

# ILCA JUNIOR CHAMPIONSHIPS

By Matt Fisher

The first Lightning Junior North American Championship was hosted by Cleveland Yachting Club on Aug. 6-9. Thirty-three boats turned out for this very successful regatta. With the help of Bill Buckles and Jack Mueller as co-chairmen this was a first-class regatta.

My crew, Karen Albers and Jeff Metzger, and I arrived Monday night and were greeted by the Mueller gang at the Club's spar loft. We were able to stay with Jack and Nancy Mueller throughout both the Junior and Senior North Americans. We all sincerely appreciated the hospitality of the Muellers and many of the other Cleveland families in allowing many of the junior crews to stay with them during the regatta.

Tuesday morning we planned to measure our boat and sails and go out to practice. We had a few difficulties with our main and weren't able to go out until the practice race. Enough can't be said about the measuring committee. I think they worked from 9-5 straight from Monday through Saturday.



The wind for the practice race was out of the NE blowing about 15-18 MPH with a sloppy sea. We felt this condition was what we needed the most practice in for most of our racing during the summer had been in light air with flat water. We got our first taste of Cleveland Yacht Club's traditionally perfect starting lines as Jack Mueller and company set a great line with the weather mark dead to windward. We had a fair start and played the middle, checking our speed. We were pleased as we led around the first mark, with my brother Greg and Paul Levinson close behind. As I expected, Karen and Jeff (as they would throughout the series) worked great together and I was pleased with our crewwork and our new spinnaker because, for a change, we had good speed downwind. The positions were the same at the finish.

Tuesday night we were all treated to an excellent seminar by Bill Buckles and Jack Mueller, with my dad as the moderator or, perhaps I should say, referee, since the two of them didn't agree on several points on sailing a Lightning. This seminar lasted about two hours, and they covered all the various aspects of the Lightnings and how to sail them on different points of sailing and in various conditions. I think everybody learned that there is no set path to follow to do well. Leaders have different ways of winning.

As we came out of the channel for the first race Wednesday, the conditions were light and lumpy, with the wind out of the east. The starting line was slightly favored to leeward, but local knowledge called for a tack into shore on port to pick up a starboard lift. Our plan was to start at the leeward end and tack to port as soon as possible. We started at the leeward end with Mike Hoffman and tacked to port, as planned, never to see Mike again that race.

Sailing smart and fast, Mike went to the left side and rounded the first mark two minutes in front of Mark Forhecz, Paul Levinson, Brad Baker and Mark Wilkins. Greg Fisher and Mark Bryant were sixth and seventh and we were about ninth. The wind had done exactly the opposite of what I thought it would. It had shifted about 15-20 degrees to the left and was still going. During the next lap, the wind backed enough to make the second weather leg a long port tack. Positions stayed the same in the top three with Greg Fisher and Mark Bryant moving up to fourth and fifth.

I found the next lap very frustrating, since it turned into a parade with everybody holding their positions. At the finish it was Hoffman, Forhecz, Levinson, Greg Fisher, Bryant and ourselves. We sailed in somewhat frustrated, but remembering that there were two races left.

The conditions for the second race were very similar to the practice race, with the wind 15 to 18 mph out of the northeast, and quite a few square waves.



The starting line was perfect. My brother Greg had a great start in the middle of the line and immediately tacked to port. We were to leeward of Greg, buried in the second row off the line, but we found a hole to windward and tacked in fair shape. Bryant and Hoffman were both buried. Greg, with his crew of Holly and Willy Petersilge (total weight — 360), sailed to the right side and powered himself into the lead at the first mark. We sailed up the middle and rounded second, followed by Randy Ruhlman, Jay Lutz and John Aras. The two reaches were fairly tight and Jay Lutz with a crew of Mike and Don Schoene moved into third. Greg, to the complete frustration of the heavyweights, held on to first.

On the next weather leg, due to the fantastic hiking of my crew Karen Albers and Jeff Metzger, we were able to catch my brother. The second downwind leg saw many gamey crews keeping their spinnakers up but there were no changes in the top five. On the last windward leg we held on to first to win with Greg second, Lutz third and Bryant, moving well this leg, picked up Randy Ruhlman to finish fourth.

Since Greg was one point in front of us going into the third and final race, we were virtually tied. Mark Bryant, from Buffalo, was in third, three points behind Greg. Brad Baker, Mark Forhecz, Noel Thurber and Paul Levensin were all within a point for fourth place. Our "game plan" for the last race was to sail our own race without letting my brother or Bryant out of my sight.

Thursday morning the conditions were light and

mealy with the wind out of the southwest. Before the start I was trying to think which side we would go to if we were behind. I guessed (with the help of local info) that a long starboard in shore would be the most advantageous.

We lucked into a leeward pin end start on a heavily favored leeward end line due to a 15 degree shift to the left at about one minute before the gun. Greg and Bryant were both buried, directly behind us, and we began to feel a little too safe. Greg tacked on to port while Bryant drove off to the left. I figured that maybe the wind had already shifted to the left as much as it was going to; also, Bryant had to put a boat between us to win the regatta while Greg only had to beat us — so we tacked on port to cover Greg. Things started looking better because while we could cross the whole fleet, Greg had to duck several transoms.

All of a sudden we sailed into a garage. Greg, who was once five boat lengths behind had moved up to where we were eating his backwind. To top it off, while we were on somewhat of a header, Bryant was on a 30° lift on the port side. Finding ourselves near the lay line we tacked with Greg directly to windward of us.

Our luck and the wind direction did about 180° turn. Bryant came off the lift on the left side, and my brother and I got a lift to the layline. With this lift, Greg fell down into our backwind once we reached the mark.

John Aras and Rob Ruhlman each sailed a smart weather leg up the middle to round first and second. We rounded third with Greg about a boat length behind in fourth, and Hoffman fifth. The downwind legs juggled the top five as the boats that went high got the new air first and picked up. At the end of one lap Aras was first and we second followed by Rob Ruhlman, Hoffman, and Greg.

The second weather leg was a long starboard tack with a dieing wind. There was obviously some type of storm moving in from the right. By the weather mark the fleet had spread out considerably. The next leg was a dead downwind drifter. The end of this leg turned into a port reach, and we picked up Aras right at the mark to round the "jibe" mark first, having a comfortable lead on Greg. The course was shortened to six legs, allowing us to finish on a beat. Aras got us back and now, in a pouring rain, the air had died to zilch.

Behind us I saw my brother poking out of the pack. This slowly veering wind was starting to fill in behind us, as now we were stopped dead 100 yards from the finish and Greg had about 6 m.p.h. of air. About 50 yards from the finishline his puff caught us and we luckily nipped Aras to win the race and barely beat my brother, who finished third by 20 seconds. Hoffman was fourth and Jerry Pignolet was fifth. As we sailed in we felt very fortunate to win over such a tough group of sailors.

I think it is obvious that this first Lightning Junior North American Championship was a success. It is just great to see the class go all out in putting on a first class regatta for the juniors. The trophies, which included the traditional flags for the top three in each race, were absolutely beautiful. I hope we can get as good a turnout next year

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in South Carolina. One of the many advantages that quite a few sailors exercised was that juniors would borrow a boat from someone who had qualified for the senior North Americans. The boat would be totally measured and tuned and ready to go for the following week's series. Also I found this regatta extremely helpful in our preparation for the Senior North Americans. Some of the conditions in the Senior races were exactly like the Juniors.

I would like to thank the Cleveland Yachting Club

and all the people who helped put on the regattas, especially Jack Mueller, Bill Buckles, and of course, Papa John Mueller.

I would especially like to thank my crew. Karen Albers just started racing this year and has picked it up amazingly fast. Jeff Metzger has been racing with me for seven years and just continues to put out excellent crewwork year after year. They both did a super job in the Junior and Senior North Americans. I can't thank them enough for the great work they did.

## 1974 JUNIOR CHAMPIONSHIPS

Final Position	Boat #	Skipper and Crew	Race Finishes			Points
			1	2	3	
1	10956	Matt Fisher, Jeff Metzger, Karen Albers	6	1	1	8
2	11728	Greg Fisher, Holly & Willy Petersilge	4	2	3	9
3	9373	Mark Bryant, John Humphrey, Bob Fretz, Jr.	5	4	7	16
4	12226	Jerry Pignolet, Wayne Pignolet, Dave Taylor	13	8	5	26
5	12594	John Aras, Jim Rogers, Robert Busby, Jr.	12	13	2	27
6	12580	Noel Thurber, Tom Potcova, Jeff Powless	11	6	11	28
7	11490	Brad Baker, Bruce Baker, Harley Hopkins	7	9	13	29
8	12239	Paul Levinson, Harry A. Levinson, Sherry Powless	3	15	12	30
9	12420	Randall M. Ruhlman, Peter Milani, Jonette Maras	16	5	15	36
10	12412	Michael Wilkins, Dan Shinn, David Stremple	10	19	10	39
11	11450	Michael Huffman, William Huffman, John Donovan	1	DSQ	4	40
12	11784	Jay Lutz, Michael Lutz, Donald Schon	21	3	18	42
13	12280	Tryg Jacobson, Eric Graf, Pat Stumbras	15	7	21	43
14	12620	Robert G. Ruhlman, Curt Maltbie, Sue Milani	24	11	8	43
15	11800	Mark Forhecz, Teddy Forhecz, Dale Duston	2	14	27	43
16	12120	Greg Florian, Kevin Scarlett, Robin Irish	14	17	14	45
17	12287	Mark Wilkins, Barb Anderson, Beth Shinn	9	21	19	49
18	10525	Mark Caldwell, Kate Caldwell, Jeff Hornby	25	12	17	54
19	10168	William Johns, John Cimellaro, Marty Scherps	23	27	6	56
20	12428	Brad Hamilton, Scott Hamilton, Chris Merillat	17	30	9	56
21	12340	Bradford Currie, Crit Currie, Jr., David Miller	20	20	23	63
22	12642	Scott Gazelle, Peter Corelli, David Strang	22	28	16	66
23	12587	Caroline Penfield, Sam Wardwell, Dave Sharp	19	22	26	67
24	11537	Thomas Tiedemann, Jim Pindell, Jeff Smith	8	25	DNF	67
25	12411	Peter Huston, Paul Vance, Thomas G. Allen IV	DSQ	10	24	69
26	12636	Douglas E. Koenig, Jeffrey Koenig, Max Schultz	18	26	28	72
27	11330	Tim Gottsacker, Mark Gottsacker, Clark Spielvogel	26	16	30	72
28	11182	Phil Dennis, Jerry Bell, Joel Funari	32	18	25	75
29	11567	Jeff Detwiler, Tom & John Detwiler	27	31	20	78
30	11217	Matt L. G. Burridge, Jody Sue Carpenter, Rick Hannenberg	29	29	22	80
31	12575	L. Gordon McCarty, Scott Ludwig, Lyle Courtsal	30	23	29	82
32	11653	Mark Whatley, Brian Allan Whatley, Nancy Johnson	28	24	31	83
33	11511	Scott Rudge, Aileen Riley, John Leonard	31	32	32	95

DSQ 35

## SOUTH AMERICAN CHAMPIONSHIP

By Jose Barreda Zegarra

The XX South American Lightning Class Championship was held this year in Callao, Peru, from March 1 through March 9 with the Peruvian Naval Academy being the host. Roger Vansprangh, Commodore of the Peruvian Lightning Class Association, was General Chairman and he gave the start in all races.

Moderate winds, ranging from 6 to 12 knots, prevailed, although there were two races with less than six knots. Twenty-six crews participated coming from Argentina, Brazil, Colombia, Ecuador and Chile, including six from Peru, and so a record of participants was reached. The organization was per-

fect and a mild summer weather helped to make everything just fine.

The first race was won by Carlos Navarro, from Peru, who turned the first mark one hundred yards in front of the pack and kept the lead all the time. The second race went to Manolo Gonzalez from Chile and the third to Gunther Ritter from Peru. And here the good performances of the Peruvians came to an end, and Argentinian Mario Isola by consistent 2nd., 3rd., and 4th., places began to show as a possibility, together with Mario Buckup — of Brazil. The latter won the fourth race, but in the fifth race was disqualified and his winning of the sixth