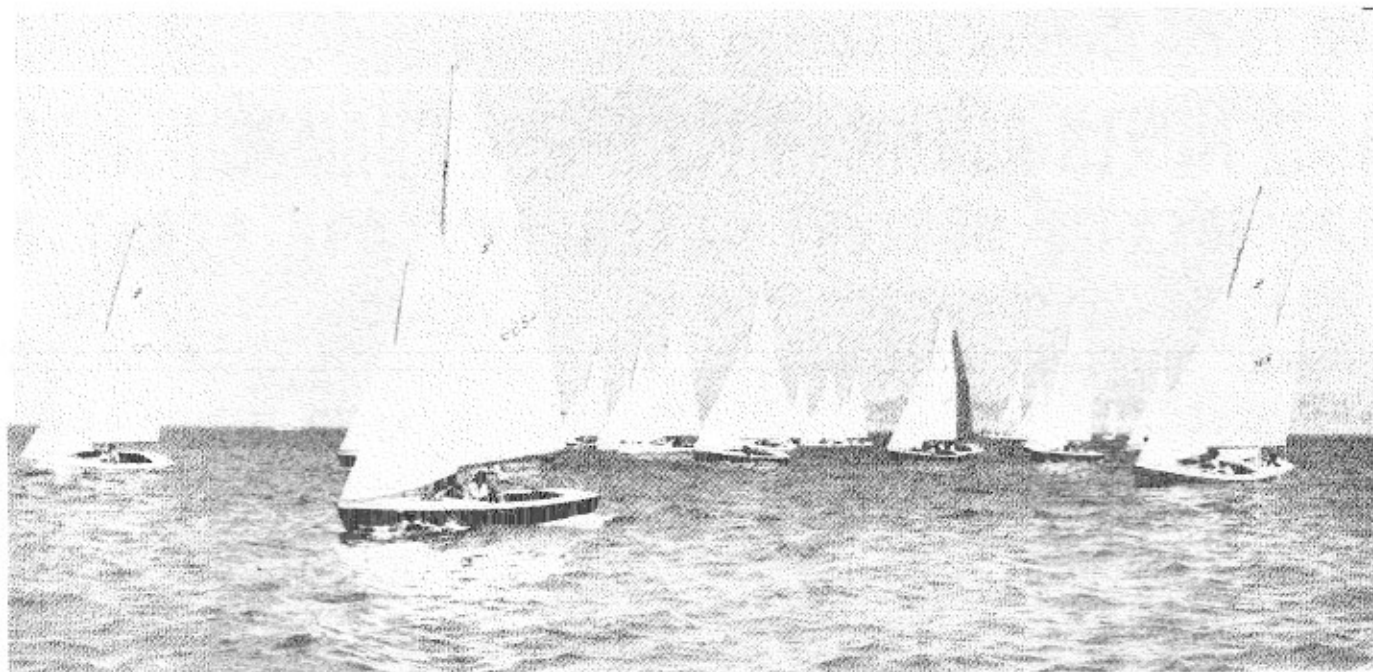


1961 NORTH AMERICAN CHAMPIONSHIP



*Start North American Championships—leeward end
Favored—Bernel Pulling away*

By John McIntosh

Tommy Allen, the "Buffalo Bomb", took the first North American Championship (formerly Internationals) to become the only three-time winner in the history of the Class. Sailing his new ATOM II, #7811, on the rumpled surface of the Pacific Ocean as though he knew every wind shift, and wave by name, rank, and serial number, Tommy piled up an impressive lead over a tough fleet from all parts of the country.

The big event, held for the first time in Far West, was put on by the Mission Bay Yacht Club of San Diego, California. Its location had resulted from the tremendous determination and ability of the 1960 Champion, Carl Eichenlaub, Jr.

Although in total number (47) the fleet was small it was plenty tough, and every major Lightning area was represented by its best. For those entries, who because of time and distance, could not bring their own boats, excellent boats from the California area were furnished. The MBYC also arranged local crews for the long travelling Easterners where needed. Every detail of the Championship was superbly handled by the MBYC under the able leadership of Commodore Al Coha and Regatta Chairman, Bill Pirie.

Practice races were held in the Ocean on Sunday and Monday, August 20th and 21st. The qualifying series, three races in both red and blue fleets, with the six groups changing after each race were held on Tuesday and Wednesday. By Wednesday Night the results had all been posted and the Championship Fleet was established at 30 boats, with the remainder going into the President's Trophy Series.

Everybody had gotten pretty well acquainted with the ocean conditions by this time. Generally the ground swell was constant, the water surface smooth in the mornings and choppy in the afternoons on top of the swells, and the wind predominantly from the west and light. The

wind would vary from 4-7 during the morning races and 7 back down to 4 during the afternoon heats. Courses were equilateral triangles, all marks to port, twice around plus all extra weather leg, with the legs approximately $1\frac{1}{2}$ miles. These conditions prevailed throughout the week with the wind going a bit south of west in all but the last race.

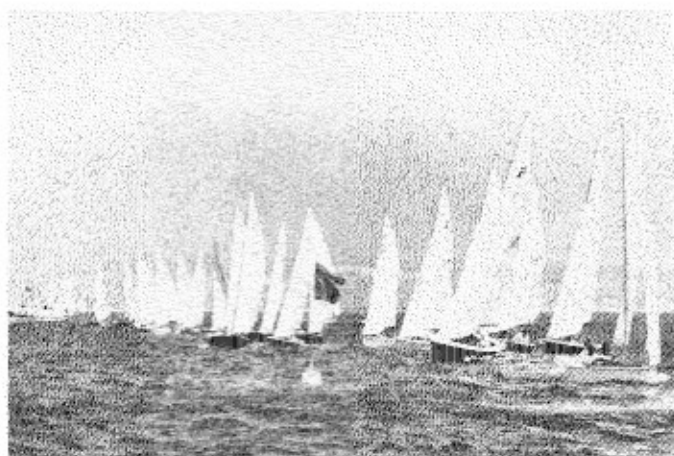
Thursday Morning all hands were on deck bright and early for the long sail out to the starting area. Morning starts were at 11:30 AM which meant getting under way by 9:30 or sooner. Because there was no returning between AM and PM races, box lunches, and soda-pop (did somebody say BEER?) were the order of the day.

THURSDAY, AUGUST 24th—FIRST RACE:

Wind W-SW, 4-5 mph, good starting line.

The majority of the first held the long starboard tack after the start, some boats tacked up the middle, and about three boats took a long port tack up the first leg. (This proved fatal.) A pronounced wind shift to the south gave the most persistent starboard tack boats a real bonanza. Bob Crane, sailing #8021 a borrowed boat, took the best advantage of the changed conditions and came out ahead at the first mark. Not far behind were Barney Mead, Tommy Allen, Carter Ford, and Jim Carson. The long, slow reaching legs didn't produce much shuffling but the 2nd windward leg saw Tommy Allen move up into a challenging position. A real battle developed between Crane and Allen, with Allen's ATOM II finally working out front. These positions held for the rest of the race and at the finish it was, Allen 1st, Crane 2nd, Mead 3rd, Jack Swanson 4th, Al Bernel 5th, then, Ford, Smither, Wright, Carson and Eichenlaub to round out the top ten.

The Championship fleet sailed back to the starting area, eating lunch and watching the Presidents' Trophy Fleet finish as they loafed along.



"5-4-3-2-1 Everybody Up"

SECOND RACE:

Wind W-SW, 6-7 mph, good starting line.

Again the starboard tack paid off as there seemed to be better breeze south of the center line. In this race Tommy Allen, starting low and staying on the inside of the triangle worked out a nice lead at the first weather mark. Jim Carson, Carter Ford, and Herm Nickels rounded soon after Allen and put on quite a fight for the 2nd and 3rd place. The reaching legs were even and uneventful. The second weather leg found Allen working further ahead with Carson, Nickels, and Ford still hanging on. The final horn sounded with Allen 1st, Carson 2nd, Nickels 3rd, Ford 4th, Dave Wright 5th, followed by Dave Nickels, Crane, Lowell North, Stu Anderson, and Mead.

The sail home to the Club ended about 7:00 PM and there was a much needed respite of knee stretching and elbow bending. At this point ATOM II looked like money in the bank.


FRIDAY, AUGUST 25th, THIRD RACE:

Wind W-SW, 3-6 mph, good starting line.

The breeze was very light at the start of the 3rd race and what there was came in patches. Jay Limbaugh and John McIntosh, starting low and staying on the south side of the center line, gradually pulled ahead to round the first weather mark 1st and 2nd. Henry Brault, Lowell

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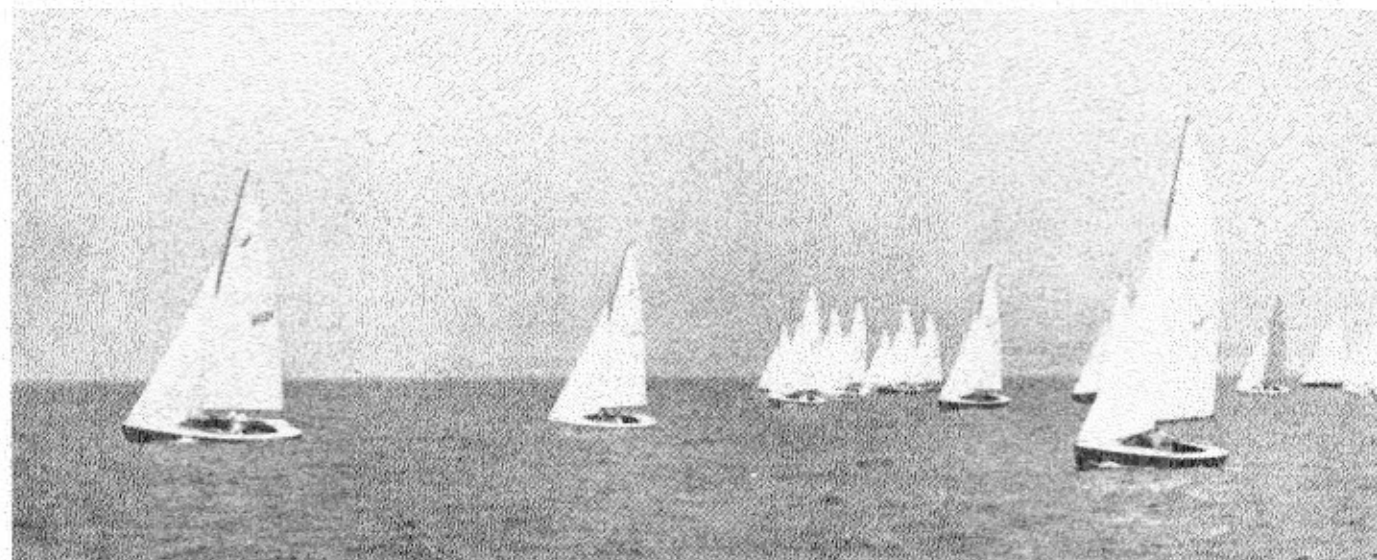
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North, Ford, and Crane rounded close astern. On the reaches Limbaugh steadily opened up and North moved up to third. After the second weather leg the race among the leaders settled down with Limbaugh increasing his lead all the way to the finish. Tommy Allen consistently moved up thru the fleet coming from a middle position early in the race, to close behind the leaders at the finish. The horn went to Limbaugh 1st, followed by McIntosh 2nd, North 3rd, Crane 4th, Smither 5th, then Allen, Wright, Anderson, Bud Olsen, and Dave Nickels.

Time for the old lunch box, the finish of the Presidents' Trophy, and a little hasty calculation. Bob Crane



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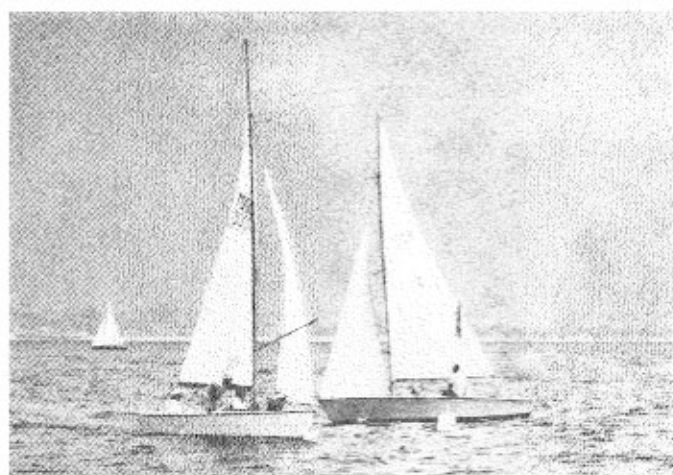
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Smither and Anderson of Buffalo meet in California

good during entire Regatta. RC did an excellent job.)

The wind shifting to the north of west made this race different from its' predecessors in that north of the center line seemed to pay off on 1st weather leg. Generally the boats going out on port seemed to pick up a favor on that side . . . 'Ole' Man Lightning' himself, Karl Smither, picked his way through the waves, breeze patches, and that helped to gain a nice lead at the 1st weather mark. Stu Anderson, and Bob Crane, were not too far astern. Tommy Allen was close enough not to be in any danger. The two reaches didn't prove anything, except that they added up to 3 long miles. However, the second weather leg saw Bud Olsen and Tommy Allen moving through the others and closing on Smither. On the final weather-leg they surrounded him with the winners horn going to Olsen 1st, with Smither 2nd, Allen 3rd, Crane 4th, North 5th, and the other finishers in the top ten, Herm Nickels, Bud Nelson, Anderson, Manning Barber, and Ford.

Tommy Allen had done it again! His consistent finishes of 1, 1, 6, 2, 3 proved too much for the competition. Bob Crane, sailing a borrowed boat, never fell out of the top ten with finishes of 2, 7, 4, 5, 4 which ordinarily would be good enough to win. Both these skippers displayed amazing ability in adapting to the unusual conditions encountered in the Pacific Ocean.

Karl Smither, whose exceptional downwind sailing stood out, finished 3rd overall with finishes of 7, 17, 5, 4, and 2. Dave Wright who was the top West Coast entry gained a series 4th, with places of 8, 5, 7, 3, and 15. Rounding out the top 5 was Lowell North, the Star Champion, with a card of 18, 8, 3, 6, and 5.

Saturday Night trophies and flags were presented at a marvelous Luau Banquet, complete with native entertainment. The Mission Bay Yacht Club and its officials received much richly deserved praise for the excellent way they had handled the entire Championship. Everyone was truly sorry for the final curtain to ring down, to have to say good-bye to friends, new and old.

Californians had waited a long, long time to act as hosts, but when they got the opportunity they certainly did a tremendous job!

had gained a couple of points on Tommy Allen, and Dave Wright of host MBYC was staying close in the running.

FOURTH RACE:

Wind W-SW, 6-7 mph, good starting line.

After a good square start there did not seem to be a favored side. Boats were covering the waterfront, south of center, down the middle, and north of center. However, Al Bernel playing for the favor from the South finally found it and showed his transom to the fleet at the first mark. Tommy Allen, Dave Wright, and Barney Mead were close behind and pushing, but Bernel was not to be denied. Positions of the leading boats changed very little the first time around, however, Karl Smither, who really moved on the reaches the whole series, steadily worked his way up from the middle to a contending position. At the finish it was Bernel 1st, Allen 2nd, Wright 3rd, Smither 4th, and Crane 5th, with North, Olsen, Dave Nickels, Herm Nickels, and Eichenlaub rounding out the top ten.

Back to the Club, down the channel, through the bridge, up to the bar. One race left to go. Allen well on top with 114 pts.; Crane standing 2nd with 106 pts.; Dave Wright 3rd with 101 pts.; then Smither with 91 pts.; North and Bernel with 89 pts.; Ford, Carson, Olsen are close behind. Unless Tommy Allen falls in a hole he looks good, but there is plenty of chance for changes in the other front runners.

SATURDAY, AUGUST 26th, FIFTH—FINAL RACE:

12 Noon start (Delayed one hour by announcement previous evening. This to give extra time for everybody to get more frantic)

Wind W-NW, 6-7 mph (sea a little sloppier than other morning races) good starting line. (They were all

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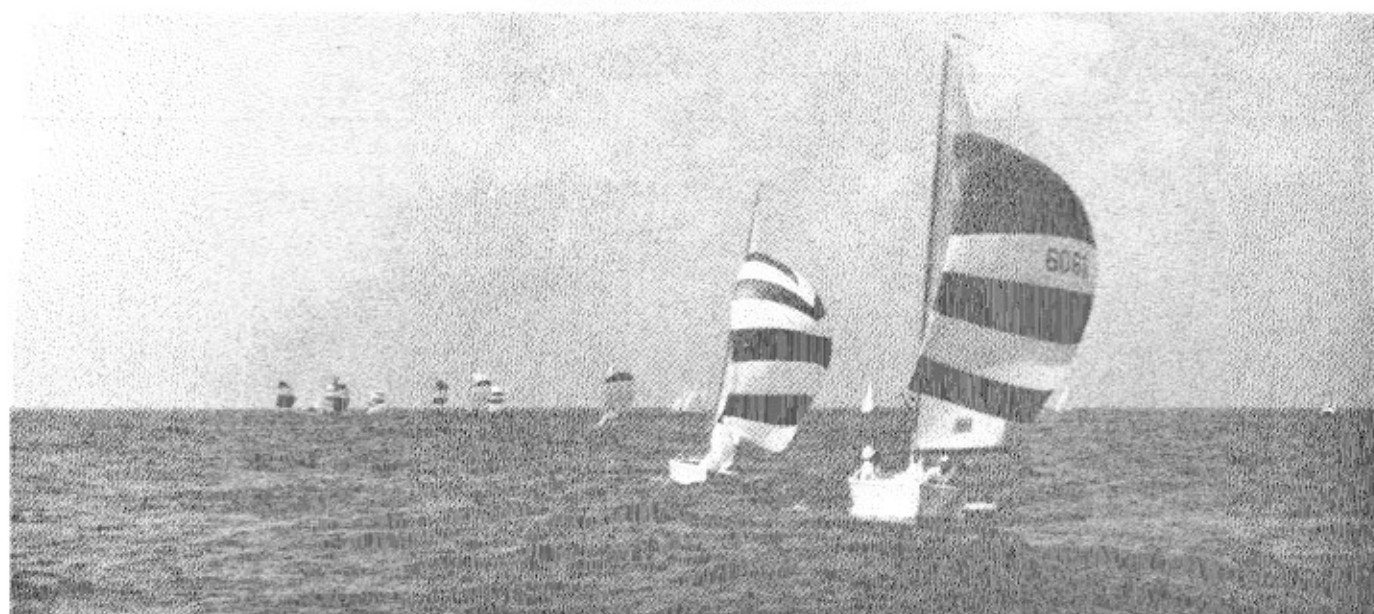
Boat No.	Skipper	Home	Total Points	Final Position
7811	Tom Allen	Buffalo, New York	142	1
8021	Bob Crane	Darien, Connecticut	133	2
7000	Karl Smither	Buffalo, New York	120	3
7600	Dave Wright	San Diego, California	117	4
7833	Lowell North	San Diego, California	115	5
7822	Bud Olsen	Stratford, Connecticut	109	6
6654	Carter Ford	Riverside, Connecticut	107	7
7244	Al Berniel	Kenmore, New York	102	8
8004	Herm Nickels	Fenton, Michigan	100	9
6884	Jim Carson	Philadelphia, Pennsylvania	100	10
1903	Stu Anderson	Buffalo, New York	95	11
7420	Carl Eichenlaub	San Diego, California	88	12
7877	Dave Nickels	Fenton, Michigan	84	13
7975	Jack Swanson	Buffalo, New York	83	14
7942	Barney Mead	Towson, Maryland	79	15
7940	Jay Limbaugh	Worthington, Ohio	78	16
6560	Manning Barber	San Diego, California	72	17
6177	Al Coia	San Diego, California	65	18
7911	James Coggan		59	19
7606	Howard Macken	San Diego, California	57	20
7406	Oscar Nelson	Miami, Florida	56	21
7848	Bud Nelson	Toledo, Ohio	54	22
5505	John McIntosh	Savannah, Georgia	52	23
7990	Trevor Lewis	San Diego, California	49	24
7424	Dave Shay	San Diego, California	48	25
8002	Ralph Powless	Powell, Ohio	46	26
7899	Charles Grant		39	27
7796	Sam Townsend	Dallas, Texas	29	28
6999	Henry Brault	Portland, Oregon	21	29
7860	Paul Brady	San Diego, California	19	30



"Feast—California Style"



Tom Allen in the Winner's Circle



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CALIFORNIA'S WENDELL HARTER CONVINCINGLY WINS PRESIDENT'S TROPHY

By Tom Fallon



Wendell Harter in the Winner's Circle

Wendell Harter of Santa Monica Bay, Fleet 102, in his new Eichenlaub Lightning "Paddlin' Madelyn", #7869, easily won the President's Trophy with four firsts and a second against a Fleet of 15 other Lightnings. Wendell was ably assisted by his charming wife, Madelyn, and his young son, Gordon. As the races went on Harter got better and better and in the last two races was sailing through the tailenders in the Championship Flight who started 15 minutes before.

Harter's overwhelming victory was not apparent until after the first two races. The first race in relatively light steady air in calm sea was easily won by Buffalo's Bill Hughes in "Restless II", #7046. Hughes had a big lead at the finish. Harter was second, Honolulu's Bill Hole in #6028, "Billie"—third, Connecticut's David Storrs in #6348, "Vivo"—fourth, and Baltimore's James Burke in #7880, "Hustler"—fifth.

The second race was a long drawn out affair with fairly good breezes until the last weather leg when it lightened. Harter had a tremendous lead and was virtually out of sight of the second boat at the finish. Storrs was second, Hughes—third, Michigan's John Goldsmith in #7602, "Warhorse"—fourth, and Bill Hole—fifth.

At the conclusion of two races Harter led the series with 3 points (low point scoring system used for simplification). Hughes was second with 4, Storrs third with 6, Hole fourth with 8, and Buffalo's Tom Fallon and Oregon's Ty Campbell tied for fifth with 14.

It was a long day on the Pacific Ocean and the President's Trophy Fleet finally arrived back at their moorings about 7:30 in the evening.

The third and fourth races were sailed on Friday in northwest breezes of generally higher velocity between 7 and 10 MPH. Harter took an early lead in the first race and won easily, picking slants most judiciously. Bill Hole and Tom Fallon appeared to be ahead off the windward end but sailed into a flat spot and fell back into the Fleet. Fallon worked his way out to finish second, Oregon's Fredi Tauscher in #6061, "Sassy" from Fleet 283 was third, Hughes—fourth, and Mission Bay's Fred Knauer in #7787, "Now-Or-Never"—fifth. Fredi was the only feminine skipper in the series and gave a splendid accounting of herself at all times. Her boat was positively beautiful with marvelous original equipment.

The fourth race Friday afternoon started in a fairly good breeze. Fallon got a good leeward start and rounded the weather mark approximately 200 yards ahead of Harter. By the end of two leeward legs Harter had closed the gap to one boat length. By the end of the second weather leg, which was lighter, not only had Harter passed Fallon, but opened up a lead of approximately one-half mile. In fact, Fallon's wife actually congratulated him for winning the race because she thought that Harter, who finished about twenty-fifth in the Championship Flight, was in that division.

Storrs was third, Ty Campbell—fourth, and Fred Knauer—fifth. At the end of four races the score was as follows:—

Harter	5
Hughes	16
Storrs	16

Fallon	18
Hole	21
Campbell	26
Tauscher	27

Going into the last race the fight was for second place. Harter had far outclassed his compatriots in the President's Trophy and was obviously Championship timber. The reason he didn't make the Championship Flight was because he got trapped on a port tack in one of the trial races and promptly dropped out.

For the fifth race the wind looked fairly good, 6 to 7, out of the northwest but with very definite shifts, let ups, and soft spots. Harter quickly assumed an early lead and won the race by a tremendous margin going away. David Storrs sailed an excellent race covering Hughes and Fallon throughout and well deserved his second place finish and second place in the Regatta. Fallon, Hughes, and Hole managed to work their way to the wrong side of the course on the first weather leg and rounded the first weather mark well back in the Fleet. Hole was about ninth, Fallon—eleventh, and Hughes—twelfth.

Following Harter around the first weather mark was Honolulu's other entry, Bob Edmondson, #7056, Fred Knauer, John Goldsmith, and Fredi Tauscher. The wind in this race was quite confusing to everyone except Harter who handled it as if he'd sailed on that part of the Pacific Ocean for a hundred years. At the finish of the race Harter was his usual half mile ahead, Storrs—second, Knauer—third, Fallon—fourth, Hole—fifth, with Hughes—eighth.

Prizes were presented to both the skippers and crews of the first five finishers at the fabulous Luau Banquet at the super deluxe Catamaran Motel on Saturday evening. The prizes went to Harter, Storrs, Fallon, Hughes, and Hole.

It was fun sailing in the President's Trophy. First of all, it was by far the best seat to observe the Champion-

ship races. Fallon was sailing "Virus", a fine Lightning kindly lent to him by Dr. Erwin Fletcher. He would start down the starting line from windward to leeward with about three minutes to go sailing approximately 75 yards below the starting line. It was extremely interesting to see the Fleet shape up along the line and because all the Championship Division were slowly jockeying for position, the entire mass of Championship boats moved slowly. Therefore, the "Virus" could move slowly below the Fleet, beat them to the leeward mark, stick its nose over the leeward starting mark and observe the entire fracas with a bird's-eye view. And, the racing was good throughout and very competitive except for Wendell Harter who obviously was in a class by himself. But, all the others were evenly matched and one of the most interesting sidelights of the President's Trophy series was the improvement shown by the skippers and crews especially David Storrs and Ty Campbell.

When the Lightning Class Association was debating the system of having eliminations and dividing the Fleet into the President's Trophy and Governor's Cup, there were conflicting viewpoints. Some people felt that it was unwise to have a system where people would travel thousands of miles and then end up in a consolation series. Others expressed the sentiment that, "What's better—finishing well up in the President's Trophy or Governor's Cup, or practically last in the Championship Flight?" This writer can now express an opinion on this issue. He was sailing around in the lower third of the elimination races. He didn't have much fun as skipper and the crew didn't have much fun either. But, when relegated to the President's Trophy, he found himself in a position to catch up if he was behind and do well if in a challenging position. Sailboat racing is all relative and most of the fun comes from competition of equals racing equals. That's why this writer heartily endorses the present LCA system of eliminations for the North American Championship Regatta and now is able to do so from a most enjoyable experience.

Boat No.	Boat Name	Fleet	Skipper	Races					Total Points	Final Position
				1	2	3	4	5		
7869	Paddlin' Madelyn	102	Wendell Harter	2	1	1	1	1	79	1
6348	Vivo	89	David Storrs	4	2	7	3	2	67	2
5100	Virus	12	Tom Fallon	7	7	2	2	4	63	3
7046	Restless II	12	Bill Hughes	1	3	4	8	8	61	4
6028	Billie	143	Bill Hole	3	5	6	7	5	59	5
7787	Now-Or-Never	194	Fred Knauer	12	11	5	5	3	49	6
6061	Sassy	283	Fredi Tauscher	6	9	3	9	12	46	7
5041	Jay Whizz II	229	Ty Campbell	8	6	8	4	15	44	8
7880	Hustler	50	James Burke	5	10	10	6	13	41	9
7056	Pambee	143	Robert Edmondson	9	8	14	12	7	35	10
7602	Wathorse	31	John Goldsmith	13	4	9	15	9	35	11
7458	Flash	132	David Gosse	11	13	13	11	6	31	12
7960	Jayhawker II	60	Bill Schwartz	10	12	11	13	10	29	13
7579	Princess	113	Hugo Long	DSQ	DSQ	12	10	11	18	14
7712	Salem	229	Barkey Slocum	15	14	15	14	14	13	15
7611	Duchess	50	Jim Gilbert	14	15	16	16	16	8	16