



Lightnings in India

Mark Osterman



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"Jan, it's Mark from Fleet 215 in Montreal!"

"Hi, Mark, nice to talk to you. We've been trying to talk for a few days now and have just been missing each other."

"Jan, you'll never guess where I am calling from! Mumbai!"

"No way! Just yesterday I received an e-mail from a Lightning sailor in Mumbai! He is interested in developing the fleet there!"

And so, through the miracle of Internet telephony, my two-week business trip through India and Australia was about to take an interesting twist. Indeed, just Wednesday, Jan had received an e-mail from Mr. Sheri Bamboat of the Colaba Sailing and the Royal Bombay Yacht Clubs in Mumbai. That very same day I arrived in Mumbai for a three-day stay to meet my business colleagues in our three offices there. The next morning I was on the phone with Jan, after which she forwarded me Sheri's email. I immediately sent him a message introducing myself as a fellow Lightning sailor and asking him if we could meet to talk about Lightnings.

The following day, Friday, I was in a business meeting in our downtown office, a stone's throw away from the waterfront Gateway to India monument, when the office secretary told me that Mr. Bamboat had called for me and could I return his call. And so, at the end of the day, I found myself searching for the Royal Bombay Yacht Club, there to meet fellow Lightning sailors, where the plan was to consume a few adult beverages, swap stories and learn about Lightning sailing in India. My driver had no idea what or where the RBYC was, and each person he asked gave different directions, none of which I understood because it was spoken in Hindi. But eventually, after going around in circles a few times, it turned out that the RBYC was on the most prime

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President's Column

Brian Hayes, Sr.

Short and sweet this month...

Great season so far with exceptionally hot weather in the US in many places, making for lots of chances to get out on the water. Hopefully many of you are escaping to the water to escape the heat!

July is winding down, and we now have a new Youth World Champion. Congratulations to everyone involved in the event in Salinas. Eight countries were represented, which is a fantastic showing for the Class. Also, all our District Championships have now been completed and my congratulations to all our District Champions.



Since July is ending, that means August is on the doorstep, and that means on to our North American Championships and annual Class meeting. It's looking like we could have a great showing in New Jersey at both the WMJs and NAs. A new slate of officers is being presented for election at the annual meeting at Toms River, and I hope all fleets and members show your support for the Class by participating. It's not too late to make plans to be there and join in the fun.

See you at the NAs.



The Women's International Match Racing Association (WIMRA) was formed in 1996 for the purpose of promoting, coordinating and supervising women's international match-race sailing, and to campaign for the inclusion of women's match racing in the Olympics.



Show your support. Become an official member of the organization that was successful in helping to get Women's Match Racing into the 2012 Olympic Games and enjoy all the benefits and privileges exclusive to our members. Join at wimra.org.

International Lightning Class Association

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Gateway to India



—continued from page 1

waterfront real estate in Mumbai, right next to the Gateway to India and the famous Taj Mahal hotel! Picture the New York Yacht Club in Manhattan, but with waterfront views. That's the RBYC. Except the RBYC is about twice as large!

Stepping into the Royal Bombay Yacht Club is like stepping back in time to the days of the British Raj—a big, beautiful old club house, showing its age somewhat, but with all the amenities. I met Sheri in the gallery, where we had massala tea under gently rotating overhead fans, as the bar did not open until 6:30 PM. He showed me around: the library, the sailing room, the members room (read: men only), the billiards room and, on the upper floors, rental chambers for visiting yachtsmen. The club was founded in 1846, and the current clubhouse was built in 1880. The Royal Bombay Yacht Club bills itself as the oldest and most majestic royal yacht club in Asia!

It turns out that Sheri and a bunch of other sailors have been sailing Lightnings in Mumbai for thirty years. They have eight wooden boats, locally made. And by "locally," I do mean locally! Not only were the hulls made in Mumbai, but also the centerboards of mild steel, the spars of locally extruded aluminum, most fittings, made by Sheri who has a small boating business on the side, and the sails from a local loft! Sheri explained that this was the only way, due to the tariff barriers to importing equipment from abroad.

Lightning sailing in Mumbai is not for the faint of heart. Picture a big, chaotic third world port city with an open waterfront that has no shelter. That's Mumbai. All the boats here are wet sailed. They are launched at the end of the monsoon season, kept in the water for eight months, and then hauled before the monsoon season returns. The lack of a protected harbor means that it would not be safe to keep the boats in the water when monsoon storms blow through. And blow through they do. I was there three days, and not six hours went by without a serious rain squall blowing through! In addition to sailing Lightnings, the club also sails a local gaff rigged boat called a Sea Bird. Picture a larger, heavy Flying Scot.

When the bar opened at 6:30, we moved upstairs to do what sailors do best, no matter where in the world they are from. In this case, between Indian whisky and various things to nibble on, we talked Lightning sailing, and sailing in general, swapping stories. Sheri and I were joined by his friend, fellow sailor and co-conspirator, Cyrus Heerjee. Turns out these two have lots of stories to tell—like sailing one of the Seabird class boats, an open deck boat, from Mumbai to Oman and back, across the

Arabian Sea! That was a two-week journey, navigating by plastic sextant, and where landfall was in an Islamic country where you couldn't even go to the bar and get a beer! Talk about hardship!

Sheri and Cyrus have plans to rejuvenate the Lightning fleet by building boats in Mumbai. Anything's possible, of course, but I suggested that before they start a process to build fiberglass boats in Mumbai, they might want to consider importing a few second hand boats from Lightning fleets elsewhere. Trouble is, the import duties are pretty steep, so they have to figure out a way to bring boats into the country at a price point that would make sense. But given that they are currently sailing thirty-year-old woodies which are not self rescuing, are seriously overweight and only basically rigged, it seems to me that to move from those to a modern Nickels or Allen built twenty years ago and well maintained since then would be a huge step up!

The local fleet is wetsailed, all the boats have antifouling, and they never travel with their boats, so they probably don't need a road worthy trailer for each boat. And so maybe six boats without trailers could be shipped in a container to Mumbai, and the fleet could produce inexpensive, locally-made dollies to ferry the boats around on land. A more detailed assessment of the needs of the Mumbai fleet was sent to Jan. If anyone is interested in helping some fellow Lightning sailors in Mumbai, contact her in the Class Office.

At the end of the evening, we parted company. It was Friday night at the yacht club, and people were arriving for dinner, dancing to live music and a few drinks. The place was getting lively. But I had to get going, as the next day I was leaving India for Thailand and then Australia. For sure, though, next time I have to go to Mumbai, I will try and plan it to happen during their sailing season. I will take lodgings at the Royal Bombay Yacht Club and spend my weekend on the water, in ancient Lightnings and other local craft, and expanding my network of sailing friends! Thanks, Sheri and Cyrus, for a great evening. Let's do it again soon, either in Mumbai or wherever sailors converge!

Mumbai Trophy





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Lightning Family News

Welcome New Member Sara Morgan

Two years ago, Christian surprised me by finding me an Rumba Escape on Craig's List for our anniversary. I taught myself to sail on Milton Three Pond, the north-east pond, in Lebanon, Maine. The wind is a little finicky there, blowing one way on one side, and the other on the other side, and dead in the middle. My friend said that if I could learn to sail with those conditions, I'd be doing fine. Well, the Escape started to have some issues last summer, so Christian started looking for an upgrade, again on Craig's List. Enter Lightning hull #12119, rescued from being chopped up for the dump by an engineer willing to repair it, repaint it, sell it, and deliver it!

Now I've got more boat than I know what to do with, AND we need help rigging it properly. Thanks to the ILCA, we've located Dan Egan, who's helping us figure out what we're missing and what we need to replace. It's been afloat and mast up, but that was before we realized how much rigging we were missing. So, it's an adventure! Can't wait for our first sail on her! We're almost there!

By the way, her name is "Soulstice"—play on words, not a misspelling. I saw that 12119 is now listed, thank you, but not with her name. I know you're not supposed to rename a boat, but I'm not sure she ever had one.

Morgan Family



George Andreadis Awarded the Olympic Order

Athens, Greece



ISAF Committee Member George Andreadis (GRE) was presented with the Olympic Order by Lambis Nikolaou, IOC Member for Greece on behalf of President Jacques Rogge.

The ceremony took place at the inauguration of the 50th Session of the International Olympic Academy on the hill of Pnyx opposite the Acropolis.

The Olympic Order is awarded to individuals who have made a particularly distinguished contribution to the Olympic Movement.

George Andreadis has been actively involved with sailing for many years and continues to compete at World and European championships. George represented Greece at two Olympic Games, in Montreal 1976 sailing the Soling and in Mexico City 1968 sailing the Flying Dutchman, and he also attended the 1980 Olympic Games as Team Leader for the Greek Sailing Team.

In 1984 he made his first visit to the Olympic Games as a technical official, as a member of the Olympic Measurement Committee. In 1988 and 1992 he was Chairman of the Committee, and in 2000, 2004 and 2008 he represented ISAF as an Executive Committee member.

Between 1980 and 1984 George was a Member of the Hellenic Olympic Committee and in 2000 was elected President of the Hellenic Olympians Association. George has also served as Executive Committee member of the World Olympians Association from 2003 and between 1980 and 1984 was a member of the International Olympic Academy Committee.

In 1972, George became a member of the IYRU Keelboat Committee, of which he became Vice-Chairman in 1978 and then Chairman from 1983 to 1990. During his time at ISAF, George has also sat on the Sailing Committee and the Offshore Committee. From 1986 to 1994 he was elected to the Executive Committee, a position he also held between 1998 and 2008. George currently represents Group D on the ISAF Council as he did from 1994 and 1998.

ISAF

Southeastern District Championship

Carolina Yacht Club — June 5–6

John Sawyer



The Carolina Yacht Club at Wrightsville Beach, North Carolina, hosted the championships this year and did a superb job. The club was honored by USSA in 2009, winning the St. Petersburg Trophy for a very successful Laser Masters' regatta. Although our regatta was not as large or as complex, the team at CYC performed well again. The consistent wind and Atlantic Ocean venue were kind to the organizers and gave us a picture perfect beach weekend. Participation ticked up just a bit, with nineteen boats registered and seventeen sailing. We hope that will be a trend for the District. At the CYC Lightning sailing is very popular, and many of our best sailors are in the Class.

The regatta opened with a "Welcome to the Regatta Social" at John and Becky Sawyer's house, porch, yard, dock, etc. Normally 25+/- show for this. We saw about fifty Lightning friends and RC friends this year. Pre-registration was great, and so we had a preview and were prepared.

Racing on Saturday was sailed in 12–16 SSE wind, 2–3 foot seas. The wave direction in the summer here is moving from the ESE normally and is not affected by wind unless it really blows. Port tack waves are less on

the nose, starboard more so. Downwind surfing, balanced with going as deep downwind as possible, is the quick way. We saw one 10–15 degree shift in the first race. The marks were adjusted, and we saw no more than five-degree variations for the rest of the day.

Local sailor Pierce Barden and crew Tommy Van-Arsdale and Emily Asplund apparently have all of this and a bunch of other important racing stuff hard wired, and they sailed three flawless races. They won every race, three points. John Sawyer and team placed a distant second with eleven points.

Saturday evening the second floor ocean front porch and bar and the sea breeze were a favorite spot. Dinner was served by the Club on the south deck. During that dinner the Cass presented the PRO and Chief Judge with a gift thanking them for their support and excellent work.

Racing on Sunday was sailed in SW wind at 12–15 with WSW gusts of 18–22. Wave direction was the norm. Experienced crews that could anticipate the gusts, particularly downwind, were more successful. A few boats capsized or were at least semi out of control on these runs. We found that a gybe set worked well and set us up to



take advantage of the westerly gusts. Barden was not first at every mark but prevailed, and again won both races. The Southeastern District regrets to report that none of us were able to win a race off of this team, and Barden finished with five points for the regatta. Impressive sailing, and we hope he will stick around so we can all get up to that level.

Second place for the regatta, however, was very close, ending with three boats tied at twenty-two points. Ties were broken properly, with Will Tyner and team taking 2nd, and Sawyer in 3rd.

As event organizer I thank the participants for sailing cleanly, filing no protests, and visiting what we think is a great dingy racing venue. Please keep us on your dance card; we enjoy sailing with you and opening the Club to the Class.

Looking forward, the District members voted to move the championships around in the District, visiting other clubs where the Class is also active. Western Carolina Sailing Club on Lake Hartwell near Greenville, South Carolina, will host the Championship in May of next year. The CYC Fleet 511 will be there, and we hope to see an even bigger fleet doing the championships next year.

Pos	Sail#	Skipper/Crew	R1	R2	R3	R4	R5	Total
1	15139	Pierce Barden, Tommy van Arsdale & Emily Aspland	1	1	1	1	1	5
2	1	Will Tyner, Reese Wilkins & Henry Mcray	13	2	2	2	3	22
3	14318	John Sawyer, Becky Sawyer & Dan Morton	3	3	7	5	4	22
4	14127	Marcus Moehلمان, Eli Putnam & ??	4	4	6	3	5	22
5	14682	Bob Cowen, Ben Bowie & Jared Lathrop	14	8	9	4	2	37
6	15236	Steve Johnston, Rick Essman & ??	10	12	5	7	6	40
7	14356	Billy King, Chris Stone & David Powell	7	14	3	10	7	41
8	10860	Paul Whitesides, Martha Fisher & Oliver Evans	6	10	8	9	9	42
9	14701	James Harris, Chip Till & Ryan Taro	8	7	13	8	8	44
10	14695	Richard Waldkirch, Mickey Southerland & Katie	11	6	12	6	10	45
11	14980	Theresa Kramer, Peter Kramer & Anne Allen	12	11	11	11	11	56
12	14932	John Pelosi, Lana Myers & Dale Oller	5	13	15	12	12	57
13	15310	Bob Harkrider, Josh White & Andy Wittman	9	5	4	20\DNF	20\DNS	58
14	9398	Jay Taylor, Phil Taylor & Lauren Wienstien	2	9	10	20\DNF	20\DNS	61
15	11771	Bill Sloger, Marya Barker & Suzanne Lea	16	16	14	20\DNF	20\DNS	86
16	15180	Pam Burke, Jim Burke & Sherrie Dickson	15	15	16	20\DNF	20\DNF	86
17	14798	Thomas Hissam, Mary Piepenbrink & Jeff Turner	17	17	20\DNF	20\DNF	20\DNS	94
18	15085	Lenny Krawcheck, Beau Samuelson & Josh Putnam	20\DNC	20\DNC	20\DNC	20\DNC	20\DNC	100T
18	14062	Andrew Barton, Stanton Smith & Cheryl Smith	20\DNC	20\DNC	20\DNC	20\DNC	20\DNC	100T



Boyne City Regatta

Boyne City Yacht Club — Lake Charlevoix — June 12-13

David Cordonan



Saturday winds 5-8 NE, no waves, no course changes, all about velocity and staying out of the wind shadow of the big boats. More velocity on the left side of the course (we knew that but inexplicably kept going right).

Sunday winds 5-8 N shifting to NW, waves higher than one foot, all about velocity, playing shifts and staying out of the wind shadow of the big boats.

Race 5 started as a one tacker on port due to huge left shift during start sequence. We nailed the pin end on port and led the first up and down. Weather mark ad-

justed for the second beat after we were halfway up the second time, and the new location favored our competition. We rounded the top mark going from first to third.

Excellent spinnaker work allowed us to reel in the competition, and a great bottom mark rounding and smart beat to the finish gave us the win. In a dying breeze, Race 6 was abandoned by mutual consent of Lightning competitors. Big boats started, then abandoned after ten minutes as we were paddling in. No collisions, no yelling, no protests. Very pleasant weekend of sailing. This regatta is run by the Boyne City Yacht Club within the context of their Mark Madness event which benefits Challenge Mountain's Adaptive Sailing Program.

Pos	Skipper/Crew	R1	R2	R3	R4	R5	Total
1	Kevin Morin	1	1	1	1	2	6
2	Jim Schofield	2	4	3	2	1	12
3	George Peet	3	2	2	3	3	13
4	Terry Hart	4	3	4	4	4	19

Metropolitan District Championship

Monmouth Boat Club — Fleet 70, Red Bank, New Jersey — June 19-20

Art Petroselomo

Justin Coplan, who surprised the veteran Lightning sailors at the Monmouth Boat Club in 2008 when he won the Lightning Metropolitan District Championship, showed it wasn't a fluke on June 19-20 when he again won the title.

Coplan, 22, a programmer at Columbia University's earth research institute, also won the 2009 event on his home waters at the Nyack Boat Club.

Coplan, sailing with Mike Carney and Daniele Prior, captured the Championship with 11 points and finishes of 2, 3, 2, 1, 3 in the five-race series.

MBC's Jack Huntsman, sailing with his son John and Pat Corr, finished second with 12 points and finishes of 1,1,5,3,2. Jon Schwartz, also out of the Monmouth Boat Club, finished third with 15 points and finishes of 9,2,1,2,1.

The District Championship serves as qualifiers for the Lightning North American Championship, which will be sailed this August at the Toms River Yacht Club.

Coplan, with several finishers from the Meto event, will meet challengers from across the country in the North American event. Coplan finished 15th last September at the Lightning World Championship on Lake Champlain,

including a first place finish against the best competition in the Class.

The Navesink River, Red Bank, provided ever-changing conditions for the two-day event. Principal Race Officer Dale Barney delayed the start of racing until mid-day Saturday waiting for the wind to build. And build it did during the afternoon, topping 10-12 knots and bringing a light chop to the river. Barney ran four windward-lee-ward races during the afternoon, with MBC's Jack Huntsman winning the first two races, taking the first coming from behind in the last windward leg and the second leading from start to finish.

Coplan, who finished consistently in the first three positions throughout the regatta, won the final race on Saturday and held off Huntsman by one point with his third place finish in light, drifting conditions Sunday.

Coplan began seriously racing Lightning Class boats in 2008 when the Class Association provided him with a "grant" boat to campaign during the season. The Lightning Class, through the Lightning Boat Grant Program encourages young, one-design racing sailors to focus on competing in one of the oldest and most competitive one-design classes being sailed today.

Pos	Sail#	Skipper/Crew	R1	R2	R3	R4	R5	Total
1	14036	Justin Copland/Danielle/Mike Carney	2	3	2	1	3	11
2	14922	Jack Huntsman/Pat Corr/John Huntsman	1	1	5	3	2	12
3	15181	Jon Schwartz/Don Schon/Paul Kranzinski	9	2	1	2	1	15
4	14888	Bob Sengstacken/Dan Zitin/Peter Jadrosich	5	7	4	4	6	26
5	15296	Ryan Sprole/Penny Sengstacken/Barrel Coplan	4	9	8	8	8	32
6	15365	David Watts/Rob Watts/Marissa Bloogood	3	8	10	10	5	32
7	14727	Paul Luisi/Cole Barney/Autumn Hoover	8	4	9	9	4	32
8	14175	Ted Duffy/Ian Sanderson/Molly Lucyk/Wendy Thrower	6	6	7	7	10	37
9	15367	George Harrington/Art Guerrero/Dr. Hodge	10	5	5	5	9	38
10	15204	Matt Smith/Dan Mergenthaler/Alex Curtis	7	10	6	6	7	40

Ohio District Championship

Pymatuning Yacht Club — June 19–20

Greg Maras



I learned the prior weekend that we would be sailing in a different boat. This was due to the fact that Dave Werley would be lending his boat, 15112, to his son Matt for the regatta. We would be borrowing Maegan Ruhlman's boat, 15075. Also, my niece Emma Werley, Dave's daughter, would be crewing with us for this regatta, replacing our regular middle crew, Jonette Werley. Emma and I crewed for Dave in last year's District Championship and finished 2nd to Matt Fisher after leading into Sunday—more on that later.

One of the many refining qualities of PYC and Fleet 36 is the willingness to share our "stuff," including boats. Thanks to Maegan for the use of her boat.

Twenty-three boats registered for this year's Districts from five different yacht clubs.

It was a beautiful day at PYC with winds about 8–12 knots out of the west, southwest. On the way to the

starting line, we noticed a boat with the mast down. It turned out to be Tim Werley. As he said, "It was there and then it was down." Thank God no one was hurt. Tim would be back, and we would tangle in Race 4.

As we set up for the first race, Matt Werley was on our hip. Dad was not about to let his son roll us, so we pressed him to weather. At the start, the individual recall flag went up and the signal sounded. It was Matt. Dave begins to coach Matt on how to get back while dealing with several boats to weather and leeward. With Matt's sails luffing, we left him and proceeded up wind. We worked the center of the course, tacking on the headers and seemingly hitting every lift. Rob Ruhlman gets to the weather mark just ahead of us. We round and pop the chute. We split with Rob at the gates and start back up wind. Again we are hitting every shift like they had our name on them. We are now in the lead and are having a perfect race.





As we approached the finish line, something didn't seem right to me. I could see my sister and mother on the Race Committee boat and they weren't smiling. I gave my sister a grin and got no response. We sailed an almost perfect race and—OCS. We never heard our number or even thought that we were over early. James Taylor wins the race with Bill Buckles second and Tim Scanlon third.

We were now proud owners of a 25th place. Not where you want to be after race one. Our regatta seemed to be over as soon as it started.

The start of Race 2 was a bit more conservative. We worked our way up the first weather leg and rounded in the top five with the fleet quite close together. We have a good downward leg and maintain our place. Emma was doing great with the chute until the second downwind leg. She was suffering from low blood sugar and started to fall apart on us. I took the chute for a spell so she could down some Gatorade and get her bearings back. Through all of this, we manage to have a great final leg. We were battling for second place with Robert Thompson. Robert took to the right and we stayed center. Rob Ruhlman won the race, and Robert Thompson smoked us going right.

After lunch we head back out. The winds are still great. A beautiful afternoon for sailing, and for us it just keeps



getting better. Race 3 finds us nailing the start. Again we worked the compass and hit the windward mark in first. We are flying down wind and begin to stretch our lead. The next leg finds us leaving off where we started in the morning. We were balanced, moving quick from tack to tack, counting down puffs and hiking. Dave just put the hammer down and we were gone. We cross the finish line well ahead of the fleet. Justin Proctor finished second and Ryan Ruhlman third.

Emma remembered to bring a snack, sunflower seeds and granola bars. We needed our energy, because Race 4 would be a greater test for us. We knew it wasn't going to last, or was it...

Race 4 started with the west winds continuing. We started toward the boat and soon found ourselves working the shifts just like the first three races. We rounded the weather mark in third, behind James Taylor and Tim Werley. We had great downwind leg and decided to split and go to the right gate. As we approached, the committee had shortened the course, and we would be heading toward the finish. We stayed to the right and decided to tack and consolidate the fleet. Tim lee bowed us, and we tacked back out to the right. We caught a favorable starboard lift back to finish and won the race.





What a day. We haven't sailed that well in a day in a long time, and man did it feel good. We go into the cocktail party in seventh place, hoping for two races on Sunday, unlikely as that seemed.

Sunday morning rises to little or no wind. Nothing new for a PYC Sunday morning. Oh well, we had a great day on Saturday, and you can't take that away. However, wouldn't it be nice to race and be the hunter instead of the hunted, just for once.

The winds start to increase and the warning signal goes. We have food and drink because there is no going in, and it looks like we might get two races in. The fifth race begins with us on top of the line above Ryan Ruhlman. I keep telling Dave, "Top five, Dave, top five." We didn't need to do anything brave and we certainly could not afford to be over early. It was close, but we nailed the start again. We tacked to the right for clear air and we were on the move. We rounded first with Tim Scanlon close behind. Again I reminded Dave that we needed to be in the top five and not to tangle with these guys. I looked back to see much of the fleet going way high. John Werley and James Taylor were fighting it out.

We rounded the left mark and headed back up wind. We battled with Scanlon for the rest of the race while Vic Maras made his up to the top three. And that was the way we finished 1, (Werley), 2 (Scanlon), and 3 (Maras).

Now the pressure was on. We had to be in the top ten to win this regatta. So, before the race my mantra was similar now being "top ten, Dave, top ten." The boat was favored for the sixth and final race. We worked our way



back and forth. Dave set up at the boat high, and I was starting to get nervous that we would be shut out. However, God was smiling down on us because the fleet left the boat wide open and we took advantage. We tacked early for the clear air with Ryan Ruhlman just off our hip. We worked our way up to the mark, and Ryan Ruhlman was in the lead, with Scanlon, us and Taylor. Ryan rounded first and Taylor was second. At the leeward gate, we were forced to tack right away and head back through the fleet. This put us ahead of Scanlon. Taylor had to go well beyond Ruhlman which allowed us to re-gain second. We were able to pass Ruhlman on the second leg when Ryan said to us, "What did you have to pay the devil?" Ruhlman hit a couple of shifts and re-gained first place. We stayed in this order while all the time I was reminding Dave to stay clear of these guys. We had the regatta in hand if we could keep in the top ten, and we did.

We finished second to Ruhlman and had won our second Ohio District Championship. It was truly an exciting time on our boat. The competitors were full of compliments and well wishes. Ryan Ruhlman stated at the trophy presentation that you usually have to pay a lot of money for that kind of "clinic." It made me feel a sense of pride and accomplishment, as I am sure it did for Dave and Emma. This regatta is never an easy one to win, and I have finished second and third more times than first, but on those two days in June, it was all ours.

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Pos	Boat#	Skipper	Crew	Crew	Home Club	R1	R2	R3	R4	R5	R6	Total
1	15075	Dave Werley	Emma Werley	Greg Maras	Pymatuning YC	OCS/ 25	3	1	1	1	2	8
2	15420	Ryan Ruhlman	Patrick Wilson	Ryan Milani	Pymatuning YC	4	4	3	8	5	1	17
3	15412	Tim Scanlon	Nick Troche	Christine Moloney	Chautauqua	3	5	6	9	2	4	20
4	15172	James Taylor	Carl Taylor	George Auer	Cowan Sailing Assn	1	8	7	3	8	3	22
5	15257	Rob Ruhlman	Abby Ruhlman	Michael Sheehan	Pymatuning YC	5	1	11	6	9	5	26
6	15317	Steve Weeber	Donna Weeber	Stanley Cummins	CLSA	9	9	4	5	7	6	31
7	15439	Justin Proctor	Susan Fink	Laura Stumpff	Pymatuning YC	8	6	2	16	4	18	36
8	15015	John Werley	Bertie Werley	Samantha Maras	Pymatuning YC	6	7	8	11	16	7	39
9	15202	Bill Buckles	Greg Florian	Nick Florian	Edgewater YC	2	10	5	13	21	11	41
10	14285	Robert Thompson	Steve White	John Thayer	Pymatuning YC	11	2	12	4	13	15	42
11	14546	Victor Maras	Adam Maras	Cameron Maras	Pymatuning YC	10	16	10	15	3	10	48
12	14573	John Woodall	Sarah Woodall	Bobbi Sundman	Pymatuning YC	16	12	16	7	6	16	57
13	15000	Tim Werley	Kate Werley	Beth Werley	Pymatuning YC	DNC/ 24	DNC/ 24	9	2	11	12	58
14	15191	Eric Brandt	John Lehman	Nick Brandt	Leatherlips	12	13	13	12	15	8	58
15	15022	John Dunne	Garry Condon	Tristan Jackson	Pymatuning YC	7	17	22	10	18	14	66
16	14067	Bob Shutt	Zack Austin	Don B.	Mansfield Sailing Club	15	14	14	17	14	9	66
17	14952	Tom Varley	Jon Varley	Matt Buchanan	Mansfield Sailing Club	14	11	17	14	20	13	69
18	14579	Scot Werley	Alex Werley	Bruce Sundman	Pymatuning YC	13	15	21	21	10	17	76
19	12593	Bob Baumgardner	Nate Signor	Becky Skidmore	Pymatuning YC	17	20	15	19	19	22	90
20	14678	Ed Rumble	Marc Cline	John Dunne	Pymatuning YC	19	DNF/ 24	20	20	12	20	91
21	15112	Matt Werley	Cody Signor	Maura Condon	Pymatuning YC	21	18	19	18	17	19	91
22	14956	Herb Jestel	David Weihe	Mary Maras	Pymatuning YC	20	21	18	22	23	21	102
23	14885	Doug Blackburn	Lis Blackburn	Diana Pollock	Pymatuning YC	18	19	23	23	22	23	105



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Indiana District Regatta

Indianapolis Sailing club — June 19–20

Ken McGinity

The Indiana District is composed of two Fleets: Fleet 154 in the northern part of the State and Fleet 270 in the central region. The District Regatta alternates between each location every year. This year, the Regatta was hosted by the Indianapolis Sailing Club on Geist Lake on the northeast side of the city.

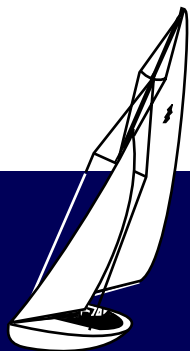
Peter McGinity, the newly elected District Commodore, served as Regatta Chairman, while Paul White, a prior Y-Flyer National Champion, served as Race Committee Chairman. The Regatta was held on Saturday and Sunday mornings, June 19 and 20. Although this region has been deluged by frequent thunderstorms in recent weeks, Saturday dawned sunny and hot. Usually this results in very light winds, but not this time. The winds were 8–10 knots and built throughout the afternoon, with major shifts from northwest to northeast and back again.

Brad Wagnon from Fleet 154, ably assisted by his crew Bryan Bahler and Michael Richey, was the man to beat, with finishes of 2-1-1-3 on Saturday. Even though the wind was very light from the north on Sunday morning, Brad and crew won the fifth race and the District championship. The 2nd, 3rd, 4th positions were hotly contested, with only six points separating the three. Trophies were presented to the top three positions.

Although we were disappointed by the light turnout, once again those boats that did participate enjoyed some exciting and testing races. On Saturday evening, participants and guests enjoyed a barbecued pork or chicken dinner on the ISC deck.

Pos	Boat	Skipper & Crew	Fleet	Class	RR1	RR2	RR3	RR4	RR5	Total
1	15259	Brad Wagnon / Bryan Bahler & Steve Stucky	154	Wawasee	2	1	1	3	1	8
2	13278	Pete McGinity / Mary Gemberling & Josie Forbes	270	Indpls	3	2	4	2	2	13
3	14020	Frank Wilder / Jerry Sentman & Steve Van Horn	270	Indpls	1	5	3	1	7	17
4	13657	Mike Franceschini / Jay Levy & Tom Kling	270	Indpls	5	3	2	5	4	19
5	9350	Joe Lutz / Mandy Edwards & Ben Lutz	270	Indpls	4	6	6	4	5	25
6	13851	Stu Webster / Kiersa Brenner & Lillian Crabb	154	Wawasee	7	4	5	7	3	26
7	14537	Steve Tinsley / Matt Seyfried	270	Indpls	6	8	8	6	DNC	37
8	13279	Ken McGinity / Dan Claxton & Noah Gold	270	Indpls	8	7	7	DNC	6	37





Classic Lightning

Bob Astrove — astrove@hotmail.com

http://groups.yahoo.com/group/wooden_lightning

Denise Pavone-Brooks and Jeffrey Storck

Article from the Washington Post

This is about Jeff Storck, a Fleet 50 member, past Fleet Captain, and just past commodore of our YC, Potomac River Sailing Association. Life-long Lightning sailor, he is currently on his third or fourth Lightning, plus the one his dad had when he was a kid.

Every afternoon in the spring of 1974 Jeffrey Storck would sit at his desk in high school and watch the clock, anxious for the minutes to pass. When the final bell rang, he would rush to his part-time job at the grocery store and pray for a visit from the smiley redhead with the bright green eyes.

"She was the prettiest girl I'd ever seen," he says.

She'd come in with her mother, navigating the aisles of the A&P in Northport, Long Island, stealing side-long glances at Storck. One evening she came in by herself, and Storck followed her to the parking lot.

He told her that he'd gotten something that day and that he wanted her to have it. In his hand was a class ring, just out of the jeweler's box. "I asked her to go steady with me. We'd never even gone out on a date," he says. "I just had to have her."

It was a bold move considering that Storck didn't know that Denise Pavone-Brooks was constantly looking for reasons to go to the A&P, harboring a crush on the cute boy who worked in the produce department, although she never had the nerve to say anything to him beyond, "Can you weigh my bananas?"

That night, she took the ring and agreed to be his girl.

For the next year and a half, the two, who went to different high schools, spent all their spare time together, sailing, taking photos, meeting each other's families and going to the prom.

"We never had an argument or a fight. Never once," Storck says. "In my head, I was going to ask her to marry me—I wanted to. But I knew her parents and my parents would say, 'Oh, you're too young.'"

So Storck decided that once they got through college he'd be ready with another ring, this time a diamond.

In fall 1975, he headed off to Southern Illinois University; she was enrolled at Clarion University in Pennsylvania.

"And I was really worried about this," she recalls. "I was worried we'd break up or something. And then he started talking about how school was going to be so much fun and all these parties and all these girls, and I thought, 'Oh, he's breaking it to me easy.'"

They wrote a few letters, talked on the phone occasionally and, without her parents knowing, Pavone-Brooks bought a plane ticket to visit Storck in Illinois. But something wasn't right. To her, he seemed removed and uncaring.

In truth, "I was lonely—and I was lonely for her," he says. But he never told her that, or how much he loved her, or that he wanted to marry her someday. "I didn't say those things to her, but really where it came from was my own insecurity."

Pavone-Brooks thought she was doing Storck a favor when she wrote him a Dear John letter, saving him from being the one to call it off. She also secretly hoped he'd tell her not to do this, that the relationship was worth fighting for.

He never wrote back. "I remember checking the mail every day to see if I'd gotten something, but after a few weeks, there was nothing," Pavone-Brooks says. She took that to mean he didn't care.

But Storck was devastated. "I didn't leave my dorm room for three days," he says. "I just kept reading it and balling it up and throwing it away and rereading it and balling it up and throwing it away."

It would be three years before Storck would date somebody new and a decade before he could go out with a woman without comparing her to Pavone-Brooks.

After college he settled in the Washington area. Unknown to him, she did, too. At one point in the early 1980s, they lived in developments across the street from each other in Fairfax and shopped at the same grocery store but never ran into each other.

Pavone-Brooks eventually married and had three children. Storck came close to tying the knot once, but the wedding was called off. After her fourteen-year marriage ended, Pavone-Brooks focused on being a mom and building a career in the satellite industry. Storck,

who works in sales and marketing, was mournful but resigned to a life alone, especially after a tough breakup in 2005.

But last fall, a former girlfriend contacted him through Facebook. It prompted Storck to wonder whether his first love, Pavone-Brooks, could also be found on the site. A quick search brought up her profile. He thought, "My God, it's Denise! I can't believe it!"

In November Storck e-mailed her, asking whether she remembered him and marveling that they lived so close. "My jaw hit the floor," Pavone-Brooks says. "I was crazy about him. But I didn't know if I wanted to answer—the way things happened at the end left a bad taste in my mouth."

She did respond, and after a few e-mails catching up on life, they decided to meet for lunch. Sitting across from each other at a pizzeria in Reston, they encountered the past. Each had put on a few pounds and about thirty-five years. But she still nodded sweetly as she talked. His deep voice was just the same.

Two and a half hours later, he left wanting more but was wary of falling twice for the woman who'd hurt him the most. They hung out once more before Christmas, exchanged messages over the holidays and met up on New Year's Day. What began as a fun outing to his marina turned into an intense marathon conversation about what happened between them. Both said the things they'd never had the courage to say as teenagers.

"It was just sort of an epiphany," he says. "I was blown away," she adds. "I had no idea how he felt about me."

That day, for the first time in more than three decades, Storck kissed his ex-girlfriend. And they decided to drop the "ex."

Six days later, Pavone-Brooks left for a two-month-long project in Kazakhstan. They talked for three hours a night and "wrote books to each other" via e-mail, Storck says. He made offhand remarks about marriage, and then she asked what he was waiting for. Just before Valentine's Day, he proposed over the phone.

"I'm 52," she says. "Why waste time?"

Storck's brother urged caution at first, saying, "Oh, be careful. She dumped you once," he recalls. And I said, "No, man, you don't understand—I should've married her thirty-five years ago."

Both say their relationship feels much the same as it did in high school—with some significant improvements.

"It's like thirty-five years never happened. But it's better because we're both older and more mature and we talk to each other," he says. "I'm not a seventeen-year-old boy anymore. I'm not afraid to tell her how I'm feeling."

On June 5, Pavone-Brooks was beaming as she walked down the aisle of the Church of Jesus Christ of Latter-day Saints in Arlington. Throughout the ceremony, Storck never took his eyes off the smiley redhead—still "the prettiest girl I've ever known."

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The Central Atlantic District Championship

Little Egg Harbor Yacht Club — June 18–20

Mark Schneider



The Central Atlantic Districts held at Little Egg Harbor Yacht Club went off without a hitch. The club treated us like royalty, fed us really well, helped to put the boats in the water, and gave us a first class Race Committee, square lines, wind and long legs. While this club is centered in the resort area of Long Beach Island, it does have an excellent race course and staff for the more serious championship regattas.

We had wind, lots of wind, and really long race courses, so it is safe to say we all got our exercise. Prior to the races we looked at the contestants and concluded that anyone here could win. Mitch Knatt had to work to win, and he did a great job at it. However, it was not an easy, as the fleet pushed him pretty hard.

What was great to see a surge of really good college to post-college-age skippers sailing Lightnings. Mike Warren in his uncle's boat placed 6th and was always in the

action. So was Will Brown, if only his boat held together. And Eric Reitingner put a new mast in his boat and did a great job. Watch out for each and every one of them at the North Americans, as they will keep all of us hopping.

The word "Respectable" is used on our boat. We want to always sail a respectable regatta, meaning if a boat beats us then they had better have truly beaten us. I think I can say that everyone who sailed the CAD Districts sailed a respectable regatta. The winds were a challenge and everyone was pushing the limits.

In conclusion this regatta was excellent preparation for the upcoming North Americans for the race courses and the winds should be quite similar—real New Jersey Shore wind. Toms River has an excellent Race Committee, the potential for great wind and long race courses. It will be a blast! Those that sailed the CAD Districts will be ready.





Pos	Sail#	Skipper	Club	R1	R2	R3	R4	R5	TTI
1	14960	Mitch Hnatt	MRYC	4	1	2	1	5	13
2	15154	Mark Schneider	Riverton YC	5	3	1	7	2	18
3	15421	Rich Warren	SCYC	1	4	6	4	3	18
4	15197	Matt Reiser	Lavellette	7	7	3	3	7	27
5	14597	Keith Taboada	MRYC	6	6	14	6	4	36
6	15218	Mike Warren	SCYC	11	5	4	5	12	37
7	14589	Brian Taboada	IHYC	18	20	7	2	1	48
8	14855	R Maurice Benbow	Riverton YC	13	10	10	9	6	48
9	14942	Dick Moyer	Riverton YC	9	8	15	11	11	54
10	15351	Pierce Barden	Carolina Yacht Club	12	15	8	8	14	57
11	15024	Trevor Prior	Susquehanna	10	12	11	13	13	59
12	14325	Eric Reitenger	BBYC	16	16	12	10	9	63
13	15336	Steve Warren	SCYC	28\DNF	9	5	16	8	66
14	15386	Mark Boaz	Severn Sailing Assn	14	14	9	12	17	66
15	15377	George Glenn	OCYC	17	11	13	14	15	70
16	15345	William Brown	BLYC	3	2	28\DNF	28\DNF	28\DNF	89
17	14727	Caroline Patten		15	39\DNF	28\DNF	15	10	96
18	14531	Danny Himmelstein	SCYC	19	18	28\DNF	17	18	100
19	15079	Franz Schneider	LEHYC	22	17	28\DNF	18	19	104
20	15385	Peter Denton		8	13	28\DNF	28\DNF	28\DNF	105
21	14348	Robert Shields	OCYC	21	28\DNF	28\DNF	19	16	112
22	15122	Jim Carson	MRYC	2	28\DNF	28\DNF	28\DNF	28\DNF	114
23	14833	Peter Menninger	BLYC	20	19	28\DNF	28\DNF	28\DNF	123
24	15220	William Joumas	OCYC	23	28\DNF	28\DNF	28\DNF	28\DNF	135
25	13969	Wesley Madara	LEHYC	28\DNF	28\DNF	28\DNF	28\DNF	28\DNF	140T
25	15166	Jody Lutz	MRYC	28\DNF	28\DNF	28\DNF	28\DNF	28\DNF	140T
25	14450	George Francis	MRYC	28\DNF	28\DNF	28\DNF	28\DNF	28\DNF	140T

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Michigan District Championship

Crescent Sail Yacht Club — June 26–27

Skip Dieball

The Michigan District is going through resurgence, and it all comes from the enthusiasm of folks like Mike Welch, John Heagy and George Sipel. These guys have been active in reporting on events, rating events, with categories like “best food,” “best beer,” etc., and creating great awareness of upcoming action. That effort is directly affecting events like the Michigan Districts where we had over twenty boats!!

I had the Districts on my calendar the since St. Pete regatta where Kristin Medwid, Tom Starck and I sat down and drafted some practice weekends. The great thing about sailing up at Crescent is that I could commute from home, see my family, etc. Another great reason to do Districts is that it would provide a great opportunity for us to sail in a notoriously tough venue, in terms of wind, chop and competition. Our decision was to be greatly rewarded...

Saturday's racing was, in a word, EPIC. The wind, temperature, wave pattern and overall conditions yielded some of the best Lightning sailing in a long time. For a moment while on port tack, the water was blue, wind was fresh and temps were just warm enough that if you didn't know it, you could have thought you were on Biscayne Bay—no joke! Maybe that is why we did so well on Saturday's races (those who know me know that I'm not shy in calling Biscayne Bay the best spot in North America to sail!). Though we won all the races on Saturday, the racing was incredibly close. Those that did well succeeded in managing the chop, both upwind and down. Opportunities were hard to find, but apparent if you focused. Tom, Kristin and I worked really hard on every wave, and we were rewarded. The standings were extremely tight 2nd-7th.

Saturday after racing Tom and I went back to La Salle and Kristin back to Grosse Isle. My wife had a great dinner

plan for us, which included special guest 2009 World Champion Matt Fisher and his wife Lisa. We had a great evening and, though I know Matt was excited to follow his son Stu around at a junior event, I could tell he was envious of our great day of Lightning Sailing!

Sunday was, in a word, TOUGH. The wind was light and variable. The water was unsettled—thanks to left over chop and freighters and motorboats. And there were—BUGS! It was very hard to stay focused.

In Sunday's first race, we were in the right spot at the right time. Tom Starck called a great windshift just before the start, and we ended up with Doug Scheibner's team on port tack at the pin only a few degrees off the top mark. Though the wind would go back to the right half way up the beat, we were able to carry a nice puff across the fleet and cruise to a nice finish. John McCree did an amazing job staying focused through the light and variable racing to win that one. Tom Klaban's team finished right behind us for 3rd.

The last race was a wire to wire win for Mark Allen's team. They came off the pin on starboard, took the gain and covered the fleet nicely throughout the race. John Mathers from Pontiac sailed a great race to finish 2nd, with Tom Klaban 3rd. Our 4th gave us a nice finish, considering we were as deep as 10th at one point. We were able to use good speed, and smart fleet positioning to get back with the top group.

Congrats to Crescent. You guys did a great job. My good Thistle Friends: Champ, Paul, Peter, Tim, et.al, ran some great races. The Vickers family did a great job organizing with the help of the rest of Fleet 51. Thanks for a great time!

Pos	Sail#	Skipper/Crew	R1	R2	R3	R4	R5	R6	Total
1	14880	Skip Dieball, Tom Starck, Kristin Medwid	1	1	1	1	2	(4)	6
2	14567	Mark Allen, Beth Groesbeck, John Morley	3	2	2	4	(14)	1	12
3	15251	Rob Linden, Ryan Lashaway, Megan Walter	4	5	3	6	6	(7)	24
4	15208	Jim Allen, Jane Allen, Diana Lohmeyer	(8)	3	5	5	7	5	25
5	14249	George Sipel, Jeff Hagman, Chris Snyder	2	6	7	2	(9)	9	26
6	14323	John M'Cree, Dave Corcoran, Sean McCree	5	7	8	7	1	(10)	28
7	14842	Charlie Hess, Alex Hess, Andrew Hess	6	9	4	3	12	(14)	34
8	14774	Tom Vickers, Lindsey Vickers, John Walton	(18)	4	6	8	10	6	34
9	14856	Mike Williams, Andrew Lockhart, Doug Scheiber	7	(14)	10	10	5	8	40
10	13488	Brian Walter, Scott Pfeffer, Bob Pfeffer	9	10	11	(18)	4	12	46
11	15200	Tom Klaban, Marie Klaban, Mike Roualet	12	18	12	(21)	3	3	48
12	15230	John Mathers, Steve Chavez, Nancy Chavez	(16)	13	16	13	8	2	52
13	15313	Matthew Morin, Kevin Morin, Trey Rose	11	8	9	(15)	13	11	52
14	14087	John Waechter, Carrie Houtman, Julie Mitchell	17	11	13	11	16	(18)	68
15	15391	Mike Welch, Brian Beaudet, Fred Blackmer	13	(19)	14	17	11	13	68
16	15346	Mike Hecker, Rick Dishaw, Gary Reinheimer, Soso Korm	(20)	15	17	9	18	16	75
17	14628	Andrew Monique, Loring Dohm, Chris Matura, Matt Denio	10	17	19	12	(20)	17	75
18	14280	Tom Crosby, Joe Smyk, Dick Nicholson	(19)	16	15	14	15	15	75
19	14710	Neil Willetts, Christopher Willetts, Kevin Gardner	15	12	18	16	17	(19)	78
20	15318	Michael Morin, Duane Rose, Joe Lucido	14	21	(22)	20	21	21	97
21	14511	Matthew Warner, Branden Warner, Paul Cuthbertson	21	20	20	19	19	(22)	99
22	14652	Paul Nagel, Peter Nagel, Bill Sanders	(22)	22	21	22	22	20	107

Midwest District Championship

Sheboygan Yacht Club — June 26–27

Richard Walsh, Tina Walsh, Alex Cox

Our team has spent over seventy hours in a vehicle in the last month. The plan was always the same: find babysitters for the kids (thanks, Mom), drive, rest for a few hours, sail, then find a place to stay (thanks, Todd). Despite being long, the car rides can sometimes be entertaining. Right now we are trying to maintain our 60 mph average, including stops, while dodging moose on the notorious northern Ontario roads. Like I said, good entertainment.

After yet another good rest in the hotel "Ford Truck," we were ready to race. The Boat Grant boys, Andy Camardo, RJ Trejo and Mike Berry, raced a very solid race through the shifty winds to win the first and only race on Day One. The second day the RC, and everyone else, was hoping to have some wind to race. In the morning we started a race, only to have it abandoned due to a thunder storm. After waiting a few hours, it looked as if there would be no more racing, so we opted for some postponement, ashore beers, and congratulations for being third instead. The Race Committee then told us to head back on the water for what would appear to be yet another drifter. Fortunately, the wind picked up, and the Race Committee was able to get a couple of races off.

The second race had us in the lead around the course, with Todd Wake and Bill Faude right on our tails. In the next race we found ourselves a little towards the back, but luckily we had good speed downwind. Rick Larson was first, followed by Todd Wake and the Boat Grant boys, with us finishing forth. The end result made our travelling worth it— the Midwest District Championship title. It was great to see the Boat Grant boat up there so consistently, and the Race Committee did an amazing job getting as many races as possible in extremely trying conditions.

So off we go back home. Really, how did police catch speeders before cell phones? Not funny.



It is an honour to be the first out of town boat to win the District trophy. We look forward to you coming to Thunder Bay to win it back.

Pos	Sail#	Skipper	R1	R2	R3	Total
1	15064	Richard Walsh, Tina Walsh, Alex Cox	3	1	4	8
2	15430	Andy Camardo, RJ Trejo, Mike Berry	1	6	3	10
3	15390	Todd Wake, Kristine Wake, Lynelle Reak	6	2	2	10
4	15260	Bill Faude	2	4	5	11
5	15119	Larson	9	3	1	13
6	15158	Orlebeke	5	5	6	16
7	14106	Pomeroy	7	8	8	23
8	14938	Stix	11	7	7	25
9	15137	Adamski	4	13\DNS	13\DNS	30
10	15342	Reak	12	9	9	30
11	13817	Phelan	8	13\DNS	13\DNS	34
12	14613	Ehrenberg	10	13\DNS	13\DNS	36

Lake Erie District Championship

Buffalo Canoe Club — June 26–27

Warren Emblidge



Mint ting-a-ling was the “flavor of the day” as Team Starck won the 2010 Lake Erie District Championships in David’s new, mint green colored, boat. In winning the regatta, Team Starck managed to best a gaggle of blue boats, making us wonder whether green is “the new blue.” One thing is certain, there haven’t been

this many colored boats on the line since Burt Reynolds and Sally Field were tearing up America's highways in a black and gold 1976 Pontiac Trans-Am.

The event, hosted by the Buffalo Canoe Club on June 26 and 27, saw nineteen boats turn out for what would prove to be a great (and nearly rain-free!) weekend of sailing. Our capable Race Committee managed to fit two Saturday races in before the breeze died and the boats were towed to shore. The last race featured some wild wind shifts, as what was left of the southwesterly breeze



shut down, and the wind swung to the south before pulling a 180 and filling in from the north, making the last downwind leg an interesting tack to the finish line for most boats. At the end of Day 1, Tom Allen, Jr. was leading the fleet.

Sunday morning brought a dead calm that prompted an on-shore postponement. However, just as the fleet was picking teams for a game of no-holds-barred beach rugby ('cause that's the way we roll), the wind gods sent us a nice southwesterly and the postponement flag was dropped—time to race! Team Starck remained consistent for a second straight day of tight racing, bringing them the victory.

An advertisement for North Flags, Inc. The background is a collage of various nautical flags and burgees. In the center, the text reads: "Your online source for... trophy flags, personal burgees, battle flags, race code flags, officer flags, custom flags, yachting burgees, golf flags, ...and more!". Below this, the company name "NORTH FLAGS" is written in large, bold, grey letters. Underneath the name is the phone number "1-800-473-5247" and the website "www.northflags.com". At the bottom, it says "Roseland, NJ USA". To the right of the text is a circular logo with a blue background, white text, and a white anchor. The logo contains the letters "N" and "S" at the top and bottom, and "NORTH FLAGS" in the middle. The entire advertisement is framed by a border of various nautical flags and burgees.

Pos	Sail#	Club	Skipper	Crew	R1	R2	R3	R4	R5	TTI
1	15425	BCC	David Starck	Michael Healy, Lindsay Wright	3	1	1	4	9	18
2	15125	BCC	Ian Jones	Peter Jones/Allie Jones/Kevin Robinson	2	6	8	2	4	22
3	15251	BCC	Debbie Probst	Abbie Probst, Monica Jones	4	8	5	1	5	23
4	15339	BCC	Warren Emblidge	Brian Starck, Jim Eagan	8	9	3	5	3	28
5	9	BCC	Tom Allen Jr	Shelby Allen, Karl Allen	1	2	12	14	1	30
6	15412	Chautauqua YC	Tim Scanlon	Christine Moloney, Nick Troche	5	10	2	7	7	31
7	15417	BCC	Peter Godfrey	Kayleigh Godfrey, Erin Godfrey	11	7	9	3	6	36
8	15257	BCC	Larry MacDonald	Maggie MacDonald, Julie-Marie MacDonald	9	11	11	12	2	45
9	15298	BCC	Connor Mangan	Lauren Jones, Jody Starck	6	3	17	9	11	46
10	15272	BCC	Mark Grinder	Stephanie Mah, Annemarie Martin	12	4	13	8	13	50
11	14261	BCC	Ed Roseberry	TJ Wright, Andy Wright	14	12	6	11	8	51
12	14895	BCC	Adam MacDonald	Rhys Cameron, Sam Jones	7	14	10	6	17	54
13	14580	Silver Lake YC	Steve Cox	Larissa Cox, Peter Hale	17	15	4	10	14	60
14	13922	Chautauqua YC	Jim Neville	Cherie Neville, Geoff Danilack	15	13	7	17	15	67
15	10922	Chautauqua YC	Brad Neville	Christine Neville, Matt Danilack	10	18	16	15	10	69
16	14416	BCC	Connor Godfrey	Henry Ring, Griffin Orr	13	5	15	18	20\DSQ	71
17	15246	BCC	Joy MacDonald	Kathryn Moloney, Maddie Waldron	16	16	14	16	12	74
18	14672	BCC	Adam Probst	Kayla Oak, Julianne MacDonald	18	20\OCS	18	13	16	85
19	14572	BCC	David Fedak	Jeff Carver, John Winstel	19	17	19	19	18	92



Champions: David Starck, Michael Healy, Lindsay Wright



Runner-ups: Peter Jones, Allie Jones and Ian Jones



2nd Runner-ups: Debbie Probst, Monica Jones and Abbie Probst



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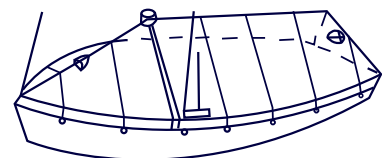
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Great Lakes Championship

North Cape Yacht Club — July 10–11

David Starck

My team and I had the pleasure of sailing the 2010 Great Lakes Championship regatta at the host site of the 2011 North American Championships. It's been a long while since I was last at North Cape Yacht Club in LaSalle, Michigan. I missed being there. What a perfect place to sail, bring your family, and simply hang out. There is a beach for swimming, a playground area, and lots of grassy areas for sports. The club facilities are nice too.

The regatta was held in conjunction with the Thistle Class' Great Lakes Championship. We had a thirty-three boat Lightning fleet; they had nearly sixty boats. NCYC is hosting the Thistle Nationals in a couple of weeks. Many teams there were tuning up for the big regatta. In total, over ninety teams were there. It was fun combining the fleets, and the camaraderie was great. The Thistle Class has done a nice job keeping the youth involved, as the Lightning has. All in all, lots of sailors of all ages, sunny skies, warm temps, and decent enough breeze made a fun time.

Hats off the regatta chair George Sipel and the Dieball family for a super regatta and excellent accommodations.

Last but not least, thanks to my wife, Jody, and Ian Jones for sailing with me. They are tremendous sailors! I'm lucky to have them aboard.

Pos	Sail#	Skipper/Crew	Club	R1	R2	R3	R4	Total
1	15425	David Starck, Jody Starck & Ian Jones	Buffalo Canoe Club	1	4	1	1	7
2	14880	Skip Dieball, Laurie Dieball & Kristin Medwid	NCYC	5	5	2	2	14
3	14323	John McCree, Dave Corcoran & Sean McCree	Bay City YC	3	6	8	7	24
4	15208	Jim Allen, Jane Allen & Chris Snyder	PM/WCYC	15	7	3	3	28
5	15172	James Taylor, Carl Taylor & George Auer	Cowan Lake Sailing Assn	8	2	4	15	29
6	15420	Ryan Ruhlman, Nick Turney & Martha Fisher	PYC	4	9	7	10	30
7	15317	Steve Weeber, Donna Weeber & Stan Weeber	Cowan Lake Sailing Assn	9	12	9	4	34
8	13985	Andrew Camarda, R.J. Trejo & Mike Barry	SAYC	10	3	21	6	40
9	15193	Sam Padnos, Philip Norris & Christina Norris	Macatawa Bay YC	2	1	30	9	42
10	15202	Bill Buckles, Mike Gemperlive & Ryan Bennett	Edgewater YC	14	16	10	11	51
11	14106	Craig Pomeroy, Erin Pomeroy & Abbey Pomeroy	NCYC	7	18	20	8	53
12	14779	Jim Davis, Chris Davis & Bob Bradley	NCYC	13	20	16	5	54
13	14830	David Laidlaw, Geoff Moehl & Ryan Mabie	Devils Lake UC	21	14	5	18	58
14	15313	Kevin Morin, Matthew Morin & Trey Rose	Crescent Sail YC	17	10	22	16	65
15	15412	Tim Scanlon, Nick Troche & Christine Moloney	Chautauqua YC	12	27	13	13	65
16	15439	Justin Proctor, Michael Palmer & Wes Blazer	Pymatuning YC	6	19	18	24	67
17	14249	George Sipel, Jeff Hagman & Steve King	NCYC	22	24	11	12	69
18	15015	John Werley, Bertie Werley & John Woodall	Pymatuning YC	11	22	17	20	70
19	15213	Jeff Schmahl		16	8	26	26	76
20	14842	Charlie Hess, Alex Hess & Andrew Hess	PYC	18	21	15	22	76
21	15387	Rob Linden, Ryan Lashaway & Megan Walter	NCYC	35\OCS	26	6	17	84
22	15000	Tim Werley & Beth Werley	Pymatuning YC	29	11	12	34\DNF	86
23	11515	Jeff Pugh, Dick Pugh & Becky Young	NCYC	23	13	31	21	88
24	14976	Aroldo de Rienzo, Jr, Diego Reyes & Reynaldo Ampudia	Rush Creek YC	19	29	32	14	94
25	14543	John Heagy, Jody Kjoller & Steve Morrow	NCYC	20	17	29	30	96
26	14975	Aroldo de Rienzo, Matt Patterson & Pablo Guzman	Rush Creek YC	26	34\DNF	14	23	97
27	15300	Michael Morin & Duane Rose	Bayview YC	27	23	19	28	97
28	15257	Rob Ruhlman, Abby Ruhlman & Michael Sheehan	Pymatuning YC	25	15	25	34\DNF	99
29	14937	14937 Chris Princing, Jennifer Princing & Nina Polis		24	31	28	19	102
30	15391	Michael Welch	PYC	28	28	23	29	108
31	14774	Tom Vickers, Lindsay Vickers & Ben Gravel	Crescent Sail YC	35\OCS	30	24	25	114
32	15146	Gary Sowden, Grant Hilger & Jonathan Landra	BCYC	35\OCS	25	27	27	114
33	13991	Joel Humphrey, Molly Hopkins & Ray Peters	Pontiac YC	34\DNF	34\DNF	34\DNF	34\DNF	136

2010

North Americans - **1,2,4,6,8,10,11,12,13**

North Americans - President Cup **1,3,5,6,7,8,9**

North Americans - Governor Cup **2,4,6,8,10**

North Americans - Juniors **1,2,3,4,5,6,7,8,9,10,11**

North Americans - Women **1,2,3,5,6**

North Americans - Juniors **1,2,3,4,5,8,9,10,11,12**

Great Lakes Champs **1,3**

Magnus Pederson Regatta **1,2,3,4,5,6,7,8**

Spring Classic Regatta **1,2,3,4,5**

Long John Regatta **1,2,3,4,5**

So. Circuit - Miami **1,2,4,5,6,7,9,10**

So. Circuit - Savannah **1,2,4,5,6,7,8,9,10**

So. Circuit - St. Pete **2,4,5,6,8,9,10,11,12,13**

So. Circuit - Overall **2,3,4,5,6,7,8,9,10,11,12,13**

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Pacific Northwest District Championship

Kitsilano Yacht Club — July 10–11

Darrell Peck



Kits Yacht club hosted a fantastic salmon dinner and party Saturday evening, followed by breakfast Sunday morning. Winds were variable 4–12 knots for the entire event. The Canadians were fantastic hosts, and everyone is looking forward to returning next year for the PCCs.



Pos	Sail#	Skipper	Crew	R1	R2	R3	R4	R5	R6	R7	R8	Ttl	Drop	Net
1	14883	Peck, Darrell	DeWilde/Cunningham	1	1	1	1	1	3	1	DNS	19	10	9
2	13896	DeBenedetti, John	Artiques/Manix	2	2	3	4	2	1	5	1	20	5	15
3	14453	Duncombe, Chris	Ziolkoski/Miron	5	10	2	5	3	2	2	4	33	10	23
4	14	Henley, Matt	Heley/Berube	6	36	4	2	8	6	8	2	39	8	31
5	14089	Bos, Menno	Ozone	7	6	5	3	4	4	6	7	42	7	35
6	13289	Jakoy/Storey	Joel/Mark	3	5	6	10	5	9	7	3	48	10	38
7	11645	Ash, Doug	Greg/Warren	8	4	7	7	6	5	3	6	46	8	38
8	12426	Kokstis, Gary	Koon/Cutter	4	7	8	6	7	7	4	5	48	8	40
9	13685	Taylor, Joel	Franics/Peabody/Goodenham	9	8	9	8	9	8	9	10	70	10	60

Connecticut/Rhode Island District Championship

Madison Beach Club — July 10–11

Ed Adams

High pressure sprawled over New England on July 10–11. Regattas in Newport, Cape Cod, and Boston saw little or no racing...

There was also little wind on Long Island Sound for the CT-RI Districts at the Madison Beach Club. But RC Chairman Rob Coster got in six races by starting precisely on time, keeping both the courses and the time between races short and leapfrogging the course after each upwind finish. Two of the races had so little wind that spinners could not be flown, and one required anchoring in the strong spring tide. But the racing was surprisingly good, even though we never touched the hiking straps.

Dave Peck dominated the first day with two wins. The second race hinged on anchoring ability. We studied a chart and made sure we had enough line flaked and ready to pay out, resulting in big gains in the anchorfest to finish second. Others, who tried to hit bottom with only the 50' tow rope, were washed off the course. We felt sorriest for Theresa Colantuono, who let herself get a bit too far downcurrent and then vainly fought for thirty minutes to make it back to the pin. All she needed was one boat length. Two-thirds of the fleet did not finish.

Theresa redeemed herself on Sunday. Sailing with husband Larry and her eleven-year-old son Parker, she won

the last three races, putting Larry's trick traveler system (pulls to weather of centerline) to good use. While there was no anchoring on Sunday, a cross-course tide of nearly two knots made things very difficult. A quick jibe at the weather mark to stay upcurrent was key and saved us in a number of races.

The weather mark approach was just as tricky because the current was not of constant strength. At one point we were shy of the starboard layline in foul tide about 100 yards out, and I got nervous. "Let's tack," I announced. "Why?" asked Carol Cronin, my forward hand and 2000 Olympian.

"I hate it when you ask questions like that!" We didn't tack and passed four boats that overstood. Sure helps to have brains on board. Our middle hand was seventeen-year-old Dylan Vogel, who will be a three-time Sears Cup finalist by the end of the summer. The finals this year are in Lightnings again. Now if I can just get him to stop calling me Mr. Adams!

Before the final race on Sunday, we asked Chairman Coster if we'd make it back to watch the start World Cup final. "You don't need to watch soccer," he said. "It will be 0-0. Nobody ever scores. Spain will win in overtime." Spot on again!

Pos	Sail#	Skipper	Club1	R1	R2	R3	R4	R5	R6	Total
1	14950	Adams Ed	SNP	2	2	1	4	2	3	14
2	15215	Peck David	NBYC	1	1	3	9	3	4	21
3	15380	Crane Jim	NYC	4	3	2	7	9	12	37
4	15111	Cuccio Gianni	CPYC	7	4	8	10	6	2	37
5	14417	Barrett Don	NBYC	6	5	16	2	7	7	43
6	15405	Spira David	CCS	5	21	5	8	4	5	48
7	14619	Colantuono Theresa	NBYC	11	21	17	1	1	1	52
8	14848	Hertzer Dan	NBYC	10	6	7	3	13	13	52
9	15356	Greifzu John	SYC	3	21	10	5	8	8	55
10	15171	Goldman Josh	CPYC	8	21	14	6	5	6	60
11	10801	Hayes Neil	HYC	18	21	11	11	12	9	82
12	14342	Cuttler Jim	MBC	13	21	6	15	11	17	83
13	15400	Millhiser Tim	MBC	15	21	12	14	10	11	83
14	15130	Van Chris	NBYC	9	21	13	12	14	15	84
15	14889	Fried David	CPYC	12	21	9	17	15	10	84
16	14765	Swiggett Jeff	MBC	17	21	4	18	17	14	91
17	11933	Sulzbach J M	MBC	16	21	15	13	16	16	97
18	14055	Stach Robert	NBYC	14	21	18	16	18	18	105
19	11912	Healy Bill	NBYC	DNC	DNC	DNC	DNC	DNC	DNC	DNC
20	14821	Proctor Ched	CPYC	DNC	DNC	DNC	DNC	DNC	DNC	DNC

Stumpbuster Regatta

Hosted By Indian Lake Yacht Club — July 17–18

Pos	Sail#	Skipper/Crew	Club	R1	R2	R3	R4	R5	Total
1	15172	James Taylor Carl Taylor, Zach Austin	Cowan	1	1	1	1	3	7
2	13719	Bill Young Bridget Ireland, Ross Young	Indian Lake	3	6	2	2	2	15
3	14110	Dick Pugh Susan Ross, Lauren Ross	Cowan	5	4	3	4	1	17
4	14421	Sean Dillon, Kay Varley	Mansfield	4	2	6	5	5	22
5	14952	Tom Varley, Jon Varley	Mansfield	6	5	4	3	4	22
6	15191	Eric Brandt, Nick Brandt	Leatherlips	2	3	5	DNS	DNS	26
7	14897	Kurt Andrews Mike Mirarchi, Judy Andrews	Indian Lake	DNF	DNS	7	6	6	35

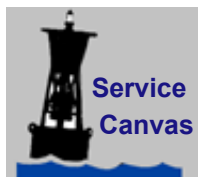
On July 17 and 18 the Indian Lake Yacht Club, Russells Point Ohio, and Lightning Fleet 24, hosted the annual Stumpbuster Regatta. There were seven boats that attended, and the weather was near perfect. 10–15 mph winds on both Saturday and Sunday provided a great venue for racing. The fleet was very close and competitive, and a total of five races were sailed.

After dinner, several boats enjoyed a beautiful evening sail until dusk, followed by an evening of stories and good times. Even young Carl Taylor found his way into the lake in retaliation for unleashing an unprovoked water attack during the evening sail.

We look forward to next year and invite all to join us for great sailing on the 6000-acre Indian Lake in central Ohio.



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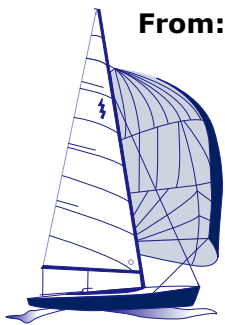
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15221 Nickels. fully loaded and rigged with stainless steel centerboard. Excellent condition. Always dry sailed. Light grey deck with white hull and white rubrails. North Sail Fisher sails: main, jib, and R2 spinnaker. Second set of North sails. Tiller with fiberglass extension. North Travel/ Mooring Cover, Mast Cover, Rudder Cover. Galvanized Long Tongue Trailer ,aft kickstand. Hampton, VA. \$10,500.00. Contact Greg at 757-754-2389 or vasail@yahoo.com

14890 Nickels white hull with blue and gold trim in fast race condition. Galvanized trailer and North 2 piece cover with light bar. 1 main, 1 jib, 1 spin North Fisher sails. Fiberglass rudder w/mast cover. NJ, contact John Townsend, townsend@drs-c3.com. \$9,600

14840 Nickels (1998) Fully loaded, excellent condition, always dry sailed. White with white trim, side controls, stainless steel centerboard, VSP sails (Main and Jib) used 3 times, North practice sails (M,J,S). Hiking straps, travel cover (bottom), sun cover, rudder cover, Nickels galvanized trailer. Always garaged during winter. \$10,600. Newfound Lake NH. Contact Tripp Blair at (508) 243-9464 or tripp@rmblair.com

14702 Nickels. White hull, white deck blue racing strips. Fast boat in excellent condition. Galv trailer w spare, two piece travel, mast, rudder and mooring covers. New M-5 main used once, jib and spin used. ss board. All controls on foredeck. Jib halyard on centerboard trunk. Spin Halyard at center board trunk or skipper. With new shock cord she's ready to race and win! 7,500. Sam Booke sbooke@hotmail.com 704-358-0407, Charlotte, NC

14684 Allen. White hull, bone deck, black rails. Fully race rigged. New mast 2008, bottom faired 2008. New North sails (M5, 5A+, R-2) lightly used. SS board, practice sails, trailer, trailing covers, mast cover. Minimum weight. \$9,500. Bill Johns (305)495-3832 bjohns@rsmas.miami.edu

14680 Allen. White hull, grey deck, speckled red stripe at non skid. Good condition. New trailing cover. Mast cover. Tacklet Compass, Galvanized Allen trailer with wide bunks.. Rigged for racing, stainless board, 2 sets North sails (M-5, 5A+, R-2) one good one newer. Mast 7 years old. Nashville, TN \$9,500 Bill Killebrew 615-604-1684 billkillebrew@bellsouth.net

14657 Nickels. White hull with gray deck. New Bryant mast. Foredeck controls, twings and hooks, outboard and inboard jib tracks. Full set of sails in good shape. Mooring cover only 3 years old, and bottom cover in excellent shape. This boat has an excellent race record. \$8500 Contact Justin Proctor, jproctor@zoominternet.net or 330-421-2650

14465 Allen White hull with gray deck, 2 suits North (Fisher) M. J. S., Stainless Board, Galvanized Allen trailer, all covers, race rigged. Sailed in the pristine waters of Central New York. \$6,500. DickTuttle@peoplepc.com 315-440-7991.

14438 Allen White hull, in very good condition. Mast cover, boom tent, rudder cover. SS centerboard. 2 full sets of Shore sails. Fresh water boat from Fleet 301, Lake Champlain VT. Light use for infrequent fleet racing. Galvanized Allen trailer with wide bunks. \$6600 Peter Tourin ptourin@sover.net 802-899-4008

14434 Nickels. In very good condition. Custom extended galvanized trailer. Mast cover boom tent. Rudder cover. Special pin striping. Two full sets of sails. One newer set of North Sails. Boat has been sailed in fresh water. Price reduced to \$4,500. Rhode Island. Rick 401.749.3165

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. North Fisher sails for club racing.. Recently replaced uppers and lowers. Handi lock adjustable turnbuckles (on lowers). Tapered spinnaker lines. Deck compass. Galvanized Trailer. New tires. Bunks on trailer need replacement, will include 2x6's and bunk cover material. Mooring cover is serviceable. Milwaukee, WI. \$6,800. Tim Hayes 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@yahoo.com

14024 1985 Nickels, 3 sets of sails, 1 set new used in 8 races, new APS spinnaker pole, all new halyards and running rigging, new upper shrouds, new summer cover, two new trailer wheels and tires; includes travel covers, tacktick micro compass and timer, race ready. \$4,900.00 Lee Urbani, Maryland, phone 267-664-3184, email lee@leeurbani.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

13307 1982 Mueller. Stainless steel centerboard, Nickels fiberglass rudder. All winch drums replaced with purchases. Mast blocks, Two complete suits of sails, new Ritchie compass, mooring cover, roadworthy trailer with light bar. Needs new Elvstrom bailer. Asking \$2000. Make offers!! Art Ahrens 321-480-4915 or sailon@earthlink.net. Indian Harbour Beach, FL.

11863 Nickels & Holman, All White with teak splash boards, centerboard trunk cap and cockpit trim, oval mast and boom, new vinyl rubrails, jib, main and spinnaker. Freshly painted trailer with new bearings and buddies and new tires. great for daysailing. \$1900. I also have many other preowned lightnings. Call to see what's in my barn. Contact Joe Dissette in Michigan, 989-631-2133,dissettesail@charter.net, photos available.

11379 Allen. Good VSP main, jib & spin. Older set of North, SS board, Allen trailer with new tires, trailing covers, good record and ready to race. \$2500 firm. Fisk Hayden (407)947-7994.

11278 Allen. Light blue hull white deck. This is an active racer in great condition. Lots of rigging upgrades including new mast last year. 2 sets of North sails. A superb lightning trailer with spare. New North travel cover (top and bottom) and additional mooring cover. Price \$2500. Croom Maryland. Contact John Gastright at (301) 579-6455

11082 Lippencott, fiberglass. Very light hull. Oval mast & boom. SS Centerboard. Air floatation tanks built in under seats. New cover. 2 suits sails, 2 spinnakers. Trailer is very low design & has new tires. \$1995. Northeast PA, Contact: Eugene 570-857-9396

10892 Allen Oval spars, SS board, trailer; 1 racing suit and many other sails; some rigging upgrades. New reduced price of \$1500. (LI, NY) Bill Weiss, 212-923-7800 x2531; bill_weiss1@juno.com.

9250 Fiberglass Lippincott. White hull, white deck, re-built and re-rigged. Lots of used sails. \$1,000 obo Steve Davis 303-807-0750 sdavis7625@gmail.com Denver, Colorado

7328 Wooden. 1960. Boat has all the brass on it, with wooden mast as well, the interior wood is in good shape, the whole outside of the boat is covered in fiberglass. Always stored inside. Call Doug at 920.366.0936, Green Bay, WI. deo10349@gbonline.com

7286 Wood built in 1959. Custom width Allen Boat Company trailer made in 2005. Trailer and boat stored inside. 2006 Allen Boat Co. did all the deck hardware, 2 sets of sails. Asking \$6000.00. Ken Lambert, Ontario, CA 905-894-3452klambert@bell.net

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

573 "Firmament", 1941 Skaneateles Lightning. Almost fully restored over the last 3 years, including 15 sets of oak frames and new mast step, deck recovered with synthetic canvas, rebuilt bottom of centerboard trunk, several lengthwise hull planks replaced. Am building wooden mast to replace the original one that broke, using the original bronze hardware. Includes 3 sails and trailer with new tires. \$3200 OBO Frederick Cooley, psymansez@verizon.net

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.