

International

Lightning* *Flashes

March/April, 2011, Volume 71, No. 2

**2011 Southern Circuit
2011 Boat Grant Recipients
Lobos Wedding
The Mueller Self-Rescuing Boat
Then and Now**

Lutz Team Wins the 2011 Southern Circuit

Photo Credit: Bill Clausen

David Luitan in #14287, Connecticut/Rhode Island District, Fleet 126. It was his first time skippering in the Southern Circuit with crew Charles Swanson and Maureen Castruccio.

Photo by Sharon McIntosh



International Lightning Class Association

Laura Jeffers—ILCA Executive Secretary

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President's Column

Rob Ruhlman



A bit later today, Abby and I will be heading for Monmouth Boat Club in Red Bank, New Jersey, and the 50th annual Long John Regatta. This will be our first and certainly a long overdue visit to the club and this event. Knowing what I know about our friends there, it is sure to be a terrific time on and off the water!

Following the regatta, those of us heading for the Worlds will be loading our boats for shipment to Buzios, Brazil. Many thanks to Tom Starck for coordinating the US shipping logistics to Brazil. Also thanks to Mark Schneider for providing us with access to his warehouse facilities to load the containers and for his assistance in coordinating this project. We are fortunate to have so many volunteers in the Class like Tom and Mark. Thank You!

Two weeks ago I had the pleasure of sailing with Clarke Newman and his sister Deanna in the Texas District Championship, part of the Southwestern Circuit. The event was held at Houston Yacht Club, home of Fleet 521 and the 2012 North American Championships. The full regatta report will be in the next issue, as this issue is focused primarily on the Southern Circuit, but I will tell you they are a very enthusiastic group and a marvelous venue. The rebirth of Lightning racing in the area is exciting to see, and it was a real pleasure to meet so many new friends, as well as reconnecting with others.

Many thanks to Dorothy Hopkin Rhawn, aunt of "Chappy" Hopkin of Fleet 430, for her significant donation to the ILCA fund! The donation was made in memory of George W. Rhawn, Jr. who owned and skippered Lightning # 6929, *The Blue Pig*.

The ILCA Fund was established in 1981 as a way to guarantee the long-range operations of our Class. It has the broadest charter of our four funds. Contributions to the Fund may be used to pay for the ordinary operating expenses of the ILCA, to advertise and promote the sport of Lightning Class sailing or for any other purpose approved by its Board of Directors. Most recently the International Fleet Development Initiative has been a program supported by the ILCA Fund.

I could elaborate further, but instead, I encourage you to check out the description of all four funds on the website, which can be found under the Membership tab. Also, please make sure to say thank you to Chappy and Dorothy when you see them.

This column is a bit brief, but this issue is spectacular in its size and scope. Nearly 500 photos are available to view in the photo galleries—oh, the miracles of modern technology!

On the road again...the life I love is racing sailboats with my friends...

Official Notices

Executive Committee Ruling, passed March 17, 2011, qualification ratio for the 2011 North American Championship Regatta set at 1:4.

The proposed changes to the Document Governing All Sanctioned Lightning Class Championships was passed at the Governing Board Meeting that was held on March 17, 2011, and went into effect April 4, 2011. Please see the ILCA website for a complete listing of the changes.

The proposed changes to the Constitution and By-Laws were all passed at the General Meeting that was held on March 17, 2011, and went into effect April 4, 2011. Please see the ILCA website for a complete listing of the changes.

The next Governing Board meeting is scheduled for July 22, 2011, at 19:00 during the World Championship in Buzios, Brazil.

The 2011 Annual Meeting is scheduled for July 24, 2011, at 19:00 during the World Championship in Buzios, Brazil.



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International Lightning Class Announces 2011 Boat Grant Recipients

FOR IMMEDIATE RELEASE

INTERNATIONAL LIGHTNING CLASS ASSOCIATION

April 13, 2011

TARPON SPRINGS, FLORIDA — The International Lightning Class Association is pleased to announce the 2011 Boat Grant teams. Going into its fifth season, the innovative Boat Grant Program puts race-ready Lightnings into the hands of young teams who might otherwise not be able to campaign a Lightning.

Skipper Caroline Patten is a senior at Hobart/William Smith College who lives in Barnegat Light, New Jersey. "We really like her enthusiasm," says Co-Chair Debbie Probst. "Last year, after she just missed receiving a grant, she found a boat to borrow and experienced Lightning sailing. We were very pleased when Caroline applied again. And we think we'll really capture her interest in the Lightning Class after she is completely immersed this summer. Her successful application this year might serve as an example to other teams who we encourage to reapply next year. Don't give up." Patten's team includes Tyler Menninger of Langhorne, Pennsylvania, and Michael Crann of Brick, New Jersey. Local Lightning sailor, Jarrett Lynn, will be assisting the team as their mentor.

While the Boat Grant Program has introduced many new young sailors to the Class, the other 2011 Boat Grant team includes some familiar faces. Skipper Will Tyner of the Charleston area was an "especially gratifying" selection, according to ILCA President Rob Ruhlman, partly because Tyner represents the younger end of the growing Lightning scene in the Charleston area, and also because this 20-year-old has been campaigning a 45-year-old Lightning at national events for several years. Tyner will be joined by teammates Reese Wilkins and Conner Brady. Greg Fisher, a longtime Lightning supporter who recently moved to the Charleston Area to take on the position as the Director of Sailing at the College of Charleston, will be serving as the team's mentor.

Through the generosity of the members of the ILCA, the program was able to purchase a second boat for the program this year. Both of these teams will be sailing nearly new boats that are owned by the ILCA.

As the program continues to foster young teams into world-class one-design racing, we have just gotten word that another Boat Grant alumni will be purchasing a Lightning this year. This makes at least four new teams on the water as a direct result of the Boat Grant Program, and several other alumni are looking at getting a Lightning. What a testament to the competition and camaraderie of the Lightning Class!

More information about the ILCA Boat Grant Program can be found on the Lightning Class website:

<http://www.lightningclass.org/racing/boatGrant/index.asp>

or by contacting the ILCA Office: office@lightningclass.org

or by contacting program Co-Chairs:

Debbie Probst: dkprobst@gmail.com

Bill Fastiggi: bill@vtsailing.com



Boat Grant

Caroline Patten

Caroline Patten is from Barnegat Light, New Jersey, and is graduating from Hobart and William Smith Colleges this spring. She grew up racing Optis and 420s at Barnegat Light Yacht club and currently spends summers coaching in Bay Head, New Jersey. At college Caroline is co-captain of the sailing team and is majoring in Environmental Studies.

Caroline began skippering a Lightning last summer, where she competed with Michael and Tyler for the Atlantic Coast Championships, and also sailed in North Americans. Outside of sailing she likes to snowboard and surf.

Mentor: Jarrett Lynn

Crew:



Tyler Menninger is from Langhorne, Pennsylvania, and will be attending The Landing School in the fall to major in Marine Industry Technology.

Tyler began sailing at Barnegat Light Yacht Club, where he learned to sail Optis and Lasers. Since then, he has sailed in everything from the weekly interclub series to Laser Nationals. Tyler became involved with the Lightning Class by crewing for his father, Peter. Tyler has since been crewing for John Faus and sailing in every regatta he can attend.



Michael Crann is from Brick, New Jersey, and attended Moravian College in Bethlehem, Pennsylvania, where he played on the football team.

Michael grew up racing Optis, Lasers, 420s and Lightnings at the Metedeconk River Yacht Club in New Jersey.

Michael crewed for Jim Carson and sailed with cousins Matty and Tara and brother Timmy. He has competed in a Lightning for several Southern Circuits, Junior North Americans and Atlantic Coast Championships.

When not on the water, Michael's hobbies include sports, fishing, hunting, and snowboarding.

Recipients

Will Tyner



Will Tyner is originally from the small town of Chapin, South Carolina. He grew up sailing on Lake Murray right out of his back yard. By the age of eight he began crewing for his father in various one-design boats, such as Jy15s, Thistles and Lightnings.

He is now a sophomore at the College of Charleston, where he plans to major in Business Administration. Outside of school he sails as often as possible in many different one design boats. In 2010 he competed in the Lightning North Americans, finishing as the top junior skipper, along with qualifying and competing in the Pan Am Trials. He recently obtained his captain's license and is working with it as a sailing instructor on Charleston Harbor. Along with sailing one-design boats, he has spent time on various keelboats, such as the Olson 29, J120, and J24. He and his crew are looking forward to the upcoming season in the Lightning Class and are excited to be a part of the Boat Grant Program.

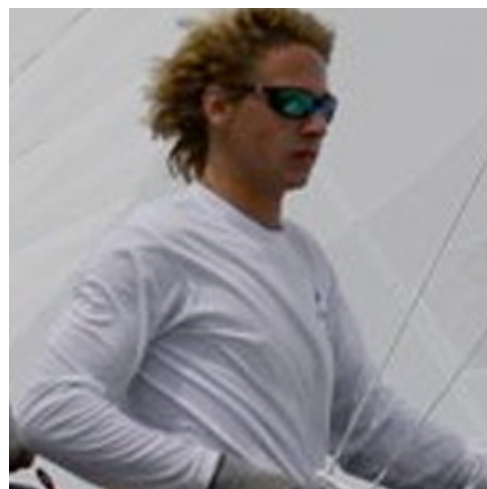
Mentor: Greg Fisher

Crew:



Connor Brady learned to sail in the Optimist at the South Carolina Yacht Club. In 2007 Connor was a member of the U.S. National Team and represented team USA in Weymouth, England.

As a skipper Connor finished 5th at the 2009 Club 420 North Americans and 3rd in 2010. In 2010 and 2011 Connor competed in the Miami Rolex OCR. In the fall Connor plans to leave the warmth of the south and go to college in Rhode Island, where he will compete at the collegiate level.



Reese Wilkins is currently a junior at the College of Charleston. He grew up on Lake Murray in Columbia, South Carolina and went to junior high in Guanacaste, Costa Rica. He began sailing in high school when he crewed in his dad's sailing programs, such as Melges 24s, E-Scows, and even a Melges 32 season.

He started sailing on 10810 in his sophomore year of high school with Will, and hasn't stopped since. They are looking forward to an amazing season, considering the endless possibilities the Boat Grant is offers.

Outside of sailing, he is an avid surfer, windsurfer, wake boarder, and snowboarder. He loves anything that gets the blood flowing and adrenaline pumping, so when the breeze is up, Rode Hard is ready.



A Lightning Regatta on Their Wedding Day

Victor and Lopi

John Faus

Now that is commitment from our Class Treasurer! Victor Lobos and Florencia Lopi Imschenetzky were married on March 26, and I was lucky enough to attend. It started with a flight from New Jersey to Concepcion, Chile, with a few stops along the way—total travel time about twenty-four hours. American Airlines was nice enough to have left my bag in Miami, so I had to wait an extra day to get my clothing. Sebastian Lobos was nice enough to pick me up at the airport, and we immediately drove to the Lobos architecture firm.

You can't imagine the amount of destruction that this city went through when the earthquake hit last year. Concepcion was the epicenter of the earthquake, and construction can be seen everywhere, including roads, bridges, corporate buildings and homes.

Sebastian asked me to drive his tricked-out, oversized Ford truck back to his apartment since he had two cars at the office. So right

off the plane I was challenged to navigate the roads of Chile. We arrived at Sebastian's sixteen-story apartment building looking over the river in Concepcion. This is also where Victor has an apartment, but since the earthquake he opted to live in a two story house (can you blame him?). After a brief siesta, we headed out to the lake for Victor's bachelor party. This is also the location of Fleet 514 — a fantastic sailing venue and as Forest Gump said, "That's about all I am going to say about that."

The following day started out with the normal desayuno (breakfast jamon y queso). We toured the city and enjoyed a family lunch with the Lobos family. Sebastian and his band then went to the hotel to set up the stage for the wedding. Victor and his sister Josefina were also going to be singing at the wedding. A song by Bon Jovi, and it was not in honor of this New Jersey boy. 650 people had been

invited to the wedding. The hotel's ballroom would not fit the crowd. So what do they do? They knock down the back exterior wall of the hotel and add an immense tent attached to the hotel. Dinner that night was at a great French restaurant with the Lobos family and their friends from Memphis who had introduced Victor and Sebastian to Lightnings.

Saturday was the big day! Those of you that are married know the anxiety and anticipation involved leading up to that point—now throw a Lightning regatta into the mix!

After an early morning flight on a Cessna plane, we drove out to the lake where Fleet 514 races. The event was their bicentennial regatta. Most of the Lightnings had very familiar numbers, as the Fleet in Concepcion has been growing like crazy. We were welcomed to a light and shifty breeze. Funny how you can go to another part of the world, and the sailors still say, "It is never like this."

We were able to get in three races before we absolutely had to get Victor off the water so he could get prepared for the 8:00 PM ceremony. The traditional wedding was well attended by family and friends, followed by the reception. The guests were treated to Victor appearing on stage with his ILCA patch blue blazer, red boa and captains cap—belting out various songs! Most of the Chilean Lightning sailors were in attendance, and it was fun catching up with them. The party lasted late into the evening!

The following day I attended another function at the Lobos family house—then it was time to rest! The trip was really amazing and once again proved how friendly and hospitable our friends in Chile are. I look forward to visiting again.

Congratulations to Victor and Lopi!

Regata Copa Bicentenario, Chile						
Pos	LUGARES:	R1	R2	R3	R4	Total
1	J P Del Solar	1	1	2	1	5
2	Martin Amstrong	3	4	3	4	14
3	Matias Daroch	2	5	6	3	16
4	Hugo Perrin	4	3	1	DNS	17
5	Víctor Lobos	5	2	4	DNS	20
6	Ulloa	DNS	DNS	5	2	25
7	Fernando González	7	7	7	5	26
8	Alfredo Oyarzún	6	6	DNS	DNS	30
9	Gonzalo Barahona	8	DNS	DNS	DNS	33

Saludos cordiales, en especial a Víctor, éxito en su Matrimonio.

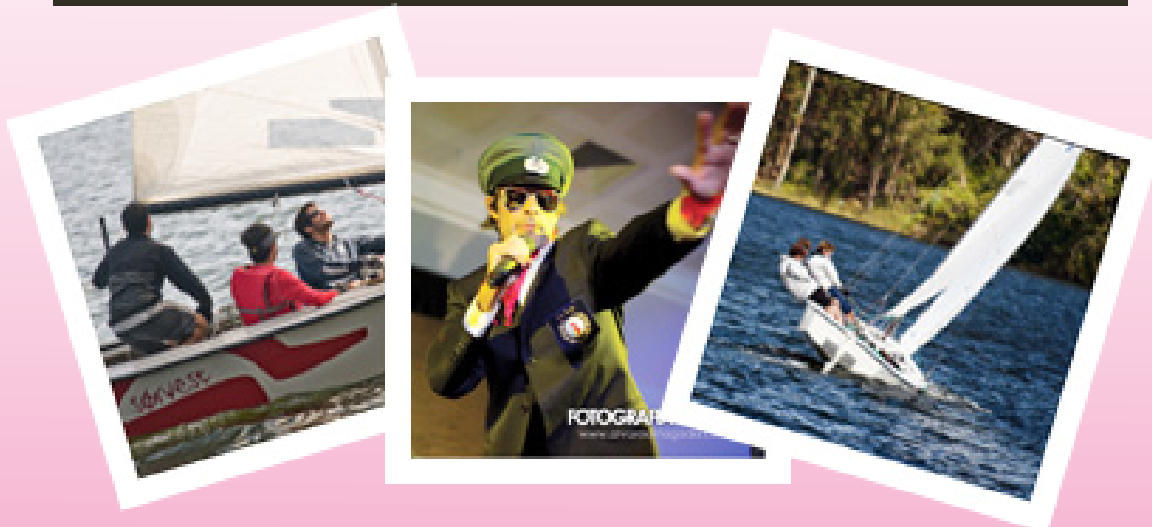


Photo gallery may be viewed in the eNewsletter

My First and Only Long John Regatta

35 Years Ago

Carlos Lecare — 14676 — Fleet 405 — Salinas Yacht Club



Arnold, Ethel y Les

My adventure began at the Lightning Worlds in Salinas, Ecuador, in October, 1975, when my father, ex-lightning sailor, Rotary Club member and a member of the regatta's organizing committee, met Arnold Schwartz, who was also a member of the Rotary Club. In between sailing and rotary conversations, my father said that his son would travel to the U.S. to learn English after finishing high school, and that's when Arnold, with his characteristic generosity, made the mistake of saying, "Send him to my house in Red Bank, New Jersey."

Months later, in April, 1976, with four words in my vocabulary of English, I landed in Newark, New Jersey. I arrived on a Thursday night. The weather was cold, but nothing terrible. The next day some family's friends took me to walk around the city—until then all seemed well.

Arnold somehow (remember, I spoke no English) let me know that the next day, Saturday, we would go sailing at his club, the Monmouth Boat Club, and would be departing at 8:00 AM. The club was only a few blocks away. At 7:30 I was having breakfast dressed

in my beach trunks, t-shirt and sneakers, just like in Salinas. When Arnold saw me, he asked something like, "Where do you think you are going dressed like that?" I did not speak any English, so I think that's what he asked me. He appeared two minutes later with heavy yellow foul gear and ordered me to also wear a sweater and trousers. We left the house in a very cold rain. I thought to myself, "Well, we'll go to the club, and we will not to be racing in these conditions. But we put the boat together, set sail, and off we went.

I reasoned that this madness of racing in such conditions had something to do with the fact that winter was just over. It had been many months without sailing, and this was their weather after all. But then the race began with 60+ boats on the Navesink River, wind shifting 20 degrees, winds 15 to 20 knots and barely enough space to fit the boats. Sail a little to the left and cross over as you reach the shore. Those who have sailed in the Navesink River will understand me. That's when I thought, these people are crazy!



*At the dock, Monmouth Boat Club
Long John, 1976*



Jon y Les at NAs in Sheboygan, 1976

We finished the race and got back into the clubhouse. After a few beers I started to speak English quickly. We then went to the Huntsman house. Sandy and Mary were our neighbors and great friends where we continued the party there. Then I thought, these people are not so crazy after all.

The next day, Sunday, the weather was not as cold, there was no rain, and we had less wind. Nice race, great navigation. I then said to myself, the Lightning people are definitely not crazy!

After that weekend with Les (crew), Arnold and I toured much of the northeastern U.S. coast and the Great Lakes region. Ethel was always with us. She was our ground crew and was responsible for all the details.

Jon came back that summer, having just graduated from university. He was the skipper and Arnold and I were crewing for him at the North Americans in Sheboygan, Michigan. Strong winds!

The sailing season ended in October, and I returned to Ecuador. What an unforgettable sailing season 1976 was! The Lightning Class people were like a big family who I had discovered and who welcomed me with open arms. I made friends that I keep finding year after year at the North Americans and worldwide, all great people. Without doubt, the Lightning is a great boat, but the best of it is its people.

I do not remember who won or in what position we finished the Long Johns 76, but I do know that it was the best regatta in which I have participated. Congratulations to the Monmouth Yacht Club for the 50 anniversary of Long John Regatta. I hope to return soon!

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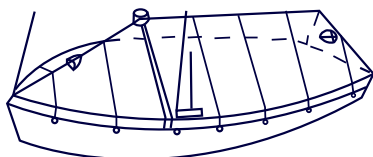
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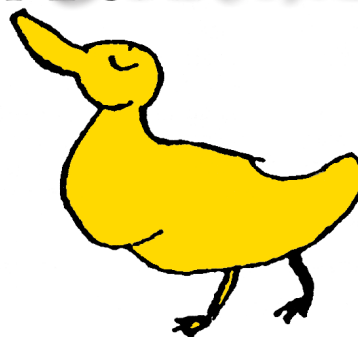


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Then & Now

In the last issues, we introduced a new feature: **Then & Now**. In each issue, we will publish a "blast from the past" picture of one of our esteemed members. The first three people to correctly identify the featured "then" picture, via e-mail to me, will be able to hit me up for the beverage of your choice when we next cross paths! In each subsequent issue of Flashes we will pair the "then" with the "now", as well as publish a new "then" picture.

I invite you to join in on this fun. Send those beverage-of-your-choice winning guesses and those special "Then" pictures for future issues to Rob: rgr@preformed.com

Maybe with a few hints, someone might correctly guess last months photo...

The photo on the bike was taken in Los Angeles, California.

The sailboat is a Sabot, and the boats name was Gremmie. It was a really windy day, and, unfortunately, ILCA Past President, Steve Davis, didn't finish that race!



Who do you think is in this month's unidentified photo? We are looking for the guy on the left—he is still active in the Class, and some may have seen him racing down south this past March. Please send your guesses to ILCA President Rob Ruhlman at: rgr@preformed.com

As a bonus, who is the friend in the green shirt on the right?



We will also be doing a special Then and Now section in the upcoming yearbook. Please send your pictures to Rob.

2011 Lightning Lab Schedule

May 21-22 Pontiac Yacht Club

Pontiac, Michigan

Coached by Skip Dieball, Dieball Sailing

June 11-12 CNY District Lab - Information

Newport Yacht Club, Rochester, New York

Coached by Nick Turney, North Sails

June 11-12 Mississippi Valley District Lab

Memphis, Tennessee

Coached by Matt Burridge, two-time North American Champion

What is a Lightning Lab?

A Lightning Lab is a one or two day sailing clinic aimed to improve skills for Lightning sailors of all abilities. It is run by a coach with extensive experience in the Lightning. Boat handling drills, starting practice, tuning and sail trim are common themes. Video tape analysis of the day's practice is also usually used.

Lightning Labs are a great opportunity for you and your crew. Why?

- Sailors of all ability levels will benefit
- Raise the level of competition in your fleet / district
- They force you to do the practicing you've been meaning to do for years
- To share ideas and techniques outside the competitive pressures of a regatta

Most sailors find that they can learn more in a Lightning Lab than in a whole season of racing. With the help of a coach and video there is a chance to step back and get an unbiased evaluation of your sailing. No matter what your skill level, there is always something to learn!

Lightning Labs are supported by the ILCA Fund.

To learn more about scheduling a lab please contact Todd Wake, Lightning Lab VP.



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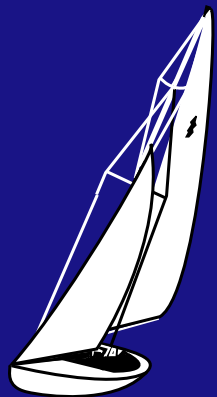
If your boat isn't quite ready but can be trailed, bring it anyway. We'll hook you up as crew on another boat and give you all the 'free' advice you can stand on what your boat needs and how to proceed. If you'd like to spend a few more days enjoying upstate New York, you may leave your boats at the club.

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(Sorry, Wooden Lightnings Only)



Classic Lightning

Bob Astrove — astrove@hotmail.com

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The Self-Rescuing Lightning

John William (Jay) Mueller III

For most of you, the first thought that likely pops into your mind when you hear the name "Mueller" is, "What has Jay done now?" However, there was a time, not too long ago, when one of the main suppliers of fiberglass Lightnings was the Mueller Boat Company, and when you heard Mueller in the parking lot, it was likely someone talking about a fast new Lightning that just won a regatta. Jay, like his father Jack and his grandfather "Papa" John, were all part of a long tradition of Lightning sailors and builders. Here is the story, through Jays words, of growing up Mueller and the birth and subsequent demise of the famous Mueller Boat Company.

The year was 1966. My grandfather, Papa John Mueller, was sailing the Southern Circuit, and his main concern was about how to get through an entire Circuit without losing a day if he capsized. Then John Ruhlman capsized in Savannah and spent the better part of 2–3 hours in the water. He and his crew fought off hypothermia and failed in their many attempts to get the boat up and save the Circuit. They had to retire for the day.

This incident was the launching pad for the Mueller Boat Company. Papa John was a guy that always looked for ways to improve things. He was able to take what was already good and find a way to make it better. Through this process, and Mr. Ruhlman's day in the river, he came up with a design for a "self rescuing" Lightning. Papa was able to see this design idea, and he solicited some of the then current builders of the Lightning to embrace this idea and start production of this design. However, his concept was met with skepticism, and he could not convince any builder to make the change to their molds and production style.

So what does an entrepreneur like Papa John do? Unfortunately, Papa John decided to go build boats on his own. He spent the better part of a year with boat builder Carl Eichenlaub in San Diego to come up with a mold and an insert to make a fiberglass self-rescuing boat. The first hull "plug" that they used was a boat that Carl sailed and won a bunch with named "Bull 3."

In 1968, my father Jack and my grandfather opened the doors of the Eichenlaub Boat Shop in Rocky River, Ohio. My dad got a bunch of his sailing buddies and people he coached sailing to help out with the production of the Lightning



EICHENLAUB BOAT WORKS

Very **FAST** and very **FAIR** fiberglass Lightnings

1st with the self-rescuing Lightning in 1967.
1st with a full 4 in. foam sandwich bottom.
(No leaks to fill with water.)
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in this shop. (Note: The boat shop employed some incredible hacks, as well including Greg Fisher, Rob Ruhlman, Billy Neal, Bill Buckles Matt Fisher, Jim Dresse, etc.—wonder the place didn't go under in the first month!). The first regatta my father went to with his “new” boat was protested because people thought that because it had air tanks the boats would float “higher” than the regular Lightning. After a long discussion with the parties involved and explanations from my grandfather of displacement, the protests were dropped. Thus, the birth of the self rescuing Lightning.

In 1969 a high school senior named Kenny Gilbert wanted to do a senior project on the Lightning. Papa John loved the idea, and because it was Kenny's senior project, he wanted to help and get data from all the tank testing and board stiffness etc. After 3–4 months they came up with two very different designs that were the most efficient and fell within the Lightning parameters. This year at the World Championship our good buddy Bruce Goldsmith, “The Bruin,” went to Argentina with a new Eichenlaub Lightning named Snoopy and won it! Starting that year, several people got rid of their older boats and started purchasing the Eichenlaub Lightning from my grandfather.

At that time, the Lightning orders were coming in by the day, and the 70s brought the golden age for the Eichenlaub/Mueller Boat Companies. Boats were being ordered and produced at a rapid rate. Heck, even if you couldn't afford the boat, Papa John, perhaps to a fault, made sure you would get it anyway for little to nothing!

The influx of orders made the current shop too small to produce the amount of boats that were needed, so they moved to a bigger location on

Trisket Road in Cleveland, Ohio. In 1974, at the Class meeting held at the NAs at Cleveland Yacht Club, Papa John was instrumental in helping to get the aluminum oval spar passed. This was also when he changed the name of the boat shop to Mueller Boat Shop. After the name changed, they built hundred boats and worked with the Class in several ways to make the boat faster and easier to sail. Rolled decks were next in the list of design changes, according to dad.

Onward to the 80s when I started sailing the boats. I would sail with Papa John in the Lightning every Saturday and Sunday from 1980–1990 at Cleveland Yacht Club. We would show up at Districts, wherever they would be, and various other regattas throughout the Ohio region He would always make me drive a race or two.

Boats at the boat shop were not being built as much as they were in the 70s, and the struggle to keep high product quality with the rising costs of quality materials without the volume of boats to build began to weigh heavily on the boat company. By 1992, my senior year in high school, dad had built me a boat that I was to take to the Districts, but the week before I was going to leave, he sold it. That was one of the last Mueller Lightnings built out of the shop. By the early 90s the demand for new boats was thinned dramatically by the economy. In 1994 we lost my grandfather, Papa John, and just four short years later, in 1998, the Mueller Boat Company closed its' doors for good.

Now, all the molds are sitting in a storage facility in Lorain, Ohio. Still fast and waiting for the time when one of the Muellers wins Powerball so someone can start building them again.



Photo gallery may be viewed in the eNewsletter

Photos courtesy of Al St. Vincent, 1973/1974, Muller Boat Shop and the Southern Circuit

Savannah



South City



37 photos



52 photos



156 photos

Photo gallery may be
viewed in eNewsletter



Miami

Savannah Circuit 2011



44 photos



48 photos



66 photos



St. Petersburg

Photo credits:

Savannah action/water: Sharon McIntosh

Miami/St. Petersburg action/water:

Bill Clausen

People/shore: Abby Ruhlman

John Faus

Rebecca Espinosa



Deep South Regatta Champions: Jody Lutz, Jay Lutz and Derek Gauger

The International Lightning Class Southern Circuit, otherwise known as the traveling regatta circus, is an event not to be missed. If you have never done the Circuit in entirety, I suggest you consider altering your vacation schedule to give it a try—at least once. With all due respect to the various World and North American Championships, I like the Circuit the best. Three different stops and plenty of racing in nine days makes for a great time. This year's was like a Chamber of Commerce day all week. The only thing missing was typical wind patterns that we usually get down south in March, but for us Northerners, there was really nothing to complain about at all.

For this year, I was able to enlist my "A" Team for the whole Circuit. After our successful Pan Am Trials last Fall, Jay, Derek and I figured this would be another good

opportunity to sail and practice together before the Pan Am Games next October in Mexico. Unfortunately, a day before Savannah, Jay's back went out and he did not tell me until I was halfway to Georgia! When I picked him up from the airport on Friday night, he was not walking all that well. The topper came when I watched him try and get out of bed on Saturday morning. My first thought was how the heck are we going to sail Savannah?

During breakfast, Derek and I talked about our options. One was to simply skip Savannah to allow Jay some healing time. The other was to substitute him out and find somebody else for Savannah. Jay convinced us to forge ahead and let the drugs (all legal mind you!) kick in. I also promised it would be light air all weekend, and we could sit him in the middle of the boat and just leave him

there while Derek and I went side to side. That worked until the sea breeze kicked in Saturday afternoon and we had to hike—sorry about that Jay!

Savannah was typical Savannah. You were never out of it, and just when you got comfortable with your positioning, things would change fast. It's frustrating but that's why we all come to Savannah—unique sailing and a wonderful Club and members!

We definitely got a little lucky in Savannah too. One race Tito was clearly going to win but got a little confused with a mark change. That allowed us to sneak around in front of him and hold on for victory. It's my understanding that his son Alberto was

telling him the correct information about the mark change, only to have Dad too stubborn to listen! Come on Tito, you must know by now that our kids know way more than we do— just ask them!

Some notable observations from Savannah were Julianne MacDonald who single-handedly carried her team to a top-five finish. Josh Goldman's new boat obviously worked well, and Kevin Robinson was still showing he has the World Youth form from 1980! It was a thrill for us to actually win Savannah after many years of trying. Then it was off to Miami for some sea breeze and sun—except not so fast on the sea breeze!

—continued on page 26



2nd Place:

David Starck, Joe Starck and PJ Schaffer



3rd Place:

Josh Goldman, Jo Ann Fisher and Jeff Eiber

Savannah Trophies presented by Regatta Co-Chairs, Charlie Usher and Nora Lee



*4th Place:
Todd Wake, Kristine Wake & Neal Fowler*



*5th Place:
Larry MacDonald, Adam MacDonald &
Julianne MacDonald*





Deep South Regatta

March 12–13, 2011

POS	BOW	SAIL#	SKIPPER	CLUB	R1	R2	R3	TTL
1	23	15166	Lutz, Jody	Metedeconk River YC	1	1	4	6
2	25	15399	Starck, David	Buffalo Canoe Club	7	4.0/ RDG	1	12
3	21	15456	Goldman, Josh	Cedar Point YC	4	4	3	15
4	44	15930	Wake, Todd	Sheboygan YC	8	8	4	16
5	43	15246	Macdonald, Larry	Buffalo Canoe Club	6	6	6	18
6	27	14821	Hayes, Sr, Brian	HBC Fleet 6	3	6.5/ RDG	10	19.5
7	81	14781	Reynolds, Kirk	SSA	16	5	2	23
8	19	15365	Watts, David	Monmouth Boat Club	10	10	8	28
9	55	15255	Hallagan, Richard	NYC	12	9	9	30
10	99	14880	Starck, Tom	Buffalo Canoe Club	9	10.0/ RDG	11	30
11	46	11011	Gonzalez, Tito	Aculeo	13	2	16	31
12	42	14479	Robinson, Kevin	Buffalo Canoe Club	20	7	7	34
13	9	9	Allen, Thomas	Buffalo Canoe Club	11	11	13	35
14	49	15449	Terhune, Allan	Eastport YC	18	4	14	36
15	31	15085	Krawcheck, Lenny	Carolina YC	2	13	27	42
16	57	5257	Ruhlman, Rob	Pymatuning YC	14	12	18	44
17	24	10922	Neville, Brad	Chautaugua	15	17	15	47
18	59	15159	Hanson, Frank	Susquehanna YC	5	26	21	52
19	72	15154	Schneider, Mark	Riverton YC	21	14	19	54
20	77	14930	Marenakos, Mark	Carolina YC	23	20	25	68
21	7	14680	Peck, Norm	Niantic Bay YC	17	33	20	70
22	69	10810	Tyner, Will	Columbia Sailing Club	25	15	31	71
23	86	542	Odenbach, Travis	Rochester YC	22	19	32	73
24	14	14752	Fairchild, Reggie	Carolina YC	26	18	30	74
25	71	14833	Faus, John	Barnegat Light YC	19	22	37	78
26	10	15410	Edwards, Ian	NSC	31	23	26	80
27	16	15116	Sloger, Will	HYC	33	30	22	85
28	45	15450	De Rienzo, Aroldo	Rushcreek YC	24	32	29	85
29	1	13360	Cloos, Alejandro		41/OCS	28	17	86
30	12	14702	Dial, Karen	Columbia Sailing Club	28	35	23	86
31	20	15420	Ruhlman, Ryan	Pymatuning YC	27	24	41/DNC	92
32	15	15015	Werley, John	Pymatuning YC	51/OCS	41/DNC	12	94
33	35	15024	Prior, Trevor	Susquehanna YC	32	29	34	95
34	11	15285	Sawyer, John	CYC NC	41/OCS	31	24	96
35	70	7170	Dickerson, Heidi	Niantic Bay YC	39	34	33	97
36	28	5310	Pitcavage, Joe	Hobiaw	51/DNF	25	35	101
37	2	15202	Buckles, Bill	Edgewater YC	34	41/DNC	28	103
38	87	14287	Lutian, David	Edgewater YC	29	41/DNC	38	108
39	84	14684	Hamilton, Chris	JIYC	41/DNF		36	118
40	17	15228	Thompson, David	Denver Sailing Assn	41/DNF		39	121



MidWinter Regatta Champions: Jody Lutz, Jay Lutz and Derek Gauger

After a nice relaxing drive to Miami on Sunday night, we slept in on Monday and had a leisurely morning. Monday is always a good day in Miami—setting the boat up, having lunch at Monty's and then going for an afternoon sail. We were able to speed test a little with Dr. Peter during practice, and no matter what we did, he was higher and faster than us.

Normally we would panic in a situation like this, but understanding that Dr. Peter had his super crew, C.H., aboard justified his speed and height all day. We figured he'd come back to earth sooner or later. We were

wrong. Dr. Peter rounded the first mark the next day in first and followed that up with another great race on Wednesday. How does he go so fast?? It really can't be C.H., can it?

Anyhow, Miami was untypical Miami this year. The sea breeze struggled to come in, and the breeze on the first day actually died during Race 3, which caused a fleet inversion like we might see in Savannah! Wednesday had us waiting around for the breeze to fill. Even when it did, it was spotty, shifty and with variable pressure all across the course.

Things broke for us well in the last race, and when the smoke cleared, we actually won Miami as well. It was nother big thrill, as I have never been on the victorious boat in Miami either.

After the last race in Miami and before awards, Coral Reef puts on a great Taco buffet, which is something we always look forward to before the drive to St. Pete.

Some observations from Miami include Dr. Peter's speed, the great sailing displayed by Ryan Ruhlman and team, Josh Goldman's new

boat working well, obviously, and the consistently great sailing by Todd Wake and team.

As we headed to St. Pete after winning the first two regattas, there was talk amongst the crowd about a three peat. Jim Carson checked in with us to say it's only been done twice in the history of the Circuit (1971, Tom Allen Sr. and 1988, Jim Crane). Recently, Al Terhune won the first two events, but then crumbled under the intense pressure to join Lightning immortality.

—continued on page 40



2nd Place:

Todd Wake, Kristine Wake & Neal Fowler



3rd Place:

Josh Goldman, Jo Ann Fisher & Jeff Eiber



4th Place:

Allan Terhune, Katie Terhune & Dave Hughes (missing)



5th Place:

Rob Ruhlman, Abby Ruhlman & Dave Werley

Miami Trophies presented by Coral Reef Club Manager Layosh Toth





MidWinter Championship

March 15–16, 2011

POS	BOW	SAIL#	SKIPPER	CLUB	R1	R2	R3	R4	TTL
1	23	15166	Lutz, Jody	Lutz, Jay/Gauger, Derek	4	3	11	2	20
2	44	15930	Wake, Todd	Wake, Kristine/Fowler, Neal	2	1	10	22	35
3	21	15456	Goldman, Josh	Fisher, Jo Ann/Eiber, Jeff	21	8	5	3	37
4	49	15449	Terhune, Allan	Terhune, Katie/Hughes, Dave	3	4	14	17	38
5	57	5257	Ruhlman, Rob	Ruhlman, Abby/Werley, Dave	26	7	7	1	41
6	20	15420	Ruhlman, Ryan	Turney, Nick/Fisher, Martha	5	5	3	28	41
7	81	14781	Reynolds, Kirk	Flynn, Morley/O'Connor, Pat	1	20	1	20	42
8	22	14923	Jones, Jack	Steiner, John/Doran, Tom	9	16	12	9	46
9	36	15093	Coplan, Justin	Hurban, Gary/Hurban, Joan	14	19	6	12	51
10	43	15246	Macdonald, Larry	MacDonald, Adam/Bone, Oliver	17	21	4	16	58
11		9-Sep	Allen, Thomas	Mueller, Jay/Paisley, Sarah	10	15	9	29	63
12	99	14880	Dieball, Skip	Dieball, Laurie/Starck, Thom	6	2	18	38/ DNF	64
13	25	15399	Starck, David	Starck, Jody/Sertl, Mark	13	9	31	11	64
14	13	15399	Schillebeeckx, Ian	Schillebeeckx, Constantine/ Leonard, Caleb	19	13	27	6	65
15	71	14833	Faus, John	Sanderson, Ian/Menninger, Tyler	28	11	19	10	68
16	88	14688	Peter, Georges	Ritt, C.H./Burpee, Eva	7	32	26	4	69
17	59	15159	Hanson, Frank	Epstein, Linda/Slattery, Bob	18	12	17	24	71
18	72	15154	Schneider, Mark	Slook, Tom/Ellis, Kayla	15	17	13	26	71
19	19	15365	Watts, Robert	Watts, Robert/Vought, Dan	28	6	8	30	73
20	55	15255	Hallagan, Richard	Hendrix, TenEyck/Pope, Dan	24	18	25	7	74
21	24	10922	Neville, Brad	Neville, Ann/Neville, Jim	31	14	28	5	78
22	46	11011	Gonzalez, Tito	del Solar, Matias/Gonzalez, Alberto	8	38/ OCS	24	8	78
23	3	15210	Hall, Peter	Hall, William/Armitage, Megan	11	23	20	25	79
24	42	14479	Robinson, Kevin	Jones, Monica/Jones, Lauren	12	35	16	18	81
25	27	14821	Hayes, Sr, Brian	Jeffers, Laura/Moloney, Kathryn	22	24	21	23	90
26	4	14802	Tamayo, Gustavo	Latiff, Pedro/Delgado, Javier	33	10	29	19	91
27	35	15024	Prior, Trevor	Wertz, Michael/Hoffer, Gary	25	31	15	21	92
28	48	15146	Sowden, Gary	Dieball, Ernie/Longshore, Caroline	27	26	2	38/ OCS	93
29	1	13360	Cloos, Alejandro	de Mare, Carlos/de Mare, Julian	16	28	35	14	93
30	10	15410	Edwards, Ian	Edwards, Lindy/Lee, Andrew	20	22	36	15	93
31	33	14933	Lyons, David	Lyons, Frank/Lyons, Jerry	34	27	33	13	107
32	45	15450	De Rienzo, Aroldo	Ortiz, Federico/ Belausteguigotia, Yon	23	29	23	38/ OCS	113
33	11	15285	Sawyer, John	Sawyer, Becky/Sawyer, Jack	32	30	22	31	115
34	64	15346	Heckler, Mike	Crosby, James/Reinheimer, Gary	36	25	32	27	120
35	7	14807	Ratcliffe, Rod	Beale, Christina/Potter, Scott	30	33	30	32	125
36	87	14287	Lutian, David	Castruccio, Maureen/ Swanson, Charles	35	34	34	33	136
37	17	15228	Thompson, David	Thompson, Barbara/ Calvin, Catherine	37	36	38/ RAF	34	145



Winter Championship Champions: Tito Gonzalez, Alberto Gonzalez and Matias del Solar

The last leg of the Circuit was our final chance to improve our overall results after a slow start in Savannah and Miami. It always takes some time to synchronize all the minds in the boat, but after a few days it eventually happened.

The light wind series gave everybody a chance to gain or lose big during all the races in St. Petersburg.

Larry MacDonald, runner up, showed his potential one more time. The Lutz brothers, overall Circuit winners, and Matt Fisher both suffered from anxiety at the start, closing all possibilities for better results.

Alberto Jr. and Matias enjoyed St. Pete and in particular, the late afternoon indoor car racing where, of course, I won. I have to say that I feel like a local on the Circuit. It is good to see so many friends.

We enjoyed the traveling and sailing, and we hope we can come back again. We are looking forward to sailing in Brazil and in Michigan this summer.

We have the Lightning Class in our heart.

Good luck all,

Tito Gonzalez



*2nd Place:
Larry MacDonald, Adam MacDonald
Oliver Bone & Debbie Probst*



*3rd Place:
Allan Terhune, Katie Terhune
& Dave Hughes*



*4th Place:
Todd Wake, Kristine Wake & Neal Fowler*



*5th Place:
Davic Starck, Jody Starck & Ian Jones*

Presenting the awards is St. Petersburg Yacht Club Commodore Tito Vargas





64th Winter Lightning Championship

March 17–20, 2011

POS	BOW	SKIPPER	CREW	SUBG	FROM	R1	R2	R3	TTL
1	46	Gonzalez, Tito	del Solar, Matias Gonzalez, Alberto		Chile	1	1	4	6
2	43	Macdonald, Larry	MacDonald, Adam Bone, Oliver		Carlisle, Ont	5	10	2	17
3	49	Terhune, Allan	Terhune, Katie Hughes, Dave		Arnold, MD	3	3	11	17
4	44	Wake, Todd	Wake, Kristine Fowler, Neal		Sheboygan Falls, WI	10	7	1	18
5	25	Starck, David	Starck, Jody Jones, Ian		Buffalo, NY	2	6	12	20
6	99	Dieball, Skip	Dieball, Laurie Starck, Tom		Toledo, OH	15	5	3	23
7	27	Hayes, Sr, Brian	Jeffers, Laura Moloney, Kathryn		Milford, CT	8	11	7	26
8	21	Goldman, Josh	Fisher, Jo Ann Eiber, Jeff		Westport, CT	9	9	8	26
9	20	Ruhlman, Ryan	Turney, Nick Fisher, Martha		Cleveland, OH	12	12	17	41
10	3	Hall, Peter	Armitage, Megan Leger, Chantal		Westmount, Quebec	4	8	33	45
11	42	Faude, Bill	Jones, Monica Jones, Lauren		Chicago, IL	14	28	5	47
12	36	Coplan, Justin	Hurban, Gary Hurban, Joan		W Nyack, NY	13	17	21	51
13	55	Hallagan, Richard	Hendrix, TenEyck Pope, Dan	Masters	Fairport, NY	25	13	14	52
14	2	Buckles, Bill	Florian, Greg Menges, Carson	Masters	Lorain, OH	26	20	15	61
15	9	Allen, Thomas	Mueller, Jay MacDonald, Joy		Buffalo, NY	23	18	23	64
16	41	Fisher, Matt	Moriarty, Dan Fisher, Stu		Westerville, OH	6	2	58/ BFD	66
17	72	Schneider, Mark	Slook, Tom Ellis, Kayla		Moorestown. NJ	22	14	30	66
18	23	Lutz, Jody	Lutz, Jay Gauger, Derek		Brick, NJ	58/ DNF	4	9	71
19	62	Frost, Lawrence	Miller, Chance Sawyer, Jack		Metairie, LA	16	24	31	71



64th Winter Lightning Championship

March 17–20, 2011

POS	BOW	SKIPPER	CREW	SUBG	FROM	R1	R2	R3	TTL
20	22	Jones, Jack	Steiner, John Doran, Tom	Masters	Adams, NY	18	22	32	72
21	67	Allen, Mark	Whatley, Mark Groesbeck, Beth		Clawson, MI	34	27	13	74
22	8	Luisi, Paul	Barney, Dale Hodge, Doctor		Millersville, MD	17	29	28	74
24	88	Peter, Georges	Ritt, C.H. Burpee, Eva	Masters	Brookline, MA	36	34	6	76
23	76	Lange, Philip	Thomson, Alister Lange, Alexandra	Masters	Rochester, NY	21	30	26	77
24	1	Cloos, Alejandro	de Mare, Carlos de Mare, Julian		Argentina	42/ ZFP	19	19	80
25	11	Sawyer, John	Sawyer, Becky Wells, Toby	Masters	Wilmington, NC	28	43	10	81
27	79	Davis, Jim	Davis, Christine Lashaway, Les	Masters	Toledo, OH	19	36	29	84
28	57	Ruhlman, Rob	Ruhlman, Abby Werley, Dave		Cleveland, OH	11	21	58/ BFD	90
29	19	Watts, David	Vought, Can/ FUZZ		Oceanport, NJ	7	45	42	94
30	33	Lyons, David	Lyons, Frank Lyons, Jerry		Midland, MI	41	35	20	96
31	81	Reynolds, Kirk	Flynn, Morley O'Connor, Pat		Skaneateles, NY	58/ OCS	15	24	97
32	59	Hanson, Frank	Epstein, Linda Slattery, Bob		Orefield, PA	49	31	18	98
33	84	Hamilton, Chris	Powers, Ben Bradley, Kevin		Charlston, SC	20	44	38	102
34	14	Pelosi, John	Essman, Rick Sherwood, Doug	Masters	Wake Forest, NC	39	40	25	104
35	4	Tamayo, Gustavo	Delgado, Javier Latiff, Pedro		Bogota, Colombia	45	38	22	105
36	13	Schillebeeckx, Ian	Schillebeeckx, Constantine Leonard, Caleb		St. Louis, MO	46/ ZFP	25	34	105
37	30	Vann, Chris	Millar, Jenn Gibbs, Brian	Masters	Waterford, CT	33	26	47/ ZFP	106
38	77	Taylor, James	Auer, George Cummins, Stan		Liberty Twn, OH	58/ OCS	23	27	108



64th Winter Lightning Championship

March 17–20, 2011

POS	BOW	SKIPPER	CREW	SUBG	FROM	R1	R2	R3	TTL
39	5	Lobos, Victor	Lobos, Sebastian Kubic, Meagan		Concepcion, Chile	58/ OCS	16	35	109
40	12	Cabrall, Bill	Farrell, Raeyane Espinosa, Rebecca	Masters	Centennial, CO	37	32	41	110
41	66	Carlin, Cameron	Carlin, Zac Scott, Jesse		Safety Harbor, FL	58/ OCS	41	16	115
42	48	Sowden, Gary	Dieball, Ernie Longshore, Caroline		Midland, MI	24	33	58/ BFD	115
43	35	Prior, Trevor	Wertz, Mike Hoffer, Garry		Biglersville, PA	30	37	48	115
44	10	Edwards, Ian	Lee, Andrew Duffy, Watt	Masters	Australia	27	42	55/ ZFP	124
45	45	De Rienzo, Aroldo	Ortiz, Federico Belausteguigotia, Yon	Masters	Mexico	38	39	54/ ZFP	131
46	24	Waldkirch, Richard	Sherwood, Katie Southerland, Mickey	Masters	Wilmington, NC	29	46	58/ BFD	133
47	87	Lutian, David	Lutian, David Swanson, Charles		Milford, CT	32	50	57/ ZFP	139
48	34	Bayer, Ed	Eggen, Anne Varnum, Steve	Masters	Grosse Pointe Park, MI	55/ ZFP	47	39	141
49	52	Lange, Jonathan	Muehlenkamp, Bob Clark, Robin		Columbia, MD	42	51	49	142
50	90	Harrington, George	Michalowski, Paul Barney, Cole		Atlantic Highlands, NJ	51/ ZFP	58/ DNC	37	146
51	7	Ratcliffe, Rod	Beale, Christina Potter, Scott	Masters	Southport, CT	58/ OCS	49	40	147
52	15	Stevens, Mark	Stevens, Chris Evans, Justin		Green Bay, WI	48	54	45	147
53	64	Heckler, Mike	Crosby, James Allen, Bill	Masters	West Blomfield, MI	46	48	58/ ZFP	152
54	17	Thompson, David	Thompson, Barbara Calvin, Catherine	Masters	Highlands Ranch, CO	50	52	50	152
55	80	Park, Karen	McCarthy, Liam Evans, Donna		St. Pete, FL	43	53	58/ DNC	154
56	71	Faus, John	Menninger, Tyler Sanderson, Ian		Rocky Hill, NJ	47	58/ DNC	58/ DNC	163
57	6	Herman, Kristen	Herman, Jeanne Herman, Cal		St. Pete, FL	58/ DNF	58/ DNC	58/ DNC	174



Winter Championship Masters' Champions: Richard Hallagan, Hendrix TenEych & Dan Pope

The "I" in ILCA stood tall at the 2011 Masters' in St. Petersburg, as the seventeen entries came from all over the US, plus Mexico and Australia: Cabrall and Thompson from Denver, de Rienzo from Mexico, Edwards from Australia. Competing in the mix were Jim Davis and Jack Jones who were first and third a year ago—back with their same crews, but older and wiser.

Thursday evening's opening party entertainment was Minute to Win It games. My name was drawn, and I had to stack ten wheel nuts on top of each other with a chop stick. Success and laughs pursued. Would a steady hand and focus work while racing?

The Masters' Series in St. Pete is sailed with the big fleet (57 boats), so positions and strategy are quite fuzzy and different. It is great that St. Pete includes the Masters, because it gives the seniors something to compare at the bar.

All day Friday the wind never woke up; it was a no-race day. Finally around 4:00 PM Saturday the first race got under way. Two attempts at starting put the race towards the city and close to the pier. On 15255 (Nicodemus), we went right with Tito Gonzales (the eventual St. Pete winner) for awhile. Then came one bad wind shift, and we were at the very back end. We were able to salvage a 25th in the big fleet and a fourth in the Masters, with Jones first, Davis second and Lange in third.

With no racing Friday and only one race Saturday, Sunday was going to be the entire show. The winds were coming from the Tampa direction at 10–15 mph. With the flood current on the start line and black flag starts, it was easy to DSQ at the gun. Many did, including five Masters. We used the mid-line buoy and played it safe. Our finishes in the Big Fleet were 12th and 14th. That trans-

lated to 1st and 3rd in the Masters for a total of eight points, with Buckles at eleven points and Jones at twelve points, making a very tight competition. In the third race, Georges Peter came in 1st, with John Sawyer 2nd, adding to a nice mix of winners. The addition was in our favor, thanks to my crew Rick Ten Eyck and Dan Pope and to Sally Hume, my SAG (support and gear.)

Thanks to the seventeen boats that sailed the Masters. Thanks to Bob Birkenstock and all the many other volunteers at St. Petersburg Yacht Club who made the regatta happen. Thanks to first-time Skippers Thompson, Hecker, Ratcliff, and Waldkirch for competing. We hope to see you in 2012. I would love to see a Masters in Savannah and Miami too. Now on to Brazil for the World Masters', continuing to make the "I" in ILCA tall.

Richard Hallagan



*2nd Place:
Bill Buckles, Greg Florian & Carson Menges*



*3rd Place:
Jack Jones, John Steiner & Tom Doran*



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2011 Southern Circuit

Savannah

1,2,3,4,5,6,7,8,9

Miami

1,2,3,4,5,6,7,8,9,10

St. Pete

1,2,3,4,5,7,8,9,10

Circuit Overall

1,2,3,4,5,6,7,9,10



One Design



64th Winter Lightning Championship Masters' Class Series

March 17–20, 2011

POS	BOW	SKIPPER	CREW	FROM	R1	R2	R3	TTL
1	55	Richard Hallagan	Hendrix TenEych Dan Pope	Fairport, NY	4	1	3	8
2	2	Bill Buckles	Greg Florian Carson Menges	Lorain, OH	5	2	4	11
3	22	Jack Jones	John Steiner Tom Doran	Adams, NY	1	3	8	12
4	76	Philip Lange	Alister Thomson Alexandra Lange	Rochester, NY	3	5	6	14
5	79	Jim Davis	Christine Davis Les Lashaway	Toledo, Ohio	2	8	7	17
6	88	Georges Peter	C.H. Ritt Eva Burpee	Brookline, MA	10	7	1	18
7	11	John Sawyer	Becky Sawyer Toby Wells	Wilmington, NC	7	12	2	21
8	30	Chris Vann	Jenn Millar Brian Gibbs	Waterford, CT	9	4	12\ ZFP	25
9	14	John Pelosi	Rick Essman Doug Sherwood	Wake Forest, NC	13	10	5	28
10	12	Bill Cabrall	Raeyane Farrell Rebecca Espinosa	Centennial, CO	11	6	12	29
11	10	Ian Edwards	Watt Duffy Andrew Lee	Australia	6	11	17\ ZFP	34
12	45	Aroldo De Rienzo	Yon Belauste Federico Ortiz	Mexico	12	9	16\ ZFP	37
13	24	Richard Waldkirch	Katie Sherwood Mickey Southerland	Wilmington, NC	8	13	18\ BFD	39
14	34	Ed Bayer	Anne Eggen Steve Varnum	Grosse Pointe Park, MI	17\ ZFP	14	10	41
15	7	Rod Ratcliff	Scott Potter Christina Beale	Southport, CT	18\ OCS	16	11	45
16	64	Mike Hecker	Tom Crosby Bill Allen	West Blomfield, MI	15	15	18\ ZFP	48
17	17	David Thompson	Barbara Thompson Catherine Calvin	Highlands Ranch, CO	16	17	16	49



2011 Southern Circuit Champions: Jody Lutz, Jay Lutz and Derek Gauger

Looking at the weather forecast for the St. Pete, we were confident we could stay undefeated for the Circuit this year—not because we thought we could win the Winter Champs, but more likely because we might not get any racing in since a huge high pressure just camped over the Tampa/St. Pete area!

True to form, no racing Friday (boat never touched the water), and no racing on Saturday until the late afternoon when the Race Committee was able to get a three-legger in at about 5:00 P.M. So late in fact, the banquet had to get pushed back.

Our chances of winning another regatta ended abruptly—just before we rounded the windward mark in very good shape, the RC came on the radio to announce the OCS boats. Yep, bow 23 jumped the gun, and just like that, it was over. We sailed in knowing that this happens in sailboat racing. It was all on me. I pulled the trigger and knew it should not have happened. Must have been the pressure to threepeat! I apolo-

gized to Jay and Derek, and as any good teammates do, they simply said that tomorrow is another day, and we can still win the overall Circuit.

With a promising forecast for Sunday, the RC moved the start time up to 9:00 A.M. With daylight savings time in effect, it was still dark when we were putting the boat in the water. The Committee got in two races before the breeze started to die. Wisely, they blew the regatta off and sent us in.

Tito Gonzalez and his team sailed very well to win St. Pete, with Larry MacDonald second and showing, despite his age and ailments, he can still get it done—a big thanks to Adam, I'm sure!

Other observations from St. Pete are that Josh Goldman's new boat is fast, obviously. Todd, Kristine and Neal sailed tremendously throughout Circuit on the flying "Tomato" boat and deserve a lot of credit. Tito still has it, but the jury is out on whether Bill Faude can still "bring it." Bill had a top notch crew

and boat for this regatta but struggled. Word on the dock is that Bill should sail his Lightning more or simply pack it in for big-boat sailing where his talents may be put to better use. These are not my words. I am simply repeating what I heard.

I can't stress enough how great it is to have such a good team with me. Jay and Derek are awesome and deserve all the credit for the Circuit victory. Everybody knows how valuable Jay is to the team, but don't sell

Derek short. He is tremendous mechanically on the boat, as well as working with Jay on the big picture tactics. Downwind he is my eyes and does a great job at finding the puffs and keeping clear lanes for us. Plus, the poor guy has to deal with the "Team Lutz" moniker, so we have officially begun the adoption process so we can legally change his last name to "Lutz"!

Jody Lutz



*2nd Place:
Todd Wake, Kristine Wake & Neal Fowler*



*3rd Place:
Josh Goldman, Jo Ann Fisher & Jeff Eiber*



*3th Place:
David Starck, Joe Stack, PJ Shaffer,
Jody Starck, Mark Sertl, Ian Jones*



*5th Place:
Larry MacDonald, Adam MacDonald,
Julianne MacDonald, Oliver Bone &
Debbie Probst*

2011 Lightning

POS	BOW/SAIL	SKIPPER	CREW	SAV1	SAV2	SAV3
1	23/ 15166	Jody Lutz	Jay Lutz & Derek Gauger	1	1	4
2	44/ 15930	Todd Wake	Kristine Wake & Neal Fowler	8	3	5
3	21/ 15456	Josh Goldman	Jo Ann Fisher & Jeff Eiber	4	8	3
4	25/ 15399	David Starck	Joe Stack, PJ Shaffer, Jody Starck, Mark Sertl, Ian Jones	7	4	1
5	43/ 15246	Larry MacDonald	Julianne MacDonald, Adam MacDonald, Oliver Bone, Debbie Probst	6	6	6
6	49/ 15449	Allan Terhune	Katie Terhune, Danielle Prior, Dave Hughes	18	4	14
7	46/ 11011	Tito Gonzalezo	Matias del Solar & Alberto Gonzalez	13	2	16
8	99/ 14880	Skip Dieball	Laurie Dieball & Tom Starck	9	10	11
9	81/ 14781	Kirk Reynolds	Morley Flynn & Pat O'Connor	16	5	2
10	27/ 14821	Brian Hayes, Sr.	Laura Jeffers & Kathryn Moloney	3	6.5	10
11	57/ 15257	Rob Ruhlman	Abby Ruhlman & Dave Werley	14	12	18
12	55/ 15255	Richard Hallagan	Hendrix Ten Eyck & Dan Pope	12	9	9
13	20/ 15420	Ryan Ruhlman	Tessa La Plante, Nick Turney, Martha Fisher	27	24	41
14	9 / 9	Thomas Allen	Jay Mueller, Sarah Paisley Joy MacDonald	11	11	13
15	19/ 15365	David Watts	Robert Watts & Dan Vought	10	10	8
16	72/ 15154	Mark Schneider	Tom Slook & Kayla Ellis	21	14	19
17	59/ 15159	Frank Hanson	Linda Epstein & Bob Slattery	5	26	21
18	1/ 13360	Alejandro Cloos	Carlos de Mare & Julian de Mare	41	28	17
19	10/ 15410	Ian Edwards	Lindy Edwards, Andrew Lee, Watt Duffy	31	23	26
20	11/ 15285	John Sawyer	Becky Sawyer & Jack Sawyer	41	31	24
21	71/ 14833	John Faus	Ian Sanderson & Tyler Menninger	19	22	37
22	35/ 15024	Trevor Prior	Michael Wertz, Gary Hoffer	32	29	34
23	45/ 15450	Aroldo de Rienzo	Federico Ortiz, Yon Belausteguigotia	24	32	29
24	87/ 14287	David Lutian	Maureen Castruccio, Charles Swanson, Caroline Sundman	29	41	38
25	17/ 15228	David Thompson	Barbara Thompson, Catherine Calvin	41	41	39

Southern Circuit

MIAMI1	MIAMI2	MIAMI3	MIAMI4	ST PETE1	ST PETE2	ST PETE3	T/O	TOTAL	FROM
4	3	11	2	58	4	9	58	39	NJ
2	1	10	22	10	7	1	22	47	WI
21	8	5	3	9	9	8	21	57	CT
13	9	31	11	2	6	12	31	65	NY
17	21	4	16	5	10	2	21	72	CAN
3	4	14	17	3	3	11	18	73	MD
8	38	24	8	1	1	4	38	77	CHILE
6	2	18	38	15	5	3	38	79	OH
1	20	1	20	58	15	24	58	104	NY
22	24	21	23	8	11	7	24	111.5	CT
26	7	7	1	11	21	58	58	117	OH
24	18	25	7	25	13	14	25	131	NY
5	5	3	28	12	12	17	41	133	OH
10	15	9	29	23	18	23	29	133	NY
29	6	8	30	7	45	42	45	150	NJ
15	17	13	26	22	14	30	30	161	NJ
18	12	17	24	49	31	18	49	172	PA
16	28	35	14	42	19	19	42	217	ARG
20	22	36	15	27	42	55	55	242	AUS
32	30	22	31	28	43	10	43	249	NC
28	11	19	10	47	58	58	58	251	NJ
25	31	15	21	30	37	48	48	254	PA
23	29	23	38	38	39	54	54	275	MEX
35	34	34	33	32	50	57	57	326	CT
37	36	38	34	50	52	50	52	366	CO

Southern Circuit Special Awards



*Charlie Usher and Nora Lee presenting the Middle of the River Award to Mark Marenakos
Carolina Yacht Club, SE District, Fleet 429*



*Middle of Tampa Bay Award
David Watts, Monmouth Yacht Club
Metropolitan District, Fleet 70*



Layosh Toth presenting the Middle of Biscayne Bay Award to David Watts, Monmouth Yacht Club, Metropolitan District, Fleet 70



*Humphrey Newcomer Award
Alejandro Cloos, Club Univeritario de Buenos Aires, Argentina District, Fleet 446*



*Davis Youth Award
Kayla Ellis, Brant Beach Yacht Club
Central Atlantic District, Fleet 173*



*Karen Park presenting the Collin Park Award to
Allan & Katie Terhune, Severn Sailing Assn
Dixie District, Fleet 329*



*Matt Bryant & David Stark presenting the
Carl Smither Award to Don Gregory
Buffalo Canoe Club, Lake Erie District, Fleet 12*



*Layosh Toth presenting the Don Bliss Award
Todd & Kristine Wake, Neal Fowler
Sheboygan, Midwest District, Fleet 187*



*George Fisher Sportsmanship Award presented to
Rob & Abby Ruhlman by the Fisher family
Pymatuning Yacht Club, Ohio District, Fleet 36*

New Life Members



Tom Allen, Jr. and Brian Hayes, Sr.

The ILCA Executive Committee is pleased to announce two new Life Members, Brian Hayes, Sr. and Tom Allen, Jr. The presentation of these awards took place on Saturday, March 19, during the evening banquet of the Winter Championship at the St. Petersburg Yacht Club.

Please congratulate and thank these individuals for their dedication to the Class the next time you see them!

Tom Allen, Jr.

Tom has been a dedicated ILCA member for all his life. His dedication and contribution to our membership, and specifically our racing members, is immeasurable. He has no peers in regard to servicing our Class and our membership. He is a former NA Champion, St. Pete Winter Champion and a long-time champion of anyone who has participated in a major Lightning event worldwide and has needed something fixed, patched or improved.

Tom's "everyone else first" mentality at our major championships throughout the years has likely cost him more than a few victories, but his presence at these events has strengthened our Class immeasurably. There are more members who can tell the story of how Tom got them on the water at a major event than we can likely count, and while I'm sure that he'd have preferred to have another NA's or a World's title beside his name, his impression on our members is much deeper than any engraving on a silver bowl.

While it is true that Tom makes a "living" off providing services to our Class, and he has a vested interest in the Class succeeding, it is easy for one to see that his passion for the ILCA and its growth and prosperity go far beyond any fiscal gain which he may reap. Thank you Tom for your continued dedication to the Class!

Brian Hayes, Sr.

Brian is, in many ways, a modern day legend of the Lightning Class. His dedication to the Class at the governing level is well known and of long standing, culminating in his brilliant service as Class President in 2009 and 2010. His talents as an emcee at Class meetings and award presentations have kept those of us on the racing circuit entertained for years. Brian's in-depth knowledge of Class history, combined with his ability to recite virtually verbatim, our governing documents, while making him a valuable resource, also testify to his deep-seated love of the Lightning Class.

But perhaps Brian's greatest strength with respect to the Class is his engaging personality and his willingness to share his knowledge of rules, history and tuning secrets with any and everyone. Brian's ability to communicate and share his enthusiasm for the Class have contributed greatly to its strength at all levels.

Brian doesn't need a life membership as an enticement to "stick around," but it sure is a great way to recognize someone who has put so much of his life into the success of our great Class.

Brian, congratulations, and, more importantly, thank you.





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2011 Southern Circuit Report

Lightning 15228 — Blue Two

David Thompson

Prologue

For several years the northern Virginia-based Lightning Fleet 50 team of David Thompson, Barb Thompson and Catherine Calvin had wanted to sail Lightning 15228, Blue Two, in the ILCA Southern Circuit, a three-regatta series in mid-March, starting in Savannah and followed by Miami and St. Petersburg, Florida. In fact, in 2009 they even made tentative hotel reservations but canceled them at the end of January after calculating the expense and the vacation time needed to travel from northern Virginia, sail the Circuit and return home.

Subsequently, in August 2010, David and Barb sold their home in Herndon and moved to Denver, along with their boat, to be closer to their children and grandchildren when they retired. Barb retired that summer and David in February 2011. Now that they were both on permanent vacation it cleared the way for a Southern Circuit trip.

So at the end of February they packed up the boat and drove it to St. Petersburg for a month-long vacation in a rental condo and planned to sail the 2011 Southern Circuit. On Thursday, March 10, Catherine flew down from Washington, and the team was complete and ready to sail the Circuit.

Day 1 – Friday, March 11 — Driving to Savannah

After an easy 6.5 hour drive to Savannah, including stops, we pulled into the parking lot of the Hilton Garden Inn at the Savannah Airport a little after 8:00 PM. What a really nice hotel it was! It had a big parking lot, overlooking a small lake, and the hotel was new and very comfortable. We dropped the boat, headed over to a nearby Ruby Tuesday for dinner and got ready for our first Southern Circuit.

Day 2 – Saturday, March 12 — Deep South Regatta – Savannah – First Day

On Saturday morning we headed over to the Savannah Yacht Club. We had to wend our way through a corner of the Historic District on the way out to the Yacht Club, and we got through it easily, even though the street signs were hard to read. We pulled into the parking lot of the SYC at 8:45 AM, registered, and set up the boat.

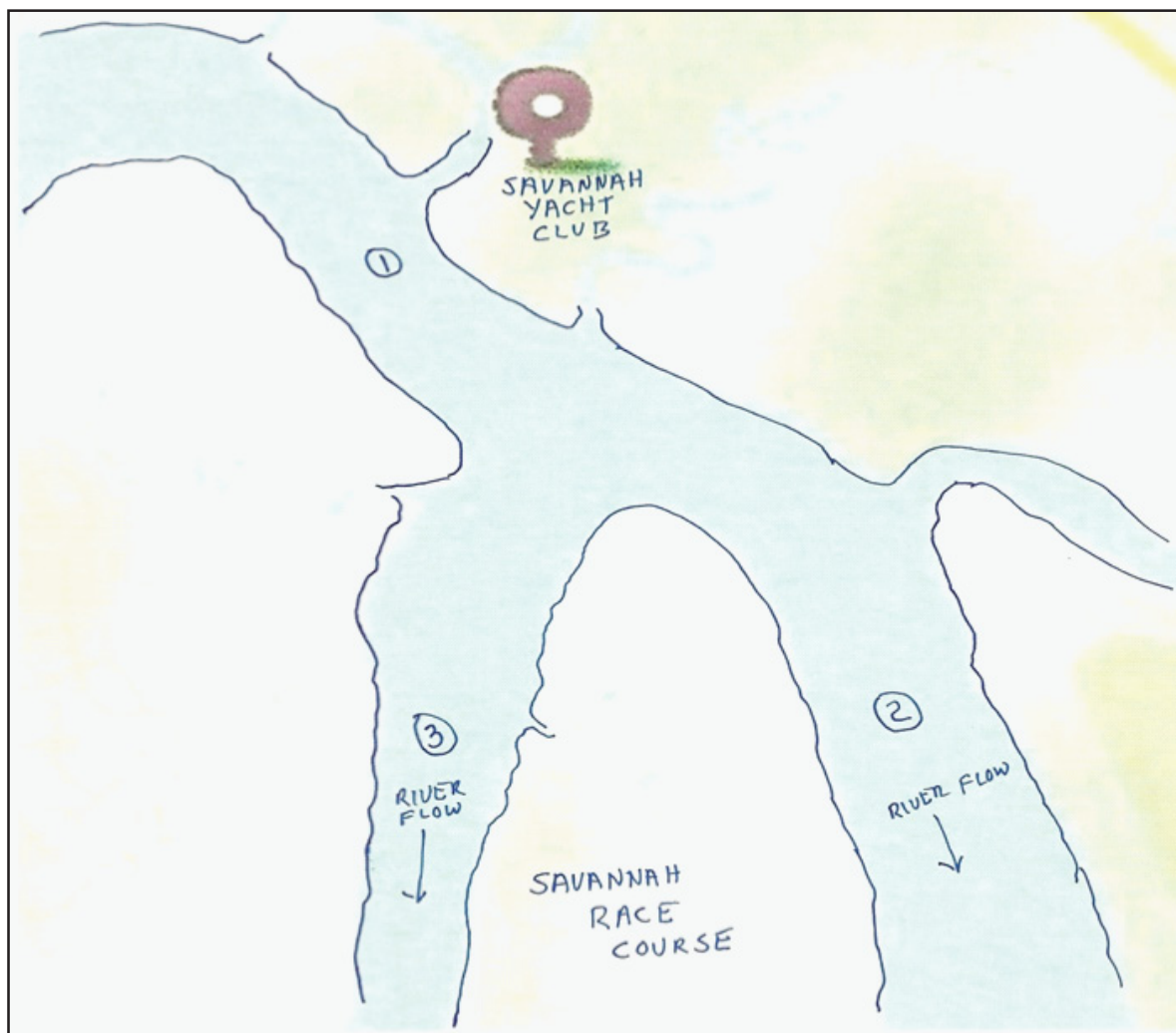
What a beautiful facility they have at the SYC! Good parking for the boats was available adjacent to the cranes, and tall live oak trees lined the driveways.



Savannah Yacht Club, view looking south

The wind forecast was for winds 8–11, and the locals all talked about a sea breeze that would fill in at 3:00 PM. The first gun was scheduled for 1:00 PM, but we had a newbie on board, Dana Rohde, sailing for Barbara. We wanted to show her how a Lightning sails. So we left the dock at 11:30 for some practice before the start. Dana is a 9th grader who sails Lasers and 420s and is the youngest of an all-sailing family of six. While she had never sailed on a Lightning before, she knew everything that was needed to perform at foredeck, and she did her work effortlessly and with precision.

The race course on the river is a bit strange—three marks set as a triangle, but with shore and marsh intruding into the straight lines connecting the marks, so the actual course sailed is more like an oddly-shaped polyhedron. The course board on the Committee boat lists the marks in the required sequence and indicates whether port or starboard roundings are required. Of course, we didn't understand that, so we just followed the other boats as we sailed the first race. The course board read P-1-3-2-1-2-1, where 1 was the windward mark and 3 was the reach mark, with 2 at the leeward mark (no gate).



Savannah Race Course – Diagram by David Thompson

Just as we crossed the finish line, the sea breeze kicked in. Suddenly we went instantly from sailing in a flat calm to sailing in winds 16–20, working against a river current/outgoing tide to create a chop that made it look like the winds were blowing 20–25. RC set up to sail the next race in a different sequence, with mark 2 as the windward mark. The wind and chop were more than most boats could apparently handle. After three general recalls, we decided the conditions were too dangerous for us to continue, so we retired and came in early. Two other boats retired, but the other 30 boats sailed through one more general recall and then a race with a large number of individual recalls. But the IRs did result in a large number of protests against the RC, and we missed all that excitement.

The Oyster Roast dinner was served at 7:00 PM—shuck-your-own roasted oysters while standing at tables outside, then back to the dining room for a very nice buffet dinner. The oysters were to die for, and the rest of the dinner was fantastic.

A rope tying competition after dinner kept the competitive spirit going.



*David Wins a Prize at the Rope Tying Competition at the Savannah Yacht Club
Presented by Laura Jeffers, ILCA Executive Secretary*

Day 3 – Sunday, March 13 — Deep South Regatta – Savannah – Second Day

On Sunday Barb sailed with us after Dana called in sick. There was one race scheduled, sailing in gentle winds 5–8 mph. After we came in, we packed up the boat, drank a Bloody Mary and set out for an afternoon and evening in historic Savannah.



On the River Walk, downtown Savannah—Photo Credit Catherine Calvin

We spent that night in Savannah, with dinner at the historic Boar's Head Tavern, circa 1730



Boars Head Tavern – downtown Savannah—Photo Credit Barb Thompson

Day 4 – Monday, March 14 – Driving to Miami

We hit the road at 6 AM for a nine hour drive to Miami -- long but uneventful, arriving at the Coral Reef Yacht Club at 3 PM. We parked the boat, raised the mast, registered, and headed over to the Doubletree Hotel at the Miami Airport. Knowing that we would need to get up early for racing the next day, we enjoyed dinner in the hotel.

Day 5 – Tuesday, March 15 – Miami Midwinter Championships – First Day

After a quick trip to the Coral Reef Yacht Club we began the day with a hot breakfast served on the pool deck, followed by the competitors meeting and then a thirty minute sail out to the race course in the middle of Biscayne Bay.

We sailed three races on Tuesday in beautiful clear water – you can see the bottom 10 feet below – with bright, sunny skies and a magnificent view of the Miami skyline to the north. Winds were 8 – 12 for the first and second races but died down considerably for the third race. We sailed windward-leeward courses, with downwind finishes. In the first two races we sailed to our usual dead last finish, and in the second race it was considerably after the previous boat had crossed the line. As we dropped the chute after finishing, Chad Proctor and JP Gonzalez (brother of World Champion Tito Gonzalez of Chile) who were operating a crash boat asked if we wanted any help. I responded, "Do you mean help in making the boat go faster?" The answers were yes and yes, and before we knew it JP was on board and Barb was on the crash boat. We didn't think this through at the time, but that was an illegal substitution. Consequently and subsequently we had to declare a RAF.

Meanwhile JP took control of the foredeck and coached me as we started and beat our way to windward, calling out constantly to either point up or fall off, as he continuously adjusted the jib wire, jib cloth, and jib sheet, and occasionally telling me to ease the main sheet and fall off to pick up speed.

JP called a very aggressive course as we made our way to the windward mark, approaching on port tack and tacking into a hole on the layline, and rounding in 6th position. We would have rounded sooner but another boat tacked in front of us, forcing us to tack, then tack

again before rounding – a foul, in JP’s opinion, and he hailed “PROTEST” loudly and began canvassing the boat behind us to serve as a witness. In the end we did not protest, but JP did explain to the skipper that tacking in front of us, requiring us to tack to avoid a collision, is not permitted, even inside the three-boat circle around the mark.

We went downwind on a starboard tack, with JP coaching Catherine on the chute and occasionally taking control of the sheets, gybed at the gate, dropped the chute and rounded, and went around once more, finishing in 9th place, ahead of 31 other boats. What a joy to look back and see all those boats behind us!

Back at the dock lots of competitors hailed us as rock stars for doing so well in the third race, and I had to tell them that it was because we had great coaching.

A buffet dinner at the Yacht Club, served on the pool deck in warm breezes in the setting sun was enjoyed by all.

Day 6 – Wednesday, March 16 – Miami Midwinter Championships – Second Day

On Wednesday there were two races scheduled, but the winds were lighter than hoped for and we got in only one race. I applied the new techniques that JP had taught me on Tuesday (sit forward; hold the tiller hiking stick firmly on my thigh to reduce wobble, and pay closer attention to the jib tell-tales to be more responsive to wind shifts, and to fall off to pick up speed when hit by a wave) and we were ahead of two other boats at the second rounding of the windward mark. Unfortunately, we had trouble setting the chute and then gybing, and both boats passed us up on the downwind leg. But we were seconds behind the boat ahead, not minutes, when we crossed the finish line.

Prior to the awards ceremony, the Yacht Club served a “snack” of all-you-could-eat tacos, and we chowed down before packing up the boat for the next leg. Many competitors headed for St. Pete immediately after the awards ceremony, but we opted instead to spend another night in Miami, and headed for South Beach for some walking-around in the Art Deco district and dinner at Lario’s on the Beach (Gloria Estefan’s restaurant). We walked by a crew filming a TV revival of Charlie’s Angels. Very interesting!



Barb and Catherine on the beach – Miami Photo Credit to a Spanish Tourist

Day 7 – Thursday, March 17 – Driving to St. Petersburg

On Thursday we experienced the joy of sleeping in until 8 AM, hit the road at 10, and rolled in to the St. Pete Sailing Center just before 3 PM. What a mob scene we saw there! 54 boats crammed into a small parking lot with skippers stepping their masts, splashing their boats, bringing them in, and engaging in lots of camaraderie. We found a place to park the boat, set the mast, and headed for the St. Petersburg Yacht Club to drink Dark & Stormys, and eat dinner at the welcoming reception. The St. Petersburg Yacht Club is a historic, elegant facility, occupying a full block on the waterfront just a block away from the St. Pete Sailing Center.

Days 8 – 10 Friday March 18 through Sunday, March 20 Lightning Winter Championships

Racing was scheduled for three days, Friday, Saturday, and Sunday. However, a high pressure cell was dominating the weather and what we got were three days of warm sunshine, 80-degree highs, and little wind. On Friday the A/P flag over the 4 flag went up on shore at 9 AM and while the 4 flag came down at 1 PM, the A/P stayed up until 3:30 PM, at which time RC declared "No Racing Today." We had all taken off at 9 AM for sightseeing, returned at 1 PM for more instruction and were told to hang out for further information. At 3:30 PM, upon race cancellation, we all headed out for our evening activities, and ironically at 4 PM the sea breeze filled in.

The next day (Saturday) was a repeat of Friday, except that at 1 PM the RC said we would be racing, and so at 2 PM we splashed our boats and headed out. At 3 PM RC set a windward-leeward course for the east winds that were blowing at the time, but before the start the sea breeze kicked in from the west, and the course was re-set. We got in one race before it was time to come in.

That evening the very elegant Regatta Banquet took place at the Yacht Club. (Guys wore jackets and some even wore ties! Ladies were also dressed to the nines).

Two long-time contributors to the Lightning Class, Past President Bryan Hayes, and long-time skipper and supplier Tom Allen Jr. were named as Life Members, and Team Blue Two received etched commemorative glasses for sailing the entire Circuit. For us, this was perhaps the high point and the surprise of the entire Southern Circuit.



Alex and Bill Cabrall, Raeyane, and Rebecca at the banquet



Team Blue Two with Glasses



David wins a door prize – a sailing necktie!

On Sunday the first gun was scheduled for 9:00 AM, and there was an easterly breeze that got us to the race course to the south of the St. Petersburg Pier. Then it oscillated and we didn't actually start until 11:00 AM. Winds were dying as we finished at 12:30 PM, and RC asked us to hustle to the start line so that they could get off two more races before the 2:00 PM last start time limit. By the time we were ready to go it was 1:00 PM. With that, the RC put up the N over A flags, deciding in the interim that there would not be enough wind to complete even one more race before it was time to come in.

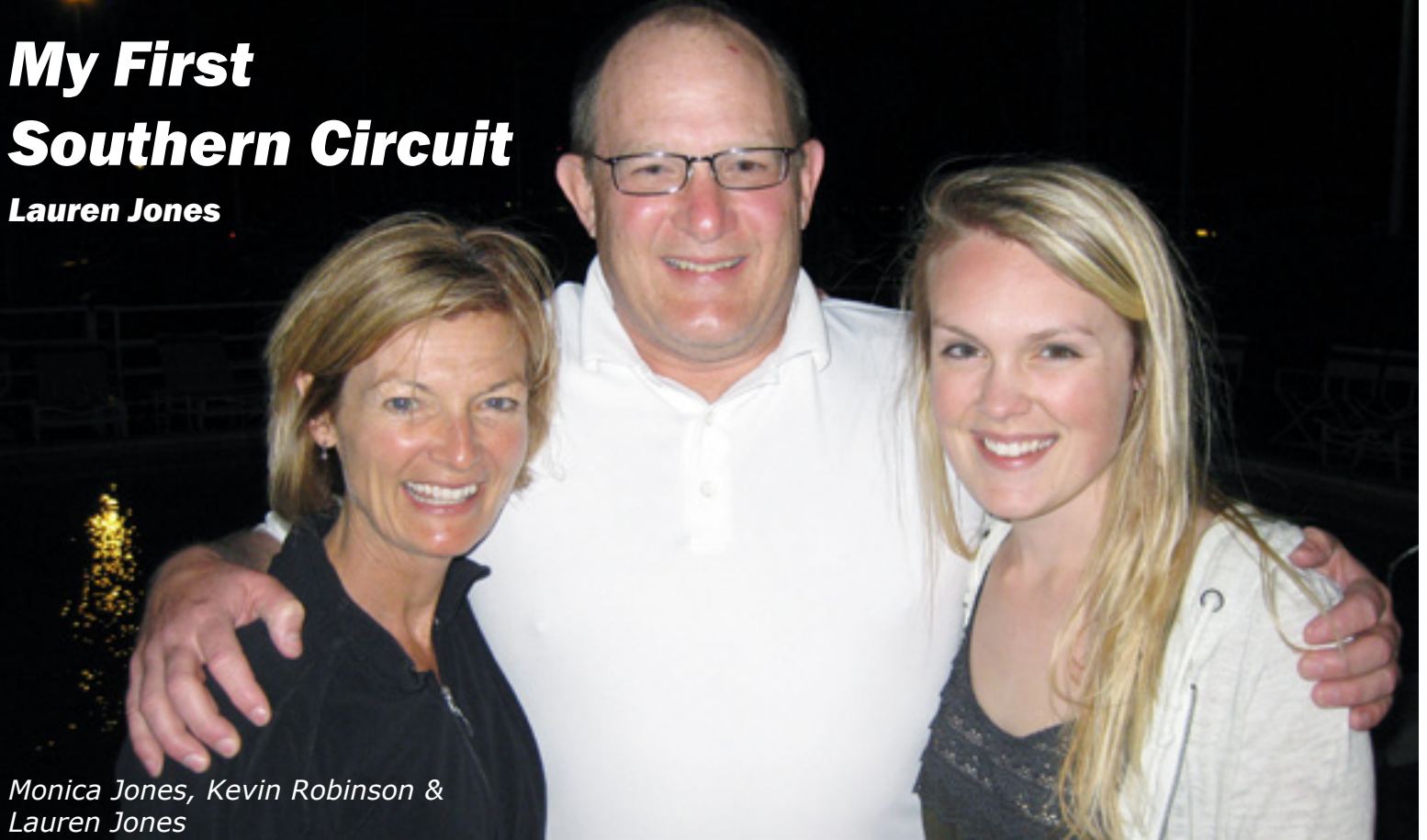
So we headed in. We knew that we would be keeping the boat at the St. Pete Sailing Center for the remainder of the month, and thus chose to be the last boat to dock, taking an extra lap out in front of the St. Petersburg Pier before heading in. That evening we celebrated our completion of the Southern Circuit with a very gourmet dinner at the Columbia Restaurant (Spanish/Cuban) on the Pier.

So, in ten days we drove 1,050 miles from St. Pete to Savannah to Miami and back to St. Pete; sailed eight races in generally gentle winds, and thoroughly enjoyed the experience. We placed 25th out of the twenty-five sailing the entire circuit; 17th out of the seventeen sailing the Masters division in St. Pete, and 54th out of 57 sailing the St. Pete Championship division. Nevertheless, we will return next year, to once again enjoy the best competitive sailing experience ever.

*David and Barb Thompson and Catherine Calvin
Lightning 15228, Blue Two
Fleet 488
Denver, Colorado*

My First Southern Circuit

Lauren Jones



*Monica Jones, Kevin Robinson &
Lauren Jones*

My parents were hesitant about allowing me to skip a week of school to do the Southern Circuit. However, I managed to convince them that I could handle it in my senior year of high school. I told them I would keep up with my homework on the road. They could not say no, since I had been waiting to do this regatta since I started sailing Lightnings.

Once I got the OK from all of my teachers to miss a week of school, I was so excited. Not only was this my first Southern Circuit, but it was my first time sailing down south. I always love trying new things and going on new adventures, so this was a double bonus!

My mom, Monica Jones, and skipper, Kevin Robinson, and I jumped in the car on Thursday night around 5:00 PM, ready to start our fifteen-hour drive to Savannah, Georgia. Kevin's one requirement for this road trip was that I had to drive at some point during the "graveyard shift." He said that was all part of the experience. So I got behind the wheel from 4:00 to 6:00 AM, which was also my first time driving with a trailer behind me.

We arrived in Savannah around 7:30 AM and brought the boat to the Savannah Yacht Club, where we rigged it in preparation for the

first day of racing on Saturday. Exhausted from only a few hours of sleep, we checked into the hotel and took a nap until dinner time. We met some other teams at the Chart House for dinner, which is apparently a tradition for many of them.

The next morning, we made our run to Starbucks for coffee and oatmeal. We then got pumped up to our team song, "Love Today" by Mika, on our way to the club. I was a little leary of the racing in Savannah from what I had heard from the experienced sailors, but I was ready to have fun no matter how strange the race course was. Now I can understand why this is my dad's, Ian Jones', favorite place to sail. It is all about keeping your head out of the boat and forcing your mind to constantly think of the next necessary move.

The course was like nothing I have sailed before, for many reasons. First of all, it was not just a regular windward-leeward course. The Race Committee had us going around some sort of triangle course and even rounding the marks to starboard at one point. Kevin had raced there before and also explained that someone always had to have their hand on the centerboard because of the shallow

banks on either side of the river. At other times, we were challenged with lack of wind and had to deal with a strong current pulling us backwards.

Dinner was served at the club that night. We ate quickly and then left to go on a horse and buggy ghost tour of the city, along with Larry MacDonald and his team. During the tour, the guide took us by, what was proven to be, the most haunted house in the country. She encouraged us to go back and take a tour. Adam and Julianne MacDonald, and I did this immediately after we got off the horse and buggy ride. Let me just say that now, I truly believe in ghosts.

The second day of sailing was not much different from the first. After the final race, we pulled the boat out of the water, de-rigged it, and made some gourmet turkey sandwiches for the eight-hour drive to Miami, Florida.

We arrived at the Coral Reef Yacht Club at about 10:30 PM, where we dropped off the boat and went straight back to the hotel to sleep. The next morning we searched for the closest Starbucks and then drove to the yacht club. We did not have to race that day, so we decided to take our time rigging the boat and then go on a short sail out in the bay.

The racing in Miami on Tuesday and Wednesday was very tricky. We frequently encountered thirty-degree shifts in the wind. I give the Race Committee a lot of credit because they had to constantly move the marks. My favorite part of the sailing, however, was when a dolphin jumped out of the water a

couple inches from the boat—in the middle of a race. After an exciting time in Miami, we hooked the boat back up to the car and drove four hours to St. Petersburg, Florida.

We arrived at the St. Petersburg Yacht Club around 8:00 PM, where we met Debbie Probst. She helped us find a prime parking spot for the boat and then took us to her favorite restaurant in the city.

On Thursday, our new skipper, Bill Faude, arrived just in time for the exquisite potato and ice cream sundae bars at the club. We woke up the next morning to find not a breath of air. Several postponements resulted in no racing the first day and only one race on the second day. So we spent most of our time sitting by the yacht club pool, riding four person bikes around the city, going to the farmers market, playing giant Jenga at the sailing center, and painting Bill's toenails—he claimed it was a team requirement.

On Sunday, we finally got out on the water. The wind was still pretty light and not very promising, but we managed to get two races in before I had to leave and catch my flight back home.

After a long, cold, snowy winter in my hometown of Buffalo, sailing in these three beautiful locations was most welcome. The sailing, scenery and social aspect of this event made it a truly memorable experience. The Southern Circuit is definitely top on my list of favorite regattas now, and I look forward to doing it again soon.



CLASSIFIEDS



15379 Nickels. Fully loaded with virtually every option, stored in a temperature controlled classic car vehicle facility, sailed only a dozen times-one season,

like new condition, the boat is fast and handles incredibly well. Light grey deck with white hull. Included is the full set of North Fisher Main and Jib and R2 Spinnaker, set of North travel/mooring (top and bottom) and mast covers, an extra Sailor's Tailor Mooring cover with full skirt, full rudder cover, Nickels galvanized trailer with all options. Many other extra accessories included and additional pictures are available. Total cost was well in excess of \$28,000 Price: \$18,500 303-321-1350 jerry@crestintl.com

15345 Nickels. 2010 top 10 NA's + 2010 top 5 Pan Am Trials. Fully Race Rigged. 2 Piece Travel Cover. Mast Cover. Mooring Cover. 700 lbs with lead correctors. Includes one set of used North Fisher Sails. Galvanized Trailer. \$17,500 or B/O. John Faus. 609-658-4000. johnfaus@yahoo.com

15313 Nickels Lightning. 2007 Nickels Lightning fully loaded with Harken Carbo blocks and rigged with stainless steel centerboard. Boat and all components in excellent condition. Always dry sailed. White deck with dark blue hull and white rubrails. Dual side controls with color-coded lines. Hull has Twing lines, 24 to 1 Jib Wire, Harken Jib leads, and Cloth+Wire run to the foredeck. Mainsheet internal/ external. Nickels aluminum: (i) mast, (ii) boom, (iii) spinnaker pole, and (iv) tiller with extension. Lifting bridle. Four (4) padded

hiking straps. The boat and base equipment mentioned above are \$13,000.

The following accessories can also be purchased with the boat. Two full set of North Sail Fisher sails: main, jib, and R2 spinnaker (1 heavily used set and 1 lightly used set). JCD tiller extension. Tack Tick compass. Set of VSP: (i) Travel, (ii) Mooring Cover, (iii) Mast Cover, and (iv) Full Rudder Cover. 2007 Nickels Galvanized Long Tongue Trailer with front mast stand, steel fenders, lights, and aft kickstand. Currently located in Detroit, MI. The boat and all equipment are \$17,500.00. Contact Kevin at kevin.morin@macroconnect.net or 313-595-5919

15302 Nickels. 2006 Lightning fully loaded with Harken Carbo blocks and rigged with stainless steel centerboard. Rigged by Hugh for charter for the 2006 North Americans and placed in the top 10. Boat and all components in excellent condition. Always dry sailed. Off-White deck with white hull and black rubrails. Dual side controls with color-coded lines. Hull has Twing lines, 24 to 1 Jib Wire, Harken Jib leads, and Cloth+Wire run to the foredeck. Mainsheet internal/ external. Nickels aluminum: (i) mast, (ii) boom, (iii) spinnaker pole, and (iv) tiller with extension. Lifting bridle. Three (3) padded hiking straps. The following accessories are also included with the boat. Two full set of North Sail Fisher sails: main and jib (1 heavily used set, 1 moderately used and 1 lightly used set). Two North R2 spinnakers, 1 moderately used and 1 lightly used. UK main and jib, lightly used. Quantum light air spinnaker in good condition. Ronstan tiller extension. Suunto compass. Mooring Cover and Full Rudder Cover. 2006 Nickels Galvanized Long Tongue Trailer with front mast stand, steel fenders, lights, spare tire, and aft kickstand. Currently located in San Diego, CA. The boat and all equipment are \$15,000.00. Contact Dale at db@windanseabeach.org or 858-442-7600.

15243 Mark Bryant Design built by NBW. Only boat out of my molds. I've corrected them to be really FAST. Includes a full bulkhead (between shrouds and maststep), Faired Transition area between 8' and 15' arcs to 19" diagonally... This has always been unique to my speed. Rigged with center console (off CB trunk) to enable all wind range ease off adjusting/changing gears... Not Your Standard, it's too fast to call... Road, Spar, Rudder Bags to include NBW galvanized trailer with all current get ups... Sails, what do want? VSP, a bunch off brand new Fisher/North, I've got them all!!! Base price \$ 15,500 and I'll make you FAST. Cell (239) 503-1210, email info@markbryantsailing.com

14852 Nickels. This fast, pretty boat belonged to Sandy and Mary Huntsman. She's fully race rigged. SS board. Fresh water and dry sailed. White/teal deck with teal bottom. Black rubrail. Dual foredeck and side controls with color coded lines incl twings and barber-haul. Aft led spin halyard. Tapered spin pole. JCD bow dick. Battelstick tiller ext. Plastismo Contest 130 compass. Masthead Windex. Light air spin sheets. 2 sets of North sails. Nickels trailer with new buddy bearings and new spare. Mooring, travel and mast covers. Lightning

training videos and DVD's included. Boat located on Lake Gaston, NC. \$9,800. Contact Bob Graves at (757) 434-4723. rlgraves@cox.net

14820 Allen. White hull, light blue deck, one owner. Stainless steel centerboard, North Sails -main and jib, good shape. Galvanized trailer, light use as family day sailer, clean. Located in Marion, MA. \$10,000 Call David 508-748-1036 or email davidknott@verizon.net. Photos

14680 Allen. Great condition, white hull, minimum weight, stainless steel centerboard, race ready, dry sailed, brand new (6 races) Quantum main/jib, 5th in last years NA's, north main / jib, two spinnakers, digital mass compass, top/bottom travelling covers, mooring cover, rudder cover, lifting bridle, galvanized trailer with spare tire. Boat located at Columbia Sailing Club - Columbia S.C. \$8,500.00. Call Bruce Seiffert at 843-346-7704 or 1-800-590-4738 - email bseiffert@sergeants.com

14642 Nickels. White hull, white deck with Syracuse University Orange bottom and accent stripes. 2 sets of North sails in good shape. Full set of travel, mast, rudder and mooring covers. Inboard jib tracks and updated car controls. Galvanized trailer. Overall great fresh water boat in excellent condition. \$6,950. Located in Cazenovia, NY just outside Syracuse. Call Rich at (315) 439-9920 or email rhartt@netzero.com.

14484 Nickels. Lightly-used, well-maintained 1991 boat in very good condition. Dry sailed at Nyack Boat Club, Nyack NY. Beige deck with grey hull, black rub rails, red and blue waterline stripes. Dual side controls with color-coded lines and extensive placarding. Outhaul controls on side consoles. North M-5 Main x 2, Jib x 2, plus standard and lightweight spinnakers. Newest sails from 1995; buy a new set, and race faster. Kit includes stainless steel centerboard, fiberglass rudder, deck compass, aluminum mast & boom, all standing rigging and running lines, spinnaker pole, tiller with extension, lifting bridle, anchor, and rudder cover. Mast and Hull Top & Bottom North travel covers new in 2007. Original mooring cover is on last legs. Also includes Nickels galvanized trailer with front mast stand, steel fenders, and two new tires. Boat is in dry storage at Nyack NY. \$5,500. Contact Arthur Broadbent at (201) 670-1210 or (201) 259-5662.

14478 Allen. White hull with white deck. Full set of sails in good shape. Boat was raced last season, winning the local regatta in Newburyport. Mid and fore deck controls and a mast mount spinnaker halyard. Stainless board, light wooden rudder. Travel cover and dry sailing cover included. Trailer in good shape, bunks replaced last year. \$6,500 Boat located on Massachusetts/New Hampshire boarder. Contact Patrick Gallagher, patrick14384@gmail.com or 978-225-0023

14388 Nickels. Stainless steel centerboard. Boat and all components in great condition for age. Always dry sailed. Light beige deck with white hull and white rub rails. Dual side controls with color-coded lines. Full set of North Sail Fisher sails: main, jib, and spinnaker, great condition for club racing. Second set of North Sail sails: main, & jib. Fully rigged. Recently replaced uppers and lowers. Handi lock adjustable turnbuckles (on lowers). Tapered spinnaker lines. Deck compass. North aluminum mast & boom. Spinnaker pole. Tiller with extension. Anchor. Lifting bridle. Mooring Cover Full Rudder Cover. Galvanized Trailer

with front mast stand, and steel fenders. New tires. Bunks on trailer need replacement, will include 2x6's and bunk cover material. Mooring cover is serviceable. Additional photos available. Currently in dry storage near Milwaukee, WI. \$6,800. Contact Tim Hayes at 414-477-9000 or tim@hayesengr.com

14310 Nickels. White, bottom refaired and painted 2001. Allen galvanized trailer, custom top trailing cover, full drysailing cover. 2 suits of North sails. Boat has not been sailed for 5 years, in good shape, located in MA \$5000.00 Phone Eric: 978-424-5835 or ericcutting@ymail.com

14260 Nickels. Light gray hull, gray deck with blue stripe. Two full sets of North sails (Proctor). The boat is race ready. Deck cover, trailing cover, spare tire are included. \$6000.00 contact John Folwell, jdfolwell@yahoo.com or 573-332-1415

14068 Nickels. Yellow hull, 2 complete sets of sails, stainless steel centerboard, cover, trailer. Dry sailed, ready to go. Asking \$6,000. Lansing Williams, Chestertown, MD 410-778-2890. slansing@verizon.net

14059 Nickels, good, decent racing condition, Red. Mooring cover with side skirts, 2 sets of North sails, 2 rudders (newer fiberglass and original wooden), lightly used Nickels mast. Trailer included, but it probably needs to be replaced, it's fine for around the club, but not good for highway use. We love this boat, but can no longer store it, so it has to go - \$4,500. Boat is garaged in Beach Haven, NJ. Contact Dave at 973.543.2910 or at mendham.david@gmail.com

14008 Nickels Light Green hull and buff deck. Sails -- Main, jib, two spinnakers, Bryant Mast, beautiful wood rudder with cover. Mooring cover, mast cover and travel cover. Many new lines and rebuilt trailer. Good fast boat in super condition. \$ 5,200 Chuck Parry --Gardy3@verizon.net 410-778-4560

13813 Nickels. Green hull, white deck. Former fleet champ. 1 owner, 99% used in fresh water, wintered every year in barn. Always dry sailed, lifting bridle. Lots of sails, one set still good for racing. Stainless board, Tacktick compass. Allen trailer, w/new rear bunk, mooring cover. \$3,500. Can be seen at Susquehanna Yacht Club between York and Lancaster, PA. Fred Bush, 717-397-8489 or kaynfred53@verizon.net

12379 - Nickels & Holman. 2 owners, 1 scooting, 1 slowing down. The boat is a great, very stable daysailer ideal for family fun or club racing. Includes 2 sets of sails (one set has wrong number), jib and main, plus one spinnaker. New cover. Stainless steel centerboard. Includes a Trailer which is serviceable but not currently registered. May be inspected at the Rock Hall Yacht Club, MD \$2400, Bill Edwards 410-778-5827 for viewing or details.

12359 fiberglass Lippincott. Vintage classic, colored hull in great condition. Professionally restored with a newer (year 2000), premium galvanized Nickels trailer with spare, light bar, kick stand and tall mast bracket. Rigged right, LOADED with many upgrades. New standing rigging, SS centerboard, two complete sets of NORTH sails, two boom tents, all new HARKEN Carbo Blocks, three (3) padded hiking straps. Traditional look; beautifully varnished mahogany brightwork, tiller and rudder. This is a well-maintained, sweet ride with ALL-new color-coded lines, premium hardware, and pin-stop sheeting.

Upgrades include Battlestick, Windex, light-air spinnsheets, fast faired VC-17 bottom. Extra's include sails, NEW RITCHIE compass, LOOS tension gauge, lifting bridle, canvas, mooring painter, docklines, flares, PFD's and much more. EVERYTHING YOU NEED TO START SAILING NOW! Great family day-sailer or race boat. Boat and Trailer only \$4000, ALL extra's, including sailing lessons \$2000. Must See! Located near Lake Geneva, WI. (262)723-8771, tim@totalmarinesupply.com

10699 Fiberglass Lippincott. Includes wooden spars, steel centerboard, main, jib, spinnaker. All are very used but still functional. Hull is white and has copper bottom paint. Located in WA \$500.00 Rick Mollner, 360-376-6849, rick@fourwindscamp.org

10330 Allen. Fiberglass hull, mahogany trim, aluminum spars, steel centerboard, trailer. 2,500 OBO. Located in Topeka, KS. jayhawk1213@sbcglobal.net

9655 Fiberglass Lippincott. Aluminum spars, steel centerboard, main, jib, spinnaker, compass, road trailer, dry sailed. Original papers, 2 owners in 46 years. Respectable condition, but needs a little TLC to be competitive. Hull is white and interior has wood benches which are in good condition. Located at Severn Sailing Association, Annapolis, Maryland. Asking \$1500.00 but negotiable. Pictures upon request. Jim Bielefeld, 443-778-6969 (W), 410-381-0618 (H), Jim.Bielefeld@jhuapl.edu

8676 Lippincott, wooden. One owner, always dry sailed. Wooden mast and boom. Includes wide trailer, hoisting tackle, Danforth anchor and line, good paddle. Deck needs new canvas. This boat is a good candidate for refinishing into a real beauty (natural finish inside, white hull with red and blue waterline stripes). Boat can be seen on the Eastern Shore of Maryland about 10 miles from the Chesapeake Bay Bridge. \$1,500 Contact Herman Hensch, (410) 758-0273.

8033 Lippincott wood Lighting in great condition, from 1961 with a good low (1959) trailer. Wood and oval spars with boom tent and full cover. This is a tight and pretty boat (white topsides, blue deck with many upgrades (cascade on the backstay, no drums, wires to the chainplates to support the mast base, two modern bailers, etc.). The upgrades allow for competitive racing and (mostly) preserve the traditional appearance. Burlington, VT \$3000 david@precisionbioassay.com 802-598-8221 12/17/2010

7868 Lars Olsen design, made in Red Bank NJ in 1960. The hull is glued cedar plank; the sole is teak, with mahogany trim. It was rebuilt in 1970 in Saybrook CT. Four owners, only fresh water sailed. Teak & mahogany inside, and has a plywood deck. I gave the original mast/boom to another woodie owner, and replaced with aluminum spars from someone in the Mallets Bay fleet. It's on a decent trailer w/new tires. When I pulled it in 2007, I flipped the boat and completely repacked the hull batting, and used potting compound on the keel plate. I removed the bottom coat, and re-coated with Interlux. The boat has been stored inside, under cover since then. The only work I see is to fabricate/replace a plate on one of the two bailers; I had installed a knotmeter transducer using the left bailer location, and then removed the knotmeter and the transducer plate, leaving a void around the bailer location of the same size as the original Harken (?) bailer. The *.pdf shows an aluminum tiller and fiberglass rudder; this

is not what I'm offering, as that tiller/rudder is used on my 1988 boat (#14297). What goes with #7868 is the wooden tiller and wooden rudder from the 1988 boat (swap). Also shown in the *.pdf is the aluminum boom, along with the aluminum mast that is included (and not the original spruce spar/boom). \$2,000 OBO, Located in Calais, Vermont. Bill Powell 802-223-1305 Bill.powell@wec.coop

7286 Wooden Lightning built in 1959 made by J J Taylor and sons in Toronto, Ontario, Canada. Comes with custom width Allen Boat Lightning trailer made in 2005. Only used the trailer twice and the trailer and boat have been kept in a garage. Had to have the boat evaluated in 2006 before I could get insurance and the yacht surveyor said it was in excellent condition. Also in 2006 Allen Boat Co. did all the deck hardware. Have history of boat and receipts for work done. It comes with 2 sets of sails. Have over \$11,000.00 invested and asking \$6000.00. Lots of extra pictures available if interested. Ken Lambert, Ontario, Canada 905-894-3452 klambert@bell.net

7216. Wood Lightning sailed since 1955 on fresh water. Blue hull 2 suits of sails, spinnaker. Raced until 90. Pictures available. Loads of other stuff. Trailer & dry storage cradle included. Boat can be seen at Saratoga Lake Sailing Club. \$1500 obo Bill Dever 518-374-8532 (h) wdever@nycap.rr.com(NY)

6431 David Beaton & Sons Build, 1950's. Outer-Garage indoor, hanging from rafters in straps (at frames beneath Mast-step and aft coaming. Last known sailed: 1991, Sound hull, single-planked, tight seams - no sign of worms or ill-treatment. Paint mostly adhered, bottom-coated all Blue with red 1" boot-stripe. Brightwork: mostly bare, but appears to have been done regularly. Rusted center board. Completely workable for good results. Recommendable. Over-all rating: Very Good. (Wood is as good as can be.) Will require all refinishing. Spars: Excellent condition, indoor kept, full rigging. (two (2) sets of spars available, inclusive...) Sails: Very good condition fabric with no visible rust stain. LCA Royalties nr. 5580 (Boat named "Golden Girl" ...presumably by last known owner, Carl Akroyd, Waretown, N.J. Asking price from present owners: \$1,500.00, inclusive all related gear, tackle, and sailboat-related items. Mantoloking, New Jersey, David Beaton & Sons Boat Yard. Contact: Dave Olney. Captain Fleet 3, Bay Head, N.J. 732-664-2294

6343 Wooden Lightning. Structurally sound. Needs cosmetic work. Once owned by Senator Ben Smith, former World Champion. Can be seen at Montgomery Boatyard in Gloucester, Mass. Contact David Montgomery, 978-283-0262 DHM@DavidHMontgomery.com 3/14/2011.

Classified Advertising Policy for ILCA Flashes and website

Classified ads are FREE to Active skipper members. Your ad will run for 3 months and then automatically be removed. If you wish for the ad to continue, please resubmit it on the website or through e-mail with the Class Office. PLEASE let the Office know when your item sells so we can remove the ad as soon as it is no longer valid.

If you are not an Active skipper member of the ILCA, the charge for a 3-month ad is \$30, paid in advance.

International Lightning Class Association

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Dr. Georges Peter, Annisquam Yacht Club, New England District, Fleet 151, in #14688, is leading the last race at the weather mark in Miami with crew C.H. Ritt and Eva Burpee. Right on his stern is ILCA Class President Rob Ruhlman, Pymatuning Yacht Club, Ohio District, Fleet 36, in #15257, with crew Abby Ruhlman and Dave Werley. Team Ruhlman ended up with the gun, followed closely by Team Lutz, Team Goldman and Team Peter.