



INTERNATIONAL
LIGHTNING CLASS
ASSOCIATION

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**1976
YEAR BOOK**

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International Lightning Class Association
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Cover photo taken at Valle de Bravo, Mexico during the Pan American Games — Bruce Goldsmith, Pam and Paul Adam. Printing and plates donated by Universal Lithographers of Sheboygan, Wisconsin. Color separations and printing and plates for The Gallery donated by Universal Lithographers and Nixon Newspapers, Inc.

From the Editor —

Winter has come to the Eastern seaboard of the United States, where I live, the boat is tucked away in the garage below, but thanks to this Yearbook, sailing is still very much on my mind. It has given me a great excuse to write and call a lot of friends I would normally see only over the summer, and "talk Lightning" with them. In another week or so, this obsession will stop because everything will be at the printers, and I hope that shortly thereafter you will be able to share in the pleasure of reading this.

The help I have received from everyone has been overwhelming. Without exception, the people I asked to write something or furnish pictures have been marvelous in their cooperation. Ellen Horan of Yachting took some of the beautiful black and white shots at Hilton Head, and I owe a special thanks to Mary Huntsman and Jake Jacobsen who supplied me with literally hundreds of photographs to choose from. John Nixon and Jake again donated the color separations for the cover and the inside color pages, which add so much. I have not heard much from Assistant Editor Dave White these past months, but I have a pretty good idea what he has been doing over Christmas and New Year's, editing and proofreading the hundreds of fleet and district reports, which is a tremendous job.

However, in the end it still depends on Helen Limbaugh and her staff to put it all together. Thanks to her skills, each year the finished product is not only enjoyable to read, but an indispensable reference. There are many ways in which the hundreds of fact filled pages can be used to find information about the fleets, districts, regattas, people, boats, and organized activities of all kinds which together comprise the Lightning class.

The 1975 World Championship was especially meaningful to the Lightning as an international class because, for the first time in its history, it was won by a sailor not from the U.S., Mario Buckup of Brazil. I am sorry that the articles which Mario was going to write, and another one by his brother Robert about him, have not arrived in time to meet the printer's deadline. They will, of course, be published in Flashes.

I would like to dedicate this Yearbook to Mario Buckup, the 1975 World Champion.

Spierd Hoekstra

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THE PRESIDENT'S MESSAGE

1975 was an active and exciting year for the Lightning Class. The new oval mast became legal equipment March 1, just in time for the Southern Circuit. Despite some early delivery problems, over 80% of the circuit sailors had one of these "black beauties". It wasn't so much that everyone thought that they were faster but rather that you could not miss the psychological advantage of having the latest equipment. The North American Championships were held at Hilton Head, S.C., which has got to be the plushiest place ever to host the N.A.'s. I would like to thank John McIntosh and his super-organized committee from the Savannah Yacht Club for a very special regatta. The sailing conditions were quite varied and the race on Calibogue Sound was in a class by itself. Bruce Goldsmith won the regatta, his fourth win in the N.A.'s.

After taking a month to recover from Hilton Head, the Class went on to the World Championships in Salinas, Ecuador. Mario Buckup from Brazil won this regatta with a scintillating display of speed and consistency. Mario is the first South American to win the World Championship. He had just won the South American Championship the week before and never stopped going fast. Actually the South American Championship was a much closer regatta with the outcome in doubt right up to the end. Mario ended up tied with Andres Lisocki from Colombia. Both had three firsts and two seconds, and both had beaten the other twice. The tie was broken by considering their positions in the drop race, a sixth for Lisocki and a third for Buckup. I enjoyed the World Championships at Salinas and would like to thank Lorenzo Tous, Paco Sola, the other members of the World Championship Committee and the Salinas Yacht Club for hosting this regatta.

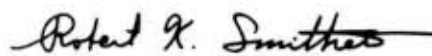
Immediately following the Worlds the Lightning Class raced in the Pan American Games in Mexico. The regatta was held on the beautiful lake of Valle de Bravo where crews from Argentina, Brazil, Canada, Colombia, Mexico, Peru, and the U.S. raced for the gold. Bruce Goldsmith won, finishing first in four of the seven races. All races were hotly contested, in many cases the leaders were overlapped at the first weather mark, and only after the ensuing downwind battle did a leader break out of the pack. All reports from contestants and spectators alike indicate that the Mexican Sailing Federation did an excellent job and that the Lightning made a good impression in an area that has not seen Lightnings before. Part of this good impression comes from the use of mostly new boats in the regatta that were chartered from the Allen Boat Co. The crews from Brazil, Chile, Colombia, Mexico, Peru, and the U.S. used these new boats, while Argentina and Canada brought their own. This made eight entries in the Lightning fleet, the maximum number of entries in any of the fleets racing at Valle de Bravo. The class appreciates this kind of support from its builders.

It is my feeling that 1976 will also turn out to be an exciting year. We will not have as many major international regattas, but the North Americans in Sheboygan, Wisconsin will be an interesting contrast to Hilton Head. The air will be cool and the water cold, the winds moderate to strong (remember Milwaukee in 1971?) and the prices low. This year at our district regatta in Sheboygan you could still buy a beer for 25¢ at the yacht club bar. There is a possibility that a new Lightning builder will be established in Europe and also one in South America. If this happens, 1976 will surely be a banner year.

In closing I would like to thank Helen Limbaugh and her dedicated staff at the Worthington office for taking good care of the day-to-day needs of the Class and for helping Editor Djoerd Hoekstra and Assistant Editor Dave White prepare this excellent Yearbook that you are about to enjoy.

Remember: "*Sail Lightnings, the thinking man's boat*".

Sincerely,



Robert K. Smither
President, ILCA

Officers of the International Lightning Class Association

PRESIDENT — Robert K. Smither

Bob's Lightning career began in 1942 when he raced his father's Lightning "Thermis Twice" in the junior program at the Buffalo Canoe Club. He spent much of his youth racing in this hot bed of Lightning sailors on Abino Bay.

Bob graduated from the University of Buffalo in 1951 with a B.A. in Physics and Mathematics. He went on to graduate school at Yale University in New Haven, Conn. where he received his Ph.D in Physics in 1956. Bob is presently working as a nuclear physicist at the Argonne National Laboratory, located 20 miles southwest of Chicago. His work concerns basic research in the field of nuclear structure.

Bob has been a Vice-President and Assistant Measurer for the class. He races his light blue Lightning (#10930) called Fission at the Chicago Corinthian Yacht Club. Bob lives in Hinsdale, Illinois with his wife Louise, their three children, Cathy, Jim and John, and a large dog (golden retriever) called Max.



SECRETARY — F. C. Jacobson

Collecting Lightning trophies has been an old Jacobson family custom for the past twenty years! Jake, father of three winning Lightning skippers, Leif, Kristin (now Mrs. R. A. Bemis) and Tryg, has been active in Sheboygan Fleet 187 since 1954. He has served as Commodore of the Midwest District and as an I.L.C.A. Vice-President prior to this office.

Jake, president of Jacobson Advertising, Inc. in Sheboygan, and son, Tryg, are responsible for the colorful Lightning calendars of the past few years, as well as the compilation and printing of the Lightning book of reprints.

Wife Betty, a land-lubber, and youngest daughter, Lisa, a Morgan Horse buff, keep family life on an even keel.



CHIEF MEASURER & VICE PRESIDENT — Robert R. Adams

Bob has raced Lightnings since 1949, having competed in 21 of the last 24 North American Championships and in 3 World Championships. He met his wife Tay at the 1954 Internationals, and she has been his steady crew since 1958. The Adams have three young sailing daughters: Jenny, Bonnie and Chris.

Bob has served in the capacity of CAD Commodore, ILCA Vice-President-Publicity, Chairman-International Race Committee, Treasurer, Assistant Measurer and is currently a member of the Executive Committee.

A graduate of Princeton University in 1957 and Wharton Graduate School in 1961, he is Vice-Chairman of the Board of Roselon Industries, Inc., a publicly held textile manufacturer.

The Adams are members of Fleet 3, sailing at Barnegat Bay, Bay Head Yacht Club, the site of the first International Championship.



TREASURER — John S. Schneider

Since the time John first started sailing the Lightning at Buckeye Lake in Ohio, he has moved more than any other Lightning owner of record. Taking his boat along each time, he has belonged to the Ohio, Dixie, and Metropolitan Districts, serving as Commodore of the latter for the past two years.

John's first Lightning was 5559, he now races 12866, with four other boats between. His wife, Nancy, does not sail but tolerates new boat and sail purchases and the countless hours John spends with his boat. She renews Lightning acquaintances during the trips to World Championships and will be along on the trip to Ecuador.

He devotes any spare time to his investment firm in New York.



Honorary Commodore **GARY A. CAMERON** of Birmingham, Michigan, I.L.C.A. member since 1963. Manufacturer's representative, selling parts to the automobile industry based in Michigan.



Executive Secretary **HELEN E. LIMBAUGH** of Worthington, Ohio, I.L.C.A. member since 1956. Husband Jay.



Ass't. Measurer and VP **DAVID O. PETERS** of Ann Arbor, Michigan, I.L.C.A. member since 1954. Architect/Contractor. Fry/Peters Associates & F/P Development Co., Inc. Wife Carol "Shrub".



Ass't. Measurer and VP **LARRY MacDONALD** of Hamilton, Ontario, Canada, I.L.C.A. member since 1962. Mechanical Contractor with John A. MacDonald Plumbing & Heating Ltd. Wife Betty.



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Vice President
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Vice President
JOHN R. NIXON of Peru Indiana, I.L.C.A. member since 1957. President, Nixon Newspapers, Inc. Wife Jane.



Vice President
ROBERT G. BURRIDGE (Nickname Lal) of St. Louis, Missouri, I.L.C.A. member since 1967. Lawyer, Anderson, Gilbert, et al. Wife Patricia.



Vice President
DAVID W. WHITE of Falmouth, Maine, I.L.C.A. member since 1956. Pension Trust Officer, Main National Bank, Portland, Maine. Wife Joyce.

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| 1941 | C. L. Nicholson | Hon. L. Stauffer Oliver | E. Gordon Cronk | E. Gordon Cronk | |
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| 1943 | Hon. L. Stauffer Oliver | A. J. Webb | Henry L. Schimpf | Henry L. Schimpf | |
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| 1945 | James Trenary | John W. Orelup | Len Ladenburger | Len Ladenburger | |
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| 1956 | Ross G. Allen | Robert C. Mann | Burrows Morley | Allen R. Oberson | |
| 1957 | Robert C. Mann | Carleton J. Allan | T. J. Ross, Jr. | Allen R. Oberson | |
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| 1959 | H. J. Cawthra | Burrows Morley | Thomas D. Fallon | John M. McIntosh | |
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serious competitors race Allen Lightnings

1975 WORLDS

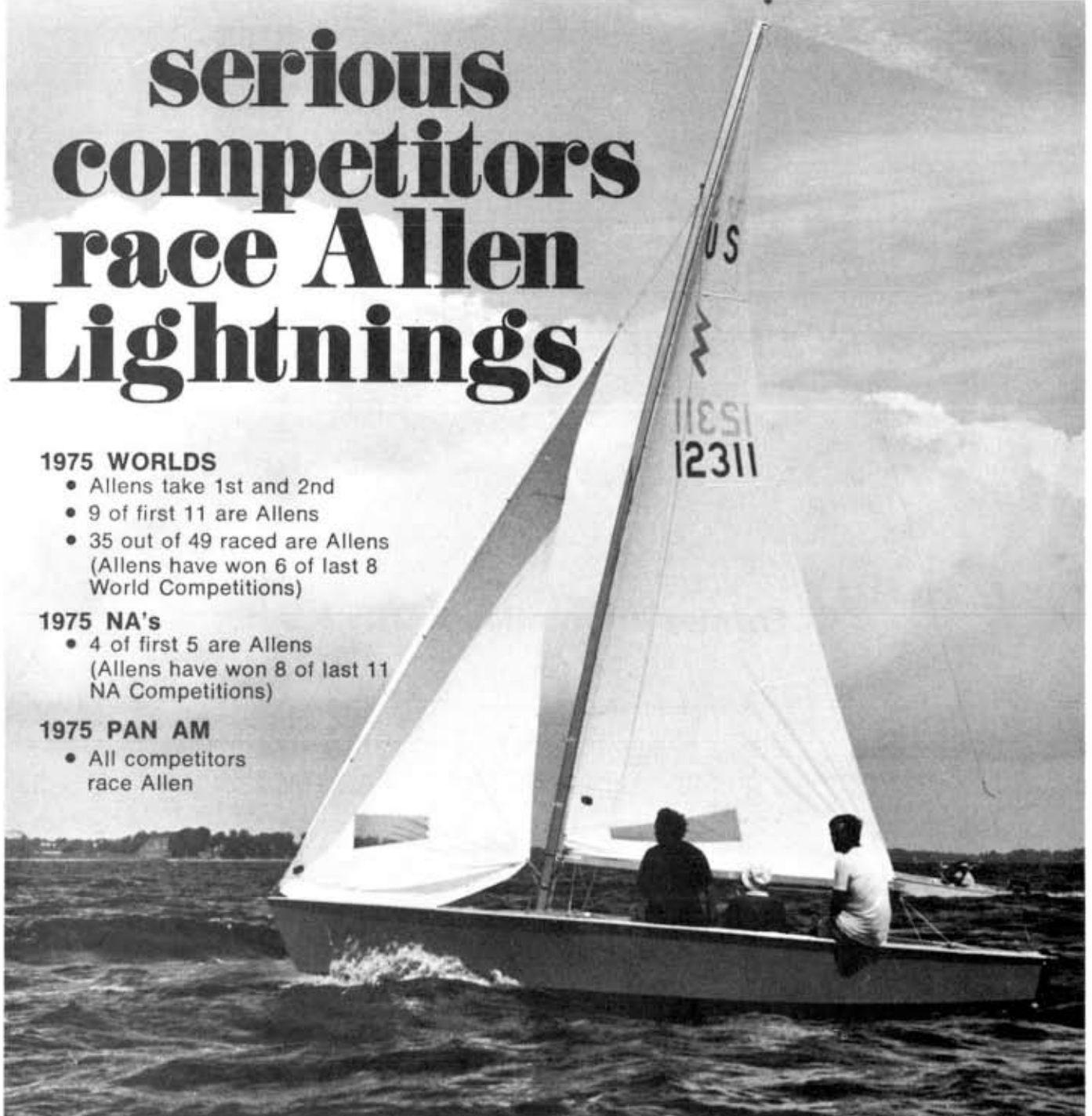
- Allens take 1st and 2nd
- 9 of first 11 are Allens
- 35 out of 49 raced are Allens
(Allens have won 6 of last 8
World Competitions)

1975 NA's

- 4 of first 5 are Allens
(Allens have won 8 of last 11
NA Competitions)

1975 PAN AM

- All competitors
race Allen



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