

1999

WOMEN'S NORTH AMERICAN CHAMPIONSHIP

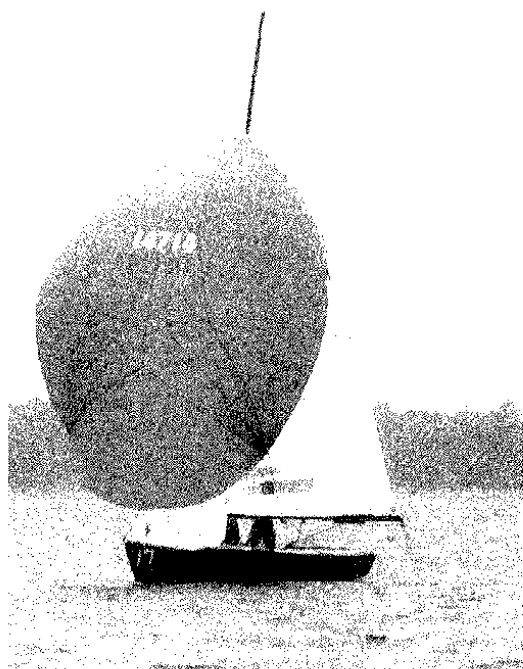
Carlyle Sailing Association, Hazlet, IL, August 10-13, 1999

3 BOATS, 5 RACES, NO THROWOUT

	Sail#	Skipper/ Team	Race#1	Race#2	Race#3	Race#4	Race#5	Total
1	14714	Kathryn Connell, Mandy Hofmeister, Kerstin Visbeck	1	1	1	1	1	5
2	14260	Felicia Bamer, Sioux Z Albert, Dana Patton	2	3	2	2	2	11
3	14654	Sterling Bush, Kathy Swangler, Gillian Reeve	3	2	3	3	3	14

Our Winning
Women:

Kathryn Connell
Mandy Hofmeister
& Kerstin Visbeck



1999

JUNIOR'S NORTH AMERICAN CHAMPIONSHIP

Carlyle Sailing Association, Hazlet, IL, August 10-13, 1999

10 BOATS, 6 RACES, 1 THROWOUT

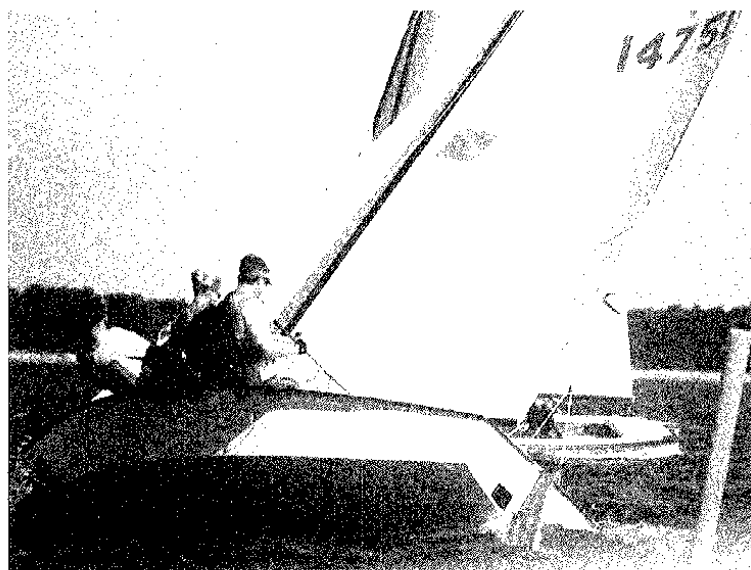
	Sail#	Skipper/Team	Race#1	Race#2	Race#3	Race#4	Race#5	Race#6	Total
1	13834	John Boxberger, Allison Stevens, Hunt Treadwell	6	3	2	4	1	1	11
2	14116	Jim Ward, Ronn Frerker, Erik Beier	3	2	4	6	3	4	16
3	11185	Dave Adams, Kurstin Munson, Pyke Severance	8	1	dnf	5	2	3	19
4	14841	Kevin Stravers, Matt Stravers, Mark Wray	5	5	5	3	4	2	19
5	14595	Ryan Bradley, Ryan Stagaard, Matt Glowacki	2	4	1	2	dsq	ocs	21
6	14751	Ryan Ruhlman, Bridget Boyle, Mitch Caley	7	8	3	1	dnf	6	25
7	13815	Logan McReynolds, E. McReynolds, B. Lashaway	1	6	6	7	5	ocs	25
8	14952	Jonathan Varley, Stephanie Thompson, Karla Varley	4	7	7	8	7	5	30
9	1422	Adam Beckman, Matt Hanson, Ted Frerker	9	10	8	dns	6	dnf	44
10	13870	Titou Schillebeeckx, M. Schillebeeckx, I. Schillebeeckx	ocs	9	9	9	8	dnf	46

JUNIOR'S NORTH AMERICAN CHAMPIONSHIP

John Boxberger
Carlyle Sailing Association

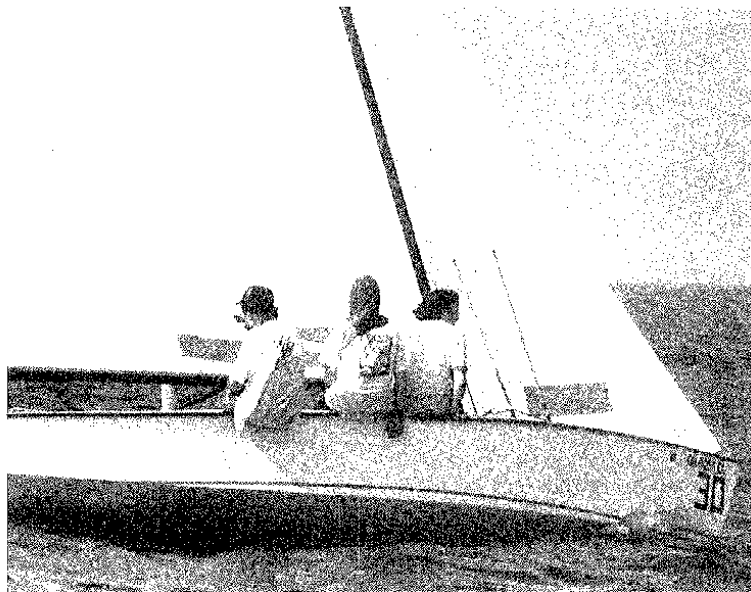
I sit here in front of the laptop and am filled with thoughts and yet I don't know where to start in describing the week of the junior North Americans at Lake Carlyle. Should we start with the 25+ breeze we encountered on the last day of racing or the intense card games that filled in when the wind didn't. Or should we just jump right to the go-kart track.

I guess I might as well start at the very beginning. A few weeks prior to our departure for the mountainous terrain of Illinois we encountered the problem of a lack of a middle crew, and so began the task of finding a replacement. Allison Stevens, who is now infamous among Lightning sailors, and I were faced with a difficult task. The two of us had to replace an excellent middle in Scott Matarese with someone who we would just click with right away. We didn't have much time to prepare for the races so we started searching immediately. Boy did we do a great job of choosing!! We ended up snatching up Hunt Treadwell, a fourteen year old 100 pounder who had sailed with us in Junior Districts. Hunt and I took the boat out twice before our venture and figured out our plan of attack.



Ryan Ruhlman crossing the line on port

The day before we were to leave for Illinois, my father and I drove up 5 hours from Henderson Harbor to Malletts Bay to pick up the ship we would be sailing for the next week. A big thank you goes out to Dick Fastiggi for loaning us his boat (which is a marvelous vessel) and to Bill Fastiggi for putting all of the go fasts on the boat for us. THANK YOU! So at about 12 in the morning dad and I arrived back in Henderson and crashed down for about 4 hours of sleep before we were to leave on our 14-hour trip to Carlyle.



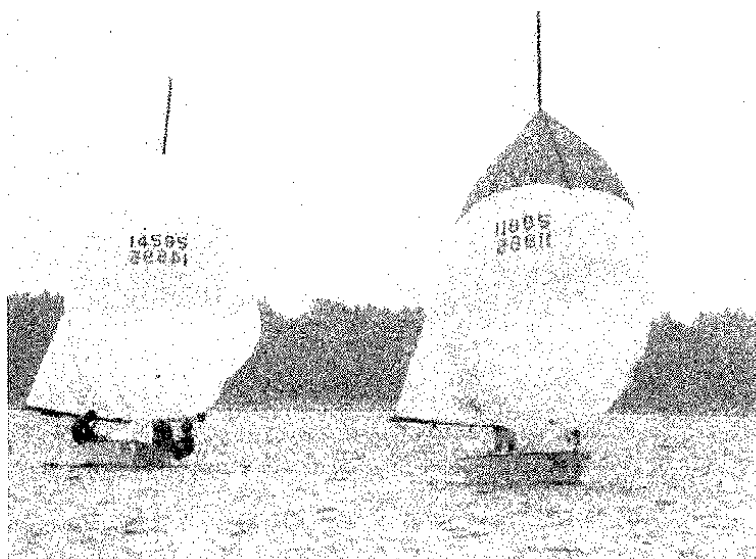
*Jonathan Varley, Stephanie Thompson, and Karla Varley
crossing the finish line* *photos by Mary Huntsman*

Carlyle Here We Come. So, my dad, Hunt, Allison, and I packed into the van and set out on our way. We arrived in Carlyle to find absolutely no wind but a nice welcoming party in the parking lot. We left the boat at the club and headed to our hotel in Greenville to get some Z's.

Tuesday turned into a very long day for us. We uncovered the boat for the first time and worked on tuning and cleaning for what seemed all day. Finally we left the dock for a quick sail and figured out exactly how we would divvy up the jobs on the boat. We knew our sails were fast since our main and kite finished fourth in the Youth Worlds earlier that year and our jib had just won the Pan Am Games (congrats to Andy, Bill, and Heather) so we had no excuse for going slow. We simply had to figure out what each of us was going to do to make us go faster.

Day One. Wow. With extremely light breeze only one race ended up being sailed. In this race, being on the correct side of the course at the correct instant (being lucky) was the biggest key. We had a far from great start at the wrong end of the line when the luck factor kicked in. We ended up second at the windward mark to Ryan Bradley. Then came some great downwind sailing as everyone passed us (note to self: watch the holes). Logan McReynolds ended up sailing a great second upwind beat to take the gun on the shortened course. He was followed by Ryan Bradley and Jim Ward.

Day Two. Plan B. Just stay fast. The winds were much better on the second day as they started light but slowly built throughout the day to end up at about 10 knots. We ended up squeezing three races that day. Great job by the RC. In race 2 it was Dave Adams jumping out in front and holding onto his lead for the race. He was followed at the finish by Jim Ward and then us with Ryan Bradley in fourth. Race three saw Ryan Bradley have another great race as he took the gun. We followed in second with Ryan



Dave Adams, Kurstin Munson and Pyke Severance leading Ryan Bradley, Ryan Stagaard and Matt Glowacki into leeward mark

Ruhlman in third. Race four was sailed with enough breeze to even hike in. What a great feeling - at that time anyway. We jumped out to an early lead and were soon passed by Ryan Ruhlman in a tacking duel. Great sailing Ryan. We continued with the backwards trend after having to do a 720 but still managed a fourth. Ryan Bradley placed second to take the lead in the regatta and Kevin Stravrs was third. After four races it was Ryan Bradley in the lead with Jim Ward and our boat tied for second. We knew we needed a great day on Friday to have a shot at the championship and what better way to get ready than go-karting! A good mix of all age groups hit the go-karts that night with amazingly only one of the group members getting kicked out. Way to go Allison! Time to get some sleep.

Day Three. Hold on for the ride of your life!! What a great day for sailing. Race five was sailed in a good 15 knot breeze. We knew we needed a great race to have a shot at the top spot. And that we did! Al, Hunt, and I jumped out to the early lead on the only Olympic course and never let go. We steadily built our lead and ended up racing against ourselves. We crossed first followed by Ryan Bradley, Jim Ward, and Dave Adams. On shore we learned of a protest in which Ryan Bradley was disqualified for an altercation at the jibe mark. This meant that Ryan Bradley was up one point on us if we had both had our throw out already. During lunch the wind built to 25+ and after a postponement they sent us out. Al and I thought that our choice of crew was not the greatest at this point as Ryan Bradley and Jim Ward (who was in third) each had our boat in weight by a good 100 pounds. Boy were we wrong. We sailed fast upwind to find ourselves in second to Ryan Bradley. We thought he might have been OCS but we weren't sure so we went for it all. And

here come the chutes. Ryan had their chute up and set and the next we saw of them was their mast in the water. We managed to jibe and plane away downwind.

We just wanted to be careful and make it to the leeward gate so no dumb mistakes!! Oh well, so we lost Hunt overboard for a few seconds. Other than that we were safe. When we rounded the leeward gate with a huge lead we started to feel the regatta was ours. We also felt lucky as we saw many masts missing and centerboards sticking in the air. We sailed conservatively the rest of the race just trying to stay flat and ended up taking a bullet and the regatta. What an experience. This was the most wind I had ever raced in and I would have never dreamed of doing it with a 100 lb middle flying our kite. Jim Ward ended up second in the regatta with Dave Adams in third. Ryan Bradley dropped back to fifth because of his DSQ and capsized but sailed a great regatta.

I can't say enough about how great of a job my crew did in all extremes. Thanks to both of you. I would also like to congratulate the members of all the boats on a regatta well sailed. The race committee did an amazing job at getting all of the races in. Job well done. I look forward to seeing everyone next year and hopefully I will get the privilege of writing this article again. Only time will tell.

Our Junior Champions!

John Boxberger, Allison Stevens and Hunt Treadwell



1999

MASTER'S NORTH AMERICAN CHAMPIONSHIP

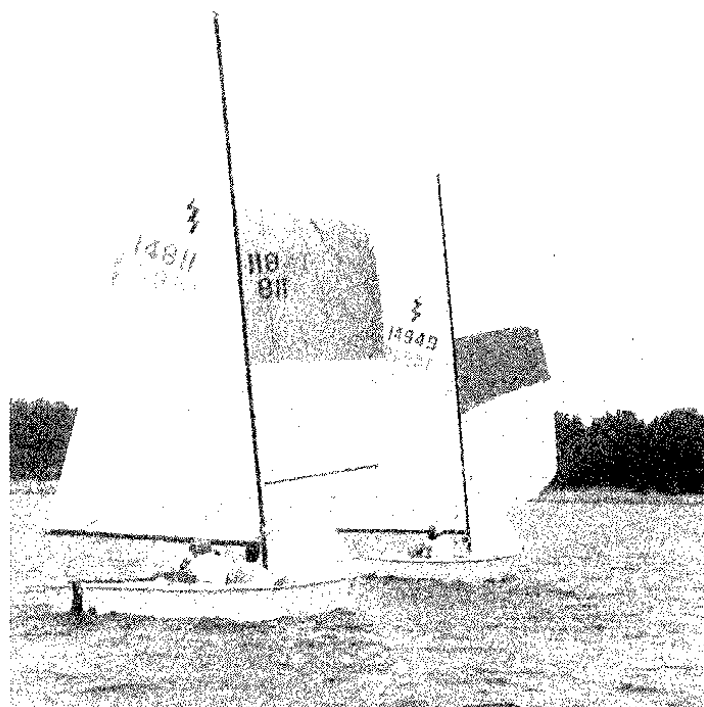
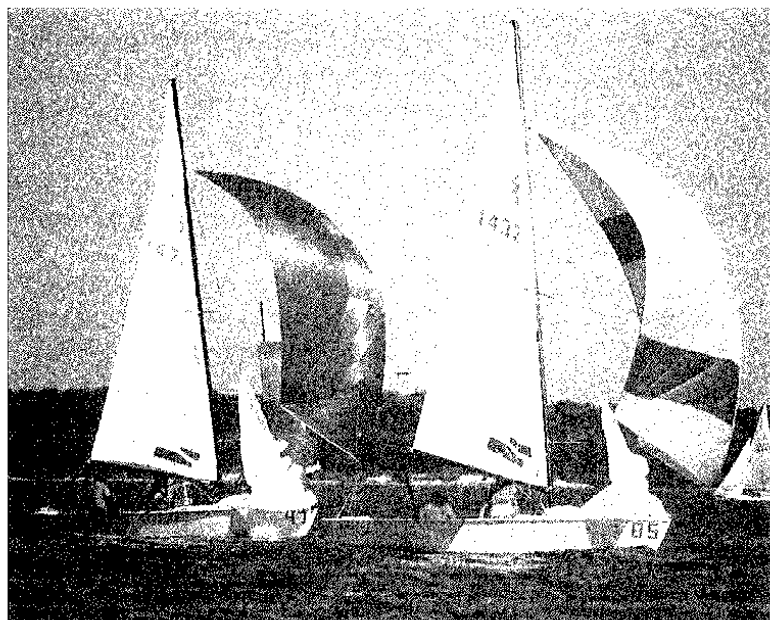
Carlyle Sailing Association, Hazlet, IL, August 10-13, 1999

17 BOATS, 3 RACES, NO THROWOUT

Sail#	Skipper/Crew	Race #1	Race#2	Race#3	Total
1 14780	Colin Park, Karen Park, Adrian Irving	1	5	5	11
2 14811	Tom Allen Sr., Carol Aljets, John Humphrey	4	6	2	12
3 14118	Kirk Johnson, Karen Johnson, Dan Moriarty	3	2	10	15
4 14949	Bill Shore, Tito Gonzalez, Betsy Altman	9	1	6	16
5 14649	Bruce Goldsmith, Sherry Goldsmith, Vickie Matthews	11	3	3	17
6 14229	Lal Burridge, James Carson, Matt Burridge	14	4	1	19
7 14779	Jim Davis, Christine Davis, Les Lashaway	10	8	7	25
8 14933	Joe Dissette, John McCree, Jim Schofield	5	11	11	27
9 14920	Bob Mathers, Bob Shaw, Clarence Johnson	2	15	12	29
10 14321	Jack Jones, JoAnn Jones, Gary Swangler	ocs	7	4	30
11 13910	Bill Allen, Rick Lemberg, Doug Schmahl	7	10	13	30
12 14588	Don Sherburne, Bill Hofmeister, John Rogers	12	9	9	30
13 14736	Mitch Bohnenkamp, Robert Bernhardt, Cullan Duke	8	16	8	32
14 14645	Bob Cotton, Anne Cotton, Bruce Campbell	6	14	14	34
15 14012	Bob Ohlsen, Bill Horton, Kay Ward	15	12	17	44
16 14720	Don Johnson, Jolene Johnson, Leonard Johnson	13	17	15	45
17 14250	Jim Hopkins, Andrew Hopkins, Paul Schuette	16	13	16	45

right--Bill Shore leading Tom Allen

below--Jack Jones leading Colin Park downwind



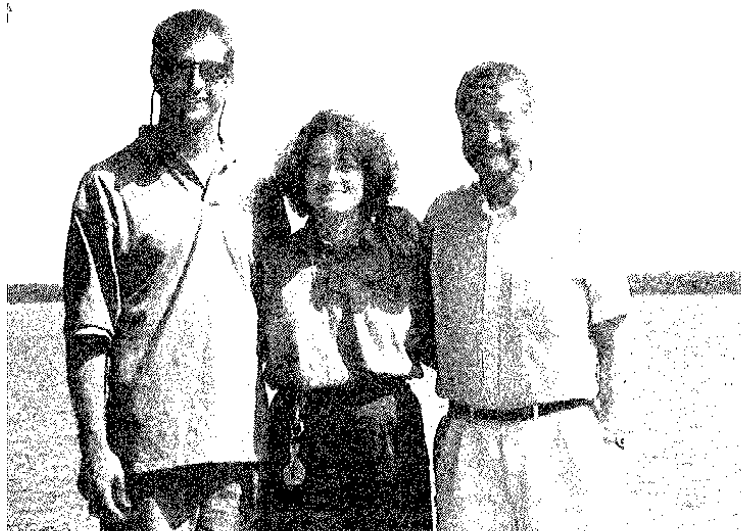
MASTER'S NORTH AMERICAN CHAMPIONSHIP

Colin Park

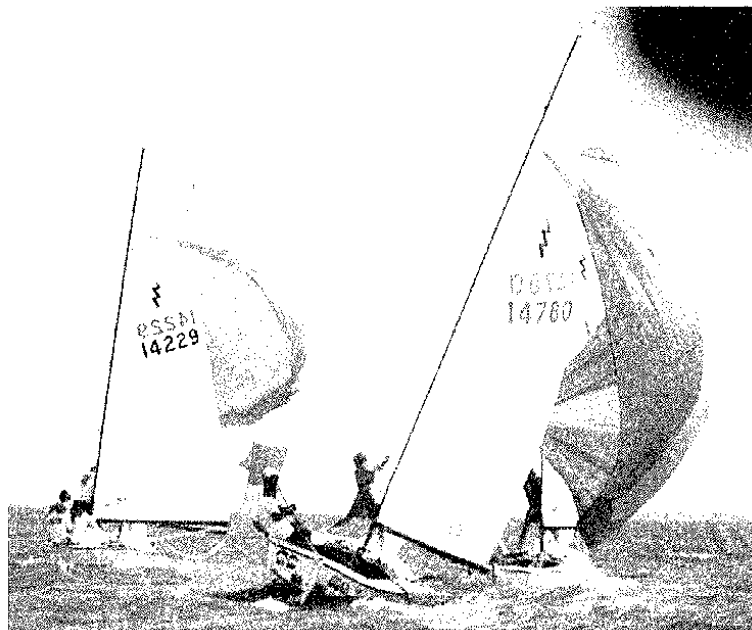
Adrian Irving, my wife Karen and I showed up at Carlyle for our first Masters. Adrian and I sailed against each other in Lasers a (very) long time ago but had never sailed together so we were looking forward to it. Having done it once, I will say, the Masters is a fun regatta and it is a great way to segue into the North Americans.

The usual cast of characters was there; Goldsmith, Carson, Allen, Burrige, Dissette, Mathers, Cotton and others as well as a couple of newcomers, ourselves, Bill Shore (with Tito and Betsy Altman), and Matt Burrige crewing with Lal. The competition looked tough.

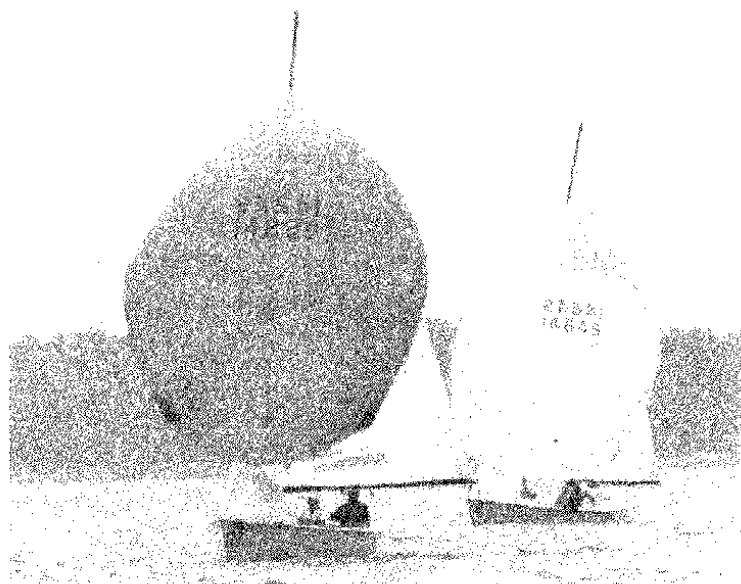
In race one the wind was quite light and stronger on the left, but the forecast was to go right. Bill Shore led the majority up the left as we opted for the right. We felt good that Lal was among the boats coming with us, but the wind became lighter and they bailed out. Fortunately we did get a "rightie" at the top and rounded in a little puff. We elected to jibe set to stay in the puff, which caused considerable discussion on Jack Jones boat. The problem was that the course was to be a triangle. As I understand it, Jack wanted to jibe with us to stay in the puff but JoAnn thought we had gone brain dead and forgotten the course (as I did one race in Henderson Harbor). Anyway, we sailed two high angles and ended up with a nice lead on a shortened course. Bob Mathers was second, followed by Kirk Johnson with Dan Moriarity and Karen Johnson on board, Tom Allen fourth and Joe Dissette fifth.



*Masters Team Johnson-
Dan Moriarty, Karen Johnson, Kirk Johnson*



*above- Heavy air jibe mark
below- Lal Burrige and The Bruin downwind*



The next day (one per day for the old guys), we were out early checking the wind and thought we had a good plan. The wind was tracking right as expected, so we started near the boat and tacked after a couple of minutes. We led up the right along with The Bruin and Lal. As with the last race, Bill was fast up the left. We looked good for a while, but then the wind started to die left and we couldn't find an opportunity to get back. In retrospect we needed to bite the bullet earlier. We were about fifteenth at the first mark, then picked up a couple of boats per leg until the last leg. Far ahead we could see Allen and Shore fighting it out on the right for the lead. The wind was still going left so we got ourselves on the left hip of a pack of boats and pulled out a fifth, just nipping Tom Allen at the finish. Bill won the race.

On the last day the breeze was up and it looked like a fun day in store. Kirk Johnson was ahead by one point

and we had four points on Allen and Shore, who were tied. True to our pattern for this series we wanted the right and got a good start up near the boat. Bill was over early and Tom didn't get off the line very well. We were now in the lead and covering our competition in good breeze. For the next few legs the lead traded around between Lal, Bruce, Jack and ourselves. Around the last leeward mark Kirk was well back in the fleet and we had about 100 yards on Tom Allen and Bill Shore. Life looked good. At the last mark, however, TA went left and Bill went right. We tried going up the middle for a while, but that wasn't working so we went right with Bill. All was well until a couple of boats came out of the far left on a big leftie. They were so far over on that side that we couldn't tell if they were women or juniors or TA. It turned out that one of the boats was TA, so we tried to get over closer to him but were getting glomped on by a couple of the boats in front of us. In the end, we went from a very comfortable situation to winning the series by a narrow margin. Lal Burridge won the race but TA pulled off a second while we got knocked back to fifth to win by one point.

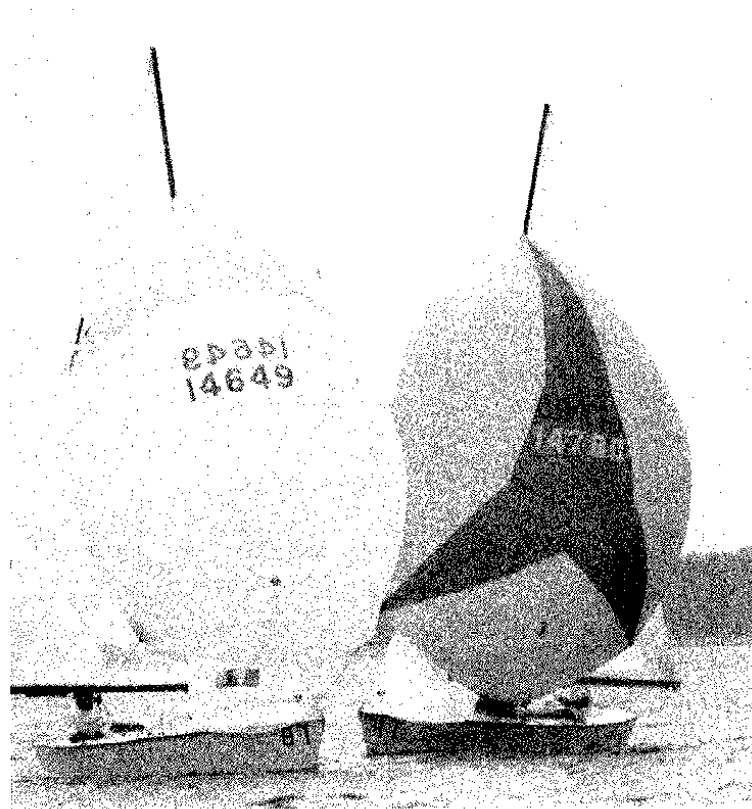
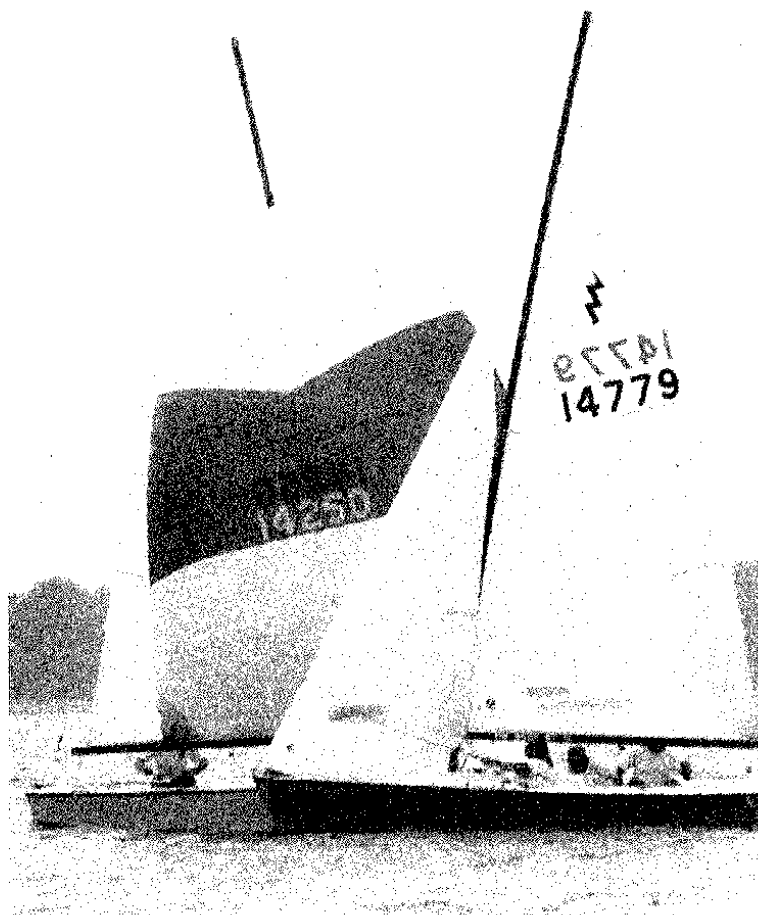
In the series, Kirk Johnson was third, Bill Shore fourth and The Bruin fifth. It was a lot of fun and we plan on doing it many more times.

Jim Davis after the mark rounding crossing Jin Hopkins



above- Master's Champion Colin Park

below-"Starboard Bruce"!



1999

North American Championship Qualifying Series

67 Boats, 3 Races in 3 Fleets, No Throwout

1	Matt Fisher	24	14798	OH				
2	Bill Healy	58	14927	CRI	1	1	4	6
3	Bill Fastiggi	99	14480	NE	3	3	3	9
4	Jack Huntsman	50	14922	MET	2	7	1	10
5	Colin Park	47	14180	MI	7	1	2	10
6	Gerry Paoli	7	14901	MV	2	5	3	10
7	Phil Grotheer	56	14881	DIX	5	8	1	14
8	George Fisher	18	14345	OH	6	5	5	16
9	Bill Mauk	48	14866	FL	1	3	13	17
10	Jim Allen	13	14807	MI	3	4	10	17
11	Tom Varley	30	14952	OH	9	1	9	19
12	Tito Gonzelez	79	14949	CHI	2	13	4	19
13	Lenny Krawcheck	15	14035	SE	4	9	6	19
14	Raymond Harrington	41	14056	NE	7	4	8	19
15	Paul Wurtzebach	35	14478	MW	13	6	1	20
16	Andy Horton	40	14026	NE	4	8	8	20
17	Diana Fernando	52	14049	MI	1	15	5	21
18	Robert Harkrider	4	1489	SE	3	6	12	21
19	Brian Hayes	59	14947	CRI	8	3	10	21
20	Jed Dodge	65	14923	CNY	8	2	12	22
21	Matt Burridge	3	14229	MV	5	13	4	22
22	Bob Sengstacken	37	14888	MET	5	5	13	23
23	Ric Larson	20	13862	MW	7	11	5	23
24	Ken Kniepmann	9	14118	FL	6	8	11	25
25	David Stix	46	14038	MW	14	11	2	27
26	Robert Bush	23	14654	CAD	6	2	20	28
27	David Gorman	21	14905	NE	10	11	8	29
28	Tom Allen, Jr.	63	14932	LE	25	2	3	30
29	Gary Swangler	29	10956	CAD	12	17	2	31
30	Don Brush	61	14640	NE	11	4	16	31
31	Malcolm Hendry, III	38	14917	LI	11	7	14	32
32	Jim Carson	83	14595	CAD	12	7	15	34
33	James Taylor	8	14867	OH	8	13	13	34
34	Carlos Lecaro	49	14676	ECU	10	18	7	35
35	Tom Allen, Sr.	81	14811	LE	10	9	16	35
36	John DeBenedetti	97	13896	PNW	4	17	15	36
37	Chandler Owen	69	11737	IN	15	14	7	36
38	Bob Shaw	10	14760	MI	11	12	15	38
39	Pierce Barden	28	141go	SE	19	14	6	39
40	Patrick Hylant	62	14024	LE	18	15	6	39
41	Charles Hess	54	14842	MI	18	10	11	39
42	Dave Helmick	57	14708	FL	9	22	11	42
43	John Leath	67	13954	IN	14	10	18	42
44	Jim Ward	22	14116	MV	14	16	12	42
45	Martha Cushman	36	14508	MW	17	21	7	45
46	Brad Wagnon	14	14600	IN	16	9	20	45
47	Steve Adamski	33	13818	MW	12	20	14	46
48	Bill Sloger	32	11771	SE	15	12	19	46
49	Bill Allen	86	13910	IN	19	6	22	47
50	Ben Wallace	25	14621	NE	19	18	10	47
51	Terry Burke	2	14766	MV	13	17	17	47
52	Craig Cobbum	70	14940	IN	16	10	22	48
53	John Huhn	19	14828	MV	20	14	14	48
54	Jim Harris	45	14701	SE	25	16	9	50
55	Scott McBurney	43	14481	CA	9	23	18	50
56	Richard Bukowsky	11	14854	MI	20	21	9	50
57	Scott Warrenner	68	14134	LE	15	19	16	50
58	Jeffrey Schmahl	42	13895	IN	20	12	19	51
59	Bob Franke	53	14555	MW	13	18	22	53
60	Jeanne Ehrenberg	12	14527	MW	16	16	21	53
61	Joan Hurban	66	14482	MET	17	20	17	54
62	Marc Schillebecckx	51	13870	MV	17	19	18	54
63	Denny Heisler	6	14636	MV	21	15	21	57
64	Kurt Andrews	27	14897	OH	18	21	20	59
65	Rafael Tamayo	1	14802	COL	25	19	17	61
66	Michael Brock	31	14925	OH	21	22	19	62
67	Adrian Irving	44	14847	MW	22	20	21	63

1999

NORTH AMERICAN CHAMPIONSHIP

37 Boats, 6 Races, 1 Throwout

Carlyle Sailing Association, Hazlet, IL, August 14-20

Skipper/Team	Sail#	District	Race#1	Race#2	Race#3	Race#4	Race#5	Race#6	Total
1 Andy Horton, Kate Sheahan, Scott Ikle	14926	NE	1	12	8	5	3	3	20
2 Jim Allen, Jane Allen, John Morley	14807	MI	11	1	19	7	1	1	21
3 Tom Allen, Jr., John Humphrey, Lisa Brauer	14932	LE	3	5	1	6	12	9	24
4 Paul Wurtzebach, Doug Nickel, Paul Hinz	14478	MW	4	9	2	14	19	4	33
5 Phil Grotheer, Tobi Heisler, Sean Carroll	14881	DIX	2	7	10	dsq	9	6	34
6 Jed Dodge, Bill Dodge, Robin Ghertner	14923	CNY	7	3	7	12	15	8	37
7 Bill Healy, Dave Peck, JoAnn Jones	14927	CRI	10	2	17	8	13	7	40
8 Matt Burridge, Mike Murphy, Jennifer Aljets	14229	MV	ocs	4	4	9	17	11	45
9 Brian Hayes, Carter Utzig, Lesley Frymier	14947	CRI	5	16	18	13	5	12	51
10 Bill Fastiggi, John Boxberger, Allison Stevens	14480	NE	25	ocs	6	1	7	14	53
11 Tom Allen, Sr., Chad Adkins, Anne Allen	14811	LE	22	11	9	10	21	2	53
12 James Taylor, Michael Kemp, Alicia Kemp	14867	OH	31	14	5	15	2	21	57
13 Jack Huntsman, John Huntsman, Stacey Worley	14922	MET	9	13	12	21	18	5	57
14 Matt Fisher, Rick Bernstein, Dan Moriarty	14798	OH	14	ocs	13	4	10	17	58
15 Tito Gonzalez, Bill Shore, Vickie Matthews	14949	CHI	ocs	8	3	17	11	23	62
16 George Fisher, Tom Emch, Laura Jeffers	14345	OH	6	15	15	11	23	19	66
17 Carlos Lccaro, Paco Sola, Jimmy Pazmino	14676	ECU	23	20	11	19	8	10	68
18 Bill Mauk, Barr Batzer, Regan Edwards	14866	FL	21	22	14	22	4	13	74
19 Lenny Krawcheck, B. Samuelson, O. Humphries	14935	SE	27	26	20	3	6	20	75
20 Don Brush, Rick Fastiggi, Lea Ann Smith	14640	NE	ocs	18	16	2	26	18	80
21 David Stix, Robert Alexander, Karl Erickson	14938	MW	8	29	25	24	16	16	89
22 Colin Park, Karen Park, Bill Thomas	14780	MI	19	6	26	25	25	15	90
23 Raymond Harrington, T. Harrington, A. Keyes	14056	NE	12	21	24	23	22	26	102
24 Jim Carson, Ryan Stagaard, Matthew Glowacki	14595	CAD	24	24	23	29	14	22	107
25 Ken Kniepmann, M. Kniepmann, K.Kniepmann	14118	FL	20	10	36	27	32	29	118
26 David Gorman, Valerie Tardif, Brent Basserman	14905	NE	16	30	27	16	30	33	119
27 Diana Fernando, Eric Fernando, Jennifer Day	14049	MI	15	17	34	30	34	24	120
28 Gerry Paoli, Jim Sears, Nicolas Beckman	14901	MV	18	19	31	26	27	30	120
29 Bob Sengstacken, Mike Cullen, Sterling Bush	14888	MET	30	28	21	18	24	31	121
30 Robert Bush, Rob Zerban, Stuart Feldman	14654	CAD	26	31	22	ocs	20	27	126
31 Robert Harkrider, Will Pascual, Chris Pulgrim	14889	SE	29	27	37	20	29	28	133
32 Malcolm Hendry, T. Bouchard, D.Shearlock	14917	LI	17	33	29	28	35	34	141
33 John DeBenedetti, R. Artigues, K. Stravers	13896	PNW	34	25	32	31	31	25	144
34 Gary Swangler, Kathy Swangler, Larry Christy	10956	CAD	32	35	30	32	28	32	154
35 Ric Larson, Eric Larson, Amy Lundeen	13862	MW	13	ocs	28	dns	dns	dns	155
36 Chandler Owen, Mark Paoli, Tom Paoli	11737	IN	28	32	35	33	33	35	161
37 Tom Varley, Jon Varley, Kay Varley	14952	OH	33	34	33	34	dns	36	170

1999

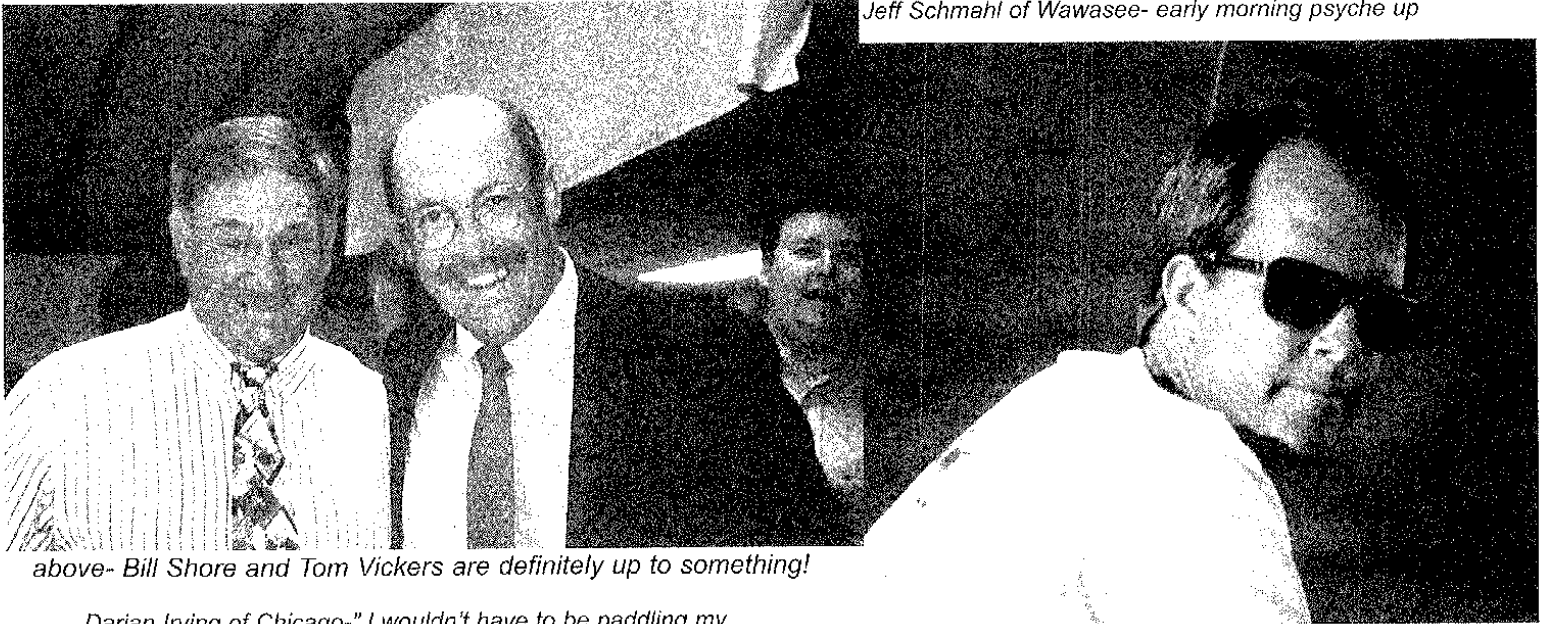
PRESIDENT'S CUP

30 Boats, 6 Races, 1 Throwout

Carlyle Sailing Association, Hazlet, IL, August 14-20

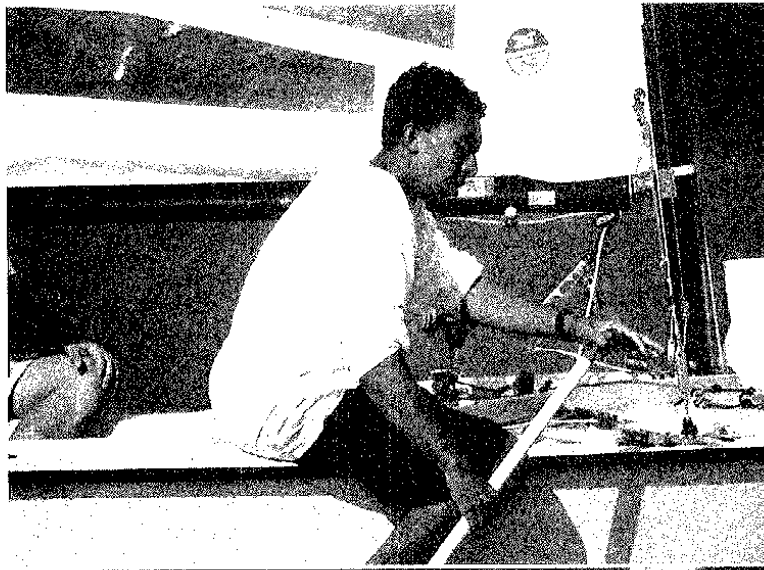
Skipper/Team	Sail#	District	Race#1	Race#2	Race#3	Race#4	Race#5	Race#6	Total
1 Rafacl Tamayo, Gustavo Tamayo, Roberto Laignelet	14802	COL	3	7	1	6	1	3	14
2 Patrick Hylant, Bryan Short, CW Estoff	14924	LE	4	1	16	5	4	1	15
3 Charles Hess, Norm Walters, Beth Groesbeck	14842	MI	10	6	5	1	2	2	16
4 Ben Wallace, Karen Wallace, Tris Wallace	14621	NE	1	5	2	10	11	dns	29
5 Dave Helmick, Davy Helmick, Daniel Gross	14708	FL	28	3	15	2	5	7	32
6 Jim Harris, Connie Harris, Tom Vickers	14701	SE	9	4	7	12	17	4	36
7 Terry Burke, Nora Kelly, Ronn Frerker	14766	MV	19	2	10	13	8	6	39
8 Scott McBurney, Michelle McBurney, Matt Stravers	14481	CA	2	13	14	11	10	5	41
9 Marc Schillebeeckx, Michelle Schillebeeckx, Titou Schillebeeckx	13870	MV	8	9	11	8	22	12	48
10 Bill Sloger, Walton Usher, Clay Rumble	11771	SE	25	ocs	8	3	3	10	49
11 Pierce Barden, Josh Crosby, Phil Burton	14190	SE	26	11	3	14	6	17	51
12 Bob Franke, Bonnie Hawkins, Mark Sanford	14555	MW	6	12	20	18	7	8	51
13 Adrian Irving, Darian Irving, Robert Patterson	14847	MW	12	15	4	16	12	14	57
14 Joan Hurban, Gary Birnhak, Gary Hurban	14482	MET	5	20	13	22	9	11	58
15 Craig Cobbum, Brad Knauer, Jim Wellington	14940	IN	16	17	12	4	14	dns	63
16 Martha Cushman, Steve Cushman, Jim Fairman	14508	MW	21	10	18	9	13	13	63
17 Jim Ward, Cully Ward, Jan Thompson	14116	MV	7	ocs	9	7	dnf	15	69
18 Jeffrey Schmahl, Ricke Lemberg, Justin Bolles	13895	IN	29	14	6	15	15	20	70
19 Scott Warrenner, Brian Snow, Kevin Piper	14134	LE	17	8	24	23	16	9	73
20 John Huhn, Kadi Huhn, Carol Aljets	14828	MV	13	19	17	dnf	20(red)	18	87
21 Brad Wagon, Kevin Keller, Jolene Johnson	14600	IN	11	24	22	19	18	dns	94
23 Bob Shaw, Joyce Von Drehle, Peggy Eddy	14760	MI	14	16	26	21	20	dns	97
22 Steve Adamski, Christina Leiterman, Molly Hopkins	13818	MW	18	22	25	20	21	16	97
24 Denny Heisler, Kay Ward, Reggie Heisler	14636	MV	23	21	21	24	19	19	103
25 Richard Bukowsky, Traci Bukowsky, Karla Varley	14854	MI	27	25	19	17	23	21	105
26 Michael Brock, Dave Ireland, Nate Ireland	14925	OH	20	18	27	25	dnf	dns	121
27 Jeanne Ehrenberg, Tim Shambrook, Carolyn Shearlock	14527	MW	15	23	23	dns	dns	dns	123
28 Kurt Andrews, Zach Austin, Mike Mirachi	14897	OH	22	ocs	dns	dns	dns	dns	146
29 John Leath, Jennifer Leath, Scott Jeffers	13954	IN	30	26	28	dns	dns	dns	146
30 Bill Allen, Aaron Bunse, Ted Frerker	13910	IN	24	dnf	wd	wd	wd	wd	148

Jeff Schmahl of Wawasee- early morning psyche up



above- Bill Shore and Tom Vickers are definitely up to something!

Darian Irving of Chicago- "I wouldn't have to be paddling my laser Dad!"

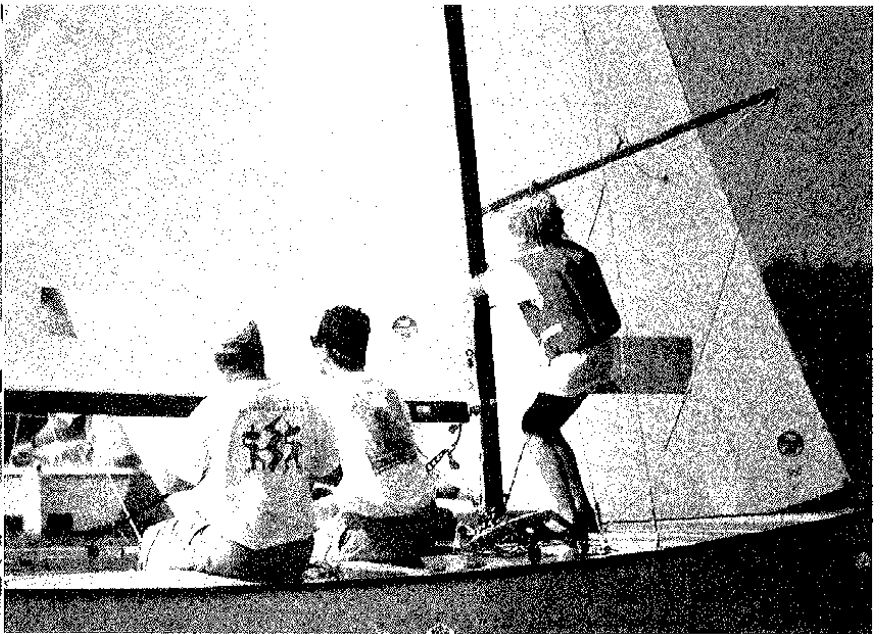


above- Comedy Central on the way to the start
left-- Matt Burridge after that "dock" incident.

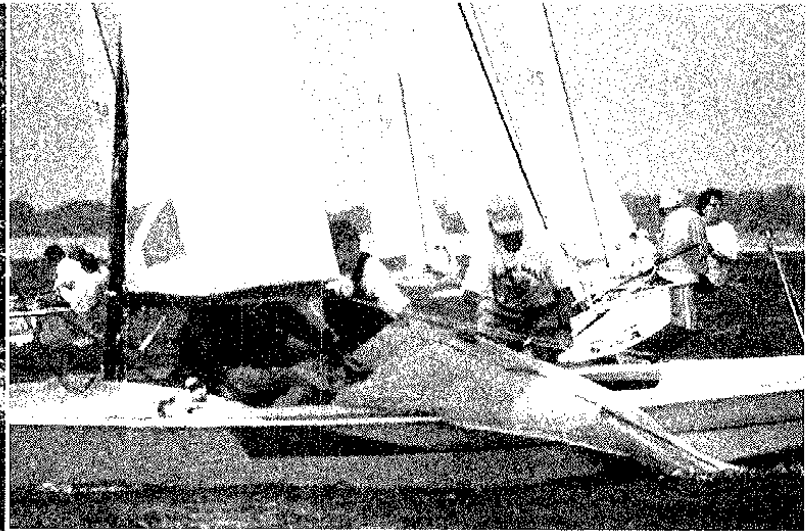
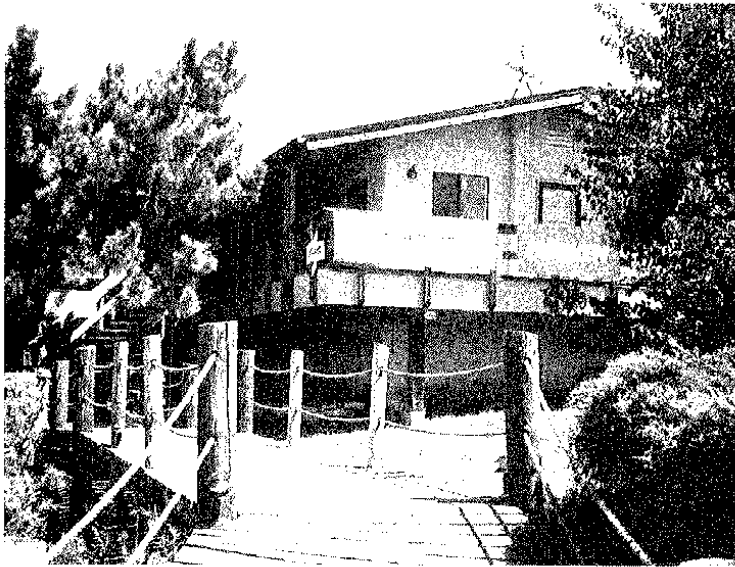
photos by Mary Huntsman



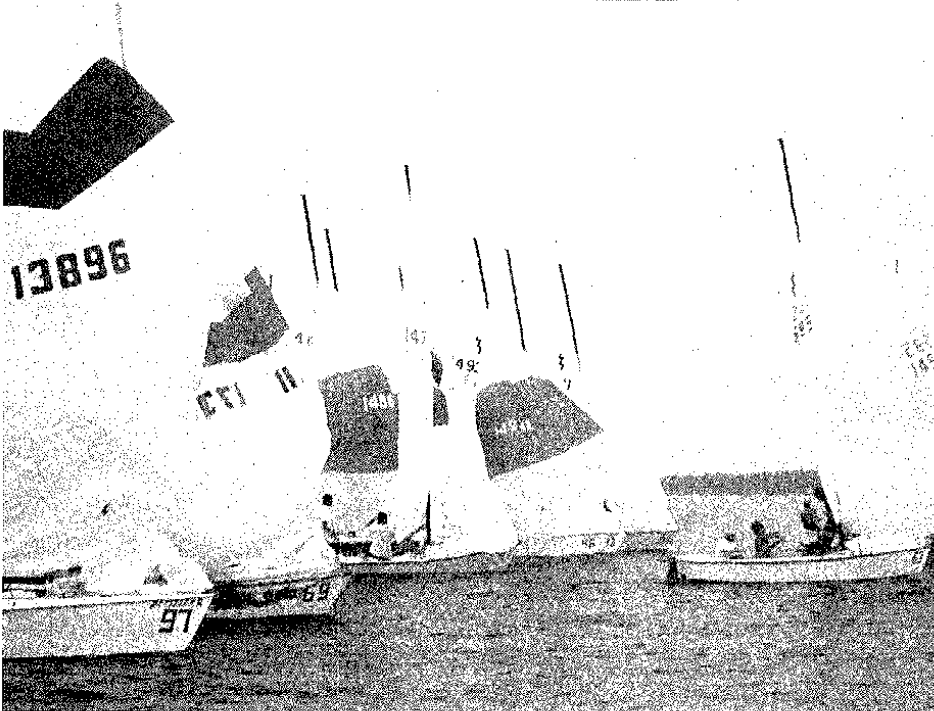
Third place-Tom Allen



Youngest crew Nicolas Beckman getting ready for the spinnaker set.



BooNooNooNoos having a BooBooBoo!



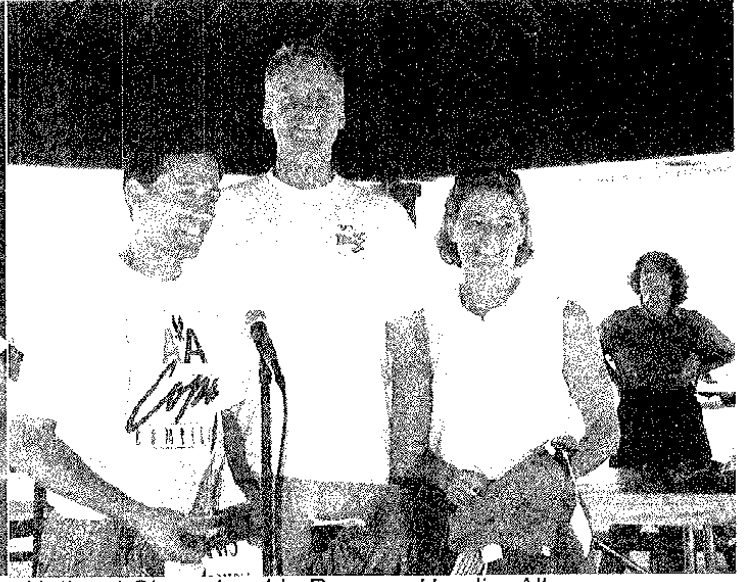
A very messy jibe in our very near future!



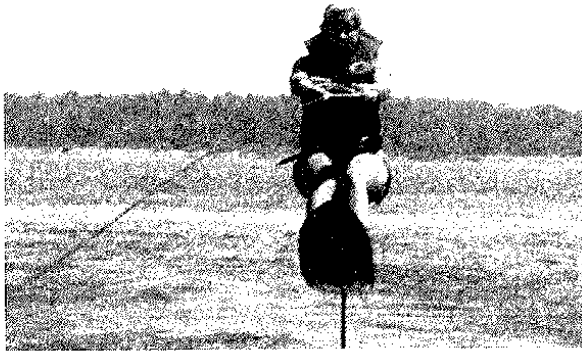
Loyal ILCA supporters Hank & Esther Callahan taking a break from registration and measurement.



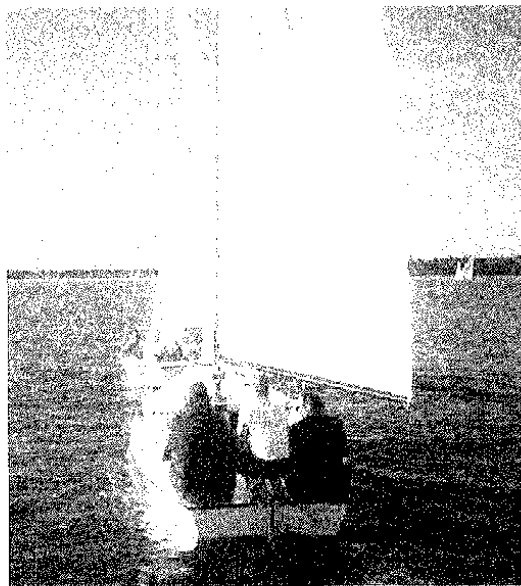
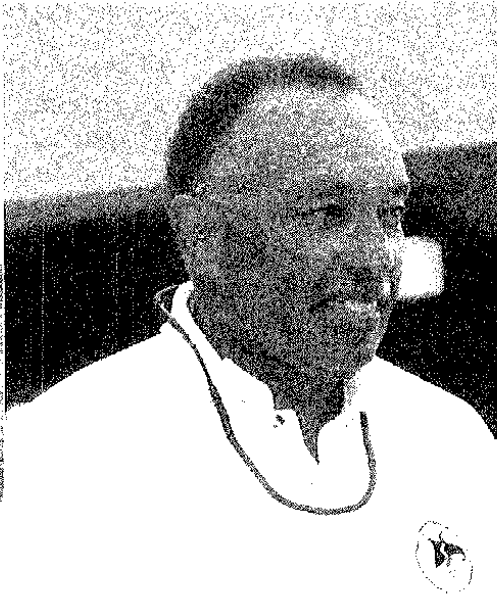
Our President Cup Champions- Rafael Tamayo, Roberto Laignelet and Gustavo Tamayo



National Championship Runners-Up: Jim Allen John Morley and Jane Allen



above-Light air-no race diversion!
right- Vice President Adrian Irving
far right-"Hard Hat" Hank working hard



above- Brian Hayes and crew
demonstrate light air "go fast" technique
above right- Jim Taylor, Alicia Kemp,
& Mike Kemp receive a "first time" award
lower right- a gang from Michigan



Barr Batzer & Laura Jeffers



Chad!

1999 NORTH AMERICAN CHAMPIONS

Andy Horton

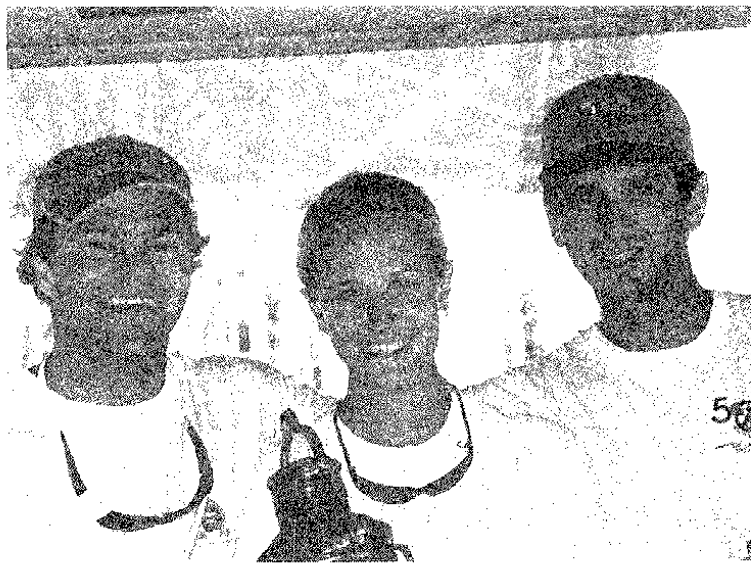
A year ago in October, I was fortunate enough to sail in a regatta on a small lake in Illinois. The lake happened to be Lake Carlyle; the regatta was the qualifier for the Pan Am games. Over the course of that series we saw a variety of wind conditions. Each day the breeze was from a different direction. My notes on the regatta read as follows:

"Southeasterly-5-20+ no heating." "Unstable velocity/large shifts (30+) southwesterly -5-30+ no heating." "Unstable velocity/ shifty (20) northwesterly - 0-12 ????" "Very unstable/ slow, big shifts (40 +). "Golden Rule: It is never over until it is over on Lake Carlyle.

As you can see, a common thread lay among the concern over the different wind directions. This regatta was held without the temperature ever getting over 70. How unstable would the wind get in August when it was 95 and all the surrounding cornfields started heating up? I wondered how I would ever talk a crew into going to middle Illinois the second week of August. Luckily I was able to trick my best friend, Kate Sheahan, and my college coach, Scott Ikle, into committing to sail. I asked them to sail but did not tell them where until they promised they would not back out.

I was certain it would take a special type of team to come out on top at Carlyle. We needed to keep our heads out of the boat, and have good crew work and be able to bounce back when things didn't go our way. Both Kate and Scott would have no problem with the crew work. Kate has a great attitude that is always positive, and she is always smiling. I knew she would keep us working together as a team when it got tough. Scott is very observant and excellent at explaining exactly what is happening. He has also watched me sail through college in over 1,500 races and was our coach at the 1999 Pan Am Games. From the start, therefore, I knew our team had what it would take to win on Lake Carlyle. A dose of good luck would be nice to have, too!

My trip from Boston to Carlyle was possibly the longest, most indirect ever taken. I began in Boston Wednesday night, picked up Scott in Rochester (NY), picked up two Soling masts in Detroit, found Kate at the Toledo airport and finally arrived in Illinois. No problem! It was 4:30am the day before the qualifying series, and we had only been traveling for three days! We decided to get a little rest on the park benches outside the club. After falling asleep we were woken by



Our Happy Champions!- Andy Horton, Kate Sheahan and Scott Ikle.

Kate screaming at the top of her lungs "wolves!!" I investigated the situation and found Kate in the fetal position clenching her sleeping bag over her head with a small baby raccoon nearby. Apparently Kate woke when something tried to climb over her head and into her bed, and since at that moment she had been dreaming of wolves ... well, you know the rest.

This was just the beginning of our welcome to Carlyle.

The sun soon came up, and a small breeze filled in as we rigged the boat. Measurement was quick and easy and soon it was time practice race. I'm sure we were all thinking alike as we dipped the boat into the water. Kate has been sailing Lightnings for a year. Scott has sailed in two Lightning regattas. Kate and Scott had met once, briefly. Yet, here we are at the North Americans and we think we can win!?!?. How is this possible?

By the time the practice race began, we had a moderate (10-15 knot) northerly. The breeze had been pretty stable before the race, and the line was ever so slightly pin-favored. Two minutes before the start, we decided to start at the pin and play the left side of the beat because more pressure seemed to be on that side, and nothing else interesting seemed to be obvious. The gun went off, and, within 30 seconds the first auto-tack of the week was upon us. The whole drive to Illinois I tried to express how random the wind would be, and now the disbelief was over. Once we tacked and we all tried to figure out where that puff came from, I knew I was back on Lake Carlyle!

The qualifying series was quickly over with four races in two days, and we were still alive (just a little more frustrated). Before I knew it, Tuesday morning

dawned, and it was Championship time. We were out early and had done our homework. The wind was oscillating through 15 degrees every ten minutes. The breeze was on median at five minutes but shifting to the right, therefore we would start in a clean lane near the boat and be patient. At the start we were already slightly lifted and looking good for a few seconds until we realized everyone to leeward at the pin had our same angle to the weather mark on the other tack! EEEYAAHHHH! Where did we go wrong with our game plan?

We quickly tacked and sailed lifted 20 degrees under the fleet for what seemed to be an eternity. Slowly the breeze shifted back to the right. We were scared by our near death experience and decided to dig back to the middle while we could cross a few boats. Luckily, every time we tried to get to the middle we were forced back to the right. After this happened three times, we knew we must be in better pressure on the right side because we gained significantly on the pack coming out of the left corner.

We rounded the weather mark 8th knowing there was more wind on the right up the beat. Quietly, we worked low, out of the lane of boats on starboard, and we gybed as soon as we could clear our air. When we arrived at the leeward mark we were third; Phil Grotheer was leading. We had a good beat and ended up winning the race; Phil was second.

The wind soon died and racing was postponed. We went ashore and began waiting. In the early evening, the race committee realized how much of their free beer was missing, and, in an attempt to slow the consumption, they posted an amendment. The race on Wednesday would start at 8:00am! We were fortunate to be camping near the club. We not only got to meet the local "wolf pack" but also were able to sleep an extra half-hour.

One race was almost scored Wednesday morning, but the wind became too random as the temperature went into the 90's. The fleet went ashore for the second afternoon. So since we were still winning the regatta (after 1 race.), we decided to try our luck on the nearby par-three golf course.

Same scenario occurred Thursday morning, except this time there was wind. The first race was started promptly at 8:00, and immediately the positions started changing. The wind was as shifty as in the earlier races and increased enough for us to change to a different jib after lunch (15 knots). After two races in the morning, a nice on-shore lunch break and two more in the afternoon, we were all pretty tired.

The race committee's plan for Friday was to have the sixth race of the series, which would give us a drop race. The forecast was for breeze, and the points were close. Tom Allen Jr. was leading the series, we were second, Jim Allen was third and Phil Grotheer was fourth. We needed to put two boats between Tom and us to win. Jim needed to win the race to beat us and in that case, we would have to be fifth. Phil would have to win to beat us, and we would have to be eleventh or lower in the standings.

We decided not to match-race Tom on the starting line, Jim was too close in points for us be driving a boat away from the line and potential lose track of him. But, with eight minutes until the start, we had a good opportunity to get Tom into a tailing situation, and I could not resist. So much for a gameplan! After a few circles and a little interference from an interested party, Tom got free, and we sailed away to the committee boat end of the line.

We had a good start right at the boat with Jim on our weather hip and Tom a few boats to leeward. Jim was soon pinched off, and Tom was rolled by another boat. Normally, we would tack with these two, as they were the main competition; but at that moment, we were lifted almost 15 degrees in an oscillating breeze. We kept sailing until we had a little header and tacked to cover.

In hindsight, we should have kept sailing because a large left shift soon arrived, but we were conservative. The stage was set for anything to happen, as it had been all week. Phil came out of the far left corner, Jim from the right side, we were in the middle and Tom was deep to the right. With the final shift of the beat going back right, Tom Allen Sr. was first, Jim second, Phil third, and we were fourth at the weather mark. Over the next few legs we were able to pass Phil. Jim won the race, Tom was second, and we were third.

Once the breeze arrived, Lake Carlyle turned out to be a great place for the North Americans. I'll admit I was a little skeptical going into the series, but you know it's a good regatta when the committee will start races at 8:00am to make sure a full series will be sailed! The six continuous days of free beer also didn't hurt.

The event organizers, committees and volunteers all did a great job hosting the event. The class had the entire facility to itself, and everyone worked hard to please the competitors. Kate and Scott did a great job to get our boat around the marks as fast as it would go and kept me relaxed when things went against us. Who could ask For more?!

REPORT FROM "THE RED BOAT" ANTIL DI X

Paco Sola T.

So what did that name on the red boat mean anyway? And what was the red-boat thing all about? To start with, no one wins the contest of guessing what "Antil di x" means because some people cheated and asked Tito Gonzalez (who made a good educated guess!).

From the moment we learned we would be sailing Dave Nickels' red boat we knew this trip to Carlyle would be something worthwhile, and thanks to lots of people whom we met there, it greatly exceeded our expectations.

So what was the red boat all about? Well, if you missed the long hours at the pavillion, we were some sort of reference out there on the race course. You'd hear people saying "we started leeward of the red boat," or "I couldn't be over early, I was overlapped with the red boat," or "I rounded the windward mark ahead of the red boat," etc, etc. So in a way this great boat gave us a lot of visibility.

My skipper Carlos Luis Lecaro is what we could call a veteran of these North Americans. He's made it five times. Together with Jimmy Pazmino they make a



Carlos, Jimmie and Paco enjoying free cervazal

great team and sail together quite often. This was only my second NAs. My first one was in Buffalo some six years ago. I crewed for Carlos, too, but at that time he was much more nervous and ate lots of gloves during races and I was too young and scared of anything over 14 knots of wind, so qualifying to the blue fleet then seemed, at least to me, impossible. This time we teamed together and we felt confident that we could actually make it to the blue fleet: we had been training, we expected that "light wind of Carlyle," the "Red Boat," brand-new sails and all.

It turns out we barely made it to the champs fleet! But we made it, and since it was the first time for all of us, it felt like a great accomplishment ...a good time to apply the good meaning of our coined expression "ANTIL DI X". From then on, we felt we could actually win this thing!

The first qualifying race saw us turn the first mark in the top five, and then unexplainably dropping to about twenty at the finish line. At least we were learning something. The other two were quite uneventful, but we also savored being in the top ten spots at some point in the races. When it was over, we were four boats over the cut, but we felt we had speed and confidence, and we could have had better finishes with a little more luck. Sure, always!

The first race of the regatta was not a good one for us. Again, we turned in the top ten at the windward mark but we seemed to be risking too much in the downwind legs and lost too many boats. We had a race "ANTIL DI X", to use a bad meaning of our term.

The second race attempted, we turned the first mark third, but close to two very aggressive teams. There was little wind but the reach leg was very tight. We

Team Ecuador heading out to the races.



decided to delay hoisting the spinnaker (Carlos still won't give me credit for this wise call) and we were able to pass the two boats, who were caught by the rest of the fleet. By the end of the second reach we were leading by a huge margin and all we could think of was that the red boat could actually win this thing, with that "light air of Carlyle" and all. Next thing we know the race gets cancelled! We could not believe it, so that was the day we christened the Red Boat "ANTIL DI X" in the meanest way one could think of. At least the red boat was getting noticed, and, rest assured, we will dream of the sight of having thirty six spinnakers behind us or years to come.

I will not explain in detail each of our races, partly because you don't really care and partly because I don't remember! In any case, the next four races happened all too quickly in what unmistakably and unbelievably seemed like a breeze. That single day we had tons of fun, two top ten finishes and two around-twentys. We can still remember talking about that "Allen Kid" (referring to Tom Sr.) and seeing Anne Allen hiking harder than us, and that "Fisher-Guy" (jokingly referring to George Fisher) who always managed to get in front of us. It was a fun day that definitely made the whole trip pay off.

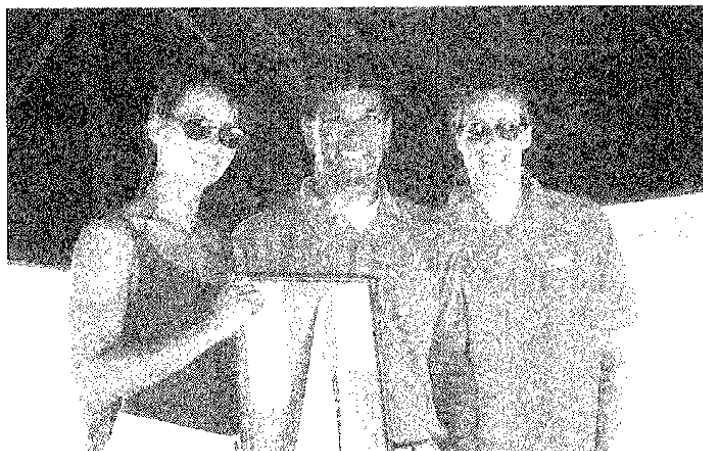
As I said in the beginning, there were a lot of people who went out of their way to help us in any way possible. We'd like to thank all of them for their hospitality. Especially to Matt Burridge, Colin and Karen Park, Mary Huntsman, Brian Hayes, Carolyn Burke, and of course, the owners of the now world-famous "Red Boat," Marianne and Dave Nickels.

One last thing to mention about Carlyle is how impressed we were at the Race Committee work. You are always taught to thank the RC after the race is over, and you do it sometimes without meaning it. This time I'd like to not only thank them for their patience but also congratulate them on an excellent job that had to be carried out in terrible weather conditions.

We are looking forward to seeing some of our Lightning friends back in Salinas for the Worlds, and hope to live up to expectations. I have to get back to work because Karen will kill me if I don't send in the notes from the annual meeting, if I can still translate them!

And now, for those of you who were either patient or curious, ANTIL DI X could be translated, though not literally, as SHIT HAPPENS!

Allison Stevens waiting for the wind to come in



Winners of the Jean Swanson Award- Diana Fernando with crew Eric Fernando and Jennifer Day



Smiley David Nickels and wife Marianne chatting with Jolene Johnson