Yacht Racing Association can offer, supply the Committee with as much qualified help as needed to do a top-notch job, obtain the best US Sailing judges in the Detroit area and pray for good weather. This meant securing Marcia Everingham as Principal Race Officer, Brian Ebner as the Workboat Race Committee manpower Chairman, and Peter Griffin as the Protest Chairman. These choices would prove invaluable down the stretch, not only in the execution of their normal duties, but also helping with the notice of race and sailing instructions.

The on shore activities would take the lions share of Fleet 51's time. The plan for the shore-side activities was to showcase several of the local prominent historical homes of the auto-barons and some of the prominent Yacht Clubs of the Detroit Regional Yacht Racing Association. Plans were made and thanks to Entertainment Chairman, Jeff Patton a week long social layout and the associated budget were made.

To support such an aggressive social plan, and our desire not to charge the competitors an arm and a leg for such a social schedule, a marketing-fundraising plan was needed. The marketing chairman, Kristin McCallum, put an extensive marketing plan into place, including a web page created by Luiz Kahl. To complement Kristin's plans the Lightning fleet put on a couple of fundraisers. The first fundraiser, which was orchestrated by Phil LePage and Jeff Patton, was a presentation by BOC Challenge second place skipper, (Michigan born and raised) Steve Pettengill. The entire Lightning Fleet put on the second fundraiser, a Casino Party.

Jeff Patton's plan was flexible enough to incorporate various fundraising goals. The final list of venues included The Cotswold style Edsel Ford Estate for the Governing Board Reception. The Detroit Yacht Club's Large Spanish Clubhouse was an excellent venue for the Sunday Evening Casino Party. This historic club is one of the oldest yacht clubs in the country founded in 1868 and was one of the confounding clubs of the Interlake Yachting Association. The Grosse Pointe War Memorial (formally The Moorings' was the home of former Governor Russell Alger,) was a superb place for an evening cocktail and Hors De Oeuvres Party for the competitors. The Grosse Pointe Yacht Club, recently voted by Club Leaders Forum as the #one Yacht Club in the Country, was the ideal choice for the Awards Banquet. The competition for this award included the San Diego YC, the St Francis YC, the New York YC and the St. Petersburg YC.

Local artist and a fine Lightning Sailor in his own right, Tom Carbone and his art committee consisting of Doug Summers and Patty Dressler designed the Regatta Logo and the Regatta Program cover. This logo was used extensively throughout the regatta, from sponsorship program covers to merchandise, not to mention the trophies Tom also made. This was a tremendous amount of work on Tom's part and we are forever grateful.

Mike Williams was not only the regatta treasurer but was also chairman of the T-shirts and merchandise design and procurement. Mike's tee shirt designs have been popular at the Crescent Regattas over the years. His hard work paid off in a great selection of merchandise for the competitors to select from. Due to Mike's enthusiasm and quest for a great deal, he chaired the Sunday Night Casino Party. Going once!

Nancy Williams, Betty Vickers, P.C. Ralph Watkins and Rick Romer kept the merchandise store. Rick's computer skills helped sort out the database John Walton set up for recording the sales.

The Regatta Program was Chaired and edited by Dr. Bob Lee. Bob and his Committee consisting of Doug Summers and Patty Dressler spent untold hours creating an advertising rate sheet and a initial list of advertisers, not to mention writing and or editing numerous articles covering points of interest and some historical perspective.

Housing in the Detroit area was not a problem for there are several hotels and motels in the greater Detroit area. However making sure there is not an automotive widget convention the same week using up all the hotel space was the concern of the housing chairman Craig Hupp. Craig contacted hotels of various price ranges in the area and reserved rooms and let the widget convention participants fend for themselves.

If you are going to host an estimated 100 Lightnings at your club you better have a game plan for where to put them. This job fell on the shoulders of Joe Romer and Bill Walton. Joe and Bill had a well thought out and executed plan that included a large tent pitched on the lawn so the sailors had a place to go to get out of the weather which proved helpful on the day it rained.

Steve Thomas measurement Committee chairman had in place a plan of measurement stations that dovetailed with the measurement card system. This made the measurement process run smoothly.

Jim Allen came through with a wonderful scoring program that did all the things we want from a scoring program.

As you can see it took a lot of work from several people, not to mention the entire Lightning fleet. We had a great time putting this event on and enjoyed all the competitors company. We will look forward to seeing all of you in Buffalo. •

— Tom Vickers lives in Chicago and sails in Chicago waters.







1997

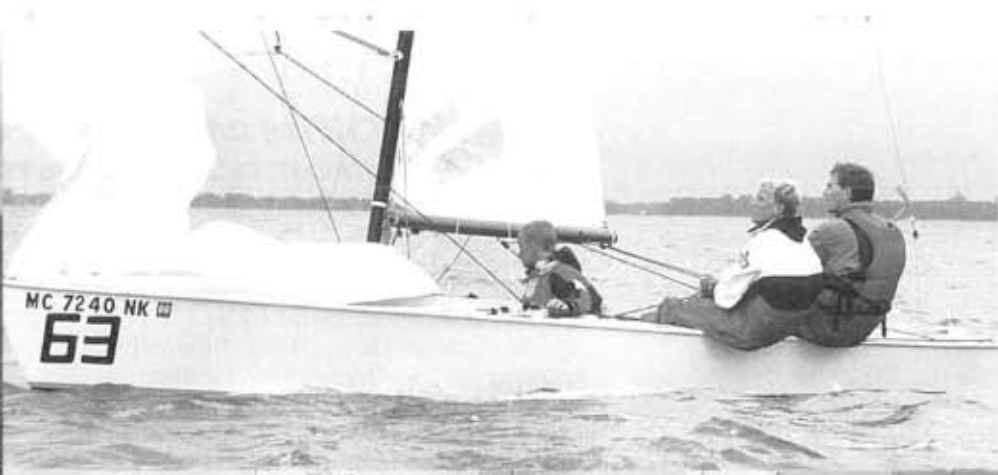
## August 10, 11 NORTH AMERICAN CHAMPIONSHIP

CRESCENT SAIL YACHT CLUB • GROSSE POINTE FARMS, MI

Qualifying Series, 64 Boats, 4 Races, 1 Drop Race

Place	Country	Sail #	Bow #	Skipper	Crew	Race 1	Race 2	Race 3	Total
1	USA	14765	56	Andy Horton, Bill Shore, Betsy Altman	4	1	1	2	4
2	USA	14763	44	Tim Healy, Mike Breault, Adam Walsh	5	1	1	3	5
3	USA	14807	27	Jim Allen, Jane Allen, John Morley	7	2	3	1	6
4	USA	14045	14	Greg Fisher, Brian Hayes, Anna Tunnicliffe	6	4	2	1	7
5	USA	14846	34	Tom Allen Jr., Lisa Brauer, Jenn Graham	3	2	6	4	9
6	USA	14640	22	Don Brush, Ann Brush, Paul Gutwin	1	6	4	10	11
7	USA	14655	41	Richard Hallagan, Allister Thomson, Lori Foster	2	5	5	9	12
8	USA	14695	52	Lenny Krawcheck, Jamie Ewing, Oliver Humphries	6	3	3	16	12
9	USA	14780	3	Colin Park, Karen Park, Kyle Militzer	5	8	8	3	16
10	USA	14774	1	Dan Norton, Linda Norton, Mike Thomas	1	9	7	22	17
11	USA	14811	35	Tom Allen Sr., Steve Thomas, David Tunnicliffe	2	3	12	19	17
12	USA	14752	13	Steve Hayden, Barr Batzer, Jon Fiest	3	13	2	15	18
13	USA	14229	45	Dan Moriarty, Matt Burrridge, Rick Bernstein	9	5	7	6	18
14	USA	14532	6	Robert Harkrider, Tom Schroeder, Jennifer Beam	11	7	12	2	20
15	USA	14139	12	Jack Elfman, Cindy Lister, Laura Milne	10	12	5	7	22
16	USA	14798	21	Bill Fastiggi, Lesley Frymier, Curt Felix	4	20	11	8	23
17	USA	14799	62	Sean Fidler, Kevin Germain, Shane O'Neil	8	6	9	12	23
18	USA	14345	10	George Fisher, Tom Emch, Doug Young	34	4	4	16	24
19	USA	14809	8	John Gochberg, Kim Logan, Danielle Septembre	10	20	6	11	27
20	USA	14706	49	William Hofmeister, Mandy Hofmeister, Kathy Osborne	12	18	14	4	30
21	USA	14581	25	Phil Grotheer, Rob Zerban, Bonnie Eissner	9	12	9	17	30
22	USA	14736	15	Robert Bernhardt, Scott Kirrchhar, Larry Frost	12	10	11	29	33
23	USA	14249	2	George Sipel, Craig Koschalk, Lauren Miston	14	19	10	10	34
24	USA	14751	55	Rob Ruhlman, Abby Ruhlman, Ryan Ruhlman	19	14	14	7	35
25	USA	13862	53	Rick Larson, Eric Larson, Amy Lundeen	16	15	15	6	36
26	USA	11769	57	Chandler Owen, Mike Osbourne, Dwayne Hatch	20	18	10	8	36
27	USA	14519	50	Rick Rothenbuhler, Shelly Rothenbuhler, Terry Kirby	20	17	15	5	37
28	USA	14701	5	Jim Harris, Connie Harris, Chris Samuelson	7	24	21	9	37
29	USA	14508	31	Ben Wallace, Karen Chandler, Tristram Wallace	26	15	8	14	37
30	USA	14779	19	Jim Davis, Christine Davis, Karl Bradley	14	9	17	30	40
31	USA	13717	9	Steve Harris, Patty Harris, Greg Harris	17	13	13	14	40
32	USA	14842	38	Charlie Hess, Nancy Hess, Ryan Flack	21	7	25	13	41
33	USA	14025	42	Robert Bush, Sterling Bush, Andy Clemenko	22	21	16	5	42
34	USA	14049	64	Diana Fernando, Eric Fernando, Beth Groesbeck	8	17	30	17	42
35	USA	14451	18	Joel Humphrey, Mark Allen, Judy Humphrey	11	10	24	25	45
36	USA	14478	26	Paul Wurtzebach, Bonnie Hawkins, Doug Nickel	13	14	18	20	45
37	USA	14637	61	John Garrison, Jim Garrison, Jerry Engelman	18	24	16	13	47
38	COL	14057	65	Juan Bustos, Camilo Salcedo, Nicolas Deeb	19	11	33	18	48
39	USA	11754	32	Sean Carroll, Katie Dutton, Nick Mercier	15	16	17	23	48
40	USA	14819	4	Tom Niles, Jon Lauderbach, Ruth Troy	25	11	20	18	49
41	USA	14747	51	Aaron Stange, Bob Foeller, Eric Mansell	34	8	19	23	50
42	USA	14755	28	Louie Nickels, Mike Losert, Angela Scheibner	17	16	18	26	51
43	USA	14810	46	Jeff Maludy, Toni Pierce, Lynsi Hood	13	26	21	21	55
44	USA	14114	47	Jim Sears, Carol Aljets, Theresa Kramer	23	22	13	24	58
45	USA	14645	7	Bob Cotton, Clark Higgs, Bruce Campbell	15	33	19	24	58
46	USA	14847	66	Adrian Irving, Darian Irving, Libby Wagman	29	23	20	15	58
47	COL	14155	59	Roberto Laignelet, Hernan Salcedo, Susana Salcedo	25	31	23	12	60
48	USA	14595	20	Jim Carson, Kevin Dunn, Richard Eytel	21	22	23	19	62
49	USA	14066	43	Bill Mauk, Greg Mauk, Christine Bateman	28	26	27	11	64
50	USA	14408	39	Stuart Feldman, Gary Swangler, Gary Birnhak	16	23	29	27	66
51	USA	14680	54	Bill Killebrew, Kat Ward, Jim Ward	18	28	28	20	66
52	USA	14590	48	Peter Wenzler, Mike Delano, Justin Zohn	26	19	24	30	69
53	USA	14474	16	David Decker, Jerry Decker, Faye Decker/Rick Kohl	24	25	34	21	70
54	USA	14450	23	Jarrett Lynn, Ryan Bradley, Robin Coveleski	27	21	27	25	73
55	USA	8966	24	Michael Brewer, Dick Brewer, Matthew Wilcox	31	25	22	26	73
56	USA	14438	40	Robert Smith, Lea Ann Smith, Suzanne Hebler	24	29	28	22	74
57	USA	14280	63	Jon Bennett, Russ Miller, Marty Miller	22	28	26	28	76
58	USA	14366	17	Carl Muska, Pat Phelan, Karen Phelan	23	30	25	31	78
59	USA	14713	58	Ed Seyerlein, Bill Anderson, Chris Metcalf	30	32	22	32	84
60	CAN	14134	36	Scott Warrenner, Craig Zaluski, Al McMillan	34	27	26	31	84
61	USA	14415	30	Tom Crosby, Joyce Von Drehle, Steffan Kleinvoss	30	27	33	28	85
62	USA	14769	11	Bob Stoller, Larissa Stoller, Christina Laughlin	29	30	34	27	86
63	USA	14848	29	Dan Hertzler, Kathy & Don Schregardus/Andy Moreland	28	31	33	29	88
64	USA	14410	37	Pascal Buckley, Kevin Murphy, Christopher Buckley	27	29	33	33	89







# 1997

## August 10-15 NORTH AMERICAN CHAMPIONSHIP

CRESCENT SAIL YACHT CLUB • GROSSE POINTE FARMS, MI

Championship Fleet, 34 Boats, 6 Races, 1 Drop Race

Country/Sail/Bow#	Skipper/Team	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Total
1 USA 14763 44	Tim Healy, Mike Breault, Adam Walsh	3	8	OCS	1	1	1	14
2 USA 14045 14	Greg Fisher, Brian Hayes, Anna Tunnicliffe	1	1	2	7	9	17	20
3 USA 14765 56	Andy Horton, Bill Shore, Betsy Altman	4	5	4	5	7	2	20
4 USA 14807 27	Jim Allen, Jane Allen, John Morley	6	3	7	4	5	13	25
5 USA 14229 45	Dan Moriarty, Matt Burrridge, Rick Bernstein	22	10	8	3	2	4	27
6 USA 14846 34	Tom Allen Jr., Lisa Brauer, Jenn Graham	13	2	3	8	4	18	30
7 USA 14799 62	Sean Fidler, Kevin Germain, Shane O'Neil	10	13	1	6	23	5	35
8 USA 14752 13	Steve Hayden, Barr Batzer, Jon Fiest	7	7	6	12	14	6	38
9 USA 14798 21	Bill Fastiggi, Lesley Frymier, Curt Felix	14	4	17	9	27	7	51
10 USA 14695 52	Lenny Krawcheck, Jamie Ewing, Oliver Humphries	11	6	15	10	15	9	51
11 USA 13862 53	Rick Larson, Eric Larson, Amy Lundeen	12	23	20	16	3	3	54
12 USA 14640 22	Don Brush, Ann Brush, Paul Gutwin	2	11	23	22	11	20	66
13 USA 14706 49	William Hofmeister, Mandy Hofmeister, Kathy Osborne	820	14	21	10	16	68	
14 USA 14345 10	George Fisher, Tom Emch, Doug Young	9	12	12	13	30	22	68
15 USA 14139 12	Jack Elfman, Cindy Lister, Laura Milne	15	18	9	17	13	14	68
16 USA 14581 25	Phil Grotheer, Rob Zerban, Bonnie Eissner	27	9	10	14	22	15	70
17 USA 14780 3	Colin Park, Karen Park, Kyle Militzer	18	19	29	2	6	31	74
18 USA 14701 5	Jim Harris, Connie Harris, Chris Samuelson	24	21	11	11	20	12	75
19 USA 14751 55	Rob Ruhlman, Abby Ruhlman, Ryan Ruhlman	16	20	16	23	8	30	83
20 USA 14655 41	Richard Hallagan, Allister Thomson, Lori Foster	29	16	13	24	18	19	90
21 USA 13717 9	Steve Harris, Patty Harris, Greg Harris	26	22	18	18	25	11	94
22 USA 14779 19	Jim Davis, Christine Davis, Karl Bradley	28	17	22	19	12	25	95
23 USA 14249 2	George Sipel, Craig Koschalk, Lauren Miston	17	14	19	20	29	29	99
24 USA 14774 1	Dan Norton, Linda Norton, Mike Thomas	5	DSQ	26	30	16	24	101
25 USA 14025 42	Robert Bush, Sterling Bush, Andy Clemenko	30	31	33	15	24	8	108
26 USA 14811 35	Tom Allen Sr., Steve Thomas, David Tunnicliffe	33	26	5	26	32	23	112
27 USA 14532 6	Robert Harkrider, Tom Schroeder, Jennifer Beam	21	DNF	24	27	19	21	112
28 USA 14519 50	Rick Rothenbuhler, Shelly Rothenbuhler, Terry Kirby	19	15	27	28	26	34	115
29 USA 14049 64	Diana Fernando, Eric Fernando, Beth Groesbeck	23	30	21	31	17	33	122
30 USA 14508 31	Ben Wallace, Karen Chandler, Tristram Wallace	32	24	30	29	33	10	125
31 USA 14842 38	Charlie Hess, Nancy Hess, Ryan Flack	25	28	25	25	31	27	130
32 USA 11769 57	Chandler Owen, Mike Osbourne, Wayne Hatch	20	27	32	33	28	28	135
33 USA 14809 8	John Gochberg, Kim Logan, Danielle Septembre	31	25	31	34	21	32	140
34 USA 14736 15	Robert Bernhardt, Scott Kirrchhar, Larry Frost	34	29	28	32	34	26	149

President's Cup Fleet, 30 Boats, 6 Races, 1 Drop Race

1 USA 14478 26	Paul Wurtzebach, Bonnie Hawkins, Doug Nickel	4	4	2	1	1	9	12
2 USA 14747 51	Aaron Stange, Bob Foeller, Eric Mansell	11	1	1	6	2	13	21
3 COL 14057 65	Juan Bustos, Camilo Salcedo, Nicolas Deeb	1	8	6	2	26	10	27
4 USA 14450 23	Jarrett Lynn, Ryan Bradley, Robin Coveleski	10	3	11	3	3	8	27
5 USA 11754 32	Sean Carroll, Katie Dutton, Nick Mercier	9	6	3	4	24	6	28
6 USA 14595 20	Jim Carson, Kevin Dunn, Richard Eytel	8	2	4	5	11	14	30
7 USA 14755 28	Louie Nickels, Mike Losert, Angela Scheibner	2	14	7	18	5	4	32
8 USA 14810 46	Jeff Maludy, Toni Pierce, Lynsi Hood	6	12	15	7	6	5	36
9 USA 14637 61	John Garrison, Jim Garrison, Jerry Engelman	15	21	9	9	4	15	52
10 USA 14114 47	Jim Sears, Carol Aljets, Theresa Kramer	7	5	13	8	19	20	52
11 USA 14819 4	Tom Niles, Jon Lauderbach, Ruth Troy	18	11	12	16	7	11	57
12 USA 14474 16	David Decker, Jerry Decker, Faye Decker/Rick Kohl	OCS16	5	DSQ	9	2	63	
13 USA 14847 66	Adrian Irving, Darian Irving, Libby Wagman	12	20	17	15	23	1	65
14 COL 14155 59	Roberto Laignelet, Hernan Salcedo, Susana Salcedo	3	17	22	13	14	27	69
15 USA 14680 54	Bill Killebrew, Kat Ward, Jim Ward	5	18	16	23	17	17	73
16 USA 14066 43	Bill Mauk, Greg Mauk, Christine Bateman	25	9	10	19	13	23	74
17 USA 14408 39	Stuart Feldman, Gary Swangler, Gary Birnhak	14	OCS	26	12	20	3	75
18 USA 14366 17	Carl Muska, Pat Phelan, Karen Phelan	17	19	OCS	10	15	16	77
19 USA 8966 24	Michael Brewer, Dick Brewer, Matthew Wilcox	16	10	8	17	28	30	79
20 USA 14848 29	Dan Hertzner, Kathy & Don Schregardus/Andy Moreland	26	7	25	20	25	7	84
21 USA 14645 7	Bob Cotton, Clark Higgs, Bruce Campbell	19	OCS	14	21	10	21	85
22 USA 14438 40	Robert Smith, Lea Ann Smith, Suzanne Hebler	24	13	21	26	16	12	86
23 USA 14713 58	Ed Severlein, Bill Anderson, Chris Walters	20	23	20	28	8	26	97
24 USA 14451 18	Joel Humphrey, Mark Allen, Robin Fell	22	OCS	19	11	DNF	18	101
25 USA 14590 48	Peter Wenzler, Mike Delano, Justin Zohn	13	OCS	28	14	18	29	102
26 CAN 14134 36	Scott Warrenner, Craig Zaluski, Al McMillan	28	15	24	22	21	22	104
27 USA 14410 37	Pascal Buckley, Kevin Murphy, Christopher Buckley	23	22	23	27	22	19	109
28 USA 14280 63	Jon Bennett, Russ Miller, Marty Miller	21	OCS	OCS	29	12	24	118
29 USA 14415 30	Tom Crosby, Joyce Von Drehle, Steffan Kleinvoss	27	DNF	18	25	27	25	122
30 USA 14769 11	Bob Stoller, Larissa Stoller, Christina Laughlin	29	24	27	24	29	28	132







# Ramping up for the World's and North American's

— TIM HEALY, WINNING SKIPPER OF THE 1997 NORTH AMERICAN CHAMPIONSHIP

I began preparation for the 1997 Worlds and North Americans about 18 months ago. I purchased #14763 and rigged it for the Southern Circuit. Our regatta success in the winter and spring encouraged us to set high goals for the summer, to win both the North Americans and the Worlds.

We won the North Americans but lost the Worlds because of a Z-flag during a general recall which cost us first place which we would have had by eight points. We were successful with our performance but disappointed by our placing.

The first thing I felt I needed was ultimate confidence in my sails. I worked with Bill Shore to develop a winning main and jib design as well as a great spinnaker. Just before the Worlds, I knew we had created really fast designs. Our sails required few rig adjustments across a broad spectrum of wind, so I didn't have to think about shroud tension and mast block placement which can be distracting.

Having great crew really helped me perform this summer. For the Worlds, I had my brother Bill and Maria White. We came together only a few weeks before the regatta as a result of my regular crew breaking his foot. At the North Americans, I had Mike Breault and Adam Walsh, both excellent dinghy sailors.

My boat was basically a stock Nichols. I requested that the boat be built to minimum weight and that the maximum amount of correctors be used in the middle of the boat. Additionally, I requested the heaviest centerboard. Before the Worlds, I reweighed the boat, took out lead and recertified the boat at the Worlds. Otherwise, I left the boat building to the experts and rigged it myself.

My rigging systems were simple, designed for efficiency and many took several generations to perfect. I centralized the weight pulling systems out of the ends as much as possible. Knowing the boat was as ready as I was for competition gave me tremendous confidence.



I spent time on the water tuning the rig and developing base settings for all conditions. I did speed testing, which is critical for holding lanes with the good racers and developed my confidence for having good speed and height, when I needed it. I changed to a stiffer spreader bar.

As we sailed, I worked out better solutions for some of our systems, which made the crew work smoother. This was really important as the practice highlighted areas where rigging was getting in the way of our performance. We installed a new jib lead system which took two generations of rigging to get the way we wanted it.

We installed working barberhaulers. I changed to Bill Fastiggi's mainsheet system. We tested three spinnaker poles until we found one with the right ends, a Soling pole 2.5 inches in diameter with tapered ends and great fittings.



I installed a new pinnel/gudgeon system using C-Sure fittings which are lighter and tighter fitting. I changed my tiller and straightened the centerboard. I installed a new centerboard pulley system with fiddle blocks and aligned the system next to the board to get the weight out of the bow.

I set a goal to complete all the tasks by two regattas before Worlds so we could get used to the systems we had developed. I completed 50% of them by the Cedar Point regatta two weeks prior to the Worlds and 90% of my tasks were completed one week before the Worlds. I had confidence that the boat was ready to go and win the regatta.

Knowing my boat was in top condition and that my crew was first rate allowed me to concentrate on the tricky wind and water conditions on Lake St. Clair. We found we were fast and focused, leading at most weather marks throughout the week and had extra speed downwind. I never changed my rig tune adjustments through the large variety of conditions, a tribute to the sail designs. I attribute our success this summer to our preparation. Getting the boat ready got me ready, too. •







# At the North American's with Brian Hayes

— BRIAN HAYES

The 1997 North American Championships were not the event we expected. We expected great parties and terrific hospitality and we got that. We expected super hosts and got them. We expected top notch race committee work and we got that too!! We expected to have a great time and we did. What we didn't expect was wind!! Well, Crescent Sailing Club and regatta chairman Tom Vickers must have made a deal with someone because we got wind too! And plenty of it. Of the 10 races we sailed we were fully hiked in 9 of them! Just like an NA's is supposed to be.

We arrived in Detroit Saturday morning after having spent the previous week drifting around on a lake in North Carolina sailing the Flying Scot NA's. Greg Fisher had been doing powerboat duty down there while I crewed for a friend of ours. As I was hanging off the leeward side of the Flying Scot, butt dragging in the water, drifting past Greg on his powerboat as he sipped cool beverages with an umbrella sunshade I began to think of all the terrible things I could do to him when we reached Detroit. We had discussed doing the Lighting NA's together only a few weeks earlier. Due to time constraints and logistics problems we decided that it would be easier to just team up. "Besides", Greg said, "It'll be FUN!!". I had a flashback to the "DIE HARD" movie with Bruce Willis all bloody and burned up in an air conditioning vent saying the same thing! I told him we needed someone really tiny to do the foredeck as together we would big enough to sail two up. Greg looked all over and with Ernie Dieball's help found Anna Tunnicliffe from Toledo to sail with us. Anna is a junior sailor and from the moment she stepped in the boat we knew she was going to be awesome. We were really impressed when we sailed out the first day and told her to hike. She instantly threw herself over the side into a full droop hike. I asked Greg, "What the hell is she doing?". Greg said, "I don't know, but she's making us look bad. Tell her to get back up here. She's making us look like a couple of lazy old farts." To which I replied, "Greg, we are lazy old farts!!". End of conversation. We let Anna droop hike all she wanted. I think she did it so she could laugh at us without us seeing her.

The opening ceremonies were held on the lawn in front of the club. They were very well done with a cameo from Class President Faude. The event was seemingly sponsored by a champagne company of some sort and corks were flying throughout the ceremonies. I can see why they serve champagne at Hollywood premiers and New York gala events. It certainly seemed to loosen everyone up.

Sunday brought the first day of qualifiers and 3 races were sailed. Sunday night the fleet was invited to the Detroit Yacht Club for Casino Night. To get to Detroit Yacht Club they have a launch that ferries everyone back and forth from a marina not too far from the sailing venue. The regatta had organized a bus and we followed them. It was a great



time at the Yacht Club as everyone was eating, drinking and wagering "chips" to accumulate as much "money" as they could to bid for numerous raffle prizes that were available. We had a great time and I think Anna won a hat that she desperately wanted. We got back to our hotel and crashed after a great party.

Monday dawned and we sailed out to sail the last qualifying race in the morning. After that we sailed in for lunch as the committee did the scores and every-

one was anxious to see who "made the cut". The fleet was divided into two divisions this year and Diana Fernando won the Fallon Trophy as the last qualifier as well as the Swanson Trophy as the highest female finisher. Jim Davis was the recipient of the Thermis Trophy, as the best finisher for a first time blue fletcher, who does not win another trophy.

Race #1- The last qualifying race being held Monday morning allowed the committee to organize the first championship race for Monday afternoon. It was raining torrentially as I recall and I remember Greg coming to find me huddled under the tent to tell me that "There's a sailboat race about to take place. Would you like to join us?". The fleet sailed out and we were started in a northeasterly. The breeze was fresh and I think Tim Healy led at the first mark followed by a group that included us, Dan Norton, Jim Allen, and Andy Horton. At the last leeward mark Tim was first and but we had gained a lot on the run to round behind him by only a few yards. The wind was going soft and we tacked onto starboard to clear our air. Tim held on port to stay away from the spinnakers. After sailing about 150 yds. we tacked back onto port and had Tim in our main window. Don Brush, who must have rounded about 8th(?), tacked immediately around the mark also and was charging up the left side of the course. Since we had put considerable distance on Tim and the left was paying we went back that way. We were able to extend a fair bit in the last 1/4 of the leg to win comfortably in a dying breeze. Don got across second and Tim, who seemed buried by staying right, did a great job of digging back to 3rd followed by Andy Horton, Dan, Jim and Steve Hayden.

Monday night we went for a great Italian dinner with Jack Elfman and his crew Cindy Lister and Laura Milne, George and Marty Fisher and Tom Emch and Doug Young, George's crew. We knew the food was going to be good when we walked in and saw Lenny Krawcheck and his crew sitting there eating. I have come to learn that if Lenny's eating at a restaurant, it's good. We were not disappointed.

Race #2- On Tuesday we arrived to the club to find a brisk 12-16 knot breeze out of the southeast. We started in the middle of a square line with a fair lane of clean air. After 200 yards or so we were able to tack and cross the boats to the right. We stayed on port and seemed very fast.

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We felt we were ahead about halfway up the beat and felt Tom Allen Jr., Jim Allen and Andy were the closest boats. We went back to the left to get in front of Tommy and Jim and Andy followed suit. The reaches were confusing as the gybe mark was set quite low. We led the group down the reach and were just able to hold off Tommy and Andy at the gybe mark. The next reach was tight and we used our weight advantage to hike flat and gained comfortable separation from the group behind. The next legs were "follow the leader" as we choose to loose cover Andy, who was in 2nd. We made one mistake up the last beat that nearly



cost us the race. Andy was the nearest boat and, as we got close to the starboard layline, we were waiting for him to tack so we could loose cover him. Andy, on the other hand, was waiting for us to tack so he would have a clear lane. The bad part was the wind started going right so, by the time we convinced ourselves (read: Greg) to tack we were on the layline and as the wind went right we ended up beam reaching into the finish and beating Tommy by an eyelash!!! In hindsight we should have tacked earlier and, if Andy hadn't tacked where we wanted him to we could have tacked back at him. As it turned out we got very lucky. So Tommy ended up 2nd, Jim was 3rd followed by Bill Fastiggi, Andy, Lenny Krawcheck and Steve again in 7th.

Race #3- A carbon copy of race #2 condition-wise. The lead pack included ourselves, Andy, Tommy, Tim, Tom Sr. and Sean Fidler. Positions were changing a lot as we went upwind and downwind. I think Tim was leading for a fair part of the race while ourselves, Tommy and Sean were changing positions a lot. Going down the last run Sean got to the left on the run and passed Tommy and us. Tommy was to the left of us so he got by us also. The last weather leg saw little changes. I think Tim crossed first but no gun. He was OCS'd. Sean got the gun and we passed Tommy for 2nd while he hung on for 3rd. 4th was Andy followed by Tom Allen Sr., Steve and Jim Allen.

So after the first two days the standings were: Fisher: 4, Horton: 13, J. Allen: 16, T. Allen Jr.: 18, Hayden: 20. With throwouts and 3 races to go there was still a lot to mix up the scores including Tim with a 3,8,OCS.

Race #4- The beginning of the end but still our best race!! The wind was northwesterly and blowing 12-18 and gusty. We had been very fast all week in the breeze and were looking forward to another breezy race. We started in the middle of another square line and were working and hiking very hard. We were just beginning to work out from under Steve Hayden when I found myself no longer attached to the boat. It turns out Matt Fisher had intentionally cut my hiking strap before we borrowed his boat so I would fall out of the boat at precisely that moment of the 4th race and make it so Greg could not win the NA's thereby devaluing Matt's win last year in New Orleans!! (That's my story and I'm stickin' to it!!). I did see Greg's face as I went head over heels into

the drink and that look alone made sailing the NA's this year worth it. I believe I heard him yell "Shucks!" as well (or something like that). In any case I have no idea who did what for the first 3 legs as we were playing catch up. I know Tim was leading and Colin Park, Dan Moriarty, Jim, Sean, Tommy and Andy were all in the lead group. By the 2nd

weather mark we had somehow managed to get back into the top 15 or so. We sailed a good run and a great last beat. By the finish we were within 25 yds. of the winner, Tim. Colin was second followed by Dan, Jim, Andy, Sean and us. The finishes were very close. I think this was the tightest race of the series.

Race #5- Same conditions as Race #4. We had a bad start and spent the first 1/2 of the leg trying to find a lane. We were trying to keep our eyes on Andy, Jim, Tommy and Tim as we felt these were the boats to beat at this stage in the series. As things sorted out we found ourselves on port tack going right with Tim in our window. We looked left to the shore and all the boats there were lifted and in big breeze. This was our undoing. We tacked left to get in with the fleet while Tim continued right. By the time we got to the left the breeze was gone, the fleet was gone and a patch of breeze had built on the right and the wind had gone right. Tim was leading, by a lot!! Our team played catch up the rest of the way and after rounding in the 20's we got back to 9th. Tim led wire to wire followed by Dan (who was coming on strong after a slow start), Rick Larson, Tommy, Jim, Colin and Andy. Rob Ruhlman just nipped us for 8th, which turned out to be very critical for Race #6.

Going into Thursday's last race the scores were:

	no t/o	w/t/o
Fisher	20	11
Horton	25	18
Allen, J.	25	18
Allen, T. Jr.	30	18
Moriarty	35	22
Hayden	46	32
Healy	48	13

With Rob beating us in race #5 it meant that there were 5 boats that could win the NA's going into the last race, Tommy, Jim, Andy, Tim and ourselves. For Tommy, Andy or Jim to win they had to win the last race, we had to be 9th or worse and Tim had to be 7th or worse. For us to win we had to be 8th or better and be within 1 boat of Tim. Tim needed to be top 7 and put a boat between him and us. A true chess match in the making!!

Wednesday night a reception was held at the War Memorial, just down the street from the club. There was an open bar and enough food on the hors d'oeuvres table to feed a small army (which is, what in fact, we had). I think we were disappointed in our 7,9 finishes and Greg and I took full advantage of the free food and (mostly) drink. It was a great party!!

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Race #6- Our worst condition. Light and lumpy!! On the sail out we were trying to devise a game plan. We decided that we would start near the middle of the line in clear air and with an eye on our main competitors. If we lost control of the situation we would try to stay near Tim because if Tommy, Andy or Jim banged a race off in this light stuff we would really have no control over it. As we approached the start line on port with a minute to go there was a big pile up at the boat and Tim was right in the middle of it.

We decided to sail up to the pile and tack below them in clear air and stay on top of Andy, Tommy and Jim who were to leeward. This worked for about 15 seconds. A puff came through to weather of us and the pack sailed over top of us while another puff went to leeward and the group sailed out below us. In this light air within 3 minutes we were spectators of the race that would determine the NA champ. When the lead boats rounded the weather mark we could not read their numbers and we were in the top 15! In any case, as the group drifted downwind we could see that Tim was leading. We began to eat lunch. Andy and Rick Larson were battling for 2nd, while Dan, Sean and Steve were in the lead pack. Now, as we watched we became concerned about holding on to our 2nd in the series. If Andy could pass Tim and win the race then we would end up 3rd. At the next weather mark we saw Tim's spinnaker go up and the a pink and blue spinnaker. Rick Larson! Go Rick! Andy was 3rd. It was actually quite exciting watching from the blue seats as those guys battled it out. Going up the last beat Tim was comfortably ahead and Andy was in 2nd by a few feet over Rick. We saw Tim cross and get the gun to deservedly win the 1997 North Americans. Andy was 2nd in the race to tie us on points and finish 3rd in the series. Rick finished race #6 with another 3rd to close out two great last races followed by Dan, Sean and Steve. We limped home 17th, after losing a few boats on the last weather leg.



The Awards Banquet was held at Grosse Point Yacht Club. It is a beautiful place. Everyone was dressed up and having a great time. Chairman Vickers awarded many service plaques to volunteers and sponsors. The regatta participants really appreciated all their work. You can't run a world class

regatta without great volunteers and the group at Crescent Sailing had some of the best.

Tim Healy with his crew of Adam Walsh and Mike Breault sailed brilliantly throughout the week to convincingly win his first North American's. Tim and his team were able to come back from their 3rd race OCS and sail the

last three races flawlessly to win. Our team hung on for 2nd in the series. As we thought about it we were really thrilled to have been competitive with the "top group". Greg, Anna and I had never sailed together before and Greg and I had never been in a Lightning together before that Saturday, so for a crew that was pieced together we did just fine. The 3rd place finisher, Andy Horton, also had a terrific team assembled with Bill Shore and Betsy Altman. Andy is one of the best young sailors in the class today and will certainly be near the top for years to come. Jim Allen with his sister Jane and John Morley put together a fine series of top 7 finishes to take home 4th place. Dan Moriarty swapped places with long time teammate Matt Burrige to drive his first NA's and finish 5th with Matt and Rick Bernstein crewing. Dan's team turned it on in the last 3 races to pull ahead of a large group to finish in the top 5.

We celebrated pretty late into the night with Tim, Steve and their crews. I recall seeing a clock that said 5:00am at one point. I think there was a large group of people glad there were no races on Friday. We woke up around 10:00am and looked outside. The trees were blowing all over the place. Hey, maybe we could get everyone together for one more!! •

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If you and/or your fleet and/or district want to show a Lightning in a boat show, let the office know about two months beforehand. We can send you brochures, Class Yearbooks, extra membership forms, extra used boat listings, and extra copies of *Flashes* (thus the two months, so we can be sure to order extra *Flashes* for you). We have a pretty nice brochure that's just great for handing out at shows - let us know what we can do for you. We really appreciate the phenomenal efforts of promoting the Lightning and the Class that you boat show volunteers do. THANKS! •