



International

Lightning



Flashes

June 2008, Volume 68, No. 5

2008 Spring Classic

Cool breezes, warm friendship, hot competition

Dan Rabin



Team 15151 reunited this past weekend for the first time since our win at North Americans last year. I was desperate to find a good regatta that our middle crew, Bill Ward, could do before he became absorbed in coaching at the Olympics in Beijing. I had heard great things about the Spring Classic, so I hopped in the vehicle and drove 600 miles to the Pennsylvania-Ohio border (with better planning, I may have recognized the proximity of the club to several major airports). Geoff had a slightly less taxing journey with the boat, coming from Annapolis, but had a pretty late commute given his participation in a golf tournament Friday.

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We were greeted on Saturday with thirty boats, strong competition, pretty cold temperatures and solid breeze. It was an unstable southerly (a strange concept when you're from Newport), ranging from 8–15 knots most of the time, with some puffs around twenty later on in the day. We were looking good right out of the gate in the first race, and then we started one of those "which one of those marks is ours?" conversations. Here's a tip for anyone who ventures out to Pymatuning and sails in a southerly: The club uses a red weather mark and a yellow offset—and there just happens to be a fixed mark near the club, which happens to be red and yellow. Don't let the fixed one fool you—head for the marks that are much closer to you! Anyway, we recovered from that error and salvaged a fifth in the first race.

Our navigation was a little more solid the rest of the day, and we managed to win the remaining three races. We stuck to our formula: exceptional starts by Geoff, mistake-free calls from Bill, and first-tier boat speed. Geoff and I were constantly shifting gears upwind, whether it was because of the rapid changes in wind velocity, or the need to go into a different mode with a boat near us.

Saturday night is when Pymatuning really shines though. We started off with a cocktail hour, moved onto dinner, and then had the ultimate treat—Rob Ruhlman and the Trailer Trash Band. They rocked, and the highlight was the performance of a Rob's original composition, "I Got Drunk and Bought a Lyman" (I actually don't know if that's the name of the song, but it was the first

—continued on page 6



President's Column

Steven Davis

The passing of George Fisher has left all of the Lightning Family somber. There are words to describe George...

"Gentleman, Sportsman, Champion", as was inscribed on flags at the 2006 Buckeye Lake Yacht Club Snowball Regatta event. ILCA is appreciative of the years of service he provided and the wonderful family of sailors that follow him. We will all miss his determined look on the water and his pleasant greeting at an event.

The 2009 Slate of Officers is published. All good things must come to an end, and I will bid adieu and pursue the Happy Trails. I was not able to get to all the Districts in two years, but I will get to seventeen of the thirty-three active Districts and will get to the rest as soon as possible. My latest adventure was to the Texas Districts event in Dallas.

ILCA is in good shape. Membership is tracking far ahead of last year, the Class management team is active and the financial status is excellent. All members should be

proud of the organization as it remains the envy of the sailing world.



This summer is full of Lightning Class events. Don't miss the 70th Anniversary in Skaneateles, New York!!! The Organizing Committee, led by John Henry, has set up a spectacular event. Get there on Friday for the SUPER Lightning Lab created by Brian Hayes. The ACCs in Rock Hall, Maryland promises to be well-attended and a great tune-up for the NAs in Newport, Rhode Island.

Lastly, Paco Sola has organized a Site Selection Committee for the 2011 World Championship in South America. With the return of the Lightning to the Pan Am Games, the South American countries are eager to participate in the Worlds (look for a bunch of South American participants at the NAs this year). In 2011, the Pan Am Games in Puerto Vallarta and Lightning Worlds in South America will give the Class an opportunity to revitalize existing and dormant Districts and create new Districts.

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Or contact the ILCA Class Office
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The next Governing Board Meeting of the ILCA will be held Friday August 8, 2008, at 9:00 AM in the Sail Newport Office located at the Sail Newport Facility. All Governing Board members are requested to attend or send representation.

The next General Meeting of the ILCA will be held Saturday August 9, 2008, 1 hour after the committee boat docks, at the conclusion of the first day of the Qualifying Series, or approximately 5:00 PM. The meeting will be held in the Tent at Sail Newport. All are invited to attend.

Joe Buczkowski
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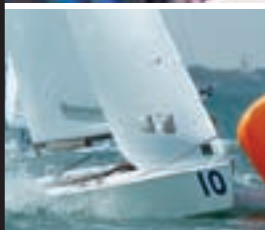
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Lightning Family News

Surf City, New Jersey

The 37th Annual Jack Elfman Orange Coffee Pot Laser Regatta was held last Saturday with nineteen boats braving the 18-25 mph strong winds on Manahawkin Bay. This event is best known as the first Laser class event every held, which was won by USA Olympic Coach Skip Whyte back in 1972. It only took Whyte 36 years back to defend his title, which he nearly did, coming up short by two points to **Eric Reiting**. Congratulations, Eric!



Welcome New Member Gary Sowden

I started sailing at the age of six, mostly on catamarans in the early days. My dad was very active in the Hobie 16 class when I was growing up, so my first boat was a Hobie 14. In my teens I started sailing on bigger keelboats and have been active with that in one way or another since. For the last nine years I've been racing on Tom Neill's Nitemare program out of Chicago, currently a Melges 32 for the winter circuit and a Great Lakes (Santa Cruz) 70 for the summer events on the Great Lakes. Several of the Nitemare crew are past or current Lightning sailors, including Bill Faude and Pat Considine.

I've always wanted to get back to some smaller boat sailing, so when a career move brought me to mid-Michigan I started looking around for the best options. Bay City has a very active Lightning fleet (216), so I contacted the Fleet Captain, Matt Princing, before the '07 season. He encouraged me to come out and sail as an alternate on several of the boats in the Fleet to get acclimated and get to know as many people as possible. The reception that I received from the owners and crews was incredible. I sailed on a different boat nearly every Wednesday last year and by the end of the season was driving someone's boat almost every week. Matt even loaned me his boat for an out of town regatta. As they all intended, the hook was set!

This spring I was fortunate enough to purchase 15146 from Bill Fastiggi of VSP. The boat is in really good shape, and Bill did a great job of rigging it. The plan is to do our Wednesday night series in Bay City along with three to four regattas in our District this year. Longer term, I plan to do a Southern Circuit and some of the big regattas outside our District.



Isle of Capri Race Week—Jeff Linton at the wheel of "My Father"

Gowrie, Barden & Brett Introduces Event Insurance

Gowrie, Barden & Brett has expanded their popular One-Design Insurance Program. Now U.S. and foreign competitors alike can insure borrowed or chartered boats for a specific event. Event insurance will offer hull protection up to the value of the boat and liability limits up to \$1,000,000 for one-design classes, 30' and under, with a current builder and a class association. For more information, email:

insurance@gowrie.com.

—continued from page 1

line, and that's all I can remember). I'm looking into whether Rob can be my mentor, like the kids in the Boat Grant Program get to have. Dave Starck also appeared for a guest performance, and I'll just leave that to your imagination.

We were moving a little slower on Sunday, and when we got to the club it was cold, raining, and absolute glass on the water. Some time later the Race Committee called it a day, so it made it an easy hold for the regatta victory, followed by Dan Moriarty's team in 2nd, and Ryan Ruhlman's team in 3rd. The Spring Classic is a must-do for Lightning sailors, and we certainly plan on being back in the future!



Geoff Becker, Bill Ward and Dan Rabin

Pymatuning Spring Classic May 17-18, 2008

15151	Geoff Becker	Bill Ward	Dan Rabin	5	1	1	1
15364	Dan Moriarty	Tobi Moriarty	Kevin Morin	7	4	2	2
14857	Ryan Ruhlman	Ernie Dieball	Ryanne Gallagher	4	2	7	7
9	Jim/Tom Allen	Jim Allen	Karl Allen	3	8	11	5
14880	Jody Starck	Jim Starck	Tom Starck	2	18	4	4
14905	Jamie Allen	Jay Deacon	Marq Littee	1	15	10	3
15355	Dave Starck	Karthryn Moloney	Maddie Waldron	6	6	9	8
15257	Rob Ruhlman	Abby Ruhlman	Beth Werley	8	7	12	13
14234	Todd Wake	Kristine Wake	Peter Orlebeke	16	9	6	10
15112	Dave Werley	Jonette Werley	Greg Maras	11	12	8	17
15346	John Faus	Matty Schon	Tyler Menninger	18	17	5	11
15246	Adam/Larry McDonald	Adam/Larry McDonald	Patrick Steadman	27	13	3	9
15367	George Harrington	Art Gurrera	Christian Thomson	17	16	15	6
15015	John Werley	Bertie Werley	Sarah Paisley	10	14	18	15
1490	Brad Anderson	Chantel Leger	Stephen Waldie	DNF	4	14	12
15255	Richard Hallagan	Hendrick Teneyck	John Steiner	12	23	13	14
15257	Patrick Wilson	Emily Pulos	Will Pashal	14	11	21	18
15075	Meagan Ruhlman	Julia Southworth	Martha Fisher	22	3	20	20
15250	Daniel Pope	George Auer	Griffen Orr	15	24	16	21
14897	Nate Ireland	Bridget Ireland	Joe Miner	20	10	17	DNF
15279	Bob King	Sarah Costich	Owen MacDonald	13	21	19	DNF
14249	Jeff Hagman	Lexi Cherry	Greg Griffen	23	20	17	16
14573	John Woodall	Steve White	Andy Sees	24	22	22	19
15082	Michael Holly Jr.	Valery Tardif-Holly	John Humphries	9	19	DNF	DNS
14433	David Samanich	Joe Christopher	Rob Graebert	21	28	24	22
12593	Bob Baumgardner	Cody Christopher	Nate Signor	26	25	25	23
15000	Tim Werley	Katie Werley	Tirstan Jackson	19	27	DNS	DNS
14546	Vic Maras	Samantha Maras	Emma Werley, Adam Maras	DNF	26	23	DNS
14398	Jim Stone	Ed Auer	Zack Austin	25	29	26	DNS
15022	Garry Condon			DNS	DNS	DNS	DNS

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2008 Spring Classic Wrap-Up

Suzanne Maras

The weather forecast for the 24th annual Spring Classic at Pymatuning was pretty bleak, but it didn't keep people away because, as we all know, the weather forecasters are wrong at least 50% of the time! What a great job that would be.

Friday was unexpectedly sunny, and racers began arriving in the afternoon. The wind kicked up, but the rain stayed away as registration opened and the hot dogs were put on the grill. There was definitely a chill in the air, but Bruce Sundman showed up with a great big heater to save the day (or night). By the end of the hot dogs and coney sauce, eighteen boats had arrived and registered.

At 6:30 Saturday morning the rain was beating off the trailers, and the weather did not promise a great day, but once again, the weather forecasters were wrong. The rain stopped and the sun came out. By the time registration closed, thirty boats had registered—some from as far away as Wisconsin, Missouri and Canada. True Lightning racers would not let gas at almost \$4 a gallon stop them from participating in one of the most fun, early-season regattas in the Midwest.

The professional Race Committee ran through any special race instructions, and then everyone was off to the races. Two races were held before lunch in a somewhat normal southwesterly with breezes—around 8knts to 12+. Race one went off nice and quick. About as soon as it started Jamie Allen, with crew Jay Deacon and Marq Littee, was already done, followed by Jody Stark and Jim/Tom Allen (not sure who drove when). Race 2 was very similar, with enough breeze to keep three hiking uphill and some good flat water rides downwind. Geoff Becker, with crew Bill Ward and Dan Rabin, held off the brother/sister attack of Ryan and Maegan Ruhlman's teams to win Race 2.

After two races, everyone headed in for lunch and a short break. The rain stayed away and the wind picked up and swung more Westerly as the racers headed back on the water. Two more great races were held in the afternoon, with Geoff not relenting his winning ways once he found them. Dan and Toby Moriarty, with crew Kevin Morin, stayed right on Geoff's heels in both races. Both afternoon races were a bit more fluky and puffy. Downwind was a

blast when you caught the right puff, and boats were seen planing into and sometimes past the leeward gate.

After two great races, the all knowing Race Committee sent everyone in for the day while the sun was still shining. Just as everyone finished putting their boats away for the night, the day turned black, and the skies opened up with hail and torrential downpours. Everyone headed for the porch just as the electricity went out. Losing electricity at Pymatuning during a storm is not a rare occurrence, but it does make cooking dinner in an all electric kitchen a little more of a challenge. The power was out for about an hour but came back on just in time to hold a great cocktail party with rum and vodka beverages followed by dinner.

Once again, the group was treated to the sounds of The Trailer Trash Band. They started off the show with some of their "quieter" numbers. Dave Starck made his usual guest appearance singing "Little Sister" (he still hasn't learned all the words!). As the night wore on, the crowd became more involved and were singing and dancing along and at the end kept chanting "One More Song." The beer had run out, and the band had run out of songs. With a 9:00 hour gun the next morning, the party ended.

Well, I guess the weather people have to be right once in a while. Sunday dawned with rain, cold and no wind. After an initial postponement and waiting for the wind to come up, the all knowing Race Committee blew three guns and ended the regatta. It has been said that if you are leading the Spring Classic at the Saturday cocktail party, you have a good chance of winning. This proved to be true once again. Boats were put away, lunch was served and trophies were awarded. The top five finishers were:

- 1) Geoff Becker, Bill Ward, Dan Rabin;
- 2) Dan Moriarty, Tobi Moriarty, Kevin Morin;
- 3) Ryan Ruhlman, Ernie Dieball, Rynne Gallagher;
- 4) Jim/Tom Allen, Karl Allen;
- 5) Jody Starck, Jim Starck, Tom Starck.

Next year will be the 25th Annual Spring Classic at Pymatuning. We are shooting for fifty boats on the line and an even bigger party than usual, so come back and bring friends!

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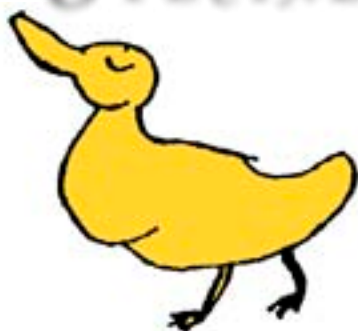
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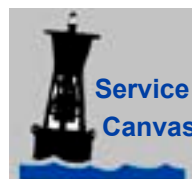


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2008 Boat Grant Recipient Clinton Hayes Sails in College Nationals and His First Lightning Regatta

Clinton Hayes

Ever hear of the names: Bruce Goldsmith, Tim Healy, Terry Hutchinson, Peter Isler, Colin Park, Ken and Brad Read, and Morgan Reeser? Well, they all have two things in common. They have all been winners and champions in the Lightning Class, AND they are also Divisional Champions from the Co-Ed Intercollegiate National Championships. Many of those names went on to represent their countries in America's Cups, Volvo Ocean Races and other world, Pan Am and Olympic regattas, many of whom received medals! Well, our own Lightning Grant Boat recipient, Clinton Hayes, was six points, over eighteen races, shy of joining that list. In only his sophomore year at the University of Vermont, Clinton sailed to second place in A-Division in the two-division regatta. Of these names listed above, only Morgan Reeser achieved this feat as a sophomore. Clinton still has two more years to try and get the top honor on college dinghy sailing and follow in the footsteps of these truly great sailors. So watch out for and get a good look at Clinton before he's too far ahead to see! — Bill Healy



The last few weeks have been a very busy, very fun time. We have spent three and a half weeks training for and then sailing Vermont's first ever college nationals as well as sailing our first lightning regatta in the middle of it all.

College Nationals was some of the coolest yet most difficult sailing I have ever done. Not only was this our first nationals but it was also the most competitive nationals ever to be held due to the new semi final format, which allowed for the very best eighteen teams in the country to qualify. My crew Coco and I sailed A division and Tyler Baeder and Christine Bletzer along with seniors Matt

Clark and Caitlyn Connaly subbing in on the second day sailed B division. The conditions were very tough for Newport. The breeze came from the south each day, but the typical Newport sea breeze never really filled in so we were left with a weird 5–12 breeze that varied from SW to SE. Coco and I had a tough start on the first day but we got our act together for the rest of the regatta and only sailed about five or six out of the eighteen races out of the top ten. We even won a race on the last day. We were winning A division going into the last race of the regatta but Andrew Perry from Brown won the last race and we got a 14th allowing then to win A division by six points over us. Vermont finished 11th overall, but we are not graduating any starters so we will get even better. Georgetown came from behind in the last six races on the last day to pass Boston College and win there first ever coed dinghy national championship. New York Yacht Club did a great job with the All-American banquet. I ended up being named an honorable mention All-American skipper and Coco was named an All-American crew. Once again Gary Jobson was there with ESPNU recording for an hour-long program that will air July 19, hopefully some of you can get that channel and watch it. If not it will be on Gary's website in a couple of months.

Our first lightning event was the Early Bird regatta at Cedar Point. We have been granted a Nickels Lightning, number 15189. We sailed the regatta with a used set of North sails (Fishers I think). Brian Hayes from North sails helped us get the boat set up at some sort of a base line setting and helped us tune up on the water. In the fourteen- boat fleet we had a pretty rough start, but once we got the boat figured out a little more we were able to sail in the top five. Our boat speed was very good when the wind was up over 12 knots, but we had a tough time upwind when it got light. We really didn't adjust lowers at all, so that probably had something to do with it, but we'll figure that out in the next couple of weeks. The new sails we're getting are Quantums, so we'll figure out number stuff more when we get those. Everyone we met at the regatta was very nice. It was a great crowd to hang out with and we are looking forward to meeting more people in the coming months. Our next regatta will be the 70th anniversary, which I've heard is going to be awesome. We will also be at New England's, ACCs, and then hopefully the NAs.



Clinton and Coco

ILCA Fleets Paid — 2008

Brazil	462	Guarapiranga Lake
California	194	Mission Bay Yacht Club
California	372	San Francisco Bay Area
Central Atlantic	3	Bay Head Yacht Club
Central Atlantic	26	Little Egg Harbor
Central Atlantic	34	Metedeconk River Yacht Club
Central Atlantic	99	Great Egg Harbor
Central Atlantic	104	Lavallette Yacht Club
Central Atlantic	173	Brant Beach Yacht Club
Central Atlantic	196	Surf City
Central Atlantic	228	Riverton Yacht Club
Central Atlantic	335	Barnegat Light Yacht Club
Central Atlantic	430	Ocean City Yacht Club
Central Atlantic	491	Lake Nockamixon
Central Canada	279	Temple Reef Sailing Club
Central New York	1	Skaneateles Country Club
Central New York	4	Lake Delta Yacht Club
Central New York	46	Irondequoit Bay
Central New York	77	Newport Yacht Club
Central New York	108	Great Sodus Bay
Central New York	164	Willow Bank Yacht Club
Central New York	225	Henderson Harbor
Chile	514	Flota Sur
Colombia	73	Club Nautico Del Muna
Colombia	501	Club Nautico El Portillo
Connecticut/Rhode Island	6	Housatonic Boat Club
Connecticut/Rhode Island	85	Niantic Bay Yacht Club
Connecticut/Rhode Island	126	Cedar Point Yacht Club
Connecticut/Rhode Island	129	Madison Beach Yacht Club
Dixie	50	Potomac River Sailing Association
Dixie	192	Havre de Grace
Dixie	253	Susquehanna Yacht Club
Dixie	314	Sassafras River
Dixie	325	Rehoboth Bay Sailing Association
Dixie	329	Seyn Sailing Association
Dixie	508	Solomons
Dixie	509	Hampton Roads
Dixie	513	Rock Hall
Ecuador	405	Salinas Yacht Club
Finland	166	Helsinki
Finland	328	Jyvaskyla
Finland	456	Tuusulanjarvi
Florida	226	Biscayne Bay
Florida	502	The Suncoast Fleet
Indiana	154	Wawasee Yacht Club
Indiana	270	Silver Fox Squadron/Indianapolis Sailing Club
Italy	449	Marsala
Lake Erie	12	Buffalo Canoe Club
Lake Erie	19	Chautauqua Lake Yacht Club
Lake Erie	198	Chautauqua
Long Island	178	Great South Bay
Long Island	506	Orient Yacht Club
Metropolitan	16	Paupack
Metropolitan	25	Lake Mohawk Yacht Club
Metropolitan	70	Red Bank of the Shrewsbury
Metropolitan	75	Nyack Boat Club
Michigan	31	Devils Lake Yacht Club
Michigan	42	Western Lake Erie
Michigan	54	Pontiac Yacht Club
Michigan	110	Higgins Lake
Michigan	204	Macatawa Bay Yacht Club
Michigan	216	Saginaw Bay
Michigan	387	Lansing Sailing Club
Michigan	512	Boyne City Yacht Club
Midwest	5	Chicago Corinthian Yacht Club
Midwest	167	Lake Davenport
Midwest	187	Sheboygan
Midwest	442	Fond du Lac/Winnebago
Mississippi Valley	74	Decatur
Mississippi Valley	266	Carlyle Sailing Association

Mississippi Valley	274	Delta Sailing Association
New England	121	Merrimack River
New England	145	Spofford Lake
New England	151	Annisquam Yacht Club
New England	189	Marblehead
New England	273	Massabesic Yacht Club
New England	301	Lake Champlain
New England	332	Squam Lake
Nigeria	510	Lagos Yacht Club
Ohio	23	Indian Lake Yacht Club
Ohio	36	Pymatuning Yacht Club
Ohio	43	Buckeye Lake Yacht Club
Ohio	71	Rocky River
Ohio	150	Mansfield Sailing Club
Ohio	303	Cowan Lake Sailing Association
Pacific Northwest	90	Kitsilano Yacht Club
Pacific Northwest	283	Columbia
Pacific Northwest	507	The Prairie Fleet
Southeastern	257	Clarks Hill
Southeastern	348	Lake Lanier
Southeastern	391	Lake Hartwell/Western Carolina
Southeastern	415	Lake Norman
Southeastern	440	Palmetto
Southeastern	463	Lake Waccamaw
Southeastern	511	Cape Fear
Southern	62	Southern Yacht Club
Switzerland	358	Flotte Murtensee
Texas	35	Dallas Corinthian Sailing Club
US@Large	488	Rocky Mountain

Fleet dues can be paid with a credit card at https://secure.pshift.com/lightningclass/membership_fleet.htm or send a check to the ILCA Class Office at: 7625 South Yampa Street Centennial, CO 80016

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sail # on cover			39

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2008 Cedar Point Earlybird Regatta

Dave Peck

While rigging the boat Friday night before the regatta, alone in the CPYC drytall, getting drenched in the rain, I wondered why I continue to pursue this activity. With three kids' unrelenting schedules, their Optimist/420 campaigns, a busy work week and a long to-do list at home, it is sometimes easier to just say no. But the cool rain and thought of simply messing around in boats for another weekend was really soothing. I was also looking forward to the opportunity to sail the regatta with some long time Lightning fixtures—Bill Dodge on Saturday and Jay Mueller on Sunday. My wife Nina was able to "clear her schedule" to help me out Saturday, and Charlie Swanson was joining up for Sunday.

When we woke up to wind on Saturday, the stress of the work week quickly cleared out. It was great to be back in the boat, first time out after the long winter. It also helped to have experience on board, as the conditions were windy, shifty and unsettled. This combination of breeze and seasoned teammates helped to garner three bullets to win the day. I thank Nina and Bill for making this a pleasure! In second after one day was Bob Sengstacken and team with a two-point lead over Gianni Cuccio's team.

Sunday was lighter and choppy with some subtle shifts. It was difficult to break away. The fleet remained pretty close together. New Lightning skipper/boat grantee Justin Coplan and team walked away with two bullets to win the day. Congratulations and welcome to the Lightning Class! Team Gianni Cuccio and Bob Sengstacken duked it out for second place, which was not decided until the finish of the last race when Gianni just edged Bob out by a foot or two. I thank my Sunday teammates Jay Mueller and Charlie Swanson for helping to sift through the trying conditions of the day.

The Flying Scot/Lightning dual regatta participants experienced another outstanding race and shore side effort by the many volunteers at Cedar Point Yacht Club: Dick Thackaberry and fellow RC members, Gianni Cuccio, regatta chair and Dave Fried, fleet captain. Brian Hayes and Al Terhune from North Sails conducted a tuning seminar on Friday afternoon and followed-up with insightful film and post-race analysis on Saturday and Sunday. Great lunches, post race HDs, beer and dark and stormies, brought in specially by Josh Goldman. Thanks Josh and to all.

Early Bird Regatta

Cedar Point Yacht Club

May 17-18, 2008

Pos	Boat#	Skipper	Club	Race 1	Race 2	Race 3	Race 4	Race 5	Total
1	15215	Dave Peck	Niantic	1	1	1	5	2	10
2	15111	Gianni Cuccio	Cedar Point	2	7	2	2	4	17
3	14888	Bob Sengstacken	Nyack	4	2	3	4	5	18
4	14073	Justin Copeland	Nyack	8	4	8	1	1	22
5	14345	Brian Gibbs		5	3	5	6	3	22
6	15171	Josh Goldman	Cedar Point	9	5	6	8	6	34
7	10801	Neil Hayes	Housatonic	3	11	7	7	7	35
8	15189	Clinton Hayes		11	9	4	3	9	36
9	15258	Brian Comfort		6	6	9	10	11	42
10	14819	Eric Heller	Cedar Point	7	8	12	12	10	49
11	14342	Tim Millheiser	Madison	12	13	10	9	8	52
12	13889	Dave Marseli	Cedar Point	10	10	11	dns	dns	61
13	14889	David Fried	Cedar Point	14	14	13	11	12	64
14	15116	Doug Latour	Cedar Point	13	12	14	dns	dns	69

Mark Bryant

minikeelwet@yahoo.com

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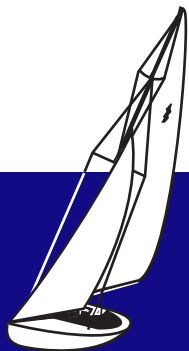
2008 North Americans Chartering Information

The Class Office has received preliminary requests for boats available for charter at the North American Championships and the Woman's Juniors Masters, both events in Newport, Rhode Island this coming August.

We anticipate an increasing call for boats as the events near and seek to (1) compile a list of available 14000-15000 series boats in good condition and race ready, which can be made available for either or both events, and (2) add to the list of individuals who may seek to charter a boat to sail at the North Americans or Woman's Juniors Masters Championships, or both.

Boats should be located within reasonable proximity Rhode Island. Charter fees for such boats may range from \$500-\$1000 or more per event, dependent on condition and demand.

The Class Office will act as a clearing agent for interested parties by posting and updating information on available boats, as well as on persons seeking to charter. All final arrangements will be between the parties involved.



Classic Lightning

Craig Thayer — thayer@a-znet.com

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

Bob Astrove — astrove@hotmail.com

Lightning 7310 RESTORATION LOG

Lou Maurello

What does it take to restore a classy Wooden Lightning?

Not nearly as much as some think. It doesn't have to cost a lot of money, and it doesn't have to take near the amount of time you might think it's going to take. And honestly, it doesn't have to require any special skills you can't figure out on your own as you go.

I myself would have been incapable of providing this information. Fortunately for the Lightning Class, I'm not the only crazy who loves his "woody." Following is part of Lou Maurello's restoration log of # 7310. Lou can be reached at lightning7310@hotmail.com. Lou has detailed records and is a great resource for anyone ready to step up to a woody.

And come see the finished product at Skaneateles in July. Other notable Lightning restoration projects currently underway include the Center for Wooden Boats in Seattle, the Finger Lakes Boating Museum (#167). And for some of you old timers in the South Eastern District, Corky Gray is working on an "as original" with hull #294. We hope to feature these more extensive projects in the near future.

Lou Maurello



2993 & 2996



8/23/2002	Friday	<input type="checkbox"/>	Remove varnish from the underdeck bow area	2	11:00–1:00
		<input type="checkbox"/>	Vacuum boat		
		<input type="checkbox"/>	Order wood to build Aa frame for centerboard removal and cement blocks to support the beams for when I turn the boat over		
		<input type="checkbox"/>	Order layup, fillit and resin glue products		
		<input type="checkbox"/>	Open and roll sails		

8/25/2002	Sunday	<input type="checkbox"/>	Remove all the cockpit varnish from all sidewall and centerboard trunk areas	8	~9:00–10:00 to ~5:00–6:00
		<input type="checkbox"/>	Remove varnish from cockpit trim brightwork and sand all		
		<input type="checkbox"/>	Double cover boat		
		<input type="checkbox"/>	Take home seat rails and varnish remover		

8/28/2002	Wednesday	<input type="checkbox"/>	Spoke with Eddie Mayday about the rudder. He confirmed that the wood was mahogany. He told me to go to Condon Lumber in White Plains. I looked them up on the web. No web site but got the number and address.	7	9:30–5:00 Break for lunch
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9/1/2002	Saturday	<input type="checkbox"/>	I glued (Resin) the seams on one side of the mast	7+	9:30–5:00
		<input type="checkbox"/>	I sanded the starboard side of the cockpit from the front deck to the transom		Break for lunch
		<input type="checkbox"/>	I sanded the port side of the Cockpit from the transom to 3 ribs short of the forward deck		
		<input type="checkbox"/>	I sanded both sides of the centerboard trunk		

9/2/2002	Sunday	<input type="checkbox"/>	Sand, vacuum, TWICE, and coat the cockpit from bow to stern (including freeboards) with CPES	6.5	10:00–5:45 Break for lunch
		<input type="checkbox"/>	Glue 3 of the 4 spots on the mast that needed gluing on the other side from where I worked yesterday.		

Note: I have not yet pulled the centerboard or flipped the boat over but from the look of the checks in the planks (bottom only) the boat may have had all its seams sealed using the West System epoxy method. The reason I believe this is that just about every open seam is actually a longitude check. All the actual seams are tight. I am considering using Layup and Fillit on all longitude checks.

Plans for tomorrow:

- ☐ CPES coat the center-board trunk
- ☐ Finish gluing the mast
- ☐ Build the tripod and pull the centerboard
- ☐ Build the stands and flip the boat

9/3/2002	Monday	<input type="checkbox"/> I fulfilled all my plans from yesterday	6	9:00–4:00
		<input type="checkbox"/> I stripped first coat off the bottom		Break for lunch
		<input type="checkbox"/> I glued the cable end knob of the center large gear back together		
		<input type="checkbox"/> Before flipping boat, over I gouged out all the Bondo on the port side where the bottom of the keelson meets the keel planking (forward of the centerboard) and vacuumed the debris		
		<input type="checkbox"/> I cleaned up the area, chocked the Trailer tires, covered the boat and mast, put all the combing in the shed, etc...		

Note: Most recent email with Dr. Rot website: They suggested that I use L&L product and sawdust to fill every thing but the rabbits which they suggest their Vulcan product for. I did some research re-reading the article on "Sailnet" about Polysulfide and other adhesives and have decided to go with their suggestion, but to add cotton wicking to the mix.

WINTER

5/31/2003	Saturday	<input type="checkbox"/> Set up mast on trailer with support in 4 places (both ends and 2 spots in the middle)	7	10:00–5:00
		<input type="checkbox"/> Stripped paint off freeboards		
		<input type="checkbox"/> Removed last of the foam block from the underside of the forward decking		
		<input type="checkbox"/> Coated underside of forward decking with 2 coats of CPES		
6/1/2003	Sunday	<input type="checkbox"/> Stripped down 1 side of the bottom planks	8	Est time
		<input type="checkbox"/> Removed old caulking		
		<input type="checkbox"/> <u>Next Weekend:</u> Strip remaining side of bottom, keelson and skegg		
		<input type="checkbox"/> Sand bottom and freeboards		
		<input type="checkbox"/> Seal bottom and sideboards with CPES		

- ☐ Seal remainder of underdecking
- ☐ Measure hull for rolling crane
- ☐ Start filling voids in exterior

6/2/2003	Monday	<input type="checkbox"/> Ordered 2 more gallons of CPES and Vulcan Seam Sealing product	1	Est time
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6/8/2003	Sunday	<input type="checkbox"/> Started building Lightning model		
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Note: Worked on model approximately 1 to 2 hours each night between 6/8 and next entry

6/14/2003	Saturday	<input type="checkbox"/> Strip bottom and keel	8	10:30–7:30
		<input type="checkbox"/> Sand and strip bottom and keel		
		<input type="checkbox"/> Sand and scrape freeboards		
		<input type="checkbox"/> Seal hull with CPES (2 coats)		
		<input type="checkbox"/> Pump CPES inside mast		
		<input type="checkbox"/> Finish coating underdecking with CPES (sides and aft underdecking)		

6/15/2003	Sunday	<input type="checkbox"/> Coat 1 side of bottom with layup laminating filling almost all cracks	4	Est time 9:30–12:00
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6/21/2003	Saturday	<input type="checkbox"/> Relocate boat next to pickup truck	3	
		<input type="checkbox"/> Move trailer also		

6/28/2003	Saturday	<input type="checkbox"/> Coat boat bottom with Layup	8	9:00–5:00
		<input type="checkbox"/> Fill big cracks, checks, and holes with peanut butter consistency of Layup and sawdust		

6/29/2003	Sunday	<input type="checkbox"/> Sand both sides of hull	6	10:00–4:00
		<input type="checkbox"/> More Layup fill		
		<input type="checkbox"/> Sand again		
		<input type="checkbox"/> Layup fill keel		
		<input type="checkbox"/> Start fairing with Fillit - both sides of hull and both freewalls		

7/4/2003	Friday	<input type="checkbox"/> Sand hull	7	9:30–4:30
		<input type="checkbox"/> Refill holes, divots, hollows, etc...		

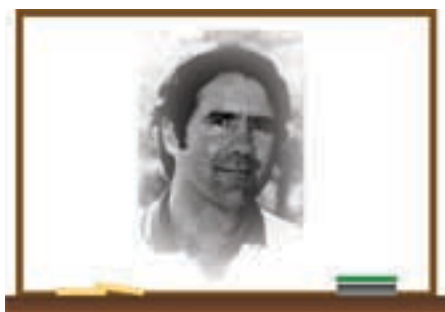
Note: Electric sander died at the end of the day - filled with epoxy dust

—to be continued



Upcoming Regattas

6/14/2008 - 6/14/2008	Bay Head - Metedeconk Tune-Up	Bay Head Yacht Club
6/14/2008 - 6/15/2008	Dixie District Championships	Severn Sailing Assoc.
6/14/2008 - 6/14/2008	BBYC Annual Regatta	Brant Beach Yacht Club
6/14/2008 - 6/15/2008	Mississippi Valley District Championships	Delta Sailing Association
6/14/2008 - 6/15/2008	2008 CT/RI District Championships	Cedar Point Yacht Club
6/14/2008 - 6/15/2008	Caz Flash Bash	Willow Bank Yacht Club
6/14/2008 - 6/15/2008	George Layton regatta (District's)	Royal St-Lawrence Yacht Club
6/20/2008 - 6/21/2008	OH District Championship	Cowan Lake Sailing Association
6/21/2008 - 6/22/2008	District Championship	Mission Bay Yacht Club
6/21/2008 - 6/22/2008	Metro District Championship - OPEN	Monmouth Boat Club
6/21/2008 - 6/22/2008	Lake Erie District Championship	Buffalo Canoe Club
6/21/2008 - 6/22/2008	Dave Fitch Memorial	Spofford Yacht Club
6/21/2008 - 6/22/2008	Rock Hall YC One Design Invitational Regatta	Rock Hall Yacht Club
6/21/2008 - 6/22/2008	Midwest District Championship Open	Windjammers
6/27/2008 - 6/29/2008	Canadian Open Championship	Temple Reef Sailing Club
6/28/2008 - 6/28/2008	40th Champagne Regatta	Keuka Yacht Club
6/28/2008 - 6/29/2008	Michigan District Regatta	Tawas Bay Yacht Club
7/5/2008 - 7/6/2008	Lightning 70th Anniversary Regatta	Skaneateles Country Club
7/11/2008 - 7/11/2008	New England District Women, Juniors, Masters Championship	Corinthian Yacht Club
7/11/2008 - 7/13/2008	2008 CNYSA Regatta	Sodus Bay Yacht Club
7/12/2008 - 7/13/2008	Kitsilano Invitational Regatta	Kitsilano Yacht Club
7/12/2008 - 7/13/2008	New England District Championship	Corinthian Yacht Club
7/12/2008 - 7/13/2008	Cross Border One Design	Mississauga Sailing Club
7/12/2008 - 7/13/2008	2008 CAD Championships	Barnegat Light Yacht Club
7/12/2008 - 7/12/2008	Long Is. Districts	Southampton YC
7/14/2008 -	2008 Youth World Championships	Royal St Lawrence Yacht Club
7/19/2008 - 7/20/2008	Brian Hughes Memorial Regatta	American Yacht Club
7/19/2008 - 7/20/2008	Niantic Bay Governor's Cup	Niantic Bay Yacht Club
7/19/2008 - 7/25/2008	2008 European Championship	
7/19/2008 - 7/20/2008	Bay City Regatta	Bay City Yacht Club
7/19/2008 - 7/20/2008	Loon Lake Regatta	Loon Lake Sailing Club
7/25/2008 - 7/27/2008	Great Lakes Lightning Championship	North Cape Yacht Club
7/26/2008 - 7/27/2008	Brotz Regatta	Sheboygan Yacht Club
7/26/2008 - 7/27/2008	Atlantic Coast Championship	Rock Hall Yacht Club
8/2/2008 - 8/3/2008	BCC Youth Invitational Regatta	Buffalo Canoe Club
8/2/2008 - 8/3/2008	Higgins Lake Annual Regatta	Higgins Lake Yacht Club
8/4/2008 - 8/7/2008	Women's, Junior, Masters	Sail Newport/NYYC/ILYC
8/8/2008 - 8/14/2008	North American Championships	Sail Newport/NYYC/ILYC
8/9/2008 - 8/10/2008	Down Bay Regatta	Little Egg Harbor Yacht Club
8/17/2008 - 8/18/2008	Amethyst Race Weekend	Temple Reef Sailing Club
8/23/2008 - 8/24/2008	Squam Lake Annual Regatta	Squam Lakes Sailing Association
8/23/2008 - 8/24/2008	Duck Challenge	Havre de Grace Yacht Club
9/6/2008 - 9/7/2008	Thunder Bay Dinghy Regatta	Temple Reef Sailing Club
9/6/2008 - 9/7/2008	Whitecap Regatta	Pontiac Yacht Club
9/6/2008 - 9/7/2008	Lake Masaabesic Annual Regatta	Massabesic Yacht Club
9/13/2008 - 9/14/2008	Bruce Goldsmith Memorial Regatta	Devil's Lake Yacht Club
9/20/2008 - 9/21/2008	12 Annual - SMSA Small Boat Invitational Regatta	Southern Maryland Sailing Association (SMSA)
9/20/2008 - 9/20/2008	Ed Hinds Memorial One Day	Bow Lake
9/20/2008 - 9/20/2008	Caz One Day	Willow Bank Yacht Club
9/20/2008 - 9/21/2008	Cotton Pickin' Regatta	Delta Sailing Association
9/27/2008 - 9/28/2008	2008 Lightning Fall Classic	Cedar Point Yacht Club
10/4/2008 - 10/4/2008	Last Blast	Nyack Boat Club
10/11/2008 - 10/12/2008	Leaf Peeper Regatta	Malletts Bay Yacht Club
10/11/2008 - 10/11/2008	Fall Blow Out	North Cape Yacht Club
10/12/2008 - 10/12/2008	Ithaca Frostbite Regatta	Ithaca Yacht Club
10/18/2008 - 10/19/2008	Frigid Digit Regatta	Severn Sailing Assoc.
10/18/2008 - 10/19/2008	Fall-In Regatta	Cowan Lake Sailing Association
11/29/2008 - 11/30/2008	Thanksgiving Regatta	Davis Island YC



Coach's Corner

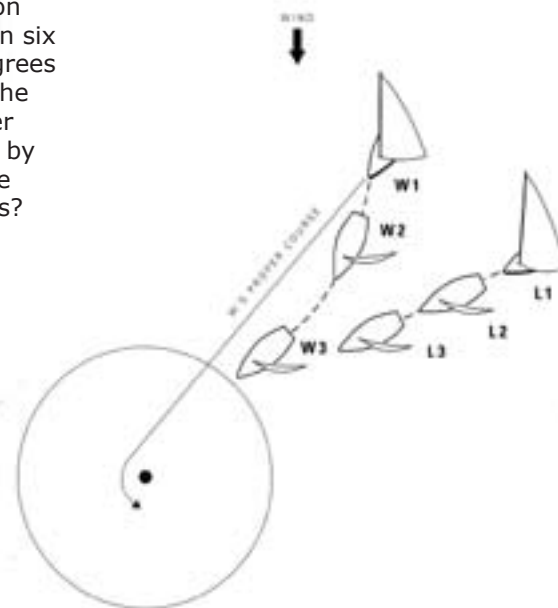
Quiz 29

From Dave Perry's 100 Best Racing Rules Quizzes

Boats W and L, two overlapped starboard-tack boats, are sailing on proper courses toward the gybe mark to be rounded to port. When six lengths away from the mark, W bears away approximately 20 degrees in order to slow L, and to try to pull clear ahead before reaching the two-length zone. L protests, claiming W is sailing below her proper course. W claims that she is sailing on her proper course because by rounding the gybe mark ahead of L, she will ultimately finish more quickly. You are the protest committee; how would you decide this?

Answer:

Boat W is penalized for breaking rule 17.2, On the Same Tack; Proper Course. A proper course is "a course a boat would sail to finish as soon as possible in the absence of the other boats referred to in the rule using the term" (see definition Proper Course). Rule 17.2 is the applicable rule to this situation, and the "other boat" in rule 17.2 is L. W bears away solely for the tactical purpose of trying to slow L. In L's absence, W would have maintained her original course to the mark. Therefore, when W bears away she is sailing below her proper course, and because L is clearly within two lengths of W, W breaks rule 17.2.



RHYC to Host Lightning ACC 2008!

The Rock Hall Yacht Club will host the Lightning Class Atlantic Coast Championships on July 26 and 27, 2008.

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2008 Texas Districts

Clarke Newman



God does have a good sense of humor. While we were rolling the jib at the dock after the last race, my teen age flat-belly foredeck was giving me grief about throwing me in the lake for winning the regatta. I said, "Gavin, there is no ****ing way you're throwing me in this lake."

Now, one is supposed to be a homer about one's own body of water, but I am the first to admit that White Rock Lake after a couple of spring storms is not exactly the pristine, azure blue of the Pacific or Lake Erie during the 1960s even. When one goes in the drink at White Rock, certain vaccination records must be reviewed. Anyway, we set the jib down on the foredeck and began to roll the main when, out of the corner of my eye, I saw the clew of my one-day-old JF-2 heading for the bottom of the lake like the stern of the Titanic.

Hey, a man's gotta do what a man's gotta do, so I threw myself into White Rock Lake and just managed to grab the Harken blocks. Maybe it's just me, but I think a sail should float for at least the first six months you have it. I mean, I know there are seventeen feet of metal wire and a bunch of cloth involved, but I think Ched, Greg, Skip, and Bill ought to get right to work on a floating jib.

Anyway, we decided to move the Texas Districts up a week in the hope that we might have a foreign substance

called, "wind." You know, as a change of pace. There was some excitement building as we had a few out-of-town-ers coming, a couple of non-Lightning people jumping in, and some guy named Steve Davis coming down from Colorado to crew for the ever-popular Ian Edwards.

Well, a sudden hospital stay and graduation and work conflicts cut our numbers down from what we thought would be our first double digit attendance in years back down to six boats.

Saturday and Sunday featured clear skies, temperatures in the 90s and a south wind at 15–20 mph. It was a far cry from the raining, calm, 60s we had last year.

The first race was highlighted by a collision between yours truly and Tommy Meric of New Orleans. We were dead even up the first beat when I had to duck his stern. I just simply punched the bow back up too soon and brushed his transom. I say brushed, he says slammed. I think when two boats collide in 18 knots, and there isn't a mark on either boat, that it's much ado about nothing. Besides, he's been hit a lot harder many times since he got his new boat. He's starting to take it personally.

We did our two circles, and clawed our way back to third. Tommy won in a walk, John Womble was second, and Ian Edwards was fourth.



The second race was a battle for the pressure and the shore effects up the left side. We did a pretty good job of getting to the new breeze first and won comfortably. Meric was second, Womble was third, and Edwards was fourth again.

The third race was much the same and we had the best of it until about fifty yards from the finish when Tommy got a private shift in pressure to sneak by us for the win. He looked over at us at the finish and said, "Sorry."

The fourth race was more about picking your way up the middle in the varying pressure. There were several lead changes in the third and the fourth races, which increased the stress and the fun had by all. The finish was very close. We shot the line from the right and Tommy shot the line from the left and we inched him out. The only extra fun to be had was that I put my hand down on the deck when we shot the line and missed entirely and all but fell out of the boat, nearly tipping the boat over in the process. It wasn't an oil painting but, hey, a win is a win. John Womble was third and Ian Edwards was fourth.

We then, en masse, descended on this Mexican food restaurant. It was great. My plan was to foul Meric's system with too much Mexican food, but it failed miserably. Cajuns have cast iron stomachs. I should have known better. Next time, Chinese; maybe that will work.

The fifth race was very much like the second with us getting away a bit, which set up the show down for the title between us and Tommy—who ever beat the other would

win. Also, we wanted to keep Tommy from finishing first, which would preserve our tie-breaker. We were overlapped down the last run until about four boat lengths from the mark. We pressed Tommy way left during a pretty good tacking duel which allowed Womble and Edwards to get away right. We had hoped to get one boat ahead of us and finish second, which would have had both Tommy and us throwing out a third, thus giving us a two point win. However, both Ian and John managed to get by us to finish first and second, respectively.

Now we had to beat Tommy just to get to a tie breaker. We were able to hold them off for the tie at eight points. Beth Richard and Bill Biermann both are making big strides towards getting really competitive, and we look forward to them being in the middle of the action more during next year's Districts. John qualified for his first North Americans, and we are proud to see it happen. Tommy brought everything from New Orleans but a fore-deck. John O'Riordan from Fort Worth was a very able emergency stunt double, filling in at the last moment and doing a great job. Tommy's middle was his long-time friend, Scotty Barrett. They gave us all we could handle and then some.

My crew, Gavin Rudolph and my sister, Deanna Newman, did a great job of keeping their focus with all of the spastic shenanigans that I trotted out there this past weekend. We look forward to getting to Newport and seeing if we can improve on last year's performance. Blue Fleet, here we come again?



2008 INTERNATIONAL LIGHTNING CLASS ASSOCIATION TEXAS DISTRICT CHAMPIONSHIP



SKIPPER	CREW	CREW	SAIL NUMBER	R1	R2	R3	R4	R5	R6	TOTAL POINTS	FINISHING POSITION
Clarke Newman	Deanna Newman	Gavin Rudolph	15360	3	1	2	1	1	(3)	8*	1
Tommy Meric	Scotty Barrett	John O'Riordan	15329	1	2	1	2	2	(4)	8	2
John Womble	Amy Williams	Ginger Armstrong	14045	2	3	3	3	(3)	2	11	3
Ian Edwards	Lindy Edwards	Steve Davis	15362	4	4	4	4	(4)	1	17	4
Beth Richard	Teresa Richard	Dave Skinner	10275	5	(6)	5	5	5	5	25	5
Bill Biermann	Steven Hockett	Jeff Camiel	12132	6	5	6	(7) (DNS)	6	6	29	6

Six Competitors

Six Races

One Throw-Out (in Parentheses)

* Won the Tie-Breaker





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**The International Lightning Class Presents the
2008 Lightning Class North American Championship**

August 8-13, 2008

Hosted by

New York Yacht Club, Harbour Court
Newport, Rhode Island

Notice of Race

1 Rules

- 1.1 The Regatta is organized under the authority of the International Lightning Class Association and has been sanctioned in accordance with their bylaws.
- 1.2 The Regatta will be governed by the rules as defined in the Racing Rules of Sailing and by the Rules Governing All Sanctioned Lightning Class Championships.
- 1.3 This Regatta is designated Category C in accordance with ISAF regulation 20, restricted as follows: Advertising on hull only.
- 1.4 The following Racing rules will be changed and will appear in full in the sailing instructions.
 - 1.4.1 Rule 42.3(c) to allow certain types of pumping in accordance with the class rules.
 - 1.4.2 Rule 44.2 to allow a one turns penalty vs. a two turns penalty if the spinnaker is drawing at the time of the infringement and if the spinnaker is subsequently reset, in accordance with the class rules.
 - 1.4.3 Appendix A to allow for different points for boats receiving "letter" scores, in accordance with the class rules.
 - 1.4.4 RRS 60.1(b), 63.1, 63.6. and 66 will be changed in the Sailing Instructions to permit Protest Arbitration.
 - 1.4.5 Article VIII, paragraph 3, second sentence of the Class Rules will be changed to read: "A boat not finishing within a time limit of 30 minutes after the first finisher sails the course and finishes will be scored the number of boats that finished within the time limit plus 1."

2 Eligibility and Entry

- 2.1 Eligibility for entry shall be in accordance with Articles V, VI and XII of the Class Rules. Each U.S. and Canadian entry shall qualify for participation in the North American Championship by sailing in their respective District Championship Regatta. The Quota for each District will be as follows:
 - 2.1.1 The Quota for the North American Championship will be as determined by the ILCA executive committee.
 - 2.1.2 The Connecticut/Rhode Island District will have its quota doubled .
 - 2.1.3 Each District shall be allocated one additional boat in the North American Championship for every three boats from that District that sailed in the Blue Fleet in the 2007 North American Championship.
 - 2.1.4 In addition, members of the Executive Committee, the Vice President of the North American Championship, the 2007 North American Champion and the 2007 World Champion need not qualify to sail in the 2008 North American Championship. The Executive Committee may permit up to ten (10) skippers from outside North America to compete; one or more skippers not previously qualified through their District may, as determined by the Executive Committee qualify from each of the Women's, Master's and Juniors 2008 North American Championship Regatta.
 - 2.1.5 This regatta is the sole qualification event for USA participants for the 2009 World Championship. All slots for USA competitors will be assessed through finishing positions of USA competitors and in compliance with ILCA Rules Governing All Lightning Class World Championships; Article V.
- 2.2 A completed entry form accompanied with the entry fee must be postmarked on or before July 25th, 2008 for the Championship. The entry fee is \$450 USD provided the entry form is postmarked on or before 25 July. Late entries will be accepted until 1400 Friday, August 8th with a late entry penalty of \$50.00 USD.
- 2.3 Entries must be mailed to:
 - ILCA Executive Secretary
 - Jan Davis
 - 7625 South Yampa St
 - Centennial, CO 80116 USA

3 Registration

- 3.1 Registration and measurement will be held from 1200 to 1800 on August 7th, and from 0800 to 1600 on August 8th. At registration each competitor will be required to sign a waiver for loss, damage or injury to persons or property incurred in conjunction with the regatta on the property of Sail Newport or the New York Yacht Club or on the water, or during participation in any individual race of the regatta, or from the actions of the ILCA, its officers, the protest committee, the race management team and any sponsors of the Regatta and their members, officers, governors and agents from liability for such damage or injury.

4 Measurement

- 4.1 Every effort will be made by the Chief Measurer and the Measurement Team to make the Measurement and Inspection process efficient. Competitors, by understanding the measurement requirements, and by complying with the advice given below will contribute to the efficiency of the process.
- 4.2 Boats must hold and present a valid Measurement Certificate, and must display a current membership decal. Boats, sails, spare sails and equipment will be measured and inspected in accordance with Article VI of the Class Rules.
- 4.3 In particular, competitors are advised that the Measurement and Inspection process for 2008 may include a check for foam in masts, as specified in Article 54 of the Lightning Plans and Specifications, as follows: "Aluminum masts shall be filled with foam from the spreaders to the top of the mast."
- 4.4 A maximum of one (1) main, two (2) jibs and two (2) spinnakers will be measured and approved for the regatta. All sails shall have Official Royalty Labels. Mainsail and spinnaker numbers shall be the same. All safety gear as specified by the Lightning Class Rules shall be available for inspection by the measurement team at the time of measurement. Please have the required gear available and with the boat prior to beginning the measurement process.
- 4.5 Competitors are advised that the Chief Measurer may make spot measurements, and inspections of required equipment during the Championship.
- 4.6 Boats which have been measured in connection with their participation in the 2008 Woman's Juniors' Masters' North American Championship Events (at Sail Newport and the Ida Lewis Yacht Club, August 4-7th) will have completed the measurement process for the 2008 North American Championship, subject to the further provisions relating to spot measurements and inspections as specified above.

5 Boat Storage

- 5.1 All boats must be at the regatta site by 1200 hours on August 8th, and remain there for the duration of the regatta except by written permission from the Principal Race Officer (PRO).
- 5.2 will be permitted to drysail their boats daily.

6 Qualifying Series and Final Series

- 6.1 The regatta will consist of a qualifying series and a final series.

7 Schedule

- 7.1 Planned Schedule

Thu. 7-Aug-2008	1200-1800	Registration & Measurement
Fri. 8-Aug-2008	0800-1600	Registration & Measurement
	1800	Skipper's Meeting
Sat. 9-Aug-2008	1000	Qualifying Series-Warning Signal 1st race of the day
Sun. 10-Aug-2008	1000	Qualifying Series-Warning Signal 1st race of the day
	1800	North American's Opening Ceremony
Mon. 11-Aug-2008	1100	Final Series- (Championship, President's Cup, Governor's Cup)-Warning Signal 1st race of the day
Tue. 12-Aug-2008	1100	Final Series-Warning Signal 1st race of the day
Wed. 13-Aug-2008	1100	Final Series-Warning Signal 1st race of the day
	1800	Awards Banquet and Cocktail Party

- 7.2 No starting sequence will begin after 1600 hours Wednesday, 13 August 2008.
- 7.3 The schedule may be adjusted by the Race Committee in the sole determination of the PRO.

8 Sailing Instructions

- 8.1 Sailing Instructions will be available at registration.

- 9 Venue**
- 9.1 Racing will be held on Narragansett Bay or adjacent waters.
- 10 Courses**
- 10.1 The courses will be windward – leeward with 0.75.to 2.0 nm weather leg lengths depending upon the weather.
- 11 Scoring**
- 11.1 The courses will be windward – leeward with 0.75.to 2.0
- 11.2 Scoring will be in accordance with the low point scoring system as described in Article VIII paragraph 4 & 5 of the Class Rules.
- 11.3 In the championship series there will be one throw- out only if 6 races are completed.
- 12 Support Boats**
- 12.1 Team leaders, coaches, and other support personnel shall stay outside the racing area (defined as 100 meters outside the lay lines of the course including the start area) from the start of the first race to the finish of the last race of the regatta unless otherwise designated in the Sailing Instructions. [COMMENT: The above language is a direct quote from Class Rules VIII 15]
- 12.2 Individual competitors may not use a support boat at any time during the regatta except as provided by the Organizing Authority.
- 12.3 The penalty for failing to comply with this requirement may be the disqualification of all yachts associated with the infringing support personnel.
- 13 Trophies**
- 13.1 Trophies will be awarded to the top place skippers and crews in each of the Championship Series, President's Cup and Governor's Cup.
- 13.2 Perpetual Trophies will be awarded to the North American Champion and Runner-Up.
- 13.3 The Tom Fallon Trophy will be awarded to the last boat to qualify for the Championship Series.
- 13.4 The Swanson trophy will be awarded to the highest scoring woman in the North American Championship.
- 13.5 The Thomas McDermott Trophy will be awarded to the skipper who improves the most in position in the Qualifying Series, (2007 vs. 2008).
- 13.6 The Thermis Trophy will be awarded to the highest placing skipper who is sailing in the Championship division for the first time.
- 13.7 The Elfman Trophy will be awarded to the highest placing Master skipper in the Championship who also skippered in the North American Masters' Championship.
- 14 Disclaimer of Liability**
- 14.1 Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The International Lightning Class Association, the New York yacht Club, Sail Newport will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

15 Further Information

ILCA

International Lightning Class Association
7625 South Yampa St.
Centennial, CO 80016 USA

REGATTA ORGANIZERS

Wendy Lotz — Regatta Chair
203.253.5827
wlotz@aol.com



Randall Shore
401.849.7700 T— 401.829.7451 M
rshore@quantumsails.com



3

... the number of family members it takes to win the
Annapolis Frigid Digit Regatta.

PHOTO: Larry MacDonald with daughter Joy and son Adam
blasting away to one of many victories families and friends
have enjoyed with North Sails. **When performance
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Ched Proctor ched@od.northsails.com

CHESAPEAKE (410) 280-3617

Greg Fisher greg@od.northsails.com
Allan Terhune allan@od.northsails.com

www.OneDesign.com

Photo Bill Clausen

2008 Lightning Women's, Juniors', and Masters' North American Championship

August 4-7, 2008

International Lightning Class Association

and

Ida Lewis Yacht Club

Newport, Rhode Island

Notice of Race

1 RULES

- 1.1 The Regatta is organized under the authority of the International Lightning Class Association and has been sanctioned in accordance with their bylaws.
- 1.2 The regatta will be governed by the rules as defined in The Racing Rules of Sailing, which include the Rules Governing All Sanctioned Lightning Class Championships (Class Rules).
- 1.3 Racing rules 42.3(c), 44.2, 60.1(b), 63.1, 63.6, 66, A4.2, and A7 will be changed. The changes will appear in full in the sailing instructions.
 - 1.3.1 Rule 42.3 (c) shall be altered to allow certain types of pumping in accordance with Class Rule VIII 12.
 - 1.3.2 Rule 44.2 will be amended to one tack and one gybe, as opposed to two tacks and two gybes, if the spinnaker is drawing at the time of the infringement and if the spinnaker is subsequently reset, in accordance with Class Rule VIII 9.
 - 1.3.3 RRS 60.1(b), 63.1, 63.6, and 66 will be changed to permit Protest Arbitration.
 - 1.3.4 A4.2 will be changed to increase the points for boats receiving certain "letter" scores and A7 will be changed to reduce the points for boats tied at the finish line in accordance with Class Rules VIII 4(b) and VIII 5(a).
- 1.4 Class Rule VIII (3) will be changed as follows. The second sentence will read "A boat not finishing with a time limit of 30 minutes after the first finisher sails the course and finishes will be score the number of boats that finished within the time limit plus 1."
- 1.5 Decisions of the protest committee will be final as provided in rule 70.4. (Class Rule VIII 7)

2 ADVERTISING

- 2.1 Class Rule VIII 2: This Regatta is designated Category C in accordance with Appendix 1, regulation Regulation 20, restricted as follows: Advertising on hull only.

[COMMENT: Class Rule VIII 2 references Appendix 1, however, there is not correct under current racing rules.]

3 ELIGIBILITY AND ENTRY

- 3.1 Class Rule VIII 2: This Regatta is designated Category C in accordance with Appendix 1, The ILCA Junior North American Championship is open to all sailors who have not reached their twentieth birthday before 12/31/08.
- 3.2 The ILCA Women North American Championship is open to all female sailors.
- 3.3 The ILCA Masters North American Championship is open to all skippers who have reached their 55th Birthday by 12/31/08. Minimum combined age of skipper and crew is 130 years (as of 12/31/08).
- 3.4 Women, Junior and Master skippers must be ILCA Life, Active or Associate members. Crew must be ILCA Life, Active, Associate, or Crew members.
- 3.5 Eligible boats may enter by completing an entry form and sending it with the required fees on or before July 25th, 2008 to:
Executive Secretary, ILCA
7625 South Yampa Street
Centennial, CO 80016
- 3.6 Late entries will be accepted until 1800 Monday, August 4th with a late entry fee.

4 FEES

<i>Class</i>	<i>Entry Fee</i>	<i>Late Entry Fee After July 25</i>	<i>Discount for US Sailing Members Fee</i>
Juniors	\$50	\$15	\$5
Women	\$80	\$15	\$5
Masters	\$135	\$15	\$5

5 QUALIFICATION FOR OTHER LIGHTNING REGATTAS

- 5.1 From this Junior, Women's and Masters Championships one or more skippers, not previously qualified through their District, shall be entitled to enter the North American Championship Regatta in accordance with the following formula: one skipper qualifies if the fleet consisted of 1 to 10 boats; two qualify if 11 to 20 boats; three qualify if 21 to 30 boats, etc. (Class Rule XII.3)
- 5.2 The two competitors in the Juniors Championship having the two best scores among those born 1/1/1990 or after, willing, and able to represent North America, shall be named their entrant for the Lightning World Youth Championship. (Class Rule V.2.2 for World Championships)

6 SCHEDULE

- 6.1 At registration each competitor will be required to sign a waiver for loss, damage or injury to persons or property incurred in conjunction with the regatta.
- 6.2 Junior competitors and their PARENTS OR GUARDIAN will be required to complete and sign a Competitors Agreement regarding drug and alcohol policies and curfew for free housing, and a Medical Consent Form.
- 6.3 Planned Schedule

Monday, August 4	1200-1900	Measurement
	1300-2000	Registration
	1700	Welcome Reception and Light Dinner at Ida Lewis YC

Tuesday, August 5	0830	Competitors Meeting
	1030	Warning signal 1st race of the day
		Masters Races (2)
		Women's Races (2)
		Juniors Races (3)

Wednesday, August 6	1030	Warning signal 1st race of the day
		Masters Races (2)
		Women's Races (2)
		Juniors Races (3)

Thursday, August 7	1030	Warning signal 1st race of the day
		Masters Races (2)
		Women's Races (2)
		Juniors Races (3)

	1700	Awards Dinner at Ida Lewis YC
--	------	-------------------------------

The race committee will hold no more than 2 races each day for the Masters. However, it may hold a 3rd race for the Women or a 4th race for the Juniors in order to make up races from an earlier day or in anticipation of poor weather the following day.

- 6.4 No starting sequence will begin after 1430 Thursday, August 7.

7 MEASUREMENT

- 7.1 Boats must hold and present a valid Measurement Certificate, and must display a 2008 membership decal. Boats, sails, spars and equipment will be measured and inspected in accordance with Article VI of the Class Rules. A maximum of one (1) main, two (2) jibs and two (2) spinnakers will be measured and approved for the regatta. All sails shall have Official Royalty Labels. Mainsail and spinnaker numbers shall be the same.

8 SAILING INSTRUCTIONS

The sailing instructions will be available on August 4 at registration.

9 VENUE

Racing will be on the waters of Rhode Island Sound and Narragansett Bay.

10 COURSES

The courses will be windward-leeward with 0.75 to 1.25 nm weather legs lengths depending on the wind and current.

11 PENALTY SYSTEM

11.1 The two turns penalty as provided in the RRS will apply with the additional provision that when an infringing boat has its spinnaker drawing at the time of the infringement, drops it completely while taking her penalty, and resets it immediately and has it drawing after the penalty, the penalty is one turn as provided in the Racing Rules of Sailing. (Class Rule VIII 9)

11.2 Decisions of the protest committee will be final as provided in rule 70.4

12 SCORING

12.1 One race is required to be completed to constitute a series.

12.2 If fewer than 6 races are completed, a boat's series score will be the total of her race scores. This changes RRS A2. If 6 races are completed, a boat's series score will be the total of her race scores excluding her worst score. (Class Rule VIII 4(c))

12.3 OCS, DNE, BFD, and DSQ score points equal to two more than the greatest number of yachts eligible to start in any race of the series. This changes RRS A4.2. (Class Rule VIII 4(b))

12.4 Boats that tie in a single race shall score points equal to the best position involved. The position(s) immediately after shall remain vacant (if two yachts tie for first place, both are scored 1 point, and the next yacht to finish scores 3 points). This changes RRS A7. (Class Rule VIII 5(a))

13 SUPPORT BOATS

13.1 Team leaders, coaches, and other support personnel shall stay outside the racing area (defined as 100 meters outside the laylines of the course including the starting area) from the first warning signal of the day until the last boat has finished the last race of each day, unless otherwise instructed by the Race Committee.

13.2 Individual competitors may not use support boats at any time during the regatta unless such support is available to all competitors or is authorized by the Organizing Authority.

13.3 The penalty for failure to comply with any of these may result in disqualification of all yachts associated with the infringing support personnel.

14 PRIZES

14.1 Trophies will be awarded to the top finishers, skipper and crew, in each fleet. The number of trophies awarded will depend on the number of boats registered, but will be at least 3 per fleet.

14.2 Perpetual Trophies will be presented to the North American Champion in the Women's, Juniors', and Masters Classes.

15 DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The International Lightning Class Association, Ida Lewis Yacht Club will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

16 FURTHER INFORMATION

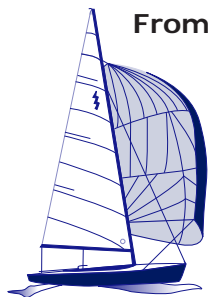
For further information, please contact:

ILCA

International Lightning Class Association
7625 South Yampa St
Centennial, CO 80016 USA
303-325-5886
office@lightningclass.org

REGATTA CHAIR

Randall Shore
7 Merton Rd
Newport, RI 02840
401.849.7700 T, 401.829.7451 M
rwshore@gmail.com



From: The International Lightning Class Association
7625 So Yampa St
Centennial, CO 80016

Classifieds

SEE THE WEBSITE FOR MORE DETAILS ON BOATS, SAILS, OTHER

15377 Nickels "Shop" Boat. White hull with light grey deck. Wire and cloth are on forward side deck, Min. Weight rudder, Harken Pin-Stop jib cars. Trailer included. Sails available. Please call with any questions. \$18,000. Ryan Flack, Fenton, MI 810-513-5002 ryan@nickelsboats.com

15233 Nickels, White with black rub rails, Light Gray non skid pattern on deck. Like new, beautiful and fast! Min weight rudder, 12 X 1 centerboard hoist, 2 X 1 jib sheet plus single sheet, double number of holes on jib track for jib car settings, retractable hike assist for middle crew, fore and aft hike strap for front crew, vang on forward deck and special bailer closer. All FabriCraft covers. Travel cover, skirted deck cover, mast & rudder covers. North, Fisher cut sails. Jib, Main, & R2 Air-X spinnaker. New NBW galvanized long tongue trailer with spare attached and bearing buddies (160 miles) \$19,500 Contact Joe Dissette MI. 989-631-2133

15221 Nickels 2004. Excellent Shape, white hull and grey and white deck. Bottom and top north covers. Nickels trailer, 2008 North Fishers MJS & a set of 2005 North Fisher MJS, Fat board, excellent rudder that is race ready. \$13,500 Williamsburg VA Call George Nagy at 757-645-4385 H or Cell best place to reach 703-835-3122 or write nagygeorge@earthlink.net.

15156 Allen 2002, white Hull, galvin. trailer, North Jib 2008, 2006 main+, 2 spinnakers , traveling + day sailing covers, tack tick compass; \$14,999. Dave Pyle, Wilmington, NC 910-798-1712, saidp@ec.rr.com

15148 Nickels, all white, garage kept, waxed hull, lightly used in mint condition, adjustable jib leads, upgraded blocks, tacktick compass, Holt carbon adjustable stick, heavy SS board, race ready North Sails: 2 mains, 2 jibs, 1 spinnaker, galvanized trailer, full covers, in VA 703-768-0848, blaux@aol.com, \$12,500.

15051 Nickels, white hull, grey deck, very good condition, ready to race. Like new '07 North MF-2 Main and JF-2 jib barely used, 2nd set of practice sails, 2 R-2 spinnakers, 2 pc. travel, mooring, mast, and rudder covers. All controls to side decks, adj. jib cars, spin halyard led aft to take-up blocks, Tacktick Micro compass. Galvanized Nickels trailer with westport and light bar. \$13,500. Contact David Howe, Westport, CT (914) 319-4836, dhowe@hudsonscenic.com

15047 Nickels, 2001, 401-723-1579 Contact Christian.(Rhode Island) \$14,500

14975 Allen 2007 Worlds Runner Up is For Sale White with black rub rails, full set of covers, upgraded running rigging, blocks and more, Dieball bottom, new full set Quantum sails (used 4 days), two full sets of used Norths. \$17,500 OBO takes it. Travis Weisleder Richmond, Virginia travis@weisleder.com

14941 Nickels. White hull, North Sails, winter and summer covers. Trailer. \$9,000 Southport, NC Contact Stanley Mandell stanleymandell@bellsouth.net h 910-457-0861 cell 914-805-0553

14940 Nickels, White hull and rub rails, with light blue in the deck pattern area. Tac Tic micro compass, recent rigging updates, minimum weight rudder, Fabricraft travel and summer covers, galvanized trailer with newer tires, adjustable lowers. North main, jib, and spinnaker with 2-3 years of use. \$9,800 Annapolis, delivery arrangements can be made to the Midwest. . Contact: Craig Cobbum - craig@vanguardtrials.com phone: 317.340.1192

14817 Nickels, white with light blue deck. Perfect condition, bottom faired 2005, new rubrail, brand new min. weight rudder. stored indoors year round, race ready with new lines, halyards, standing rigging. All covers, top cover new august 2007. allen trailer with new axle, wheels, tires and 12" wide bunks. Boat is 700lbs. Custom double deck stanchions included 10,000 obo located in Dallas, Texas. Contact Scott Anderson 214.544.5878 or usa14817@hotmail.com can deliver within reason.

14787 Nickels. Very fast in good condition. White hull with grey deck. Two sets of North Sails Boat has not been sailed in two years and has remained protected under cover. Travel cover and day cover included. Stainless board. Nickels galvanized trailer. Boat is located on Long Beach Island, NJ. (610) 202-1518 or jsaliracer@yahoo.com. \$8,750

14743 Nickels. Excellent condition, all white with blue stripe. Quantum J-M & S used 3 times and North J-M & S -very light

use. Mast cover and Sailors Taylor deck cover. Galvanized Nickels trailer, new tires, bearings, & bearing buddies - \$11,500. Contact Joe Dissette MI. 989-631-2133

14713 Nickels. Grey with blue boot stripe. SS board, condition-excellent, galv. Nickels trailer w/ spare tire, Sails one year old, Brand new Bryant mast. Full deck cover, race ready. \$9,000 Jim McIntosh, Williamson, N.Y. Phone: 315-589-8138, cell 315-576-0320

14655 Allen. While hull, gray deck. \$9000. SS Board, galvanized Allen trailer. Race ready with superb racing record (formerly Dick Hallagan's boat). Always stored inside. Rudder cover, trailing cover. Not used since 2004. One very good M-5 main, two 5A jibs (one OK, one good), 2 spinnakers (one Haarstick, one North). Jean Hallagan 315-298-7821 or hallagan@oswego.edu Pulaski, NY.

14605 Nickels Robin's egg blue minimum weight hull, stiff and fast. Measurement Certificate, SS board, two sets of North MJS sails, another set North MJ like new (three regattas). Ready to race. Trailer, travel cover, mast cover, Rooke full deck cover, minimum weight rudder and cover, compass. All controls operate smoothly. \$7500. Don Curran, Rochester, NY Phone: 585-314-3805, e-mail: fdc_sailing@mac.com.

14531 Nickels. All White with Navy Blue Striping. Very Good Condition. New Spinnaker (used once) shrouds + spreader. SS centerboard, Compass, 2 mains + jibs. Adjustable Jib Cars, Mast & Deck Covers. Galvanized Trailer. Wintered indoors. \$8,750 Located in Tenafly, NJ. Contact Bill Roesch: gwroesch1@optonline.net (201) 675-9760

14149 Nickels, fast, dark blue hull in good shape. Older sails, good spinnaker, good topside cover, dry sailed but out in winter, SS center board, twings, located Memphis-North Mississippi. Bargain at \$4,000. Call at 901 278-7736 or e-mail at pyridean@yahoo.com.

13983 Nickels, Off white light green boot strip. 2007 North main & jib two older spinnakers '97 mast, updated bow stem, new rub rail, various new sheets and lines. New boom, travel cover, mast cover one season old. Galvanized trailer, new bunks, tires, just replaced bearings and races. Weighed in 2007 680. Very competitive boat, ready to race. Located: Columbia, S.C. \$5300.00 David Wrisley 803-767-4518 e-mail wmbz@bellsouth.net

13869 Nickels 1 took a very good hull and re-rigged it to modern race standards. 2 1/2 sets of North Sails. 2 rudders, one barely used. New full hull cover and one set of hardly used travel covers. Spartan trailer in good condition with minor rust. \$6000. obo Peter Beecher San Francisco, CA. 415-495-6364 peter-beecher@comcast.net

13848 Allen-Light gray hull, race rigged. 2 sets sails and spinnaker, ss centerboard, trailer with cover. Located Southport, NC \$4500. Contact Jim Cofer -910-253-7173 e-mail: jcofer@aol.com

13684 Allen, White fiberglass hull with wood tiller and Rudder. Al spar with new shrouds and turnbuckles. Full set of North sails, steel centerboard. Full Fabricraft cover. Excellent trailer. Stored inside. A nice starter priced at \$1999. Alice Melvin 315-457-7919 Syracuse, NY alice.melvin@yahoo.com

13381 Nickles White, with red and blue striping. Good competitive racer. 2 traveler controls, Cunningham, and backstay at the beam. Stainless centerboard with updated controls. Decent North Sails, and spare set. Trailer in excellent condition, with recent tires and spare. Blue full cover included. Adjustable tiller extension, and spare rudder. \$2,995. Boat is in Northern NJ. 973-670-0483 mmarrussich@yahoo.com Mark Marussich

13370 Eichenlaub. Mint green hull with white deck. 2 mains a jib and a spinnaker. Stainless centerboard. Blue cover. The boat needs some tlc but will clean up nice. Trailer. \$3300 Boat is located in Nashville, TN. 615 400-9534 alightning@aol.com

12687 Lippincott white hull w boot stripes, oval mast and boom, many rigging upgrades, good sails, trailer, very solid and stiff, nice looking lightning, ready to race, \$2300, 315-685-5149, reyn685@yahoo.com.

12215 Allen yellow hull with black boot stripe. Kept in garage. Steel board with epoxy / graphite coating. (Very slick). Allen trailer, wide bunks. Newer Bryant oval mast and boom. Harken blocks. Side controls. 2 sets North MJ (one set excellent). Haar-

stick MJS. Shore spinacker. Bryant aluminum spinacker pole. \$2500. Rochester NY. Call Bill Wright at 585-266-5114. wcg@rochester.rr.com.

11379 Allen. All white with black rub rails. One set of North sails ok shape and VSP set used one season. Allen trailer, full hull and mast trailing covers, stainless centerboard, custom rudder, 700 lbs. Stu Nickerson re-rigged for racing, including hull. \$3800 Contact Jon Ruykhaver (St. Petersburg, FL) 727.822.6267 jruykhaver@msn.com

10892 Allen Oval spars, SS board, trailer; 1 racing suit and many other sails; some rigging upgrades. \$2000. (LI, NY) Bill Weiss, 212-923-7800 x2531; bill_weiss1@juno.com.

10493 Lippincott. Ugly but fast, nicks and dings. Modern rigging, spars. Competitive in fleet racing. Trailer, 2002 North jib, good North M5 and spinnakers. Will reward TLC but sails fast and high as is. \$1,400.00 Roger Link, 410-322-4376; (w) 410-278-5160, roger.link@us.army.mil Havre de Grace, MD

10443 Lippincott. Light blue, oval spars, backstay and traveler side controls, painted galvanized board, trailer with new bearings, cover, many sails, owned 30 yrs. \$3,000. Tom Hennessy 708-687-4760 Oakforest (IL)

9464 Wood Lightning European-built, needs some restoration. Double-planked bottom has a few cracks, all repairable; plywood sides and deck. Deck needs new canvas or glass; Wooden mast and boom and two suits of sails, all in good shape. Interior woodwork and hardware have been removed to facilitate repairs. Steel centerboard, needs new drum. \$2,000 with trailer/\$1,000 without Stephen Longmire 631/725-2288; slongmire@gmail.com

9350 Lippincott 1965 Fiberglass. Modernized and rebuilt. Blue Deck/White Hull (Interlux) New North Main & Jib (never sailed). Built by Metalmast Marine. New Shrouds in 2002. Trailer & asking Price: \$3,500.00 Contact: Ed Wroblewski (765)987-0365

9332 \$1000, firm. Shore Main and North jib. Fiberglass with some wood trim that could use TLC. 1980's Nickels trailer good tires, but requiring new bunks. Oval Spars, nice rudder and tiller. Mild steel c/b. Aluminum CB. Plastimo compass. Past its prime for racing. Philadelphia, PA. AScache@comcast.net 267-496-7180 (Ash Scache)

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) deverwd@verizon.net(NY)

884 Wood Lightning built by Hubert Johnson, great shape needs sails and the centerboard installed, 4000.00. Scott Groves 810-629-9113 Fenton Michigan, healthisfree@yahoo.com

322 Wood Lightning Sound, cedar, no glass, 2 sets of sails, 1 spinnaker. Rigged to single hand, trailer, kick-up rudder with a mast stepping rig. \$2500 Dave Murray Burnsville, NC. beelog@verizon.net 828-682-9329

197 Wood Lightning Built 1939. Alum Mast, several sails. Trailer and brand new 4 hp outboard included. \$2500 OBO. Michigan. Karen Niswander ksn6138@frontiernet.net Phone: 517-467-7030.

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.