

XIV CAMPEONATO MUNDIAL WORLD CHAMPIONSHIP

After sailing a lot of years in international sailing events like the South Americans, Pan Americans, North Americans, Worlds and even the Olympics, I have realized that a competitive boat and top crew is a must in order to have a great performance. With this in mind, my crew and I decided to ship our old Allen to Salinas, Ecuador to compete in the South Americans last April. From there we could ship the boat on to Cartagena for the Worlds. We forgot that an Ecuadorian truck cannot travel to Colombia and visa versa. We would need to change trucks at the border. Since this was a risky situation, we had decided not to compete in the Worlds.

Six days before the first official race of the Worlds, we changed our minds. We were going to sail in the Worlds as a team regardless of the boat we sailed! We already knew that we would be defending Chile in the Pan American Games so we just had to sail the Worlds.

In the first boat draw among five countries, we drew the only wooden boat and were very disappointed. We would have the chance to change to a fiberglass boat at the second draw but soon realized that all of these fiberglass boats were overweight. Our old wooden *Candelaria* weighed only 701 lbs. and was finished with all the modern go-fasts. The Colombian sailors kept assuring us that this was a good fast Lightning and was very competitive. On closer inspection, we soon realized that *Candelaria* was the same as our own *Pixie* in that although she didn't have the best speed, was fast enough not to depend upon speed to win. From the practice races, we knew that Tom Allen III and Eddy Martin were sailing pretty fast and Bill Shore in "the boat to beat" was faster but we were confident that *Candelaria* could best them all.

My foredeck crew was Rodrigo Zuazola who has sailed with me for the past six years and also skippers I.O.R. and Stars. He was the tactician and was always looking for better wind. My brother Tito was the middleman and was in charge of wind shifts, looking not only at the compass but at other boats. Tito is also a skipper in Lightnings, Lasers and 470s. He joined Rodrigo and I to sail the Worlds and Pan Americans. The three of us had sailed together at New Jersey and Tawas in 1985. I was in good fortune in having a good boat and an even better crew.

The starts were one of the main reasons for our victory. Two or three minutes after each start we were always with the leaders. We never had bad air and were always able to go to the side of the course that was wanted. The wind was oscillating 15-20 degrees and there was always a shift to the right. Our strategy was to choose one end of the starting line — never the middle. The only decision to be made was — which end was favored? One minute the line was even and two minutes later, the pin could be favored by 15 degrees. Before each race we checked the wind at least six times after the white flag.

Another reason for our victory was that we sailed as a team. Each of us had his own area of responsibility and we agreed in almost all major decisions. This allowed me to

concentrate on steering the boat.

In the first race we started at the committee boat even though at the gun the pin end was favored. We tacked immediately to the right side with the rest of the Colombians. We finished third in the race. In the second race, we noticed that there were two different winds. We didn't reach the new wind first but were just behind Jody and Ched. Our troubles started when the wind died 100 yards from the windward mark. We had to do a 720 and then mistake upon mistake resulted in finishing 32nd.

Playing the shifts paid off in the third race giving us a second place finish. A lot of hard work put us in fourth place in the fourth race.

We only needed to be in the top ten in the last race to win the Worlds. There was nobody to cover us because there were too many boats competing for second place. We sailed absolutely conservative covering the fleet but losing the advantage with other boats. Even being as conservative as we were, we worked hard as a team and with some good luck, actually won the last race and the World Championship.

How happy we were. This was a very special occasion for Rodrigo, Tito and myself and for Chile. This was the first time Chile had ever won a World Championship in a sailing regatta. This will do much to promote the Lightning in Chile and our Class will grow even more.

Thanks again to Tito and Rodrigo; they were superb. A special thank you goes to Fernando de La Concha for organizing the event and to all the Colombians (including the owner of *Candelaria*) for their gracious hospitality.



Manuel Gonzalez World Champion.

Lightning Worlds — 1987

Fin Pos	Ctry & Boat #	Skipper & Crew	City	RACE FINISHES						Pts
				1	2	3	4	5	6	
1	X	11099 Manuel Gonzalez Mas, Alberto Gonzalez, Rodrigo Zuazola	Santiago, Chile	3	(32)	2	4	4	1	14
2	KC	14057 Eddy Martin, Perry Owen, Jay Mann	Montreal, Quebec	5	(24)	1	15	1	3	25
3	US	14175 William Shore, Brad Read, Steve Hayden	Newport, RI	8	6	9	(16)	2	8	33
4	BL	12489 Claudio Bickarck, Gunnar Fieker, Carlos E. Wanderley	Sao Paulo, Brazil	9	7	4	8	5	(17)	33
5	US	13876 Jody Lutz, Randy Dickerson, Jeff Lutz	Brick, NJ	1	12	6	3	12	(15)	34
6	US	14111 Thomas Allen, III, Jim Allen, Nina Cuccio	Buffalo, NY	2	(31)	3	14	6	11	36
7	US	14132 Ched Proctor, Doug Barlow, Jody Swanson	Southport, CT	12	2	12	11	(13)	2	39
8	US	14099 Bruce Goldsmith, Sherry Goldsmith, Marinus Van Ooyen	Manitou Beach, MI	15	8	(18)	5	9	5	42
9	US	13675 Jon Schwartz, Will Jeffers, Arnold Schwartz	Highlands, NJ	7	3	5	17	10	(26)	42
10	US	14085 Bob Wardwell, Dan Moriarty, Scott Zerban	Signal Mtn., TN	(20)	1	7	2	18	19	47
11	KC	11814 Larry MacDonald, Mike Montani, Trevor Born	Toronto, Ontario	11	16	21	1	3	(21)	52
12	US	14011 Thomas Allen, IV, David Adams, Anne Allen	Buffalo, NY	(NP)	17	8	6	15	6	52
13	US	11505 Matt G.S. Burridge, John Morley, R. G. (Lal) Burridge	University City, MO	(17)	4	13	12	14	12	55
14	US	14155 Richard W. Hallagan, Bob Bush, David Hallagan	Newark, NY	14	5	17	10	(17)	13	59
15	US	13990 Mike Huffman, Ian Jones, Holly Elfman	Chicago, IL	13	18	19	(22)	7	4	61
16	EC	11929 Juan Santos G., Carlos Luis Lecaro, Rafael Lecaro	Guayaquil, Ecuador	4	14	10	21	(DSQ)	20	69
17	CB	3041 Andres Lisoeki, Felipe Lisoeki, Stefano Pacini	Bogota, Colombia	6	25	15	19	11	(27)	76
18	A	11037 Horacio Luis Tettamanti, Juan Jose Grande, Martin Costa	Buenos Aires, Argentina	(NP)	13	11	13	22	24	83
19	US	14181 Sandy Huntsman, Kevin Corr, Ron Freund	Rumson, NJ	23	15	(29)	9	16	25	88
20	CB	13447 Santiago Uzcategui, Juan Carlos Uzcategui, Jorge Uzcategui	Bogota, Colombia	10	26	28	(28)	24	7	95
21	US	14014 Djoerd Hoekstra, Garold Thompson, Roelof C. Hoekstra	Malvern, PA	(NP)	34	14	26	8	14	96
22	US	14080 Jim Carson, Owen Carolan, Philip Kinzel, Jr.	Brick, NJ	18	23	20	24	(27)	16	101
23	KC	14174 David Sprague, Cathy Bowman, Brian Curtner	Toronto, Ontario	(NP)	11	16	35	31	10	103
24	PU	11089 Augusto Navarro, Antonio Fortunio, Francisco Ayulo	Callao, Peru	16	22	31	7	(DSQ)	29	105
25	CB	13431 Camila Isaza, Jose A. Isaza, Rafael Tamayo	Bogota, Colombia	28	9	26	23	(DSQ)	22	108
26	CB	8911 Antonio Pacini, Miguel Fiori, Beatriz de Lisoeki	Bogota, Colombia	24	10	27	34	20	(36)	115
27	CB	13432 Fernando De La Concha, Dario Montoya, Antonio Tamayo	Bogota, Colombia	21	19	(34)	20	28	30	118
28	CB	14135 Hernando Higuera, Federico Meira, Carlos Montoya	Bogota, Colombia	27	(33)	30	31	22	9	119
29	US	13886 Georges Peter, Allison Peter, David Jones	Barrington, RI	25	21	23	33	19	(35)	121
30	I	13706 Pasquale Vitaggio, Giuseppe Alagna, Giovanni Pulizzi	Marsala, Italy	19	20	33	(37)	31	23	126
31	EC	14145 Juan Carlos Plaza, Aparicio Plaza, Miguel Plaza	Guayaquil, Ecuador	22	28	22	32	(DNS)	28	132
32	CB	14058 Hernandez Wills, Alejandro Rodriguez, R. Vera	Cartagena, Colombia	26	(35)	32	18	24	33	133
33	A	11043 Osvaldo Bordino, Horacio Cardarelli, Ricardo Lange	Olivos, Argentina	(NP)	NP	25	25	35	18	143
34	CB	13389 Manuel Isaza, Santiago Duat., Martin Isaza	Bogota, Colombia	(NP)	27	36	27	25	31	146
35	CB	13427 Roberto Matarraz, Juan Pablo Matarraz, Andrew Jackson	Bogota, Colombia	(NP)	30	24	30	29	34	147
36	EC	14160 Dieter Dyck, Francisco Sola, S. Romero	Quito, Ecuador	29	29	(35)	29	30	32	149
37	CB	7293 Vicente Fernandez, Andres Hernandez, J. Londono	Bogota, Colombia	30	37	(38)	36	33	38	174
38	CB	12069 Gonzalo Ordonez, C. Garrido, C. Caleasio	Bogota, Colombia	31	36	37	(38)	37	37	178
39	CB	13300 Raul Acosta, Juan Buitrago, Juan Jose Jaramillo	Medellin, Colombia	32	38	39	(39)	38	39	186



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23

PAN-AM SILVER — WHAT A GREAT YEAR!

by Peter Hall (with lots of help from Scott Morgan)

We did it! We won a silver medal at the 1987 Pan American Games!

Florida Mid-Winters, Annapolis, Pan Am Trials, Canadian Open, Pan Am Games, a baby son Nicholas, a happy wife, a great crew in Alain Boucher and Scott Morgan: what more can a Lightning sailor ask for?

We took off our skis, trekked south in March, sailed slowly, learned humility and thus began our training program. We were underwhelmed to say the least. With a little coaching from Ched Proctor and Bill Shore, we improved our speed and won the NO GAS Regatta. What irony! We as a crew were full of gas.

We had won the first half of the Selection Trials in the fall of 1986. As luck would have it, a combination of light air and great boat speed would allow Scott, Alain and I to win the second half of the Trials after only four races enabling the "coach" to return the next day to "participate" in the birth of our son Nicholas. A lot of hard breathing was required! Nicholas and Margot, your timing was perfect.

Throughout the Trials, we saw excellent competition from Eddy Martin and Larry MacDonald Jr.. Alain and Scott sailed extremely well, and made steering look easy. We won the Canadian Open August 1-3 at the Boulevard Club in Toronto with four firsts and a second and after this felt prepared for the challenges of the Pan American Games.

We drove to Michigan City, Indiana, on Lake Michigan arriving five days before the practice to help us get used to local conditions. We were greeted by massive security. Two hundred and fifty Indiana State Troopers were on hand to protect us, helicopters were constantly overhead and all facilities were surrounded by a double chain link fence. Although renowned for light winds, sailing conditions appeared good. The very hot weather provided the classic weather pattern of a sea (lake) breeze from noon every day until evening, and an offshore breeze until eleven the next morning. Passing summer squalls added some wind shift flavour.

By the day before the practice race, the Walt Disney opening ceremonies had been completed and we had grown accustomed to the security. Most of the competitors were out tuning in the 15 km. breeze and looking for other boats to see who had the vital ingredient of success — boat speed. The Americans seemed very fast, Argentina a little slower and the Brazilians and even World Champion Chileans were feeling confident about their speed.

The first race arrived with light air conditions and, after tuning and the practice race the day before, we felt fairly good about our speed. Another factor however, was to play a major part in winning races: the wind shifts. We rounded the windward mark half a boat length behind the Brazilians but by the second reach (the third leg of the seven-leg Olympic course) the gentle offshore land breeze had died. Twenty minutes later the seabreeze started to fill in and the Chileans who had been last by 400 yards, surged into the lead. At the finish of the first race, the order of the fleet was

exactly reversed from that of the first windward mark: The Chileans were first, we were fourth and the Brazilians fifth.

The first race set the tone for the rest of the regatta: very unpredictable shifting winds. By the fifth race each boat in the fleet had won a race and any boat could still win the Gold. We were tied for first with the Argentinians.

Race six dawned with typical Michigan City conditions: light shifty winds. After a race where positions changed many times we finished third. This left us solidly in second place, 2.7 points behind the leading Argentinians. To win the Gold Medal we had to either win or come second and beat the Argentinians.

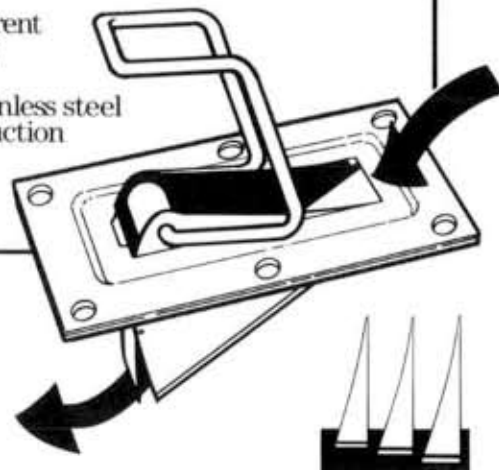
At the start of the seventh race we decided that the clouds building to the right of the course would shift the wind in that direction. To make sure we got to the wind first, we started on port tack astern of the fleet and after 15 minutes of sailing were in the lead! Prudently we tacked just short of the lay line for the windward mark. The Brazilians went 100 yards further. A puff of wind arrived and took the Brazilians and Americans around the first windward mark first and second respectively. During the last triangle we slipped back

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to fourth place. Then the wind began to die and a squall started to move towards the race course. As the four boats turned the leeward and last mark before the finish line the squall arrived. The Argentinians were just slightly ahead and grabbed the lead to reach to the finish in first. We finished the race a disappointing fourth but, with out position in the standings secure, we won the silver medal.

We congratulate the Argentinians — they sailed smart, fast and deserved to win.....They demonstrated superior light air speed.

I think my crew, Alain Boucher and Scott Morgan for their dedication, enthusiasm and extensive preparation. We really enjoyed ourselves and learned a great deal.

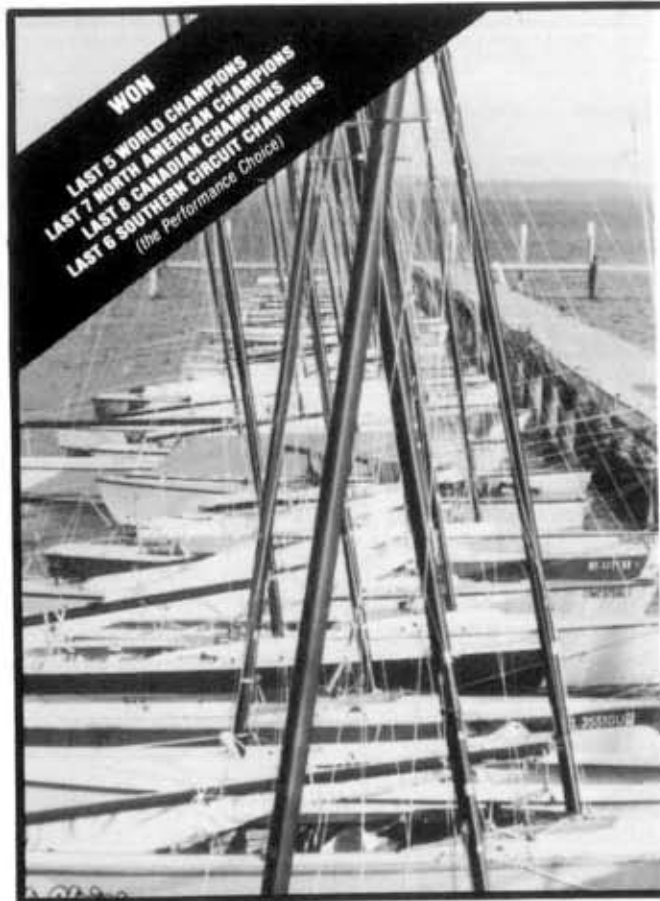
Important as winning a medal was participating in a challenging process and particularly sharing the Pan Am Games with my family, Margot, Krista and Nicholas was a great reward. To all Lightning skippers and crew, changing diapers keeps you honest.

We would like to thank the Royal St. Lawrence Yacht Club for the moral and financial support they provided. We also appreciate the constant support of the Canadian Patriarch of the Lightnings, Russ Scrim and the competitive impetus provided by the doings of Eddy Martin, Jay Mann and Perry Own at the Worlds Championship.

The Canadians challenge the Americans to beat us in our Canadian Open Championship, June 23-25, 1988 in Montreal. This is the 100th Anniversary of the Royal St. Lawrence Yacht Club. Come help us celebrate Russ Scrim's special birthday. Let's all party in Montreal.



Canadian Peter Hall.



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