



LA FAMILIA GONZALEZ

Tito González / 11011

Nota del Editor: Tito Gonzalez ha sido cuatro veces Campeón Mundial. El año 2003 ganó el Campeonato Mundial organizado por el Coral Reef y Biscayne Bay Yacht Clubs. En un campeonato de nueve regatas terminó un punto adelante (67) del vice-campeón Steve Hayden (68) y Jim Crane (75) y delante de 57 botes más. Manuel papá navegó el International Masters con Tito de tripulante y quedaron cuartos. Manuel Jr. ha sido Campeón Mundial en dos ocasiones y fue vice-campeón en el Mundial de 1997 en Montreal, Canadá.

INTRODUCCION

Había terminado de navegar el Sudamericano de Salinas, en Ecuador y de pronto me vi conversando con mi amigo Paco Sola, Presidente de la Clase, quién me pidió que escribiera este artículo sobre nuestra familia para este anuario del 2004. Cuando llegue de vuelta a Chile le pedí a mi padre que escribiera sus recuerdos. He aquí un breve párrafo de un pedazo de nuestra historia en esta clase que ha formado parte importante en nuestras vidas.

Hace muchos años atrás en 1960 un viejo amigo mío llamado Pablo Gallyas, me invitó a conocer un nuevo bote recién introducido a Chile llamado Lightning. Juntos navegamos ese año el 1er. Campeonato S.A. realizado en Chile en la Bahía de Algarrobo.

Alrededor de dos años antes Marcelino Fernández e Isidoro Melero fundaron la Clase en Chile Pablo Gallyas se convirtió en el primer y único constructor de Lightning que a tenido Chile y gracias a su visión y pasión llegamos a tener mas de veinte botes hechos de madera que navegaban en las distintas bahías de la zona central en aquellos tiempos.

En 1969 aprovechando el Campeonato Mundial en Olivos Argentina fuimos en un convoy por tierra varias tripulaciones chilenas llevando nuestros viejos barcos de madera por tierra cruzando la cordillera de los andes. Sin saberlo y tampoco dimensionarlo en ese tiempo lo que a la larga sería una de las mejores cosas que nos pudo pasar en este deporte fue comprar el yate 11011 a Tom Allen y traerlo a Chile. Su currículum hoy con casi 35 años de vida es casi inigualable y a competido en todos los países del mundo que tienen lightning, con la excepción de Suiza. A viajado innumerables veces por

barco, camión y avión por toda Sudamérica y recorrido miles de kilómetros ganando mas regatas que cualquier otro barco que conozca. Actualmente esta siendo reparado en un astillero local para ser mantenido como se merece.

Al comienzo navegue con diferentes tripulantes hasta que al pasar los años mis dos hijos Manuel y Alberto tuvieron la edad suficiente para navegar conmigo. Ellos tenían 13 y 14 años. Recuerdo que amistosamente les llamaban los catavientos porque eran delgados livianos y cuando soplabla viento casi se podían volar. Pasamos mas de cinco años navegando y juntos logramos el vice campeonato de 1973 en el Callao, Perú.

Mi experiencia es que logré inculcarle a mis hijos el deporte de competición en una clase familiar como es el Lightning además de disfrutar haciendo nuevas amistades que año a año seguimos viendo, siempre en compañía de mi mujer María Rosa. Un año mas tarde 1974, mis dos hijos formaron sus propias tripulaciones, independizándose e iniciando una larga carrera que continua hasta estos días.

Desde ahí seguimos compitiendo cada uno en su propio bote, pero cada cierto tiempo nos volvíamos a juntar para ir a correr los Campeonatos Master Norteamericano o simplemente para pasear en la Laguna de Aculeo cerca de casa.





En 1990 mientras Alberto competía en los Juegos Panamericanos de Cuba yo lo hacía en el Master Norteamericano en Newport, ahí sufrí mi primer ataque al corazón casi al llegar a la meta en estrecha llegada con una leyenda del Lightning el Señor George Fisher. Pasé 15 días en el hospital pero me salvé del huracán que azoto la ciudad esos días.

Este año (2003) participé junto a Tito y Jay Lutz en el Campeonato Mundial Master. Quede feliz a mis 78 años haber podido terminar la regata en 6to. lugar.

Últimamente hace algunos años tuve la oportunidad de poder competir con dos nuevos tripulantes hijos de Manolo y Tito. Manuel José y Diego González son el sueño de que una tercera generación de González siga navegando porque yo después de 43 años disfrutando de este deporte los apoyaré siempre.

Y por último un profundo agradecimiento a la Clase Lightning Internacional. Su organización y seriedad han sido un ejemplo a seguir.

Manuel González Barjacoba

Era 1965 mi padre nos compro a mi hermano Manolo y a mi dos Sabot, teníamos 7 y 8 años de edad cuando empezamos a navegar en un pequeño tranque de 100 metros de largo, adentro del campo. Pronto ingresamos a las regatas que organizaba la Clase Sabot. Recuerdo muy bien que mi hermano continuamente me ganaba. Fue campeón Chileno de Sabot y Laser muchas veces antes de que yo lo fuera. Pasaron los años y empezamos a tripular al papá en su lightning mientras continuábamos navegando cualquier otro bote que flotara. Pasábamos los veranos completos navegando todos los días.

Para mí por mucho tiempo fue simplemente la mejor razón para vivir. Hoy después de 35 años sigue ocupando un lugar muy fuerte en mi corazón y la Clase lightning ha sido sin duda el bote que más satisfacciones me ha entregado.

Hemos tenido gracias al incondicional apoyo de la familia, en especial de mi padre, la oportunidad de navegar por todos lados que la clase se ha movido.

Recuerdo muy bien mi primer campeonato Mundial en Salinas, Ecuador en 1975. tuve la oportunidad hace un mes de volver una vez mas a Salinas a navegar el Campeonato Sudamericano, pero esta vez uno de mis

tripulantes era mi hijo mayor Diego. Una noche estábamos en el club cenando y le mostré una foto que mostraba una partida de ese mundial que ganara el gran navegante Brasileño Mario Buckup, y en la foto aparecía la vela X 12679 partiendo solo en el Pin 3 botes atrasado a la línea mientras toda la flota estaba amontonada cerca del comité de regatas aprovechando los 25° que estaba favorecida. Le dije que ese bote era yo y que solo le había ganado a 2 botes en ese campeonato. Desde ese entonces tuvo que pasar mucho tiempo antes de que mi hermano y yo fuésemos conocidos en la Clase Lightning. Durante mas de una década nos disputamos fuertemente la supremacía en todos los campeonatos en Chile y después en Sudamérica. Ese espíritu de competencia nos llevo sin darnos cuenta a mejorar y un día decidimos con Manolo unir fuerzas para competir en el Norteamericano de Tawas Bay, junto a nuestro amigo Rodrigo Zuazola, terminamos segundos, y eso nos dio una fuerte motivación para que 2 años después ganáramos los tres el campeonato Mundial de Cartagena, Colombia en 1987.



Desde ahí en adelante y a medida que los años pasaron nuestro nivel fue subiendo lentamente y trayéndonos muchas satisfacciones mas, 3 títulos mundiales, 3 medallas Panamericanas, 6 títulos sudamericanos, y muchos otros campeonatos ganados.

Pero no toda esta historia es de color de rosa porque hasta ahora nunca hemos podido ganar el Campeonato Norteamericano, hemos estado cerca muchas veces pero prometemos seguir intentándolo.

Por último agradezco infinitamente el apoyo de todo tipo que me ha dado en su momento mi Padre y mi Madre cuando vivía y desde hace mas de una década mi Señora Ana María quien sin duda se ha dedicado a criar a sus 4 hijos mientras yo he estado haciendo lo que más me gusta.

Un gran abrazo a todos mis amigos que he conocido navegando en esta maravillosa clase, que sería imposible de numerar, espero seguir viéndolos.

Tito González

P.D. si tuviera que nacer de nuevo, de nuevo haría lo





THE GONZALEZ FAMILY

Tito González / 11011

Tito Gonzalez is a four-times World Champion. This past year he won the 2003 Lightning World Championship hosted by Coral Reef and Biscayne Bay Yacht Clubs. In a nine-race event he finished just ahead (67 points) of second placed Steve Hayden (68 points), and Jim Crane (75 points) and 57 other boats. Manuel Senior (dad) sailed the 2003 International Masters having Tito for crew and finished fourth. Manuel Jr. Has won two World Championships and was runner-up in 1997 at the Worlds in Montreal, Canada.

INTRODUCCION

We had just finished the 2003 South American Championships in Salinas, Ecuador, when my friend Paco Sola, President of the ILCA, asked me to write this article about our family for this yearbook. When I came back to Chile I asked my dad to write his memories too. Here is a brief except of our history in this class that has been a very important part of our lives.

Many years ago in 1960 my old friend Pablo Gallyas invited me to see a new boat that had just arrived in Chile and was called a Lightning. Together we sailed that year the first South American Championship in the Algarrobo Bay in Chile. Some two years before Marcelino Fernandez and Isidoro Melero founded the Lightning Class in Chile. Pablo Gallyas was the first and only Lightning builder that we have ever had and thanks to his vision and passion we came to have more than twenty wooden boats sailing in different bays of the central zone around those days.

In 1969 we took advantage of the World Championship being held in Olivos, Argentina, and a whole convoy made the trip across the Andes with all our wooden boats. Without really knowing what we were doing, we bought 11011 from Tom Allen, which is one of the best things that could happen to us in this sport. Her resume today after 35 years is almost unbeatable and she has competed in every country that sails a Lightning, with the exception of Switzerland. She has travelled countless times by ship, truck and plane and logged thousands of miles winning more races than any other boat I know of. Currently she is being deservingly restored in a local shipyard.

In the beginning I sailed with many crews until my two sons were old enough to sail with me. They were 13 and 14 years old. I remember how they used to call them the

"telltales" because they were so skinny that when it blew they could almost fly. We spent about five years sailing together and we managed to be runners-up in the 1973 South Americans in Callao, Peru.

My reward is that they came to love the sport in such a wonderful family boat, which also let them, me and my wife Maria Rosa get to know so many new friends year after year. In 1974 my two kids made their own crews and started their own careers, lasting up to these days.

From then on we kept sailing each in their own boat, but from time to time we got together again to sail the North American Masters or sail around the Aculeo lake near home.

In 1990 while Tito was sailing the PanAms in Cuba I was on my own at the North American Mastrs in Newport, when I had my first heart stroke right before the finish line in close competition with Lightning leyend Mr. George Fisher. I spent 15 days in the hospital but I was lucky enough to be far from the hurricane that hit the town then.

This past year I sailed the International Masters in Miami with my son Tito and Jay Lutz. I was happy enough that at my 78 years of age we finished 6th overall.

A few years ago I had the chance to sail with two new crew members, Manolo and Tito's kids: Manuel Jose and Diego Gonzalez are the dream that a third generation in the family will keep sailing because I, after having enjoyed this sport for 43 years, will always be there for them.

And last but not least a heart felt thak you to the International Lightning Class. Their Organization and rightfulness have always been an example to folow.

Manuel González Barjacoba





LIGHTNING FAMILIES

It was 1965 and my dad bought my brother Manolo and I two Sabots. We were 7 and 8 when we started sailing in a small pond that was just about 100 meters long, in our estate. Soon we entered races and I remember that my brother used to win all the time. He was Chilean Champion in Sabot and Laser many times before I could win. As years went by we started crewing for dad in his Lightning while we kept sailing any other thing that floated. We used to spend endless summers sailing every day.

Thanks to the unconditional support of the family, especially my dad, we have had the great opportunity of sailing everywhere there has been sailing activity.

Rodrigo Zuazola. We ended up second, but with a strong motivation that led the three of us to win the 1987 Worlds in Cartagena, Colombia.

As years went by our skills continued to improve, earning us many more rewards, three World titles, three Pan Am medals, six South American titles and many other wins.

But not everything has been won in our history. We haven't yet won the North Americans, we have been close a few times and we promise we will keep trying.

My infinite thanks to all the support that I have always



I remember well the first Worlds I sailed in Salinas, Ecuador, in 1975. I came back to Salinas in November 2003, to sail the South Americans, this time with my son Diego crewing for me. One night we were dining at the Salinas Yacht Club and I showed him a picture of a start of the '75 Worlds that was won by the great Brazilian sailor Mario Backup, in which you could see the X 12679 starting alone at the pin three boatlengths behind the line while all the fleet was bunched at the RC boat taking advantage of a 25 degree lift. I told Diego that boat was me and that I had only beat two boats in that regatta. A lot of time went by before my brother and I became known in the Lightning class. During many years we fought for supremacy in countless regattas in Chile and South America. That drive for competition kept us improving our skills without noticing, until we decided to join forces and head to our first North Americans, in Tawas Bay, along with our good friend

received from my dad and mom when she was alive, and for more than a decade my wife Ana Maria who without a doubt devoted herself to raise our four kids while I was doing what I love the most.

A heartfelt hug to all my friends who I have met in this wonderful class, they would be impossible to count, but I hope I will keep seeing them.

Tito González

P. S. If I was born again, I'd do exactly the same!.
Thanks, see you in Chile in 2005.





NORTH AMERICANS CHAMPIONS

By: Allan Terhune

The Charles Schwab North Americans were held at Cedar Point Yacht Club, in Westport, CT. My initial reaction was Long Island Sound + August = No wind, but as the saying goes, "it's not usually like this here," and mother-nature blessed us with sunshine and breezes every day. Bob Martin and his team were well organized and measurement and registration were a breeze. I am always amazed at the professionalism of the events at CPYC. This in combination with plenty of beer and some great parties, made it a typical Cedar Point Event, it was great.

Our regatta started off when my truck broke down Saturday morning. We were lucky enough to convince my mom to lend us her car and we were off to the races.

The qualifiers started off with three races on Sunday. We had a great breeze of 10-15 all day with large chop. Ched Proctor came out the gates flying with 3 bullets to take a commanding lead in the qualifiers. The racing was tight and the committee did an excellent job of moving the course through out the day as the wind kept shifting to the right. The last day of the qualifiers we were all glad they did three races the day before. The wind was light, but there was enough to race. We got one last race in and the fleet was split into two for the main event to start the following day. That night, my wife, my sister and I went and saw Sea Biscuit. This was a great movie and for some reason it really pumped us up for the racing for the rest of the week.

Day one of the regatta started with three races. Once again Long Island Sound provided us with great conditions. Local hotshot, Gianni Cuccio, got off to the right and won the first race of the regatta. We sailed a good race to finish a solid 4th. It was a good race for us to start with and to build on. But, Race 2 was a disaster for us. We had a terrible start and just could not battle back. JoAnn Jones showed her speed and won race 2. Number 3 began with a great start, which we used to win the race. This put us back into the thick of things after day one. Bill Healy sailed the most consistent and came in with the lead after day one.

Day two started with a postponement, and Katie and Kristen feeding the swan that was swimming in the harbor where the boats were tied up. They both said that it was the "lucky swan" and that feeding it would give us good luck. They must have been right. After the breeze filled in, we went out for Race 4 and we came out flying and led the entire way around the

course for our second bullet of the regatta. We were feeling good but Bill Healy got second and was still holding the top spot in the standings. We once again had a great start in race 5 and lead at the first mark. We held the lead until the last beat where Jody Lutz put the moves on us and passed us to win. We were still psyched with the 2nd. Bill Healy had sailed his drop race so now after 5 races we now had the lead, with one race to go.

The night before the last race was long for me. Katie and I were in the lead at the Flying Scot NAs in 2001. Greg Fisher was in second place in that regatta, and he beat us in the last race to win the regatta. For some reason, it kept coming up in conversation all night and I just couldn't wait to race the next day.

The last race was set. We had 5-7 knots of breeze and we were anxious to get started. We started near the boat and worked right keeping as close to Bill Healy as we could. At the first crossing we were in front and I tried to stay in the same area that he was in. We lead him around the course for a 4th place finish and the biggest win of our lives.

Sailing in was great for us. We were so excited, but it still did not hit us what we had just done. This was the biggest sailing accomplishment of our lives. When we got to the dock, Brian Hayes threw all of us in the water and it was great. Everything was so crazy, I don't even remember putting the boat away.

I have so many people that I would like to thank. First off I would like to thank my wife Katie for all of her dedication and commitment to sailing with me since we've met. No one works harder then her and no one is more deserving of this win. Kristen did a great job as a last minute fill in our program. She was great all week and we couldn't have done this without her. Jody Kohut sailed with us all year, and she was as much a part of the victory as anyone else. I would like to thank our family for all of their support, the members of the Toms River Yacht Club, and the team at North Sails for all of their support. I would like to thank Brad and Kathy Thompson for setting us up with Brad's mother for a place to stay while we were in Westport. Lastly I would like to thank all of the members of the "Lightning Family" who have welcomed us and taught us so much. I would especially like to thank the Elfmans, Huntsmans, Jim Carson, all the CAD Members, Greg Fisher, Brian Hayes, Tom Allen, Bill Fastiggi, and last but certainly not least "Team Stripes".

I still remember about two years ago I picked up my first lightning from Fisk Hayden. We were at the Hayden's office and we were inside and he showed me a picture of Steve, Barr and Jean winning the last race in Vermont, as well as the NAs trophy. I looked at it in amazement, and I have to say I look at it every morning when I go to work with the same amazement that I did that day.





THE TERHUNE FAMILY



One of the best things about sailing Lightning's is the number of families that sail together. At the North American's this year, I would say that at least 60% of the 70 boats had some combination of family team. That is an amazing amount. One of the things that made winning the NAs this year even more special is that I was able to do it with my wife and my sister.

Many of the teams at the NAs were husband/wife combinations sailing together; our boat happened to be one of them. My wife and I have sailed together for the last six years and we are still married, alive and breathing. I was advised by others that it wouldn't work, particularly sailing in an intense regatta like the NAs, and was strongly advised against it, but it did, and we won the NAs. It is amazing, and my wife

deserves a large amount of the credit. She even tolerates my yelling on the boat, something that would never work at home.

Sailing together is something that we both enjoy.

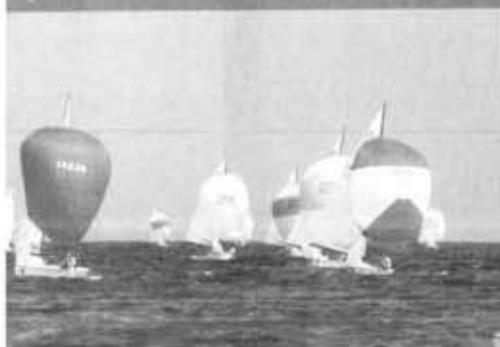
I don't have to feel guilty about sailing all the time or spending money on the boat, because it's for both of us (at least that's what I tell Katie). In the summer time, my wife leaves me a list of both house and boat chores to do. I tend not to do either, but duct tape has always comes to my rescue.

Sailing with family, especially with my wife has always been fun for me. We are happy to see so many other many other husband

wife teams out there as well.



NORTH AMERICANS





NORTH AMERICANS





PRESIDENT'S CUP CHAMPIONS

By: Jamie Brickell

Before we talk about the President's Cup, Susie, Kimberly and I would like to thank Charles Schwab for sponsoring the 2003 North American Championships and all the people at Cedar Point Yacht Club for their efforts. I also want to thank Susie and Kimberly for their work over the years making our success, and writing this article possible. Susie and I have been racing together for 36 years and Kimberly joined us when we bought our first Lightning in 1998.

I had grown up on Long Island Sound so we planned to attend this event from day one.

One of our top priorities for this regatta was to get good starts. While planning for the WMJ and the North Americans, Susie said that she did not care if we were OCS every race, it was that high a priority. With that in mind, I was much more aggressive, created some holes and was able to get to the side of course we thought was best. This was a key factor in our winning the President's Cup; good starts made it possible for us to get clear air without having to fight.

We cannot remember the details of all the races, but the first race was a confidence builder. Having a good start, we were able to get to the favored port side immediately. After that it was a drag race. We got to first mark tied with another family team: the Helmick (David, Davy and Paige). They tacked underneath us, but weren't able to make the mark and had to do a 360. This gave us our lead we kept throughout the race. The Helmicks were 2nd, 3rd was Team Johnson (Clarence, Sarah Caine and Robert Shaw) and Team Hurban (Gary, Stewart Fosscec and Lisa Maday) was 4th.

There were two other races the first day. The second race was similar to the first, but first to finish was Steven Wexler with Bob Martin (Regatta Chairman) and Mary Beth Martin (Bob's sister). Second place was taken by Todd Johnson with his son Alex in the middle and Katie Offerman in front. We were 3rd, and the Helmicks were 4th. Since there was still a breeze, the race committee ran the third race right away. This was the first of two races Charlie Hess with his son Alex and Mary Beth Groesbeck won. We were 2nd, and Judy Hanlon with Rom McCormack and Ryan Sprole was 3rd. Jim Carson was 4th with Jimmy Roe and Jim Schon. 5th place was taken by another family team, the deLissers (Eamon, wife Heidi and daughter Arielle). Arielle was the youngest participant this year in the regatta. The Helmicks were at 8th for this race.

At the end of the first day we were leading with 6 points, Helmicks 2nd with 14, followed by two teams

with great consistency Gary Hurban 3rd with 19, and Steve Davis 4th.

The next day started on the beach waiting for a WSW breeze to build, but ultimately resulted in two more races. In the fourth race Dick Moyer, with his wife Helen and Sam September, went left and was uncatchable. Team Wexler finished 2nd, Helmick 3rd we were 4th, and Steve Davis was 5th. Steve's boat had been used in the prior weeks Junior NAs, but was going faster each race. The fifth race was dominated by Team Hess, as they led all the way. We tried every trick we knew (which weren't many) and were able to get within 5 boat lengths, but Team Hess just found the throttle and the correct fuel mixture and took off. 3rd were the deLissers, 4th Team Cabral (Bill, Raeyanne Faarel and Aron Quan).

On the in after sailing we started to do the math and thought that maybe we had won. It was not until the scores were posted and several folks came up to congratulate us that it became a reality: with no sixth race we had won, and if there was a sixth race we still could not be caught. WOW. And then, to finish off the day we won a spinnaker pole in the lottery. Ched Proctor threw down the gauntlet and told me two years after he won the President's Cup, he won the whole thing. Thanks Ched! We had better learn how to sail these boats fast in a breeze if we are to follow his example.

Even though we were certain winners, we decided to race the last race. Again we waited patiently on shore for a breeze. Our plan was to sail hard, but keep out of the way of other boats as much as possible. We went right, tacked to starboard twice to consolidate a bit. Found a rock on the second starboard tack (no ill effects that we know of), and ended up 5th. Teams Carson and Davis battled around the course all day with Davis crossing the line first. 3rd place was Team Hofmeister (Bill, Ted Chapin and Chip Clifton) Rumor has it that this team will have a new boat next year!!! 4th was Team Ray (Joe, Ken Deyette and Moe L'Heureux).

As we look back on this regatta, we want to thank Cedar Point Yacht Club and the Race Committee headed by Dick Thackaberry. He did a great job; made all the right calls, set great lines and courses. The onshore events were great and facilities wonderful. It was really handy to have all those hoses for washing down the salt encrusted boats.



Team Brickell - Kimberly, Susie and Jamie.



WHY WE CHOSE THE LIGHTNING WHEN WE CAME BACK TO ONE-DESIGNS

By: Jamie Brickell

When we were looking to return to one-design racing, Susie and I knew that we needed a boat that had a strong class organization, was fun to sail and raced in numerous areas. Having raced Lightnings on Long Island Sound in the 1950's, I was aware of the class and had the pleasure of racing with Bob Crane in the 1957 North Americans at Milford YC.



Team Brickell sailing in the North Americans 2001 Mallets Bay, VT.

Fast forward four decades to 1998 when our kids were mostly done with college, and we had decided that crewing on PHRF boats on Chesapeake Bay was just not what we wanted to continue to do. We confirmed with our daughter, Kimberly, that she was interested in being our third crew.

We started poking around Severn Sailing Association where we were frosting the Interclub Dingy (another Olin Stephens design) and found

Lightnings, Thistles, J-22's among other classes. The process of elimination began. We watched a crew take down the mast of a J-22 and decided that we were too old for that. We were familiar with the Thistle but a bit worried about hiking on the narrow rail. As we continued our quest, Susie came upon a boat with the cover partially off. What caught her eye was the wide deck. She thought this would be more comfortable than the Thistle. (Before anyone gets the wrong idea about our feelings for the Thistle, if there had not been a Lightning fleet, we probably would be racing a Thistle.) We called Phil Grotheer, the Lightning Fleet 329 Fleet Captain and asked about the Fleet, District, etc.

We ended up purchasing a "starter" boat in 1998 to see if this was really what we wanted to do. It was a bit heavy, but it was fun! Lots of strings to pull even if we had no clue as to what we were doing. On the second day of our first regatta, we were having speed troubles, Bob Wardwell jumped on the boat tightened this, loosen that, banged here, etc. We were faster. This kind of help and attitude of the class members convinced us that we were in the right place.

It took us two years to go to our first Southern Circuit and fall into the friendly clutches of the movers and shakers. The day of the banquet at St Pete Kimberly turned 30 and 200 of her closest friends sang "Happy Birthday". Next thing I knew, we had a brand new boat in time for the 2000 North Americans.

It has been a spectacular time. In general we are a family boat. Susie does forward and our oldest daughter Kimberly does middle. They are a game and understanding crew, managing to react to my often too quick decisions to tack, jibe or turnover. Our second daughter Meredith races with us once a year at the Borderline. Third daughter Diana lives near Denver, and we are encouraging her to go to Cherry Creek but without any success yet. Being a family boat is wonderful. It is one more way to keep in touch and certainly makes getting a crew easier. We recommend it!

