

1999

March 28-April 2 CALIFORNIA CIRCUIT Coronado Yacht Club-Missions Bay Yacht Club-San Diego, CA

OVERALL CIRCUIT SCORES

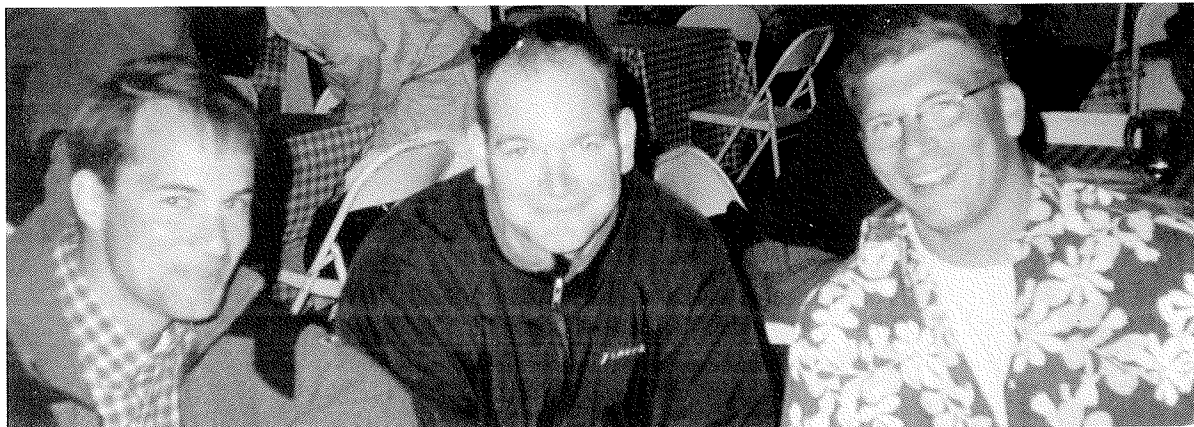
1	Jerry Neuburger, Portland, OR	53 points
2	Scott Finkboner, San Diego, CA	55 points
3	Parshley Family, Portland, OR	74 points
4	Mike Molina, Concord, CA	78 points
5	Scott McBurney, Pacifica, CA	85 points
6	John Faus, Rocky Hill, NJ	90 points
7	Kirk Johnson, San Diego, CA	93 points
8	John DeBenedetti, Portland, OR	102 points
9	David Mountford, Brush Prairie, WA	103 points
10	Mike Brewer, Santa Monica, CA	106 points
11	Fred Chandler, San Francisco, CA	139 points
12	Dave Weber, Portland, OR	145 points
13	Wendell Harter, Manhattan Beach, CA	166 points
14	Mark Breen, Modesto, CA	201 points

CORONADO SERIES

Coronado Bay, March 28-29, 5 Races

Team	Race #1	Race #2	Race #3	Race #4	Race #5	Total
1 Scott Finkboner, Frank Davies, Tom Wysockey, Christian	1	1	6	1	10	19
2 Mike Molina, John Lyon, Ron Snetsinger	3	4	1	2	11	21
3 Jerry Neuburger, Sandy Neuburger, Matt Stravers	8	2	5	5	1	21
4 Mike Brewer, Dick Brewer, David McArthur	5	3	9	8	2	27
5 Phil Parshley, Jr., Phil Parshley, Sr., Lisa Parshley, Lois Parshley	6	9	3	3	7	28
6 David Mountford, Kevin Stravers, Bill Brennan	12	7	2	6	3	30
7 Kirk Johnson, Edna Johnson, Michael Mathewson	4	13	4	4	6	31
8 John Faus, Ken Miller, Doug Vogt	2	10	7	9	4	32
9 John DeBenedetti, Roger Artigues, Ron Artigues, Eric Spoor	9	5	12	7	5	38
10 Scott McBurney, Brent Eisenberg, Andrew Bell, Kyle Henehan	7	6	8	12	8	41
11 Dave Weber, Allison Weber, Gary Kokstis	11	8	11	10	9	49
12 Fred Chandler, Mike Boswell, John Thompson	10	11	10	13	13	57
13 Mark Breen, Brandon Lynch, Justin Lynch	dns	12	dns	11	14	67
14 Wendell Harter, Dick Ohst, Dawn Zimmer	13	dnf	dns	14	12	69

*The Gang from Jersey--
John Faus,
Ken Miller, and
Doug Vogt*



*photos courtesy of
Edna Johnson*

MARATHON

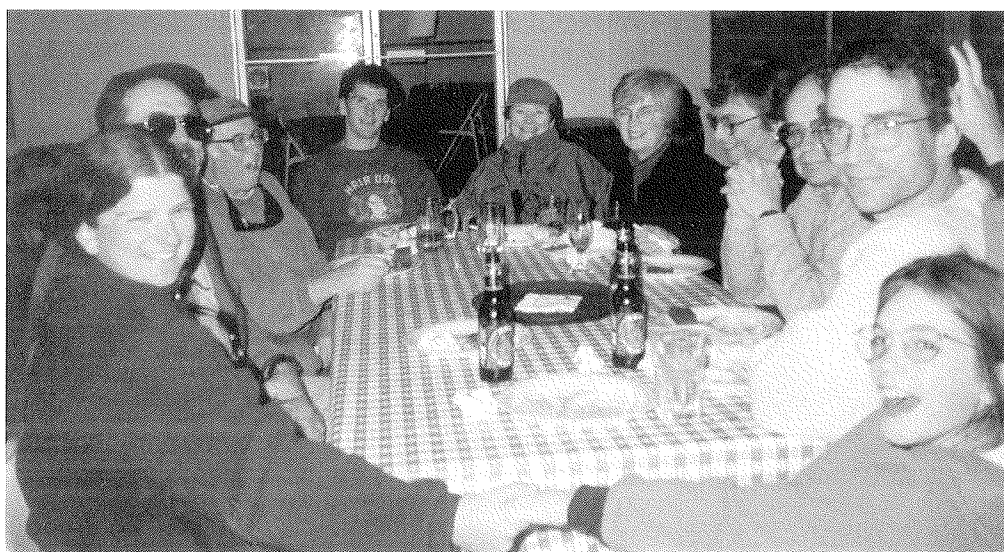
From San Diego Bay to Mission Bay

Mike Molina, John Lyon, Ron Snetsinger
 Phil Parshley, Jr., Phil Parshley, Sr., Lisa Parshley
 Jerry Neuburger, Sandy Neuburger, Matt Stravers
 Scott Finkboner, Frank Davies, Jennifer Gianera
 Kirk Johnson, Edna Johnson, Michael Mathewson
 David Mountford, Kevin Stravers, Bill Brennan
 Mike Brewer, Dick Brewer, Marco Colombo
 Fred Chandler, Mike Boswell, Colleen Cooke
 John Faus, Ken Miller, Doug Vogt
 John DeBenedetti, Roger Artigues, Eric Spoor
 Scott McBurney, Andrew Bell,
 Dave Weber, Allison Weber, Gary Kokstis
 Wendell Harter, Dick Ohst, Rocky Hodges
 Mark Breen, Brandon Lynch, Justin Lynch

MISSION BAY OCEAN SERIES

sailed in Mission Bay due to weather, April 1, 3 Races

	Team	Race #1	Race #2	Race #3	Total
1	Jerry Neuburger, Sandy Neuburger, Matt Stravers	1	8	1	10
2	Lisa Parshley, Phil Parshley, Jr., Phil Parshley, Sr.	7	1	2	10
3	Scott Finkboner, Tom Davies, Terry Koch	2	4	8	14
4	Scott McBurney, Andrew Bell, Mark Breen	5	2	9	16
5	Kirk Johnson, Edna Johnson, Michael Mathewson	4	3	10	17
6	John DeBenedetti, Roger Artigues, Eric Spoor	6	6	5	17
7	Mike Molina, Ron Snetsinger, Steve Brown	10	7	4	21
8	John Faus, Ken Miller, Doug Vogt	3	13	7	23
9	Mike Brewer, Dick Brewer, Jennifer Gianera	9	9	6	24
10	Fred Chandler, Mike Boswell, Colleen Cooke	8	5	12	25
11	David Mountford, Kevin Stravers, Bill Brennan	12	11	3	26
12	Dave Weber, Allison Weber, Gary Kokstis	13	10	11	34
13	Wendell Harter, Dick Ohst, Dawn Zimmer	11	12	13	36
14	Mark Breen	dns	dns	dns	45



*The gang from
Portland*

MISSION BAY BAY SERIES

Mission Bay, April 2, 5 Races

Team	Race #1	Race #2	Race #3	Race #4	Race #5	Total
1 Scott McBurney, Kyle Henehan, Mark Breen	3	4	1	7	2	17
2 Scott Finkboner, Tom Davies, Birney Groom	7	2	6	2	1	18
3 Jerry Neuburger, Sandy Neuburger, Matt Stravers	6	1	7	1	4	19
4 John Faus, Ken Miller, Doug Vogt	1	10	4	6	5	26
5 Phil Parshley, Jr., Phil Parshley, Sr., Lois Parshley	2	13	5	5	9	34
6 Mike Molina, Ron Snetsinger, Sue Arnold	11	5	3	9	7	35
7 John DeBenedetti, Roger Artigues, Eric Spoor	13	3	2	ocs	3	37
8 Kirk Johnson, Edna Johnson, Michael Mathewson	10	6	9	3	12	40
9 David Mountford, Kevin Stravers, Bill Brennan	8	11	8	8	6	41
10 Wendell Harter, Dick Ohst, Dawn Zimmer	12	12	10	4	10	48
11 Mike Brewer, Dick Brewer, Jennifer Gianera	5	7	12	11	13	48
12 Fred Chandler, Mike Boswell, Colleen Cooke	4	8	13	ocs	8	49
13 Dave Weber, Allison Weber, Gary Kokstis	9	9	11	10	11	50
14 Mark Breen	dns	dns	dns	dns	dns	75

1999 California Circuit

The 1999 California Circuit once again managed to get in 14 races: 5 at Coronado Bay, the Marathon, 3 "Ocean-in-the-Bay" races, and 5 races in the Mission Bay series. Fourteen teams from California, Oregon, Washington, and New Jersey completed the 6-day series. Jerry Neuburger won the Overall Circuit with 53 points, followed closely by Scott Finkboner with 55.

I tried to list every crew but it was almost impossible. Finkboner used 6 different crew, McBurney used 5, and Molina and Brewer each used 4.

Sue Arnold came down just to sail on Friday (with Mike Molina), thus making this the 25th consecutive Circuit she's sailed! In 1989 the San Francisco Fleet, urged by Mike Molina and Mark Patty, dedicated a beautiful trophy to be given to the woman skipper or crew who sails every race and places highest in the Circuit. It's called the Susan M. Arnold trophy, and Sue has been here every year to present it. This year it went to Sandy Neuburger.

The Parshleys showed up en masse as you'll be able to tell by the crew names. What you may not know is that Lois is only 10 and is already a great crew. She was not happy about being replaced just because the wind was heavy! Phil, Phil, and Lisa took turns skippering. I'm not totally sure who did what except Lisa did the Ocean-in-the-Bay series, and Phil Sr. sailed the Marathon - leading almost all the way (and to the right mark).

We have been blown out of the Marathon before, but never the Ocean series. This year, however, those of us in the rear during the Marathon watched Molina's boat catch a rogue wave breaking in the channel, ride it up about 9 feet and then disappear. John Lyon, who was crewing, admitted he'd never been so scared, or gone so fast, in a Lightning, so when the Lifeguards closed the channel 2 days later, no one complained. We sailed the Ocean races in the Bay in the rain, which made it seem

like somewhere else (some wit said Portland).

We have a Bowling Trophy no one really wants; Wendell won it again for falling out of his boat on the Marathon. Somebody seems to fall out every year, but it's usually the crew. The last time Wendell won it was 1995 when he hit the finish boat on the last tack when his tiller got caught in his coat.

Mark Breen was a close second for the Bowling Trophy. Mark showed up with a 1000 lb. boat, totally unrigged, and spent all night at Coronado Yacht Club trying to put it together. He and his crew were using the motion sensor lights to see and when they'd go out the whole crew would start jumping up and down to make them come on again. He only sailed 4 of the 14 races because his boat started taking on water. He ended up crewing for McBurney at Mission Bay.

Mark and Dawn Zimmer hosted a great party at their house on the hill overlooking the bay. These 2 architects are planning on totally remodeling this rather oddly assembled house; everybody checked out their plans and we hope they'll have a party next year so we can see how the house is developing.

Kirk Johnson...enjoying!!



1999 Pan Am Games

GIMLI, MANITOBA, CANADA

8 TEAMS, 11 RACES, 2 THROWOUTS

Country/Sail#	Skipper/Team	#1	#2	#3	#4	#5	#6	#7	#8	#9	#10	#11	TOTAL
1 USA #14926	Andy Horton, Heather Rowe, Bill Fastiggi	1	2	2	4	3	1	7	1	2	1	1	14
2 BRAZIL #14602	Claudio Biekarcck, Marcelo Silva, Gunnar Ficker	2	4	1	1	2	2	6	2	6	3	dnf	23
3 CANADA #14834	Larry MacDonald, JR, Trevor Born, Julie Marie Innes-MacDonald	dnf	dnf	5	3	1	4	2	6	1	2	4	28
4 CHILI #11011	Tito Gonzalez Mas, German Schacht Verdugo, Rodrigo Zuazola	4	1	8	2	4	9	1	4	4	ocs	2	30
5 ARGENTINA #11649	Hector Longarela, Gabriel Berberian, Hugo Longarela	3	3	3	5	5	9	3	7	3	5	3	33
6 COLOMBIA #143	Camilo Salcedo, Solmar Bermudez, Nicolas Deeb	dnf	5	4	6	7	3	4	3	7	4	5	41
7 ECUADOR #14671	Gaston Vedani, Rafael Lecaro, Juan Santos	5	6	6	7	6	5	8	5	5	7	dnc	52
8 PERU #13	Renzo Brissolete, Bruno Levaggi, Augusto Navarro	6	dnf	7	8	8	6	5	8	8	6	dnc	62

THE 1999 PAN AM GAMES - THE PAN AM EXPERIENCE

Bill Fastiggi, Middle Crew

The actual trip to Gimli started for us in Madison, CT where we just finished sailing in the CT/RI Districts. We really wanted to sail this event, but it made us a little pressed for time. Andy left Madison at about 4pm Sunday with a double deck rig, heading for Grand Forks, ND where we had to report by 8am Tuesday. On the way he stopped in Rochester, NY and picked up Scott Ikle, one of the US team coaches, who would help drive the rig.

Heather and I drove back up to VT, went to work the following morning and then boarded a plane for Fargo, ND that evening. When we arrived in Fargo, we (along with a few other US team members) were met by a van and driver to take us up to Grand Forks.

What's so special about Grand Forks, ND? It has a University campus, and it is about a three hour drive from there to Winnipeg, host city of the Pan Am games. The ENTIRE US team assembled there over the course of about 10 days to get fitted with team uniforms, gear, credentials, tickets to events, medical screening, team photos, etc. Talk about organization. The sailing team was there overnight, and then from 9am to 2pm. We each left with matching duffel bags filled to the brim with more stuff than you could imagine. The same for all 700+ U.S. athletes and 400+ coaches, team leaders, etc. Our Team Leader was Hal Haenel, and our coaches were Gary Bodie and Scott Ikle. Our Boatwright was Carl Eichenlaub.

Gimli is a small town about 60 miles north of Winnipeg on the western shore of Lake Winnipeg. The Gimli Yacht Club was built to host the Pan Am sailing event in 1967, and the members were very gra-

cious hosts. Security was tight enough that the host club members had to get special day passes to get on to the grounds of the club! Some of the non-sailing highlights for us were: seeing Princess Anne touring the sailing site on Friday, a very professionally run measurement process (Dave Sprague), and the opening ceremonies.

We all agreed that marching in the opening ceremonies was one of the most incredible events we'd ever participated in. Words cannot describe just how spectacular it was - a stadium filled with people. Highlights for us were seeing two sailors carry their countries flags (A HUGE honor) into the stadium: Robert Scheidt of Brazil (the Laser World Champion and 1996 Olympic Gold Medalist) and our very good friend Tito Gonzalez of Chile (1995 and 1999 Lightning World Champion and 1995 Pan Am Gold Medalist).

The other teams competing in the event were: Argentina (Hector Longarela), Brazil (Claudio Biekarcck), Canada (Larry MacDonald), Chile (Tito Gonzalez), Columbia (Camilo Salcedo), Ecuador (Gaston Vedani), and Peru (Renzo Brissolete). Eight teams was the most ever for the Lightning.

We had three days of practicing, speed testing, brushing, and finally the practice race, sailed in light air, which was won easily by Gaston Vedani of Ecuador. We were 5th after our only really bad start of the series. Best not to peak too early.

This kind of racing is really fun. Just imagine fleet racing against 7 of the top boats in the world - 2 races a day, 11 races, excellent race committee, good winds. Everyone has good speed, good crew work and good equipment. The courses we sailed were Olympic trapezoids - which are basically windward/leeward

with an extra reach thrown in at the end. A very challenging course.

The event had 11 races scheduled. If we had all 11 races we would have two throwouts. After four races were completed we would have one throw out. For lack of time/space I won't go through the individual races (results at beginning of article), but Brazil and USA worked out to an early lead in the series that proved to be too big for the other teams to overcome.

We won the first day (wind 15-20) with a 1,2. Brazil had a 2,4. Day two was the 2nd windiest day (20-25) and Brazil won both races. We had a 2,4. After two days we were down a point with a drop 1,2,2 to Brazil 1,1,2. Day three we had a 1,3 to Brazil's 2,2-, we were now tied but they would win the tie break.



Team Ecuador leading Team Brazil into mark.

Day four the breeze was still up; 15-18 and very shifty. We had a 6,1 to Brazil's 5,2 and that still had us tied but now the tie would break in our favor. With 3 races to go we had 14 points, Brazil had 14 points, Chile 24 points, Argentina 29, Canada 30 points, Columbia a few points back but still had a remote medal chance. The teams from Ecuador and Peru had each shown a few moments of brilliance but generally struggled in the big breeze. Day five - finally a rest for my legs and back. Breeze was lighter 5-8 knots dropping down to 3 for the end of the second race. The Canadian team and we showed very solid speed and pulled away from the fleet with each of us having a 1,2 for the day. With the Brazilians finishing with a 6,3, we had won the regatta! Brazil wrapped up second. The question is: Do we sail or not sail the final race?

Both Brazil and we decide to sail in fairness to the other teams. The bronze medal was still up for grabs, and the other teams needed us out there so that they could try to get points on each other and so on. We didn't want our not sailing to mathematically eliminate another team from contention. Definitely the windiest race. 23-36 with bigger gusts. We won the race by pulling away on the second beat. Chile was second, Argentina 3rd, and Canada 4th, so Canada ended up with the bronze.

Congratulations to Claudio Biekarek, Gunnar Ficker, and Marcelo Silva of Brazil. They sailed an outstanding series. Larry MacDonald, Julie-Marie Innes-MacDonald, and Trevor Born finished strong to end up third.

Our head coach Gary Bodie made a very astute observation. "In these conditions with fairly small fleets, every one always can find a lane and sail in phase and in clear air. So over the course of the week the fastest boat in each class will gradually pull out in front." Looking at the results in each class, this was true. In all ten classes, all the Gold medal winners won at least 5 of their 11 races.

In the sailing medal count - the US won 6 medals out of the 10 classes, 2 gold, 2 silver, and 2 bronze. Canada also won 6 medals in 10 classes, 3 gold, one silver and 2 bronze. Most impressive was Brazil who medaled in 9 classes of the 9 they entered - 1 Gold, 7 silver, and 1 bronze. Laser Gold medalist Robert Scheidt was the most impressive counting 9 firsts in 11 races!

How We Won

The games really started for us after Andy, Heather and I won the US Trials last October. We won, but realized that we had a lot of work to do in order to be able to compete with some of the top Lightning sailors in the world. We tried to set up a program that would give us the best chance of winning a medal. We tried to break this down into a few distinct categories: Equipment (boat, gear, sails) Team (conditioning, boatspeed, crew work).

We started out by ordering a new boat from Dave Nickels. We had won the Trials in Andy's boat which was two years old, and my boat was only a year old, but we wanted to have two nearly identical boats. One, brand new for the Games, and one for regattas and practice. We wanted to get the new boat tuned up and then put it away so it wouldn't get scratched, dinged, bounced around on the highway, etc.



Team Brazil and Team Argentina on a wild reach.

Sailing Schedule - We agreed that our first target should be the Southern Circuit. We wanted to kick off the season with the full set of Lightning regattas to lay out the groundwork for the season. We would use this series to practice our teamwork, and see where our boatspeed fit in. We were strong, but nothing special. We won Savannah, and finished 2nd overall by 1 point.

After the Pan Am trials and the Southern Circuit we were able to fully assess our program and see where we needed to improve. Our crew work was good but still could be better. Our medium air 8-18 speed was great - probably as fast or faster than anyone we sailed against in

these conditions. Light air was OK. Very heavy air was terrible! We were slow. Running in moderate and heavy winds we were very fast, but in big really heavy air we needed to work a little more on technique.

Andy is sailing almost full time. In addition to the Lightning, he is trying to win the Soling US Olympic trials. Because of this he can't sail any Lightning regattas again until July – just a few short weeks before the games. He does manage to finish 2nd in the Soling NA's, 4th in the Soling Pretrials, sails in Kiel in Germany and Spa in the Netherlands all against world class guys, but we needed to figure out how to get our program up a few notches without our skipper!

We devise a plan to try to give us the best shot at winning. Heather and I are fully committed to making sure that we can do all we can so that when Andy returns, we are ready to go. First is to line up some "guest" skippers to come sail our boat with us crewing in a few regattas so that we can continue to work on our crew work.

We enlisted Bill Faude, Colin Park, and Nick Mercier to each sail a regatta with us. Our crew work improved tremendously during these events as we started to get more comfortable in our positions.

We concluded that our heavy air speed problems were due to bad technique or set up. Tim Healy had been one of the fastest US boats in these conditions over the past few years, and we were using the exact same boat and sails as he had been. So when the second day of our home spring regatta was blown out, we enlisted the help of our good friend and noted heavy air speedster Don Brush. He set our boat up and we went out crewing for him. Our boat tuning had been fine. Our



Team USA and Team Argentina on converging course

problem was so simple. We were trimming our jib with the lead too far forward and the slot was too closed off between the main and jib! When Andy returned from Europe we were ready to go sailing. We sailed for 3 hours every night after work and worked on the basics. Roll tacks, spinnaker sets, gybes, and takedowns. We also practiced little things like doing 720's, changing course rapidly from sailing by the lee with windward heel to pole on the headstay with leeward heel. We wanted to be prepared for any possible boathandling

maneuver. I can't emphasize enough just how much of a difference this made. We were already a good team, but this practice made us that much better and gave us a lot of confidence.

Probably the most important skill that we worked on were our spinnaker sets. We felt that it would be very important to be able to set the spinnaker with or without the pole from either side of the boat and being able to exit the windward mark on either gybe with the chute full. This proved to be a very important skill because we could wait until the last minute to decide if we wanted to execute a bear away set or gybe set depending on the final windshift at the weather mark.



Team Brazil readying for a gybe

Our crew work was so good that many of the other teams' coaches complimented our coach Scott on how good we were. In 11 races Heather never missed the pole once on a gybe, we made the right call about gybe setting or bear away setting every time but 2 – not a bad average out of 33 total windward mark roundings, and we only got passed downwind 3 times in 11 races.

We also went to work on optimizing our sails for the courses we would sail and the conditions we anticipated in Gimli. Bill Shore and I focused on trying to better our light air speed. We developed a light air jib that is very close to our regular jib. We wanted a similar flying shape with slightly more overall depth for light air and chop.

We also wanted to develop a good second runner. We have really only been using the runner over the past few years anyway. Our courses are all windward/leeward and when we do triangles, the reaches are never too tight. For the Pan Am games our courses would all be windward-leeward or trapezoids, which are essentially windward/leewards with a long offset leg at the top and bottom of the run.

Our downwind speed was great in a breeze, but we decided to work on a "light air runner". Remember that in light air, you don't actually run dead downwind, but put the pole forward and reach back and forth. We finally settled in on two runners. Our fuller, "heavy air" runner, and our flatter "light air" runner.

Both of these sails proved to be extremely successful, but we still lacked a little confidence knowing which conditions to use the sails in. Fortunately, we sailed two district championships (NE and CT/RI) before leaving for the Pan Ams and then three days of practice in Gimli before racing.



*The Pan Am Medalists -- Team Brazil, Silver medals, Marcelo Silva, Gunnar Ficker and skipper- Claudio Biekarck
Team USA, Gold medals, Bill Fastiggi, Heather Rowe and skipper- Andy Horton
Team Canada, Bronze medals, Trevor Born, Julie-Marie Innes-MacDonald and skipper- Larry MacDonald, Jr.*

When racing finally got underway we tried to stick to a very consistent daily routine. The first race start was at 11 each day. We were always among the first teams to arrive, showing up at 8am. First, Heather and I would clean yesterdays trash out of the boat, rig the sails, fill water bottles, attach the compass and check the rig tuning. Andy washed and polished the bottom every morning. By 9 am when most teams were showing up, we were ready to launch.

We'd then check the daily weather report and discuss it with our coaches, change and spend a few minutes with our families before heading out. If it was light air we left the dock at 9:30, heavy air, 10 am.

Once we got out on the water we spent a lot of time watching the wind. From the time we left the harbor right up until the start we would take and record our head to wind readings, establish our

highs and lows on each tack, calculate our tacking angle, and watch the other boats. By the time the start rolled around, we had a pretty good idea of what we thought the wind would do and what our game plan was for the conditions.

Between races and on the way in I would always steer to give Andy a break. We also paid attention to the seemingly simple things. We made sure we drank plenty of fluids, reapplied sunscreen, and wore the proper gear.

When we were sailing, we tried to really focus on the shifts and boat-speed. We always knew where the marks were, where our competition was and what the breeze was doing. It sounds so simple.



Team Argentina just ahead of Team Peru at a finish



*Team Chile on a screaming plane
all photos courtesy of David Sprague*

1999

1999 OPEN EUROPEAN CHAMPIONSHIP

47. European Championship 1999 vom 29.7.99-4.8.99

Segelclub Murten, Lake of Murten, Switzerland, July 29- August 04

22 Boats, 4 Races, 1 Throwout

	Country	Sail #	Team	Race #1	Race #2	Race #3	Race #4	Total
1	Switzerland	13790	Wyler Urs, Durr Walter, Durr Gilbert	1	3	2	1	4
2	Italy	14731	Noto Mario, Alagna Giuseppe, Alagna Mario	2	1	3	2	5
3	Switzerland	12951	Huter Etienne, Pfister Daniel, Di Biase Julien	4	2	9	6	12
4	Greece	14377	Vazakas Nikos, Paraskevas Marios, Hadzilacos Georgis	14	7	1	5	13
5	Finland	14638	Huusko Kari, Viide Mika, Ahonen Tommi	5	5	6	3	13
6	Switzerland	14530	Perret Jacques, Huber Stefan, Perret Yvonne	8	6	18	4	18
7	Switzerland	3790	Wuthrich Roni, Markau Ege, Strahm Markus	9	4	7	14	20
8	Finland	14364	Salminen Sampsa, Kotimäki Tero, Tulomäki Keijo	6	14	12	9	27
9	Switzerland	14664	Graf Peter, Heusser Thomas, Brugger Fritz	3	12	14	dsq	29
10	Finland	14352	Mäkinen Janne, Kangas Riitta, Heskanen Kimmo	7	16	11	11	29
11	Switzerland	13840	Flückiger Jean-Claude, Sandoz Patrick, Zesiger Jean-Christophe	17	11	8	10	29
12	Italy	13402	Marino Antonio, Prinzivalli Pasquale, Rallo Giuseppe	18	8	5	dsq	31
13	Italy	14554	Fagnano Giacomo, Guidi Andrea, Grande Ugo	13	15	4	dsq	32
14	Finland	14331	Lahtinen Olli, Lahtinen Antti, Lahtinen Martti	16	9	15	8	32
15	Finland	14761	Järvinen Pentti, Järvinen Lassi, Hellman Mikko/ Finland	12	10	13	15	35
16	Switzerland	13099	Luthy Christoph, Luthy Florence, Fuchs Anton	10	13	16	13	36
17	Switzerland	12860	Lambelet Claude, Monnier Jean Pierre, Comtesse Jean Pierre	15	20	10	12	37
18	Finland	14269	Paloma Markku, Paloma Heidi, Paloma Marja-Kaarima	19	19	17	7	43
19	Switzerland	13161	Merz Silvio, Odermatt Erwin, Brugger Marlise	11	17	20	16	44
20	Switzerland	13072	Sigrist Markus, Sigrist Martin, Hofer Christoph	20	18	19	18	55
21	Finland	13438	Leppanen Matti, Sumanen Lauri, Kalliola Kimmo	21	21	21	17	59
22	Switzerland	13705	With Francois, With Elisabeth, Hue Christian	22	22	22	19	63

European Championship

The 47. European Championship happened on the lake of Murtensee Switzerland from the 29th of July to the 4th of August. There were 22 boats that participated, 7 from Finland, 3 from Italy, 1 from Greece and 11 from Switzerland.

For all of July we have had very good wind conditions. But when the Europeans started the weather looked very nice but we missed the wind. On Saturday the race committee decided to make 3 races because the outlook for the next days was not good. Urs Wyler won the first race ahead of Mario Noto in second. The winner of the second race was Mario Noto, Wyler finished 3rd behind the young crew of Huter Etienne. The third race finished with a third winner. It was Nikos Vazakas from Greece, 2nd Wyler, 3rd Noto.

The next day no race could be held. On Monday in the evening we made the 4th race with light wind too.

Noto started very well with a big advantage against Urs Wyler, but Urs went the better way on this first leg and rounded the first mark at first. He defended this position until the finish line. Noto finished 2nd.

Thursday and Wednesday there was no wind so we had no race. So, the old and new European Champion is Urs Wyler, Walter Dürr, Gilbert Dürr, runner up Mario Noto, 3rd Huter Etienne. The best Finland crew was Kari Husko on the 4th place.

At this championship we did not have a lot of wind but we had other high lights. One of these high lights was for our national day on the 1st of August. We had a barbecue in the garden of the crew from Urs Wyler, with sea sight to the big fireworks on the lake in memorial of our national day. All participants enjoyed this event.

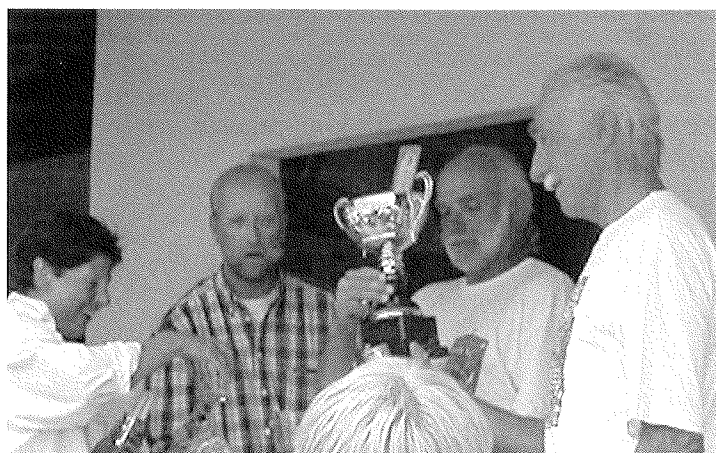
Mit freundlichem Gruss / With kind regards
Walter Dürr

2nd EUROPEAN MASTER CHAMPIONSHIP 1999

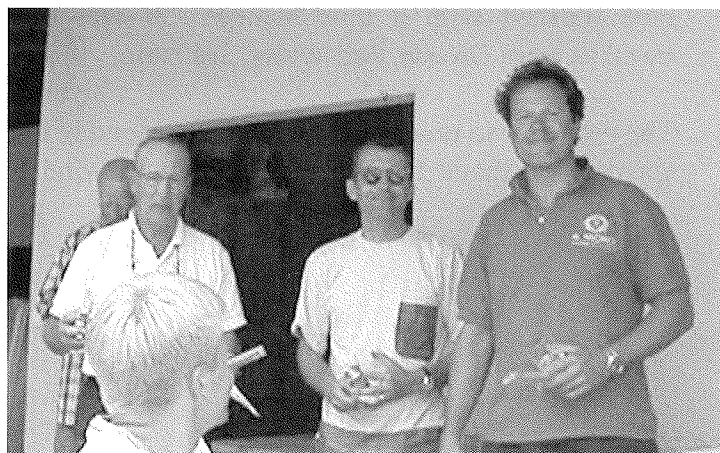
INTERNATIONAL LIGHTNING CLASS
AUGUST 5 –8, 1999, NEUCHÂTEL, SWITZERLAND

FINAL RESULTS

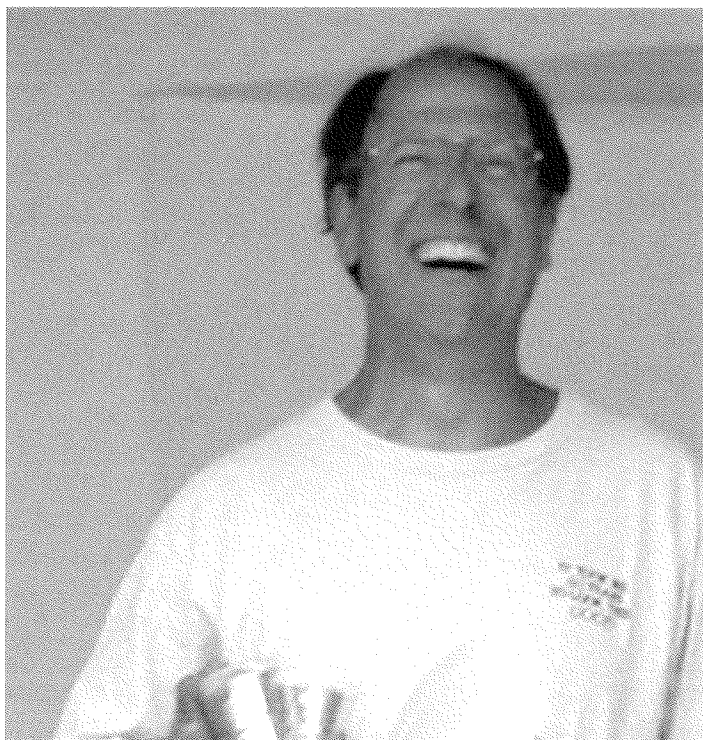
Sail	CREW	1 RACE	2 RACE	3 RACE	4 RACE	5 RACE	TOTAL
14530	Jacques Perret, Peter Gfeller, Yvonne Perret	3	2	1	1	1	5
13790	Jean-Claude DuPasquier, Yann DuPasquier Patrick Sandoz	1	1	5	2	2	6
14664	Christoph Lüthy, Peter Graf, Margrit Graf	2	5	3	3	4	12
14554	Giacomo Fagnano, Andrea Guidi, Ugo Grande	5	4	2	4	DNS	15
14269	Markku Paloma, Marja-Kaarina. Paloma Heidi Paloma	4	3	7	6	5	18
12860	Claude Lambelet, Jean-Pierre Monnier Ralph Balzli	DNF	7	4	5	3	19
14331	Martti Lähäinen, Marja Lähäinen, Olli Lähäinen	6	6	6	7	DNS	25



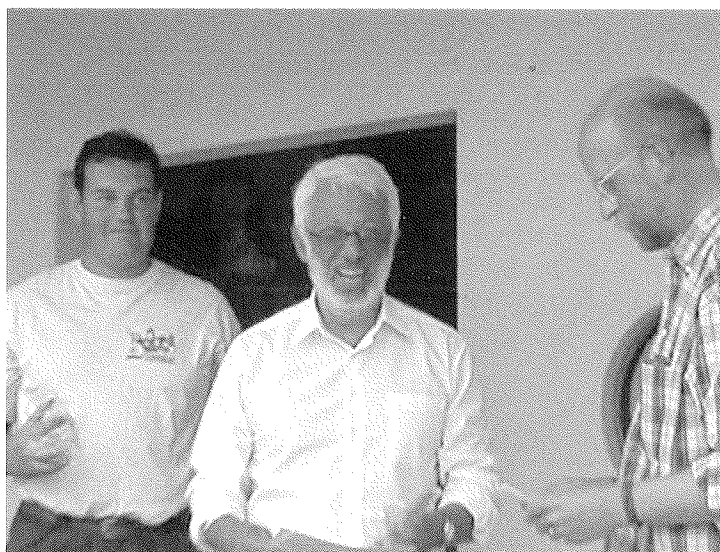
1999 European Masters Champions:
Yvonne Perret, Jacques Perret, Peter Gfeller



1999 European Masters First Runners-Up:
Jean-Claude DuPasquier, Patrick Sandoz, Yann DuPasquier



1999 European Masters Second Runner-Up:
Christoph Lüthy, (with Margrit and Peter Graf)



Ugo Grande with skipper Giacomo Fagnano receiving trophies
from Gilles de Coulon
(Andrea Guidi not pictured)

**2nd MASTER'S EUROPEAN
CHAMPIONSHIP 1999
INTERNATIONAL LIGHTNING CLASS
AUGUST 5-8, 1999
NEUCHÂTEL, SWITZERLAND**

When we heard, in February, that the Murten Sailing Club would not be able to organize the Masters after the European Championship, we first renounced.

At the beginning of June, Claude, my old friend, came to me and asked once again, if we could not find the way to organize this championship under our own responsibility in Neuchâtel, with the help of the Cercle de la Voile for the infrastructures. I told him "O.K. if you can find a team to make it possible".

One week later, Claude came back and announced that he had found his crew to organize the Masters in Neuchâtel and we decided to go ahead.

In the name of the I.L.C.A. Swiss District I will thank here all the people who helped to organize this Championship at the last minute, particularly the following people:

Philippe Marc-Martin, who was working for the first time as President of a race committee.

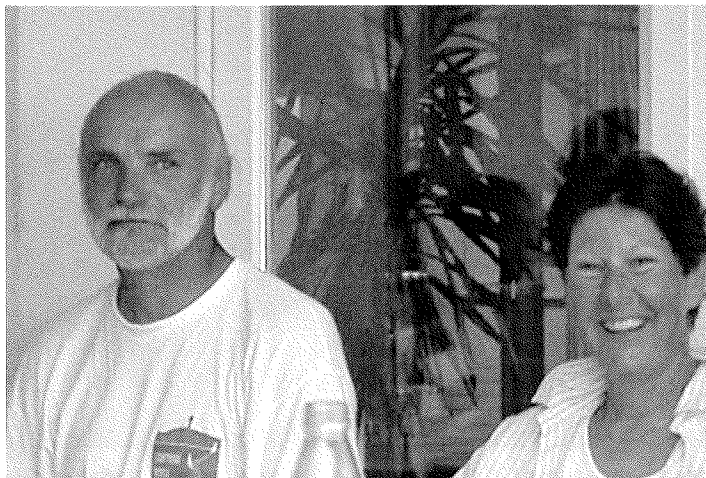
Gilles de Coulon on the committee boat and results.

Jean-Claude Vuithier marks and security boat.

Renaud Langer marks and security boat.

Claude Lambelet and Jean-Pierre Monnier organizing committee.

After the European Championship seven boats moved from Murten to Neuchâtel to participate at the European Masters Championship. Only one crew didn't sail the European, that is the crew of the triple European Champion Jean-Claude DuPasquier who joined us in Neuchâtel to sail with the boat of the new European Champion Urs Wyler. Because of the late decision to organize this Championship, the participation was lower than expected, but three of the four European Districts were represented: FIN 2, ITA 1, SUI 4



Swiss District Commodore Jacques Perret with wife Yvonne

Friday, August 6th

After a short briefing, we sailed out of the "Port du Nid-du-Crô" at 10.30 am to join the racing area. The wind was light and the water flat. We can start the first race with a light west air. In these conditions, DuPasquier felt at ease right away and found the full speed of Meltemi. At the first mark he was leading the fleet with a substantial advance and will never be rejoined before crossing the finishing line. Lüthy with his old Euro-Lighning also has good speed, he sail better than I and finish second.

The wind fall down completely after the race and the committee decide to stop the races for the day.

At night we have a visit and wine degustation in the "Caves du Château d'Auvernier". The wines are served in the garden under the sun of this splendid summer day. Our foreigner guests are very pleased to follow our guide in-and outside the castle to learn how our noble beverage is brought up.

After the visit some foreigner crews followed us for a dinner in a land tavern.



*President of Race Committee-
Philippe Marc-Martin*

Saturday, August 7th

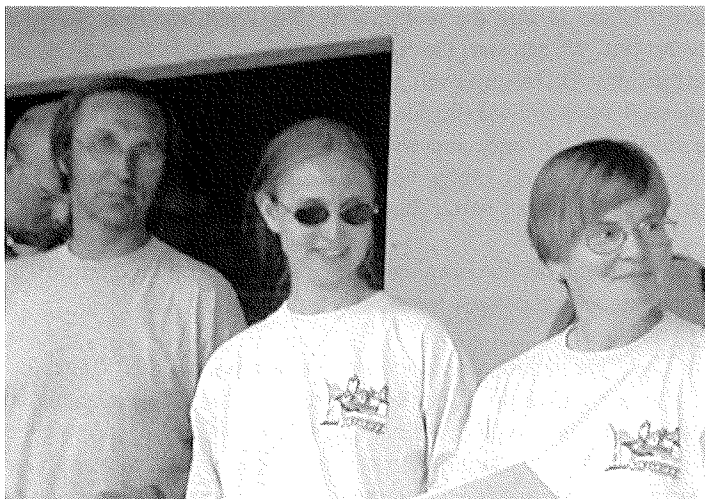
A violent thunder-storm broke out during the night and all our boats are filled with water. The weather is unstable and it is difficult to know what will happen today. We are leaving the port to start the second race with a light wind from the northwest.

Paloma chose a good option in the first leg and is leading at the wind mark. DuPasquier has always had good speed and seems to be invincible. During the last leg of the race, the sky cleared up and the wind fell completely down just for the line. DuPasquier crossed the line first, and we are finishing second ten minutes later!

No race more today!!

In the middle of the afternoon, the committee tried to start a race with the thermal wind, but without success.

At night we have had the official dinner served in the "Restaurant du Cercle de la Voile".



Markhu, Heidi and Marja-Kaarina Paloma

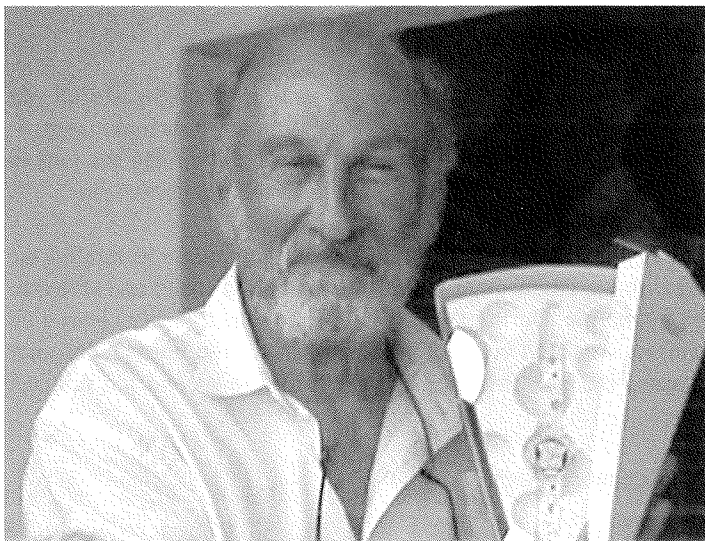
Sunday, August 8th

This morning, the situation was completely different. The wind was blowing very strong from the southwest during the night and the water is now very choppy with big waves. That is the first windy day since the beginning of the European Championship. At nine the wind is always blowing 4-5 Beaufort.

My crew Peter (72 years old), who is sailing on a Lightning for the first time will have to ride out!! All right he likes it and is very fit and in good health !! We are well prepared for the third race.

The start is given in a wind of 4 Beaufort. DuPasquier has some difficulties in finding the good speed in this kind of conditions and we are sailing faster now. Falagno with his heavy young crew is very fast upwind, but he made some mistakes and we are crossing the finishing line first before him.

For the first time the title is now open for us !!



Claude Lambelet, President of the organizing committee, with Big Cheese watch prize for the Masters Veteran

The fourth race started with the same wind conditions as the third. The match-racing with DuPasquier is beginning! At the first mark we are leading, but now DuPasquier has more speed and is following us at a short distance. After the second mark the wind is changing. We stayed too long on port tack and fell in a hole. After to bad small legs we are now in the fourth position. But the race is fortunately not finished and after good downwind sailing we can come back to the top and catch the first boat after the mark. We are finishing first before DuPasquier and are now in leading position.

The wind is falling down and the committee is waiting to find the best moment to start the last race before the time limit of 2 pm. The wind is coming again and the committee decide to start the fifth and last race. To win the title we have now to beat DuPasquier!

We are sailing side to side during all the up wind and down wind legs but at the last down wind mark I have to give him water. After the mark we tack before him and begin a long leg in the direction of the fresh wind. We tack at the last moment on the lay line of the finishing mark and when we are crossing him we have not the free way to sail before him. At this time he doesn't tack to stay in favorable position and goes over us to tack and he definitely opened the door for us to go to the finishing line. We are first and win the championship.

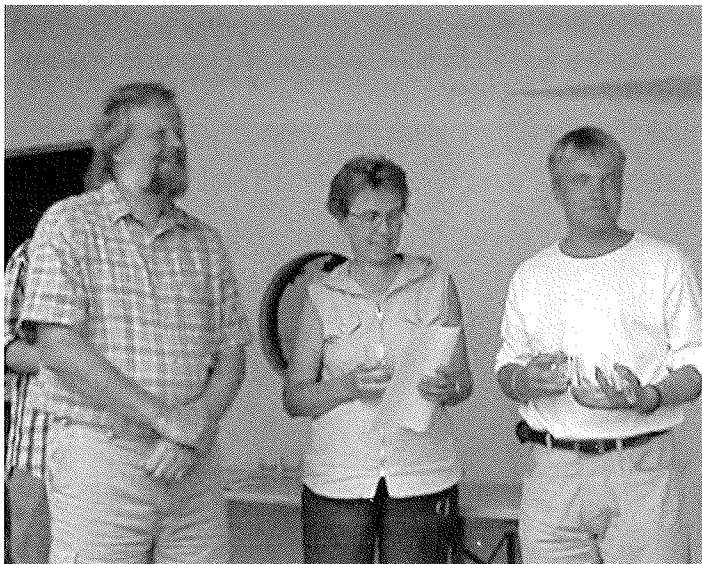
This day was very exciting for us. No offense Jean-Claude!!

I would like to thank, first my crew who did a really good job, and all the senior competitors who have participated at this second European Masters.

I give you "rendez-vous" for the next Masters as soon as possible.

SUI 14530 Gaston

Jacques Perret



*Martti, Marja and Olli Lahteinen
receiving awards*

1999

CANADIAN OPEN

Buffalo Canoe Club, Point Abino, Ontario, Canada

June 19-20, 29 Boats, 3 Races, No Throwout

Very Light Winds

	Sail #	Skipper	Race #1	Race #2	Race#3	Total
1	14619	Tom Allen, Jr.	1	3	7	10.75
2	14045	Matt Fisher	2	10	6	18
3	14298	Mark Sertl	12	6	2	20
4	14572	Kevin Robinson	11	8	4	23
5	11011	Tito Gonzalez	9	2	14	25
6	14176	Tony Staples	6	9	10	25
7	14655	Dick Hallagan	4	15	8	27
8	14807	Jim Allen	18	1	15	33.75
9	14923	Jed Dodge	10	22	3	35
10	14261	Ed Roseberry	17	13	5	35
11	14834	Larry MacDonald	19	4	13	36
12	14739	Jack Elfman	3	18	17	38
13	14768	Peter Hall	8	dsq	1	38.75
14	14821	David Starck	5	19	16	40
15	14591	Alain Boucher	15	5	23	43
16	14499	Richard Walsh	13	23	9	45
17	13145	Stephane Locas	23	11	11	45
18	14548	Ned Roseberry	7	20	19	46
19	14371	Brian Starck	14	12	25	51
20	14134	Scott Warrener	16	14	21	51
21	14924	Patrick Hylant	22	7	28	57
22	14725	Skip Wilday	25	21	12	58
23	14502	Tom Ward	20	17	24	61
24	14491	Jody Swanson	21	24	20	65
25	14758	David Gorman	24	16	29	69
26	14195	David Fretz	27	27	18	72
27	14811	Tom Allen Sr.	26	26	22	74
28	11739	Greg Flynn	dns	25	27	82
29	14410	Ric Buckley	28	28	26	82