



Success Down South



Southern Circuit Champions—Jeff Linton, Amy Linton and Will Jeffers

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Event 1—Deep South Regatta, Savannah Georgia, March 10—11

Event 2—Lightning Midwinters, Miami, Florida, March 13—14

**Event 3—Lightning Winter Championship,
St. Petersburg, Florida, March 16—18**

As most of you-all might know, I can talk a hungry dawg off a meat-wagon, at least on paper. But since I pretty much exhausted my dawg-talking on the Scuttlebutt blog during the actual Circuit, I will try to keep it short and sweet, and let the photos do the work.

Highlights:

- The Oyster Roast
- The Hoola-hooping. Rob Ruhlman's grin in Miami;
- Terry Tyner winning the Middle-of-the-River Award in Savannah;
- George Fisher announcing the first annual George V. Fisher Sportsmanship Award, which went by landslide to Tommy Allen, Jr., for his unflagging efforts during the Circuit to keeping our fleet afloat despite our various efforts to the contrary. The trophy is awarded



President's Column

Steven Davis

The 2008 Southern Circuit started for Jan and me in a raging Colorado snowstorm. Taking the back roads to get to I-70, we were jockeying for position with the snow plows and trying to find the asphalt and stay out of the ditches. We out ran the storm and managed to stay ahead of it until it caught us in Georgia—just after our double-decked rig flat tire and stanchion failure. The joy of road travel!

There was great participation at the Circuit, and thirty-three boats completed the entire tour. The Savannah YC Oyster Roast alone is worth the trip. Add in the hula hooping competitions in Miami and St. Pete YC opening regatta party and banquet, and there was plenty of good social activity. Congratulations, once again, to Amy Smith Linton for a well-organized and fun Southern Circuit.

The sailboat racing was very competitive, and it was exciting to have three teams of Nigerians, one team from Chile and the US Sailing Team Olympic representatives in the 470 Women's Class, Amanda Clark and Sarah Mergenthaler, sailing with us.

The highlight of the Southern Circuit was the St Pete YC Banquet. All of us in attendance were treated to an exhibition of the best that the Lightning Class has to offer, the Fisher Family.

There were three generations of Fisher Family sailors present, along with many of the rest of their family, to honor George Fisher. George was the recipient of the Karl Smither Award, an award that recognizes the con-

tributions of a Corinthian Sailor, Class Mentor and Lightning Enthusiast. The George V. Fisher Sportsmanship Award was established and was awarded, by vote of the competitors, to Thomas Allen Jr. Lastly, a large framed picture of one of George's Lightnings, which had been signed by sailors from Savannah, Miami and St. Pete, was presented to George. There were some emotional moments for all of us, but it was great to see George and the fun he was having with the Lightning Family.

It is a busy year in the Lightning Class. The Boat Grant recipients have been decided and will be taking possession of their boats soon. Be sure to introduce yourself to these outstanding individuals and welcome them to the Lightning Class. Mark your calendars for these big events of 2008:

70th Anniversary Regatta in Skaneateles, NY

July 4-6

Youth World Championship in Montreal

July 14-18

European Championship in Switzerland

July 19-25

North American Championship in Newport, RI

August 4-13

Thank you Sodus Bay Yacht Club and Lightning Fleet 108 for agreeing to host the 2009 North American Championship!



*Don Gregory presenting the Karl Smither Award to George Fisher
This award recognizes recognizes the contributions of a Corinthian Sailor, Class mentor and Lightning enthusiast*



George Fisher accepts the Class Appreciation Award for his dedication to the Lightning Class, the matting was signed by Southern Circuit participants



George Fisher, flanked by sons Greg and Matt, announcing the first recipient of the George Fisher Sportsmanship Award



Very honored, Tom Allen IV receives the Fisher Sportsmanship Award from George. The selection is based upon a vote, from skippers and crew, during the Southern Circuit for the person who best demonstrates sportsmanship at any of the three regattas.



Rob Ruhlman presenting John Faus with an Appreciation Award for his dedication to Fleet Building, Lightning Labs and the Boat Grant Program



Maegan, Rob and Abby Ruhlman



Jim Dressel, Steve Davis, George and Marty Fisher



Official Notices

Minutes of the 2008 Winter Governing Board Meeting March 13, 2008—St. Petersburg Yacht Club, Florida

Call to Order

The Governing Board Meeting was called to order by President Steve Davis at 3:16pm in the Quarterdeck Room of the St. Petersburg YC. Roll Call by Secretary Brian Hayes

In Attendance: President Steve Davis, Chief Measurer Bill Clausen, Treasurer Robert Ruhlman, Secretary Brian Hayes Sr, 5th Exec Member John Faus.

Vice Presidents: Todd Johnson, James Taylor, Todd Wake, Allan Terhune, Bill Fastiggi, Amy Smith Linton, Valerie Tardif-Holly

Reading of the Minutes from the Last Meeting Motion by Amy Smith Linton to dispense with the reading of minutes, seconded by Bill Clausen and unanimously approved.

Reports of Officers

President's Report – Steve Davis

President Davis reported that the Class Office is running well at this time. A new website is under construction because the software Frontpage is no longer supported by Microsoft and is incompatible with the Vista operating system being used by the Class Office.

He noted that the ILCA has been the recipient of many awards this past year and has had great visibility in sailing publications. The US Sailing St. Petersburg Race Management Award was presented to the St. Petersburg Yacht Club for the first time in its history for the management of last year's Lightning Winter Championship. US Sailing awarded its One Design Leadership Award to Bill Fastiggi and Allan Terhune for their efforts in developing the Lightning Class Boat Grant Program. Jeff Linton was named US Sailing Rolex Yachtsman of the Year. Articles on the Lightning Class have appeared in Sailing World, most recently on family sailing, and we have had good coverage by Scuttlebutt on this event and others throughout the year.

This is a very special year for the Lightning Class, we are celebrating the 70th Anniversary of the Lightning. We look forward to the Anniversary Regatta over the 4th of July in Skaneateles. This year our Finland District is celebrating its 60th year of Lightning sailing.

The District Quest may go unfulfilled as time is running out in President Davis' term of office. He has plans to attend the Texas Districts, and would like to make a trip to the Pacific Northwest. He had hoped to attend the European Championships in Switzerland but may not be able to get there.

Two new trophies will be awarded at this Winter Championship: Collin Park Memorial Winter Lightning Championship Trophy will be awarded to the highest finishing married couple. The George Fisher Sportsmanship Award will be awarded Saturday evening. Ballots have been accepted during this Southern Circuit for the competitor showing outstanding sportsmanship.

This year's banquet will be an evening of celebration of the contributions of George Fisher to the Lightning Class.

President Davis asked for a moment of silence in recognition of the many Lightning sailors whom have passed away this year: North American Champions, Colin Park, Bruce Goldsmith, Hank Cawthra as well as members Doc Gorman, Dick Brewer, Rick Stevens and Harold Pote.

Treasurer's Report – Robert Ruhlman

Treasurer Robert Ruhlman reviewed the financial statement for the year 2007 as well as the budget for 2008. He reminds everyone that it is the member dues that support the Class and how essential they are to the health of the organization. Bill Fastiggi suggested that the Class Secretary salary is not at a current market rate, and we need to move it toward market in the future. Rob responded that he will have his corporate HR people give him guidance as to an appropriate salary for the Class Secretary, and he will make a proposal at the next meeting in August.

Chief Measurer's Report – Bill Clausen

Chief Measurer Clausen reported that he has found older boats that have removed lead for fleet racing and then come to an event where they get weighed and they add it back. This is unfair and he is concerned about unfair racing at the fleet level.

Chief Measurer Clausen reports that the Nickels Boat Works and Allen Boat Company molds and spars have both been recertified this year. Thank you to David Sprague for this effort.

Over the winter an alternate, lower cost, GPS enabled compass was brought to his attention. After much research he found it to be in violation of our rules. The Class would welcome a less costly alternative to the Tic Tack that was not a GPS.

Allan Terhune raised the question of whether the Class should keep track when a boat that has been faired. Perhaps we should develop a form that must be submitted to the Class Office when bottom work has been done to a boat. The Chief Measurer and Assistant Measurers will make a proposal to be reviewed at the next meeting in August.



Official Notices

Secretary's Report – Brian Hayes Sr.

Secretary Hayes reported that Fleet 440 has been reactivated. The following is the status of our membership as of March 13, 2008. Active Members 438, Associate Members 52, Crew Members 263, Active Fleets 146, Paid Fleets 46.

Vice President Reports

Todd Johnson VP North American Championship

This year's North American Championship will be co-hosted by New York Yacht Club, Ida Lewis Yacht Club and Sail Newport. Wendy Lotz will be key in the organization.

The ILCA has received and accepted a bid for the 2009 NAs from Sodus Bay. Todd is working to obtain proposals for future NAs from other areas of the country. Timing of the event may need to change in the future.

Valerie Tardiff-Holly reported on behalf of Jamie Allen on the Youth World Championship. The planning is coming along well. They have organized the event so as to minimize cost to participants and maximize the fun and learning.

James Taylor VP 70th Anniversary Regatta

The planning for the event is going great. We will be welcomed into the Club facilities for this event. No weddings will be held over this weekend. Friday will be filled with Lightning Labs, he and Brian Hayes are looking for volunteers that would like to offer a session. There will be three fleets of boats racing, Blue, Club, and Vintage/Wooden. We hope to have over 200 boats. Allan Terhune suggested that we look into raffling a boat, and offered to help with such an undertaking. The idea of a discounted membership/amnesty program was discussed.

VP Southern Circuit – Amy Smith Linton

Amy has enjoyed working on the Southern Circuit these past three years but would like to bring in a co-chair for next year that could be trained to assume this position thereafter. Anyone interested should contact Amy or Jan. Allan Terhune suggested standardizing the SI's at each of the venues, Amy responded that might be difficult but she will try.

VP Boat Grant Program – Bill Fastiggi

Bill reported that we received nineteen applicants this year. The Boat Grant Program was originally conceived of as a marketing program for the Class. It has been a success. We also hoped to expose the boat to younger sailors and change its perception amongst the college age group. This also has been successful. As an illustration Bobby Martin has spoken highly of his experience and we received two applications this year from friends of his. Bobby is going to purchase a boat this summer. Bob King will buy a boat. From a financial point of view, we wanted to purchase two boats. Last year two more boats were donated, this exceeded all expectations. Assets have been donated. People, not even Class members, who read about the program in Scuttlebutt donated a boat. Boat builders have very generously donated the use of brand new boats. Mentors have been very generous with their time, Bill thanked them. Estimated cost for running the program this year is \$11,000. Bill also expressed thanks to all those who made individual donations to the program.

The international aspect of the program needs some additional volunteers.

With regard to the 2009 World Championship in Vermont, planning is underway. Bill hopes that they will be able to use the three developmental slots. The website has been built, is not "live" yet.

VP Lightning Labs – Fleet Development – Todd Wake

This year we have a new fleet in Conception, Chile. Four boats from the US were shipped, Todd thanked all who assisted in gathering up and packing the boats. Todd has had lots of fleets approaching him to schedule Lightning Labs. He is searching for someone available to go to Texas over Mothers Day weekend. Anyone interested please contact him.

Revocations of Charters or Fleets – None

Executive Committee Rulings

North American Qualification Ratio

At the request of the North American Championships Organizing Committee, the Executive Committee has approved a ratio of 1:8.

Motion to accept the Executive Committee Ruling was unanimously approved.

Unfinished Business – None

No new business items were presented and a motion for adjournment was made by Todd Wake. This was seconded and the meeting was adjourned at 4:46 PM.



Official Notices

Minutes of the 2008 Midwinter General Meeting March 13th - St Petersburg Yacht Club Ballroom

Call to Order

President Davis called the meeting to order at 6:01 PM.

Roll Call of Fleets

Secretary Hayes called the roll. Fleets in attendance:

1, 3, 6, 12, 34, 36, 42, 50, 54, 62, 71, 75, 77, 102, 109, 145, 150, 151, 215, 226, 253, 274, 301, 303, 329, 335, 442, 488, 502, 510, 511, 530

Minutes of the Last Meeting

Motion was made to dismiss with reading of the minutes of the last meeting, Motion was seconded and approved.

Reports of Officers

President Steve Davis

President Davis reported that the Class Office is running well at this time, a new website is under construction.

He noted that the ILCA has been the recipient of many awards this past year and has had great visibility in sailing publications. US Sailing awarded its One Design Leadership Award to Bill Fastiggi and Allan Terhune for their efforts in developing the Lightning Class Boat Grant Program. Jeff Linton was named US Sailing Rolex Yachtsman of the Year. This is a very special year for the Lightning Class, we are celebrating the 70th Anniversary of the Lightning. We look forward to the Anniversary Regatta over the 4th of July in Skaneateles. This year our Finland District is celebrating its 60th year of Lightning sailing.

The District Quest may go unfulfilled as time is running out in President Davis' term of Office. He has hopes to attend the European Championships in Switzerland, but may not be able to get there.

Two new trophies will be awarded at this Winter Championship. Collin Park Memorial Winter Lightning Championship Trophy will be awarded to the highest finishing married couple. The George Fisher Sportsmanship Award will be awarded Saturday evening. Ballots have been accepted during this Southern Circuit for the competitor showing outstanding sportsmanship.

Treasurer Robert Ruhlman

Treasurer Robert Ruhlman reviewed the financial statement for the year 2007 as well as the budget for 2008. He reminds everyone that it is the member dues that support the Class and how essential they are to the health of the organization.

Chief Measurer Bill Clausen

Chief Measurer Bill Clausen reported that he had measured over 200 Lightnings in 2007. We need to make sure that all our boats weigh 700lbs.

Secretary Brian Hayes Sr.

Secretary Hayes reported that Fleet 440 has been reactivated. The following is the status of our membership as of March 13, 2008. Active Members 438, Associate Members 52, Crew Members 263, Active Fleets 146, Paid Fleets 46.

Vice Presidents' and Committee Reports

Todd Johnson VP North American Championships reported that plans are well underway for the NAs in Newport, Rhode Island. He announced that the Executive Committee has accepted the bid from Sodus Bay as the location for the 2009 North American Championship. Jed Dodge stood and reported that the club is really excited to have the Lightning Class come to their club. It will be an open water venue, sailing will take place on Lake Ontario. They have a 1 X 5 mile bay, and a 30 minute sail to the race course. Cottages will be for rent nearby, also B & B's. The WJMs will take place in this same location.

Valerie Tardiff-Holly reported the Youth World Championships will be held July 14-18 in Montreal, Canada. The boats will be supplied. They are still looking for a couple more. Contact Valerie if you have a boat available.

James Taylor VP 70th Anniversary Regatta Skaneateles has a big 4th of July parade, please feel free to come and attend the festivities. Friday will be filled with Lightning Labs. There will be three fleets of boats racing, Blue, Club, and Vintage/Wooden. We hope to have over 200 boats.

Amy Smith Linton VP Southern Circuit asked skippers to please fill out the e-mail survey you will receive after the event, with your comments and suggestions. She asked if anyone would be interested in working with her and co-chairing the Circuit next year.

Bill Fastiggi VP Boat Grant Program thanked everyone who helped with the program last year and those that have so generously donated cash, boats, and equipment. This year they are still looking for sails.



Official Notices

Steve Davis spoke on behalf of Todd Wake VP Lightning Labs/Fleet Development and asked those present to contact Todd if their fleet would be interested in hosting a Lightning Lab.

Bill Fastiggi Organizing Committee for the 2009 World Championship in Vermont reported that the website is built for the event. Please register early if you plan to attend. Housing will be handed out y order of registration along with other benefits. The 2011 World Championship will be held in South America.

Julian Calvin VP Nigeria reported that their fleet has purchased 18 new boats in the past two years. The fleet is not at more than 50 Lightnings. They hope to host a European/African Championship sometime in the next couple of years.

Hendrick Ten Eyck advised those present that for the 70th there will be a large camping area available on the lake waterfront. They do not have RV hookups available

Secretary Brian Hayes announced that the Governing Board ratified the Executive Committee ruling that the North American qualification ratio will be 8 X 1.

No new business items were presented and a motion for adjournment was made by Mike Elmergreen and seconded by Star Michael and the meeting was adjourned at 6:49 PM.

Notes from the Class Office:

If you are planning on attending the 70th Anniversary Regatta please register now at <http://www.lightning70th.com/> and add your name to the "Who's Coming" on the website, this will help the organizing committee with the event preparations. Don't miss this historic event in beautiful Lake Skaneateles, New York. Lakeside camping is available.

For those wanting to monitor Membership by District or Fleet in order to determine how many North American slots are available to their District, it is possible to view membership status on the ILCA website under the Membership section, memberships by District or Fleet. <http://www.lightningclass.org/Fleet/index.htm>

All Districts and Fleets are requested to post their racing schedules to the Calendar section of the website. Contact Jan at office@lightningclass.org for the password.

Please contact the Class Office with the name of your new 2008 Fleet Captain.

The Class Store has beautiful etched 70th Anniversary cocktail glasses available:

http://www.lightningclass.org/new_store/store_front/store_front.htm

and will be offering a new spring line of shirts and hats. Check it out!

NOTE: March is the last month 2007 Flashes subscribers will receive the mailed Flashes. Please renew immediately.



70th Anniversary Lightning Regatta Update

The snow is on the ground up here in trendy Skaneateles and the lake is frozen. It's beautiful, but tough on a centerboard. However, July 4-6, the sun, sky and water should be more accommodating for a Lightning race.

The registrations are flowing in for participation in the 70th Anniversary Regatta held at the Skaneateles Country Club, the home of Lightning Fleet No.1. But, as you might guess, if we had all the registrations tomorrow, we couldn't be happier—it makes planning so much easier. So, to get the Registration Certificate, please go to your ILCA website which links to our site, or go directly to our site, www.lightning70th.com, There you will also find the Notice of Race and Schedule of Events.

When we receive the Certificate and your check, the next step will be to mail you an acknowledgement and a questionnaire on which you give us further details of your plans.

Please remember that registrations that are postmarked after June 1, will require an additional \$50.

And remember, when you visit www.lightning70th.com, also take a look at our sponsor page. As you know, without their support, particularly www.ShopTheSailboatShop.com, we would not be able to make the 70th the world class event it is destined to be.



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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Greg Fisher greg@od.northsails.com

Allan Terhune allan@od.northsails.com

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Photo Bill Clausen



NOTICE OF RACE
International Lightning Class Association
70th Anniversary Regatta
Hosted by: Skaneateles Country Club
Lightning Fleet #1



By Authority of the I.L.C.A.
Friday, July 4th - Sunday, July 6th

Primary Sponsor

SHOPTHESAILBOATSHOP.COM



RULES

- The regatta will be governed by the Racing Rules of Sailing, US Sailing prescriptions, the International Lightning Class Association (ILCA) Rules, the Notice of Race (except as any of these are modified by the Sailing Instructions) and the Sailing Instructions.

ELIGIBILITY AND ENTRY

- The regatta is open to all Lightning class boats. All skippers must be members of the ILCA.
- ILCA membership enrollment will be available on-site during registration.
- Measurement certificates will not be required.
- Eligible boats may enter by completing the attached Registration Certificate and sending it, together with the required fee payable to: 70th Anniversary Lightning Regatta, PO Box 635, Skaneateles, NY 13152

FEES

- Registration Certificate and payment must be postmarked by June 1st to avoid an additional \$50 late fee.
- Regatta registration is \$88.00 per boat for all fleets. There is a \$5 discount for US Sailing members.
- Registration Fee includes: registration, favors for skipper and crew, continental breakfast Saturday & Sunday morning, Lightning Labs, evening entertainment and after-race refreshments. See Registration Certificate for optional fees.
- Saturday Anniversary dinner ticket orders must be included with the Registration Certificate and payment.

FLEETS

- The entrants will be divided into three fleets. Fleet assignments are self-selected, however, regatta officials reserve the right to make fleet assignment changes prior to the start of racing to optimize the quality of racing in each fleet.
- Red Fleet:** Wood and classic glass boats (boats with wooden seats and trim). Woodies and vintage boats may also elect to enter the Blue or White fleets.
- White Fleet:** Casual and club fleet competitors. Recommended eligibility guidelines include a competitive hull and a desire to have a great time.
- Blue Fleet:** National and district competitors. Recommended eligibility guidelines include: World or NA participant in the last 10 years, top three in districts or fleet championship in last five years, or demonstrated desire to actively compete.

REGISTRATION & RACE SCHEDULE

- Registration: Thursday, July 3rd 1900-2300. Friday July 4th 0800-2100. Saturday July 5th 0700-0900
- Friday July 4th: Lightning Labs 1100-1600. Hoist hours for practice sailing 1300-1700.
- Saturday July 5th: 0900 Skippers Meeting, 0930 harbor gun, 1030 first start, 3 races scheduled
- Sunday July 6th: 0830 harbor gun, 9:30 first start, 2 races scheduled
- One completed race shall constitute a regatta.

SAILING INSTRUCTIONS & THE COURSES

- The sailing instructions will be available at registration. The race courses will be detailed in the Sailing Instructions.

SCORING

- Scoring: The scoring system will be the low point scoring system of Appendix A of the Racing Rules of Sailing (RRS), except that each boat's score will be the sum of her scores for all races. This changes RRS A2

BERTHING

- Boats shall be kept in assigned places in the designated parking area, unless approved by the organizing authority.

AWARDS

- Trophies will be given as follows: Red Fleet: Places 1-5 White Fleet: Places 1-10 Blue Fleet: Places 1-10

DISCLAIMER OF LIABILITY

- Competitors agree to be bound by the Racing Rules of Sailing and all other rules governing this event, and waive all claims for damages against the host and sponsors of this regatta for any personal injury suffered by self or crew, or for any loss or damage to equipment or boat resulting from participation in this regatta.

FURTHER INFORMATION

Visit the Official Regatta Website:

www.lightning70th.com

- Registration Questions?

See the Schedule of Events for more regatta details.

Contact Bent or Joan Thomsen

John Henry, Jr., Regatta Chair & Commodore

(315) 685-2325 • skanlake@mac.com

(315) 730-6658 • lightning70th@mac.com



SCHEDULE OF EVENTS

International Lightning Class Association
70th Anniversary Regatta
Hosted by: Skaneateles Country Club
Lightning Fleet #1



By Authority of the I.L.C.A.
Friday, July 4th - Sunday, July 6th

Primary Sponsor

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SGUL

§ Thursday, July 3

- 1200-2100 Registration
- 1900- Join us for the Annual July 3rd Flare Night as we celebrate the traditional Lighting Of The Lake with flares. Cookout (cash required) followed by the live music of Jumpin' Joe Whiting and Skaneateles Country Club sponsored fireworks show.

§ Friday, July 4

- 0800-2100 Check-in / Registration
- 1100- Cash lunch / grill open under tent
- 1100-1600 ILCA sponsored Lightning Labs (See separate schedule)
- 1300-1700 Hoist hours for practice sailing
- 1630- 1730- Free beverages for sailors after the Lightning Labs. Sponsor: ILCA (under the deck)
- 1730- 2100- Cookout dinner & music of Dusty Pascal & Lorren Barrigar

§ Saturday, July 5

- 0700-0930: Boat launch
- 0700-0900- Registration
- 0900 Skippers Meeting
- 0930 Harbor Gun
- 1030 Start first race. Three races scheduled.
- Lunch on the water between races
- 1630-1800 Free beverages & DJ after racing under the main deck
- 1830-2000 Anniversary buffet dinner
- 2000-Anniversary celebration featuring guest speakers followed by live music with Bone & Doolittle

§ Sunday, July 6

- 0630- Boat launching
- 0830- Harbor gun
- 0930- Start first race. Two races scheduled
- 1200- Last race will start no later than noon
- Awards presentation and cook-out will be held immediately after sailing

Notes:

- ★ ALL REGISTERED ENTRANTS MUST CHECK-IN UPON ARRIVAL at SCC during above times, unless notifying regatta officials in advance. Sailing instructions, required bow numbers, specific boat stall location and campsite assignment will be available at the time of registration.

- ★ All boats must have approved PFD's for each crew member & equipment required under general class rules.
- ★ The camping area will be open Thursday, July 3rd through Monday, July 7th. Participants are responsible for arranging their own accommodations if choosing not to camp on SCC property. Sorry, SCC can provide no hookups for RV's. Limited shower facilities are available at the SCC Club House. Please contact us if you wish to camp before Thursday, July 3rd. Free camping is available. Lakeside camping is also available on a first come, first served basis at a rate of \$50 for Thursday-Sunday.
- ★ For the convenience of sailors arriving before check-in /registration opens, boats may be stored at the Skaneateles Country Club, at the owner's liability. You MUST call for early arrival arrangements. Boat parking will be available beginning Saturday, June 28, by arrangement with regatta officials. Boats requiring parking after the regatta may make similar arrangements.
- ★ See www.skaneateles.com or <http://www.lightning70th.com/registration> for lodging information. In addition to the prepaid Saturday dinner, food will be available all weekend, on a cash basis, beginning Thursday evening, July 3rd. In addition to complementary continental breakfasts Saturday and Sunday, full breakfast will be available. Complementary snacks and beverages will be provided Friday and Saturday after the Lightning Labs & sailing respectively.
- ★ There will be an excellent view of the racecourse from the shores of SCC. In addition, there will be a limited number of volunteer spectator boats.
- ★ Any changes to this schedule will be distributed to all regatta entrants upon check-in. Any changes arising during the course of scheduled activities will be posted on the official regatta bulletin board. For additional requirements and information, refer to the official "Notice of Regatta" found at www.lightning70th.com and will also be posted in *Flashes*.
- ★ For additional regatta information, call the Registrars: 315-685-2325 or e-mail: skanlake@mac.com. For local area information, contact the Skaneateles Chamber of Commerce: 315-685-0552 or e-mail: info@skaneateles.com

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Typically lasting 7-10 years	Industry norm is 5 years
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Flat-Felled seams double stitched through 4 layers	Single or chain stitched through 2 layers of cloth
Double-folded hems stitched through 3 layers	Turned-up hems stitched through 2 layers of cloth
Ample reinforcing over all stress points	Little or no reinforcing over wear spots
Stand-up flaps that snap around stays	Gaping cut-outs or velcro closures that are shot in a year
5/16" elastic shock cord in the hem AND tie downs	You secure somehow
Supplied hardware	A trip to the hardware store



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Comprehensive Website www.sailorstailor.com



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Spring Valley, Ohio 45370



REGISTRATION CERTIFICATE
International Lightning Class Association
70th Anniversary Regatta

Hosted by: Skaneateles Country Club, Lightning Fleet #1
West lake Street, Skaneateles, NY

By Authority of the I.L.C.A.,
Friday, July 4th through Sunday, July 6th, 2008



Skipper's Name _____	Age _____	Phone No. _____
Address _____	City _____	State _____ Zip _____
Email _____	ILCA Member: <input type="checkbox"/> Yes <input type="checkbox"/> No (Skipper Must be a Member)	
Crew's Name _____	Age _____	Phone No. _____
Address _____	City _____	State _____ Zip _____
Crew's Name _____	Age _____	Phone No. _____
Address _____	City _____	State _____ Zip _____
Fleet Number _____	Yacht Club _____	
Sail No. _____	Spinnaker Colors _____	Boat Color _____
Hull No. _____	Hull Type: <input type="checkbox"/> Glass <input type="checkbox"/> Wood	Builder _____

Requested Fleet Assignment (Check One)

Regatta Committee reserves the right to change fleet assignments

<input type="checkbox"/> Red Fleet Woodies and Classic Glass (Boats w/ wooden seats and trim)	<input type="checkbox"/> White Fleet Club Racers and Casual Sailors	<input type="checkbox"/> Blue Fleet District and National Competitors	<input type="checkbox"/> Daysail/Display Only
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Will you need camping space July 4-July 6? ☐ Yes ☐ Tent ☐ RV (Sorry, no hookups), No. of People _____

☐ Lakeside camping. \$50 fee. Tents only. No vehicle parking. ☐ Free Offsite camping one mile away. Free shuttle on race days.

Registration Fee - includes registration, continental breakfast
Saturday & Sunday mornings, Friday sailing clinic and evening
entertainment, Saturday after race refreshments with entertainment.

Saturday Dinner Tickets (Adult)

Saturday Dinner Tickets (Children 12 & Under):

Saturday Lunch Boxes:

Friday Night Barbeque (Adult):

Friday Night Barbeque (Children 12 & Under):

U.S. Sailing Member Discount: ☐ Deduct \$5.00

Late Registration Fee (add \$50): ☐ If Postmarked after 6/1/08.

Lakeside Camping Fee:

Qty: Price: Total:

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	\$6.50	
	\$12.00	
	\$6.50	
	\$-5.00	
	\$50.00	
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For registration questions contact skanlake@mac.com
Bent and Joan Thomsen: 315-685-2325

For accommodation info contact
<http://www.skaneateles.com>
Skaneateles Chamber: 315-685-0552

Childcare services will not be provided.

**Sunday lunch cookout will be available
on a cash basis.**

As the skipper and/or owner of the above mentioned boat, I hereby agree to be bound by the Racing Rules of Sailing and all other rules governing this event, and waive all claims for damages against the host and sponsors of this regatta for any personal injury suffered by myself or my crew, or for any loss or damage to my equipment or boat resulting from participation in this regatta.

Skipper's Signature _____ Date _____



—continued from page 1

by vote from skippers and crew during the Southern Circuit to the person who best defines sportsmanship at any of the three regattas;

- Joan Hurban taking the Middle-of-the-Bay Award in Miami;
- Al and Katie Terhune winning the first annual Colin Park Memorial Award, an honor that goes to the highest-placing married couple sailing together at St. Pete;
- 33 boats doing the whole Circuit. 8000+ hits on the Scuttlebutt Forum blog from the Circuit;
- John Sawyer winning the Middle-of-the-Bay Award in St. Petersburg;
- George Fisher accepting the Karl Smither Award from Don Gregory at the banquet in St. Petersburg.
- Joy and Adam McDonald earning the Davis Youth Award;
- Olympian 470 team of Amanda Clark and Sarah Mergenthaler, not only taking the Humphry Newcomer Award for highest-placing first-time skipper in the Circuit, but getting a rousing round of applause from their admiring Lightning pals. (Hope said pals pony up some money for the girls. The campaign ain't cheap.);
- And last but not least: winning the Circuit.

I joked that surely this is a side-benefit that would appeal to anyone who has thought about doing the VP of Southern Circuit, but in fact, the racing is never easy, and this year, seems everybody was fast right off the trailer in Savannah.

We did it with help from Will Jeffers who sailed the whole Circuit until he dropped down from the flu, and then

from Andy Hayward, who risked speeding tickets and an overheated car to get to St. Pete in time for us to get out to the starting line on Saturday, and then from Maegan Ruhlman, who joined us for an intense strategy.

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Deep South Regatta Savannah Yacht Club

THE 52nd ANNUAL

The 52nd annual Deep South was a great time. I was fortunate enough to have JD and brother Joe aboard USA-15355 for a weekend of fine dining, fun sailing, and an all-around relaxing time. And I was smart enough to know NOT to take bow #55—that was reserved for Mr. Hallagan, of course. I assured Dick that bow #55 was all his for this and every regatta down the road.

The first stop on the Southern Circuit is my personal favorite. Chart House for dinner Friday night with friends and family, interesting sailing (like no where else!) on the rivers of Savannah, unmatched hospitality at SYC, historic downtown Savannah sites, and beautiful weather. Even the no-see-ums cooperated for the most part. You simply can't beat it.

The RC provided the sailors with an excellent day of sailing on Sunday, getting in the three scheduled races. Mother Nature kept the sailors on shore Saturday...too much wind.

This was my third time winning the Deep South (won in 2006 & 2007). After watching Larry MacDonald win year after year, I have learned from his success...ask two fun people to sail, eat and drink (Larry would strongly suggest red wine) well, laugh often, rarely, if ever, look at the compass while sailing, and simply appreciate the uniqueness Savannah has to offer.

Lightning sailors are very lucky to be affiliated with SYC. They enjoy having us as much as we enjoy stopping by for a couple of days. Maybe next year we can break the 60-boat mark. I hope to see you at the 53rd Deep South.

Winners—David Starck, Jared Drake and Joe Starck



**Deep South Regatta, Savannah Yacht Club
March 8–9, 2008**

Pos	Bow	Sail	Skipper	Race 1	TTI	R1	R2	R3
1	50	15355	Starck, David	Buffalo Canoe Club	6	1	4	1
2	15	15083	Linton, Jeff	Davis Island YC	11	8	2	1.0 RDG
3	64	15364	Moriarty, Dan	Carlyle Sailing Assoc	12	3	6	3
4	11	15202	Fowler, Neil	Hyannis YC	18	12	1	5
5	4	15164	Dodge, Jed	108 Sodus Bay	23	10	5	8
6	58	15146	Fastiggi, Bill	Malletts Bay Boat Club	24	5	17	2.0 RDG
7	27	14821	Hayes, Sr B.	Milford YCC	25	20	3	2
8	2	14866	Mauk, Bill	Coral Reef YC	25	4	9	12
9	55	15255	Hallagan, Richard	Newport YC	34	19	8	7
10	35	15353	Terhune, Allan	Eastport YC	35	6	19	10
11	33	9	Allen, Thomas	Buffalo Canoe Club	41	14	18	9
12	62	15246	Macdonald, Larry	Buffalo Canoe Club	48	2	35	11
13	6	15265	Davis, Steven	Dsa	50	17	10	23
14	36	15336	Clark, Amanda	Shelter Island YC	51	31	7	13
15	54	14654	Bush, Bob	Offord YC	52	13	21	18
16	22	15122	Carson, Jim	Metedeconk River YC	54	30	20	4
17	17	15345	Faus,John	Barneagay Light YC	54	24	24	6
18	52	15257	Ruhlman, Rob	Pymatuning YC	54	7	14	33
19	44	15234	Wake, Todd	Sheboygan YC	55	28	11	16
20	41	14321	Jones, Jack	Fleet 225	55	11	27	17
21	57	14957	Ruhlman, Ryan	Pymatuning YC	57	23	15	19
22	51	15171	Goldman, Josh	Cedar Point	59	16	13	30
23	21	15206	Mergenthaler, Graham	Surf City YC	67	26	16	25
24	75	15075	Ruhlman, Maegan	Pymatuning YC	69	25	12	32
25	25	14825	Tyner, Terry	Columbia Sailing Club	70	18	32	20
26	53	15329	Meric, Tommy	Southern Yacht Club	79	9	33	37
27	5	15159	Hanson, Frank	Susquehanna YC	79	29	29	21
28	37	14073	Hurban, Gary	Nyack Boat Club	83	21	31	31
29	16	10810	Tyner, Will	Columbia Sailing Club	85	34	25	26
30	19	14127	Moehlman, Marcus	ASC	86	42	22	22
31	40	14940	Cobburn, Craig	Wawasee YC	88	22	51.0 ARB	15
32	10	15118	Mikell, III S.	Susquehanna YC	91	37	26	28
33	3	13983	Dial, Karen	Columbia Sailing Club	93	36	28	29
34	13	15221	Nagy, George	Hampton Yacht	97	35	38	24
35	31	15272	Grinder, Mark	Buffalo Canoe Club	101	15	36	50 DNS
36	9	12480	Mccray, Henry	None	108	44	50 DNS	14
37	24	14627	Pemberton, John	Prsa Fleet 50	108	47	23	38
38	14	15093	Hurban, Joan	Nyack Boat Club	110	40	34	36
39	26	278	Gastight, John	Croom YC	110	39	37	34
40	8	15326	Schwantz, Gary	Lagos YC	111	27	44	40
41	1	14525	Bates, John	Susquehanna YC	114	41	46	27
42	38	14688	Peter, Georges	Annaquam YC	118	38	30	50 DNF
43	46	14546	Maras, Victor	Pymatuning	124	32	42	50 DNF
44	39	15339	Emblidge, Warren	Buffalo Canoe Club	124	33	41	50 DNS
45	18	14958	Calvin, Julian	Lagos YC	125	50 DNF	40	35
46	29	13836	Reed, Michael	Fleet 266	126	45	39	42
47	30	15180	Barron, Pam	Lake Lanier Sailing Club	127	43	45	39
48	7	15362	Edwards, Ian	Lagos YC	130	46	43	41
49	85	15085	Krawcheck, Lenny	Charleston YC	150	50 DNF	50 DNS	50 DNS

DEEP SOUTH RESULTS



Runner-ups—Will Jeffers, Jeff Linton and Amy Linton



3rd Place—Nicholas Beckman, Tobi Moriarty and Dan Moriarty







Miami Midwinter Regatta Coral Reef Yacht Club

Debbie Probst

The Midwinters in Miami is a perennial favorite of many. The warm weather, great competition, first-class race committee work, and dependable breeze bring many Lightning sailors back year after year. It certainly didn't take any arm-twisting from Jody Starck to convince myself and Brenda Crane to join her for the event. Although the three of us had joined forces in the past, it had never been on a Lightning. We chose potential for fun over potential for triumph and were pleased when we achieved both.

On the morning of Tuesday, March 11th, we sailed easily out to the race course in a light breeze off Key Biscayne which was well suited to our light crew weight. Although the conditions were ideal for us, the big question was—could we figure out how best to get around the race course? True to form, Jody showed that a year's absence from the tiller did nothing but improve her starting technique, which made the tactical calls from Brenda and myself look brilliant. In the front of the boat, Brenda was flawless, while I heard some mumblings of "more confidence than ability" coming in my direction. Fortunately Brenda and Jody were able to counter-balance my inadequacies and we pulled off a 2-2-3 for the day.

Our time on the race course was spent in good company. Fellow Buffalonian Tom Allen Jr. (who also happens to be Brenda's brother) and crew Bill Pictor and Jon Humphries obliterated any thoughts that a light crew weight was necessary for success. This team, on a reunion tour, was full of smiles and good cheer as they found three top ten finishes for themselves, including a bullet.

Rounding out the top three at the end of day one was the US Olympic Women's 470 representatives, Amanda Clark and Sarah Mergenthaler, along with Dave Whelan. A group of wonderful Lightning Class members pulled together resources very quickly to get this team to the Southern Circuit when their concurrent 470 plans were thwarted by shipping problems. Their transition from the 470 to the Lightning didn't take long—after a 15 in race one, they demonstrated their incredible talent by winning the second and third races.

Race three was followed by an easy downwind sail back to the hoist, the usual camaraderie during de-rigging and a cocktail to transition to the evening activities. Dinner on the patio during sunset was followed by Amy Smith Linton rousing even the saltiest of the class out on the floor for a hula hoop contest. While it remains true that some sailors should simply stick to sailing, it was very entertaining. Thank you, Amy! The evening was an early one for most, in preparation for another day of sun and sailing.

Day two dawned with more breeze than was expected, albeit still in the single digits. This breeze elected to die slowly throughout the day, with the final race being shortened before it glassed off. While most of the blow-by-blow details have long since been replaced in my memory, the vision of Rob Ruhlman with Abby Ruhlman and Dave Werley winning both races by a significant margin will forever be a happy one. The secret to their success has yet to be revealed, I'm sure Rob will be giving lessons during any future regattas.

After a trying day for all except Rob, the scoreboard was shaken just slightly. While the full results can be found on the website, the top five were: Jody Starck, Bill Mauk, Amanda Clark, Allan Terhune and Tom Allen Jr. A podium full of talent and character, befitting of such a high-quality event. This regatta certainly remains a Must-Do!

Winners—Brenda Crane, Debbie Probst & Jody Starck



**Midwinter Regatta, Coral Reef Yacht Club, Miami, Florida
March 11–12, 2008**

Pos	Bow Sail	Skipper	Crew	Club	1	2	3	4	5	Total
1	62/ 15246	Starck, Jody	Probst, Debbie / Crane, Brenda	NY	2	2	3	3	5	15
2	2/ 14866	Mauk, Bill	Eibers, Jeff / Sumpton, Michel	FL	12	4	5	9	7	37
3	36/ 15336	Clark, Amanda	Mergenthaler, Sarah / Whelan, Dave	NY	15	1	1	4	21	42
4	35/ 15353	Terhune, Allan	Terhune, Katie / Constants, Steve	MD	4	8	19	7	6	44
5	33/ 9	Allen, Thomas	Pictor, Bill / Humphrey, John	NY	1	3	10	20	13	47
6	15/ 15083	Linton, Jeff	Linton, Amy Smith / Jeffres, Will	FL	25	6	6	18	3	58
7	72/ 15154	Schneider, Mark	Schneider, Ashley / Schneider, Greta	NJ	7	14	7	31	11	70
8	52/ 15257	Ruhlman, Rob	Ruhlman, Abby / Werley, Dave	OH	30	26	13	1	1	71
9	44/ 15234	Wake, Todd	Wake, Kristine / Sugar, Hugh	WI	10	27	24	5	10	76
10	64/ 15364	Moriarty, Tobi	Moriarty, Dan / Beckmann, Nicholas	MO	9	24	15	8	22	78
11	55/ 15255	Hallagan, Richard	Teneyck, Hendrix / Pope, Dan	NY	23	5	11	14	29	82
12	56/ 14930	Horwitz, Steve	Rodrigues, Erick / Hardesty, Bill	FL	32	7	9	2	33	83
13	6/ 15265	Davis, Steven	Davis, Jan / Elmergreen, Mike	CO	28	9	2	22	28	89
14	27/ 14821	Hayes, Sr	Mueller, Jay / Dudas, Debbie	CT	31	10	14	6	31	92
15	11/ 15202	Fowler, Neil	Johnson, Todd / Offerman, Katie	MA	3	19	29	35	8	94
16	5/ 15159	Hanson, Frank	Epstein, Linda / Slattery, Bob	PA	13	11	23	12	36	95
17	83/ 14752	Hayden, Steve	Batzer, Bar / Hood, David	FL	8	17	21	17	34	97
18	50/ 15355	Starck, David	Starck, Joe / Drake, Jared	NY	16	54/OCS	22	10	2	104
19	58/ 15146	Fastiggi, Bill	Coburn, Suzy / Farina, Nick	VT	11	21	28	33	15	108
20	22/ 15122	Reitinger, Eric	Carson, Jim / Rutter, Michael	NJ	19	15	17	36	23	110
21	39/ 15339	Emblidge, Warren	Emblidge, Anne / Borowiak, Meghan	NY	22	23	8	42	17	112
22	80/ 14880	Dieball, Skip	Abdullah, Paul / Paisley, Sarah	OH	27	46	4	27	9	113
23	54/ 14654	Bush, Bob	Rathfor, Jeremy / Bush, Sterling	MA	14	18	25	25	32	114
24	88/ 15082	Holly, Jr., Michael	Tardif-Holly, Valerie / Atkinson, Frank	CANADA	6	29	12	54/BFD	14	115
25	67/ 14567	Allen, Mark	Whatley, Mark / Morin, Kevin	MI	18	30	30	30	12	120
26	57/ 149957	Turney, Nick	Wilson, Patrick / Pulons, Emily		34	36	16	19	16	121
27	14/ 15093	Hurban, Joan	Jadrosich, Peter / Hanlon, Judy	NY	17	12	34	37	24	124
28	59/ 14975	Weisleder, Travis	Dieball, Ernie / Trejo, Monica	VA	41	43	27	13	4	128
29	21/ 15206	Mergenthaler, Graham	Griffin, Brad / Payne, Bryan	NJ	21	35	33	15	26	130
30	34/ 14684	Johns, Bill	Smith, Ryan / Castela, Guillermo	FL	20	20	43	29	27	139
31	17/ 15345	Faus, John	Reiser, Matt / Whitesides, Paul	NJ	24	13	38	28	37	140
32	65/ 14740	Lobos, Victor	Lobos, Sebastian, / Perrin, Hugo	CHILE	26	25	31	23	41	146
33	69/ 13991	Humphrey, Joel	Hubbard, Jason, / Hopkins, Molly	MI	54/OCS	22	46	11	18	151
34	40/ 14940	Cobburn, Craig	Shore, Randall / Callen, Brock	FL	47	38	37	16	19	157
35	37/ 14073	Hurban, Gary	Caplan, Justin / Carney, Mike	NY	44	31	20	21	49	165
36	51/ 15171	Breault, Nicole	Gleason, Art / Ferrarone, Ted	CT	43	16	18	54/BFD	43	174
37	41/ 14321	Jones, Jack	Carlucci, Mary Lou, Steiner, John	NY	29	39	47	39	20	174
38	38/ 14688	Peter, Georges	Ritt, C. H. / Marquette, Leslie	MA	37	34	26	49	30	176
39	4/ 15164	Dodge, Jed	Dodge, Bill, / Costich, Sarah	NY	5	54/OCS	39	26	54/DNF	178
40	46/ 14546	Maras, Victor	Maras, Samantha, / Werley, Jonette	OH	46	33	42	24	35	180
41	89/ 15048	Garrison, John	Handlemon, Steve / Awerbuch, Gavin	MI	39	40	40	40	25	184
42	8/ 15103	Schwantz, Gary	Schwantz, Jacques, Cates, Kelvin	NIGERIA	36	42	41	32	39	190
43	43/ 15143	Helmick, David	Ewing, Carol, Muller, Fritz	FL	33	45	36	34	48	196
44	42/ 15320	Beaver, Michael	Beaver, Joanna / Beaver, Bucky	FL	40	49	32	47	38	206
45	86/ 15346	Hecker, Mike	Crosby, Tom / Renheimer, Gary	MI	49	44	35	44	42	214
46	10/ 15118	Mikell, Iii	Shue, Gene / Prior, Trevor	PA	35	41	44	50	46	216
47	13/ 15221	Nagy, George	Anndt, Mike / Newman, Mark	VA	38	47	45	38	54/DNF	222
48	7/ 15362	Edwards, Ian	Edwards, Lindy / Cates, Tina	AUSTRALIA	51	37	50	41	45	224
49	18/ 14958	Calvin, Julian	Laidlaw, Scott, / Camp, Bob	UK	54/OCS	28	48	48	50	228
50	53/ 15329	Meric, Tommy	Meric, Thomas / France, Ben	LA	48	32	54/DNC	54/BFD	40	228
51	1/ 14525	Bates, John	Hoffer, Gary / Hill, Barbara	PA	42	50	49	43	47	231
52	49/ 14433	Samanich, David	Christopher, Joe / Graebert, Robert	OH	45	51	51	45	44	236
53	45/ 13818	Le Mahieu, Joel	Le Mahieu, Greg / Le Mahieu, Paul	WI	50	48	52	46	54/BFD	250

MIDWINTER RESULTS



Runner-ups—Jeff Eiber, Michel Sumpton and Bill Mauk



Third Place—Dave Whelan, Sarah Mergenthaler and Amanda Clarke



Carol Ewing on duty



Renee and Frank Hanson, Barbara Hill, Gary Hoffer, Bob Slattery and Linda Epstein



Christine Wake



A very happy Rob Ruhlman



Amy Linton



Brian Hayes, Jay Meuller and Laura Jeffers



Jody Starck, Debbie Probst and Brenda Crane



Photo Finish!



St Petersburg Winter Championships St Petersburg Yacht Club

Brian Hayes

It can be said that driving 3000+ miles over nine days to sail in three regattas and twelve races is not what sane people do. I agree. But Lightning people looking for great racing, great friends and good times do it every year, and I'm happy we were able to be part of the insanity.

In January Jay Mueller walked into my office. "Hey Big Bear, ya sailing the circuit this year?" "I dunno Jay, hadn't thought about it. I mean, it's a full eight weeks away! Forever in my world." "How's about," says Jay, "I'll crew for ya?" (We all talk like Tom Sawyer so I'm trying to be true to the conversation). "OK," I answer. "Let me figure it out."

Two minutes later. Ring, Ring. "Hi Laur. What's up? Whaddya mean I never call? We sent a Christmas card. Really. It's been ten months? Wow. Time flies. Anyway the reason I'm calling is...can you?" So that's Jay for all three. Laura for Savannah and likely St. Pete. Now Miami. I walk into Ched's office. He suggests that Debbie Dudas might fly down. Ring Ring. "Hi Debbie. It's Brian Hayes. I just talked to Ched and he mentioned you might...Oh. He called you already? You can? You will? Excellent!"

Crew? Check. Van? Check. Lodging? Check (thanks to Carol Ewing and Josh Goldman). Boat? Boat? Let's see. Dr. Peter is sailing Mouette (which is excellent!). Walk down to Ched's office again. "Hey Ched. I'm coming to your house to pick up your boat so I can use it in the Circuit." We call this the "assumptive close." Ched says, "Um. OK." Perfect. All that's left is packing, saying goodbye to the family and The Drive. Oh yeah. The Drive. It was oh so much easier twenty years ago. But alas we leave Connecticut and dart down I95 with Georgia on our minds. I will leave the Savannah and Miami regatta reports to others who are, shall we say, more skilled at sailing at those venues. However, my congratulations go to Sabrina and Jamie Starck for their motivational work in propelling their daddy to his win in Savannah and their Mommy to her dominating win in Miami. Great job girls!

Now on to what this article is all about, which is the St. Petersburg Winter Lightning Championships. St. Petersburg, Florida—the greatest place in the world to hold sailing events (I read that somewhere. I mean, I wrote it down on a piece of paper and read it, but it still qualifies). I like St. Pete.

Racing was scheduled to be held Friday, Saturday and Sunday, but the weather did not cooperate. Friday had us back on the dock waiting out thunderstorms, unstable winds and finally an abandonment of racing for the day at 2:00 PM. Saturday promised more favorable conditions, and the bay delivered with a 14–20mph SW breeze (perhaps a bit windier in spots) and a sunny, but mild, day that produced three very long, fun and exhausting races. Sunday brought less sun, less wind and an antsy group of Lightning sailors trying to get in a race before the breeze died. Here's what happened on the race course from what I can remember.

Winners—Jay Mueller, Laura Jeffers and Brian Hayes



Race #1 (12–15mph SW)

I'm a little fuzzy on this one but I remember we got a bit stuck at the start near the boat and were able to pop out fairly quick onto port with a clear lane. We had a few teams off to our right, and I think Bill Fastiggi a fair bit to weather on our port hip. The group to the left was able to step out—Dave Starck, Marcus Eagan, Matt Fisher and Tommy Allen. We drag-raced to the right and discovered we were quick. Really quick. I mean, never been this fast, don't change anything, don't talk, just hike, good-golly gee-willakers quick!!

Granted it was blowing 14–18+, and we were (how can I word this delicately) **FATTER** than everyone else!! But, nonetheless, it felt great to have speed! The left paid, but we closed a lot of distance on the leaders in the last quarter of the beat and rounded about 8th. Now typically the whole "fatter than everyone else" thing comes into play big time downwind in these conditions, but with Jay flying the kite flawlessly and Laura calling waves and puffs, we were actually still competitive and—by being in the right place on the run—actually moved up to 5th at the gate.

Next upwind was more of the same. We were able to use our "ballast" (actually my ballast) to our advantage and passed Larry MacDonald and Al Terhune. Next run positions held, and on the final beat we got closer to David and Matt. But both these teams are world class, and they finished 1-2 with us 3rd. Larry was 4th (an incredible achievement considering his crew, Adam and Joy combined weigh about half what I weigh!!) followed by the YOY Jeff Linton and Al Terhune and Buffalo's Warren Emblidge, and his brand new boat, in 7th.

Race #2 (Same as #1 but a bit more breeze)

At this point, I was thinking several things. 1) We were plenty fast; 2) If we get a clear lane soon after the start, we can get back into the race; 3) I like the left side of the course; and, 4) we sailed only one race and I was already tired!! At the start of Race 2 we got a bit buried at the start but stepped right and then back left in two very clear lanes and got going on starboard in clear air. We went about halfway up on starboard and felt we were in good shape and tacked to port. Tommy Allen was just to leeward, and we again hooked up the horses and plowed our way across on port. Only Tommy and his team seemed to be able to match our speed (I guess Tommy, John and Bill deleted all those Nutrisystem emails like I did!), and we got to the weather mark overlapped with a clear 8–10 boat-length lead on a group that included Al, David, Matt and Rob Ruhlman. Both our teams hoisted, and we were able to get clear of the pack by 100 yards or so. The rest of the race was the same story: hang on downwind, and step away upwind with Tommy. Tommy gained the lead at the first gate and managed us quite nicely to the finish. Al hung on for 3rd followed by David and Rob. Matt hung around in 6th while Jed Dodge sailed through a few boats to finish 7th.

Race #3 (Same as race #2 but with—dare I say—more wind?)

Now I'm really thinking. 1) We still are quick and there's more breeze; 2) I was correct in assuming if we get clear we'd be fine; 3) The left side worked just fine we should try it again (Pavlov theory); and, 4) I am **REALLY, REALLY** tired now!! This race played out the same as the previous one: Bad start. Tack. Tack again. Clear lane. Go fast. Tommy's start was a bit worse than ours

(is that possible?), and we saw him pop out of the pack about half up the first beat. We practically sailed the exact same path as the last race and had a fairly decent six-length lead at the weather mark. Stick with what works. Get spinnaker up. Get away from the pack as they "fool around" with each other and extend. We get to the leeward mark with about the same lead and extend on the next beat. At the second weather mark Tommy had gotten to 2nd (although he may have been there before that. I don't recall), and we did our best to keep him at bay on the last beat to the finish. Matt Fisher sailed a great race as well and was never far behind us the whole way to finish 3rd, followed by Al in 4th and David in 5th (I'm starting to see a trend here). George Sipel, who was right with us up the 1st beat, sailed a great race for 6th and Frank Hansen from Pennsylvania grabbed 7th.

I was very grateful to see the RC was not flying the "R" flag, as three races were plenty for me in one day. At this point the top ten looked like this:

1.	Hayes	6
2.	Fisher	10
3.	Starck	11
4.	Allen	13
5.	Terhune	13
6.	Linton	27
7.	Eagan	32
8.	MacDonald	37
9.	Hallagan	39
10.	Fastiggi	41

The banquet was that night and we headed in. The banquet was great and emotional and the details of the evening are for another article but needless to say we had lots of laughs, a few tears and plenty of food and libations.

Race #4 (12 dying to 2mph out of the NW)

The predictions around the club were for breeze in the morning as the cool front passed and, generally, dying all day. PRO Tom Farqhar set up for a three-leg windward-leeward and, as predicted the nice 12 mph NW began to gather some holes. After several attempts at starting, we finally got off under black flag, with a few teams over and several more carrying 20% penalties from previous start attempts. Although we would not know for certain if we were one of the "Z" flag recipients, both Laura and Jay were fairly confident that my starting "prowess" had kept us **WELL** behind the line at each start attempt.

In the "real" start, we were at the leeward end and a little gun shy about pulling the trigger. Good thing. We got rolled. Badly. From above and below. We waited about a minute and bailed right. We ducked a few and crossed a few and really got lucky and crossed a big pack of boats and got right. We were just settling in and Laura said "Holy Toledo" (actually I think it was a bit more "R" rated but we'll keep this article "G"). The teams that went right were up about 25 degrees and in good pressure. We sailed as fast as we could to the right and tacked just before the lead group, most of which were still 200–300 yards to weather of us. I remember seeing Gary Hurban just to weather of us and going fast, but I couldn't even read the numbers of the other boats. I started looking for boats. Matt? In our main window. David? Same. Alby? Crossing behind our transom by 150 yards. Tommy? Buried on the left. Oh my.

After a while on starboard, the breeze began to soften, and the wind came back left a bit. We tacked on the port layline and tried to get back at the group. My buddy Josh Goldman was in the lead. Go Josh! I think Bill Fastiggi, Bill Mauk, Gary Hurban, Todd Wake, Mike Holly, Chris Vann and James Taylor are all in the top ten. We squeezed around in about 9th or 10th. Jay says, "Nice start." It was all in the plan I tell him. We got the kite up and sailed on starboard to clear our air. Nearly everyone "bat-gybed" around the offset to get into the right hand pressure, but it long since vanished and many teams piled up on port gybe and went slow. We gybed after about 300 yards; the wind has gotten light. We played some shifts, gybing on a few and riding a few down and generally looked for pressure. We arrived at the leeward gate in 4th behind Josh, Bill Mauk and Bob Bush, who sailed a great run and passed 20+ boats to round 3rd. We sailed a bit on port and waited for the spinnakers to clear before we can tack and get left. Jeff Linton, John Faus and Bill Fastiggi were able to tack earlier and gain a lot. On the right, Josh reached back across on starboard to protect. At the finish, Josh held off a hard-charging John Faus for 1st. Jeff Linton had a huge comeback in the final two legs to finish 3rd and win the circuit. Bill Mauk got out of the right to grab 4th followed by Bill Fastiggi, our team and Bob Bush in 7th. Our nearest competitors in the standings drift in. Alby's 11th, David is 23rd, Tommy and Matt are deeper still.

Now the wait. The bay has "glassed over" with only sporadic puffs. The RC waits. They have until 3:00 PM. It's 1:30. Tick-tock. We drift. Tick-tock. We eat. Bang, bang, bang. That's it. No "Z" flag for us and a surprising win for Jay, Laura and me. I dare say, I became a bit emotional. To win this event once would be more than satisfying, but a 3rd time is, honestly, beyond my comprehension. It's obvious the way to win regattas is to sail with people who are better than you are, and this plan worked perfectly for me.

Jay Mueller is a world-class crew. He won the circuit last year, crewing for Ched and was able to somehow drag my sorry old butt around for the entire circuit. I'm very happy to win this event for him. His greatest compliment was when he said "Brian, you're no Ched!" Thanks, Jay. I've got that going for me! Now, in regards to Laura Jeffers, anyone who knows anything is well aware of how much of a better sailor I become when she is on the boat. Laura is tactically and mechanically one of the strongest sailors I have ever met. It's no mistake that every time I have been blessed to win this event, she has been on board.

Many thanks to the St. Petersburg Yacht Club, Bob Birkenstock and crew, PRO Tom Farqhar and his professional race management team, Amy Smith Linton for another "fabulous" Circuit, Jan and Steve "Do it all" Davis, and lastly to my wife Kelley and kids Olivia and Brian Jr. for "holding down the fort" at home while I was away the better part of the month of March.



Runner-ups—Dave Perkowski, Allan Terhune and Katie Terhune



Third Place—Jeff Linton, Amy Linton and Maegan Ruhlman

**Winter Lightning Championship
St. Petersburg Yacht Club
March 13-16, 2006**

Pl	B#	Crew	From	Subgroup	1	2	3	4	Total
1	27	Brian Hayes, Sr, Jay Mueller & Laura Jeffers	Millford YC		3	2	1	6	12
2	35	Allan Terhune, Katie Terhune & Dave Perkowski	Eastport YC		6	3	4	11	24
3	15	Jeff Linton, Amy Smith Linton & Megan Ruhlman	DIYC		5	8	14	3	30
4	58	Bill Fastiggi, Suzy Coburn & Nick Farina	Malletts Bay BC		14	14	13	5	46
5	50	David Starck, Jody Starck & Debbie Probst	Buffalo Canoe C		2	4	5	37\ZPG	48
6	80	Marcus Eagan, Zak Fanberg & Kippy Chamberlain	ICLA		8	9	15	17	49
7	55	Richard Hallagan, Hendrix TenEyck, Jr & Dan Pope	Newport YC NY	Masters	12	10	17	12	51
8	33	Tom Allen, Bill Pictor & John Humphreys	Buffalo Canoe C		10	1	2	39	52
9	64	Matt Fisher, Tobi Moriarty & Dan Moriarty	Buckeye Lake YC		1	6	3	42	52
10	39	Warren Emblidge, Conner Godfrey & Jim Starck	Buffalo Canoe C		7	12	30	8	57
11	2	Bill Mauk, Jeff Eiber & Michele Sumpton	Coral Reef YC	Masters	19	17	18	4	58
12	62	Larry MacDonald, Joy MacDonald & Adam MacDonald	Buffalo Canoe C		4	23	10	22	59
13	51	Josh Goldman, Nicole Breault & Jamie Ewing	Cedar Point YC		15	26	19	1	61
14	81	Taylor Lutz, Jason Lutz & Jay Lutz	Lakewood YC		9	31	22	10	72
15	17	John Faus, Matt Reiser & Paul Whitesides	Barnegate Light YC		26	21	25	2	74
16	34	Bill Johns, Rob Graebert & Guilherme Castelao	Coconut Grove SC		13	28	8	28	77
17	77	James Taylor, Stanley Cummins & George Auer	Cowan Lake SA		22	16	9	30	77
18	88	Michael Holly, Jr, Valerie Tardif-Holly & Mark Taylor	Royal St. Lawrence YC		28	24	11	21	84
19	12	George Sipel, Ernie Dieball & Jacqueline Dieball	North Cape YC		27	22	6	34	89
20	44	Todd Wake, Kristine Wake & Ralph Godkin	Sheboygan YC		11	11	21	47\ZPG	90
21	57	Ryan Ruhlman, Nick Turney & Caroline Sundman	Pymantuning YC		16	29	23	24	92
22	36	Amanda Clark, Sarah Mergenthaler & George Francis	Shelter Island YC		23	15	29	26	93
23	71	Jim Davis, Christine Davis & Les Lashaway	North Cape YC	Masters	25	40	36	16	117
24	91	Chris Vann, Jay Vann & Mike Vann	Niantic Bay YC	Masters	36	25	27	29	117
25	52	Rob Ruhlman, Abby Ruhlman & Dave Werley	Pymantuning YC		30	5	16	70\BFD	121
26	65	Victor Lobos, Sebastian Lobos & Hugo Perrin	CYEV		24	20	26	51\ZPG	121
27	22	James Carson, Eric Reitingier & Michael Rutler	Metedeconk YC	Masters	35	35	42	14	126
28	54	Robert Bush, Jeremy Rathfon & A. Sterling Bush	Spafford YC		70\DSQ	18	32	7	127
29	6	Steven Davis, Jan Davis & Mike Elmergreen	DSA	Masters	33	36	33	25	127
30	4	Jed Dodge, John Boxburger & Sara Costich	Sodus Bay YC		18	7	34	70\BFD	129
31	43	David Helmick, Davy Helmick & Ed Ferrer	Coral Reef YC		21	13	28	70\BFD	132
32	37	Gary Hurban, Justin Coplan & Mike Carney	Nyack YC	Masters	43	32	45	19	139
33	40	Craig Cobbum, Randy Shore & Mark Unknown	Wawasee YC		17	70\DNF	12	41	140
34	60	George Harrington, Art Guerrero & Cole Barney	Monmouth YC		34	46	24	40	144
35	23	John Sawyer, Rebecca Sawyer & Dan Morton	NC	Masters	45	45	50	9	149
36	11	Neal Fowler, Todd Johnson & Katie Offerman	Hyannis YC		20	19	41	70\DNF	150
37	66	David Watts, Dan Vought & Wendy Thrower	MBC		29	42	31	49	151
38	67	Mark Allen, Mark Whatley & Kevin Morin	Pontiac YC		39	33	37	45	154
39	5	Frank Hanson, Bob Slattery & Linda Epstein	Susquehanna YC		44	37	7	67\ZPG	155
40	28	William Hofmeister, Rebecca Hofmeister & Mandy Hofmeister	Wawassee YC		48	34	43	31	156
41	42	Mike Beaver, Joanna Beaver & Bucky Beaver	SSA		31	41	70\DNF	15	157
42	21	Graham Mergenthaler, Bill Mergenthaler & Brad Griffin	Surf City YC		40	27	20	70\BFD	157
43	74	Paul Luisi, Crissy Van Siclen & Hodge	Monmouth YC		38	44	49	27	158
44	47	Matt Bryant, Karen Park & Susan Wallace	SPYC		37	43	70\DNF	13	163
45	32	John Parker, Ryan Parker & Brownie Baer	Ocean City YC		59	39	38	32	168
46	53	Tommy Meric, Thomas Meric & Bridgett Prud'homme	Southern YC		55	49	44	34\ZPG	182
47	31	Mark Grinder, Mark Dadd & Kelly Papke	Buffalo Canoe C	Masters	50	30	35	70\BFD	185
48	10	Star Mikell, III, Trevor Prior & Gene Shue	Susquehanna YC		41	58	48	48	195
49	90	George Glenn, Chappy Hopkins & Paul Gelenitis	Ocean City YC		42	47	40	70\DNF	199
50	1	John Bates, Barb Hill & Gary Hoffer	Susquehanna YC	Masters	47	52	54	46	199
51	89	John Garrison, Steve Handleman & Gavin Awerbuch	Pontiac YC		46	48	39	70\DNF	203
52	9	Alister Thompson, John Lange & Melissa Pulver	SSA		62	55	70\DNS	18	205
53	38	Georges Peter, Allison Peter & C. H. Ritt	Annisquam YC	Masters	32	38	70\DNS	70\BFD	210
54	14	Joan Hurban, Peter Jadosich & Judy Hanlon	Nyack BC	Masters	56	50	47	58\ZPG	211
55	86	Michael Hecker, Gary Reinheimer & Tom Crosby	Pontiac YC	Masters	49	70\DNF	46	47	212
56	18	Julian Calvin, Scott Laidlaw & Bob Camp	Lagos YC	Masters	65	56	55	38	214
57	8	Gary Schwantz, Jacques Schwantz & Kelvin Cates	Lagos YC		54	54	57	50\ZPG	215
58	61	Mike Welch, Brian Beaudet & Fred Blackmer	Pontiac YC		57	51	51	64\ZPG	223
59	7	Ian Edwards, Lindy Edwards & Tina Cates	Lagos YC	Masters	66	70\DNF	56	35	227
60	99	John Stromberg, Mike Parrow & Andy Parrow	Pontiac YC		60	60	52	66\ZPG	238
61	20	Bob Baumgardner, Lisa Rupprecht & Dan Jones	Pymantuning YC	Masters	63	57	58	70\BFD	248
62	45	Joel LeMahieu, Greg LeMahieu & Paul Lemahieu	Sheboygan YC		64	62	53	70\DNF	249
63	49	David Samanich, Ed Auer & Joe Christopher	Cleveland YC		58	59	70\DNS	65\ZPG	252
64	13	George Nagy, Mike Arndt & Mark Newman	Hampton YC		61	53	70\OCS	70\DNF	254
65	41	Jack Jones, Mary Lou Carlucci & John Steiner	Henderson Harbor YC	Masters	53	61	70\DNF	70\BFD	254
66	48	Peter Godfrey, Bob King & Wayne Knibloe	Buffalo Canoe C		51	70\DNF	70\DNS	70\DNF	261
67	46	Victor Maras, Samantha Maras & Jonette Werley	Pymantuning YC		52	70\DNF	70\DNS	70\DNF	262
68	29	Michael Reed, Susan Reed & Keith Vidal	Fleet 266		70\DNF	63	59	70*1	262
69	69	Jason Hubbard, Ben Frank & Caleb Yale	ISC		70\DNF	70\DNF	70\DNF	70\DNF	280

WINTER CHAMPIONSHIP RESULTS



Masters Series St Petersburg Yacht Club

Richard Hallagan

The Masters for the Southern Circuit in St. Petersburg had seventeen entries. This is an excellent number and hopefully will keep increasing each year, as more and more sailors continue to compete after age 55. The Masters adds to the overall entry list and enhances the excitement of the racing.

The Masters has a separate scoring system, so mixing with the big fleet makes the strategy a little different. Like, you hope and pray a lot. Friday we sailed out to the course only to turn around and sail back in due to thunder storms. We sat in the Club House and played bridge!

Saturday the boats were greeted by a very windy SW Gulf breeze with big 2-3 foot chop. The boats with a little extra crew weight (like my boat 15255) kept up with the hot shot pros quite well. A 12th place finish in race #1 translated into a first in the Masters. Thank you. When on the course equating your Masters' score is difficult. Only the first two races of the day are counted. Our 10th in the second race also translated to a first in the Masters.

Sunday was different, as the NW wind over the city was much lighter, and the flood current kept pushing the big fleet over the start line, causing two Z flag starts, with none of us knowing who got the penalties. Then came the Black Flag start, which was chaos, and we were buried. Within fifteen seconds we tacked on the port, and the boats and seas parted. Luck! As we headed out on the Port, we were all hiking out. The wind was on the right, and most of the fleet was headed the other way. About seven boats were quickly to the layline, and back on starboard with a big lead, and we were part of that group. Down the run was not kind to us. The big fleet closed in! We had a difficult time getting to the gate because of the current. We struggled up the beat and some boats got so far ahead we could not read the sail numbers. In the end, 15255 got a 12th this race, which was a third in the Masters. Hallagan (1-1-3) and Mauk (2-2-1) tie, but the tie-breaker went to Hallagan. The scoring was wild with all the Z penalties and eight black flags. Of course, my deepest appreciation is for my crew: Dan Pope and Rich Ten Eyck. Also to Amy Linton and all the hard working people who make the Southern Circuit such a success.

I would like to see a Masters completion also at Savannah and Miami and would like to see awards going to the senior sailors. I think this adds to the fleet and gives recognition to long time sailors who have done a lot for the Lightning Class. Let's not have older sailors "just fade away."

Masters Winners— Dan Pope, Richard Hallagan & Hendrix Ten Eyck, Jr.



**Winter Lightning Championship
St. Petersburg Yacht Club
Masters Class Series
March 16, 2008**

Pl	B#	Crew	From	Subgroup	1	2	4	Total
1	55	Richard Hallagan, Hedrix TenEyck, Jr & Dan Pope	Newport YC NY	Masters	1	1	3	5
2	2	Bill Mauk, Jeff Eiber & Michele Sumpton	Coral Reef YC	Masters	2	2	1	5
3	22	James Carson, Eric Reitingner & Michael Rutler	Metedeconk YC	Masters	6	6	4	16
4	71	Jim Davis, Christine Davis & Les Lashaway	North Cape YC	Masters	3	9	5	17
5	91	Chris Vann, Jay Vann & Mike Vann	Niantic Bay YC	Masters	7	3	8	18
6	37	Gary Hurban, Justin Coplan & Mike Carney	Nyack YC	Masters	8	5	6	19
7	6	Steven Davis, Jan Davis & Mike Elmergreen	DSA	Masters	5	7	7	19
8	23	John Sawyer, Rebecca Sawyer & Dan Morton	NC	Masters	9	10	2	21
9	38	Georges Peter, Allison Peter & C. H. Ritt	Annisquam YC	Masters	4	8	18\BFD	30
10	31	Mark Grinder, Mark Dadd & Kelly Papke	Buffalo Canoe C	Masters	12	4	18\BFD	34
11	1	John Bates, Barb Hill & Gary Hoffer	Susquehanna YC	Masters	10	12	12	34
12	18	Julian Calvin, Scott Laidlaw & Bob Camp	Lagos YC	Masters	16	13	10	39
13	14	Joan Hurban, Peter Jadrosich & Judy Hanlon	Nyack BC	Masters	14	11	14\ZPG	39
14	86	Michael Hecker, Gary Reinheimer & Tom Crosby	Pontiac YC	Masters	11	18\DNF	13	42
15	7	Ian Edwards, Lindy Edwards & Tina Cates	Lagos YC	Masters	17	18\DNF	9	44
16	41	Jack Jones, Mary Lou Carlucci & John Steiner	Henderson Harbor YC	Masters	13	15	18\BFD	46
17	20	Bob Baumgardner, Lisa Rupprecht & Dan Jones	Pymantuning YC	Masters	15	14	18\BFD	47
18	61	Jamie Brickell, Susie Brickell & Meredith Brickell	Sykesville MD	Masters & Championship	12	10	(22\DNC)	22\DNC
19	36	John Pelosi, Tina Tenret & Dan Richards	Wake Forest NC	Masters & Championship	18	16	(22\DNC)	22\DNC
20	47	Tom Allen, Sr, Ann Montgomery & Jennifer Miller	Buffalo NY	Masters & Championship	(22\DNF)	22\DNC	22\DNC	22\DNC
21	46	George Koch, ibby Koch & Henry Rich	Southhold NY	Masters & Championship	(22\DNC)	22\DNC	22\DNC	22\DNC



Runner-ups—Bill Mauk, Jeff Eiber and Michele Sumpton



3rd Place—Jim Carson, Michael Rutler and Eric Reitingner

MASTERS RESULTS



Richard Hallagan, Hedrix Ten Eyck, Jr. and Dan Pope



Chris Vann, Jay Vann and Mike Vann



Ian Edwards, Lindy Edwards and Tina Cates



Steve Davis, Jan Davis and Mike Elmergreen



Bill Mauk, Jeff Eiber and Michele Sumpton



Jim Carson, Eric Reitingner and Michael Rutler



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Southern Circuit St Petersburg Yacht Club



***Winners Southern Circuit—Amy Smith-Linton, Will Jeffers & Jeff Linton—US Sailing Yaughtsman of the Year
(Maegan Ruhlman and Andy Hayward)***



Runner-ups—Dave Perkowski, Allan Terhune and Katie Terhune



3rd Place: Laura Jeffers, Jay Mueller and Brian Hayes Sr,

2008 Southern Circuit Final Results March 8–16

Rank	Bow#	Skipper	Crew	R1	R2	R3	R4	R5	R6	R7	R8	R9	R10	R11	R12	Sub Drop	Ttl	
1	15083	Jeff Linton	Amy Linton, Will Jeffers, Andy Hayward, Maegan Ruhlman	8	2	1	25	6	6	18	3	5	8	14	3	99	25	74
2	15353	Allan Terhune	Katie Terhune, Dave Perkowski	6	19	10	4	8	19	7	6	6	3	4	11	103	19	84
3	14821	Brian Hayes	Jay Meuller, Laura Jeffers,Debbie Dudas	20	3	2	31	10	14	6	31	3	2	1	6	129	31	98
4	9	Thomas Allen	Kip Hamblet, Livvy McIntosh, Bill Pictor, John Humphrey	14	18	9	1	3	10	20	13	10	1	2	39	140	39	101
5	14866	Bill Mauk	Jeff Eiber, Michel Sumpton	4	9	12	12	4	5	9	7	19	17	18	4	120	19	101
6	15355	David Starck	Joe Starck, Jared Drake, Jody Starck, Debbie Probst	1	4	1	16	54	22	10	2	2	4	5	37	158	54	104
7	15255	Richard Hallagan	Hendrix Ten Eyck, Tom Schroder	19	8	7	23	5	11	14	29	12	10	17	12	167	29	138
8	15146	Bill Fastiggi	Suzy Cobburn, Nick Farina	5	17	2	11	21	28	33	15	14	14	13	5	178	33	145
9	15336	Amanda Clarke	Sarah Mergenthaler, Dave Whelan, George Francis	31	7	13	15	1	1	4	21	23	15	29	26	186	31	155
10	15234	Todd Wake	Kristine Wake, Hugh Sugar	28	11	16	10	27	24	5	10	11	11	21	47	221	47	174
11	15257	Rob Ruhlman	Abby Ruhlman, Dave Werley	7	14	33	30	26	13	1	1	30	5	16	70	246	70	176
12	15202	Neil Fowler	Todd Johnson, Katie Offerman	12	1	5	3	19	29	35	8	20	19	41	70	262	70	192
13	14654*	Bob Bush	Jeremy Rathfor, Sterling Bush	13	21	18	14	18	25	25	32	70	18	32	7	293	70	223
14	15265	Steven Davis	Jan Davis, Bob King, Mike Elmergreen	17	10	23	28	9	2	22	28	33	36	33	25	266	36	230
15	15345	John Faus	Matt Reiser, Paul Whitesides	24	24	6	24	13	38	28	37	26	21	25	2	268	38	230
16	15339	Warren Emblidge	Anne Emblidge, Meghan Borowiak, Connor Godfrey, Jim Starck	33	41	50	22	23	8	42	17	7	12	30	8	293	50	243
17	15122	Jim Carson	Eric Reittinger, Michael Rutler	30	20	4	19	15	17	36	23	35	35	42	14	290	42	248
18	15164	Jed Dodge	Bill Dodge, Sarah Costich, John Boxberger	10	5	8	5	54	39	26	54	18	7	34	70	330	70	260
19	15159	Frank Hanson	Linda Epstein, Regina Hanson, Bob Slattery	29	29	21	13	11	23	12	36	44	37	7	67	329	67	262
20	15206	Graham Mergenthaler	Bill Mergenthaler, Devon Rodey,Brad Griffin, Bryan Payne	26	16	25	21	35	33	15	26	40	27	20	70	354	70	284
21	14940	Craig Cobburn	Randall Shore, Jason Hubbard, Brock Callen	22	51	15	47	38	37	16	19	17	70	12	41	385	70	315
22	14073	Gary Hurban	Justin Caplan, Mike Carney	21	31	31	44	31	20	21	49	43	32	45	19	387	49	338
23	15093	Joan Hurban	Peter Jadosrich, Judy Hanlon	40	34	36	17	12	34	37	24	56	50	47	58	445	58	387
24	14321	Jack Jones	Mary Lou Carlucci, John Seiner	11	27	17	29	39	47	39	20	53	61	70	70	483	70	413
25	14688	Georges Peter	CH Ritt, Leslie Marquette, Alison Peter	38	30	50	37	34	26	49	30	32	38	70	70	504	70	434
26	15329	Tommy Meric	Thomas Meric, Hartley Meric, Ben France, Bridgett Prud'homme	9	33	37	48	32	54	54	40	55	49	44	34	489	55	434
27	15118	Starling Mikell	Gene Shue, Trevor Prior	37	26	28	35	41	44	50	46	41	58	48	48	502	58	444
28	15103	Gary Schwanz	Jacques Schwantz, Kelvin Cates	27	44	40	36	42	41	32	39	54	54	57	50	516	57	459
29	14525	John Bates	Gary Hoffer, Barbara Hill	41	46	27	42	50	49	43	47	47	52	54	46	544	54	490
30	14546	Victor Maras	Samantha Maras, Jonette Werley	32	42	50	46	33	42	24	35	50	70	70	70	564	70	494
31	14958	Julian Calvin	Scott Laidlaw, Bob Camp	50	40	35	54	28	48	48	50	65	56	55	38	567	65	502
32	15221	George Nagy	Mike Anndt, Mark Newman	35	38	24	38	47	45	38	54	61	53	70	70	573	70	503
33	15362	Ian Edwards	Lindy Edwards, Tina Cates	46	43	41	51	37	50	41	45	66	70	56	35	581	70	511

Southern Circuit Mini Lightning Lab's

Todd Wake

This year the ILCA organized speakers to help newcomers (and not so newcomers) learn about each venue. David Starck gave a talk about sailing in Savannah. With strong current, swirling winds, winding rivers and too many boats in a confined stretch of water he had plenty of topics to cover. He led an extensive discussion and some in the audience were even seen taking notes. His advice was to leave the compass on shore and keep an open mind.

Skip Dieball was the reigning champion in Miami and gave a short talk while the competitors were finishing up their breakfast by the pool. Biscayne Bay doesn't have all craziness of Savannah so Skip urged everyone to focus on going fast and finding a clean lane. Then it was off to get a good spot in the hoist line.

In St Petersburg two sessions were held on Thursday afternoon. Neal Fowler shared his knowledge of starting in big fleets. He laid out some simple techniques for finding the favored end of the line and also stressed the importance of getting out to the course early and doing your "homework" by tracking the wind and sailing the course before the first start. In the second session Allan Terhune and Todd Wake fielded boatspeed questions. It all came back to the old rule that you must go fast before you can point.

Sailors of all experience levels are welcomed at the Southern Circuit. The goal of the Lightning Lab program is to help build the skill sets of Lightning sailors. This helps make racing better, closer and more fun for all.

Thank you to the speakers who so willingly shared their knowledge and to all who participated.

ST. PETERSBURG



Brian Hayes, Jay Meuller and Laura Jeffers



George Harrington, Art Guerrera & Cole Barney



Bob Baumgardner, Lisa Rupprecht & Dan Jones



Graham Mergenthaler, Bill Mergenthaler & Brad Griffin



Frank Hanson, Bob Slattery & Linda Epstein



David Helmick, Davy Helmick & Ed Ferrer



John Parker, Ryan Parker & Brownie Baer



Paul Luisi, Crissy Van Siclen & Hodge



John Sawyer, Rebecca Sawyer & Dan Morton



AWARDS & PRESENTATIONS



Collin Park Memorial Winter Lightning Championship Trophy—presented by Karen Park to the highest finishing married couple, Allan & Katie Terhune



*Humphrey Newcomer Award
for the highest-placing, first-time skipper in the Circuit
Amanda Clarke and Sarah Mergenthaler*



*Middle-of-the-River Mid-Fleet Award
Terry Tyner*



*Davis Youth Trophy
Adam and Joy MacDonald*

ILCA Past President's Trophy
(combined St.Pete/Savannah)—Brian Hayes Sr.

Tampa Bay Mid-Fleet Award—John Sawyer

Miami Middle-of-the-Bay Mid-Fleet Award—Joan Hurban

Wally Bishop Memorial Trophy
(Winter Championship)—Brian Hayes Sr.

Potomac Cup Regatta

Date: May 3-4



Location: Leesylvania State Park

Host: Washington DC, Fleet 50

NOR available at: <http://www.lightningclass.net/fleet50/PotomacCup/index.htm>

Accommodations: On-site tent camping with nearby portable toilets and showers/flush toilets in the vicinity.

Off site RV hookups available at: Prince William Forest Park (703) 221-2474 and
Pohick Park (703) 339-6100



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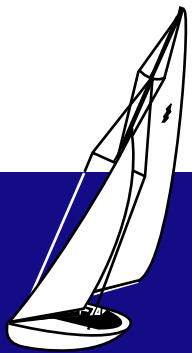
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The First Twenty-five Years A History of the Lightning Class

(reprinted from the 1964 ILCA Yearbook)

Editor's Note: On January 12, 1939, the Lightning Class Association was organized. Now, on the 25th Anniversary of that occasion, it is appropriate to review these years so that all who are interested may follow the progress made by this unique organization. It is a true "success story" made possible by the hard work, cooperation and enthusiasm of thousands of Lightning sailors.

1950 -1955

By Wayne Brockett

As I write this brief history of the Lightning Class through the years 1950–1955, my memory drifts back. I see the shady lawn at Buffalo Canoe Club, Maumee Bay glistening in the sunlight at Toledo, the bright blue sky and clear Autumn weather at Spray Beach, the rooftop lookout at Crescent Sail Yacht Club at Detroit and the very modern yacht club at Lake Pontchartrain at New Orleans. These were the clubs which were hosts to the Internationals during these years,

Have you ever heard of Schnitzeling? We first saw it done at Buffalo Canoe Club at the 1950 International Championship. All five races were light and baffling, with 37 in the Championship and 37 in the President's sweating it out on Abino Bay for a series that went into the extra day. Schnitzeling was the vogue. It's a trick whereby in very light air the board is pulled all the way up, the boat heeled quite a bit so that the chine acts as the centerboard. It really works, and to the best of my knowledge, was invented by Norm Schaller of Alexandria, Virginia. The name was derived from his boat which was named—you guessed it—Schnitzel. About 1950 the emphasis on light boats began. How well I remember standing beside the hoist at Toledo Yacht Club watching a boat weigh in at 655 pounds. This boat had gotten all the way to the Internationals 45 pounds underweight. No wonder the skipper ran for the bar. His wasn't the only underweight boat either. We were a big organization now. Argentina held her first championship regatta and the Lightning was accepted for the Pan-

American games. We were rolling along. Nylon sails were in vogue at this time. We thought they were the last word, but I do remember that they bulged considerably in a good breeze. They did, however, have some advantages over cotton, but not everyone agreed. There was controversy. When isn't there?

In 1951 the Canadian District was formed. Also a couple of young fellows were beginning to be heard from on the regatta circuits. Their names? Gene Walet and Tommy Allen.

Along came 1952 and with it the first Invitation- al for Lightnings at Hawaii. Certainly not exactly in our backyard, but some of our members attended. Took their own boats too.

One of our top Lightning skippers, John Robertson, won the right to represent Canada in the Olympics. To do so he was forced to sail 18 races against sailors of Stars, 14 ft. dinghies, Bluenoses, Tumlarens and 8 meters. He sailed a Dragon in the Olympics. This was indeed a feather in our yachting cap.

At this time we had a great hassle over the use of plastic for sheaves in the blocks and various fittings. We finally allowed its use but even the President and the Chief Measurer had words over it. I know...I was the President.

1953 was the year of the big blow at Buffalo. We darn near lost the whole racing fleet tied at the docks for the International. In the wee small hours of the morning, when we were sleeping off a real terrific party, the wind began to howl and huge waves came crashing in from the lake. The racing fleet was tied practically bang-rail to bang-rail and the spreaders and jumper struts

began hooking together. The first rescue party got there promptly and by getting astraddle of the bow and paddling like fury they rode the boats just like a roller coaster right in to the soft sand beach where they were promptly hauled out. I got there too late to see ole Barney Crittenden come riding in on one of the boats in his B.V.D's. Everyone said it was a sight to behold and I do know that it took a lot of schnapps to get Barney warm again.

At this time the Michigan District Barefooted Philharmonic was formed. Ever heard them play? "Terrific!" The original BP numbered five, to wit: Sid "Diddle Fingers" Mitchell on the ole 88, Charley "Bubble Lips" Grant on plumbing, Gerry "Swinging Gate" Murphy on doghouse, Al "Nickel Pick" Oberson on geetar, and Buzz "Paradiddle" Morley on skins. I will never forget the time at Tawas Bay when we loaded the whole band on a truck, bare feet and all, and they gave us a session at the cocktail party. Do you know that some of these, characters became very astute officers of our Association? The Barefoot Philharmonic is truly a part of our tradition.

Completely glued hulls came into being in these years and actually at first were met by some of our members with great doubt as to whether they would be okay for wet sailing. They certainly proved to be very much all right. When I think back to the problems of the early years with leaking and soak-up always in one's mind, I realize what a great advance the glued boat was. Now we could really get around to regattas.

The year 1953 was a great year for LCA. One of our young skippers, just 18 years of age, won the Mallory Cup which is emblematic of the National Championship of all the racing classes. It was Gene Walet of New Orleans. Were we ever proud of him! The Lightning Class was really breeding sailors. To add icing to our cake, Judy Webb, also a young Lightning sailor and the daughter of one of our Vice-Presidents, Al Webb, won the Women's National Championship. We were riding high, believe me, and this tough competition was really paying dividends.

Orlon and dacron were making their appearance now as materials for sails. Great arguments

went on as to the relative merits of each. It was agreed, however, that due to the impervious nature of the material it made a faster sail than cotton and had other advantages too. The sailmakers had quite a time, as it was a new concept in sailmaking. We skippers were happy as the problem of sail break-in was no more. Some very fine fittings were also coming into being and Lightnings were becoming beautiful little yachts. They are without question the finest looking boat of their size in the world today. I will probably get an argument on that statement, but not from Lightning owners.)



Family boat...1963 Christmas card from Merle and Jean Spring and the seven off-Springs

As I have stated, some of the older boats leaked. So, as fiberglass had come into being, the Specifications were amended to allow hulls to be covered with this new material. This really put a lot of the older boats back in business.

To our great joy, in 1954 Gene Walet won the Mallory Trophy again. This time he won it in his home waters and in a Lightning. We were proud of the fact that we had other Lightning sailors in the Mallory finals too.

Hurricane Carol now hit New England and a lot of our Lightnings were no more. But everyone bought new boats and competition became tougher than ever.

Our boys flew to South America in 1955 for the first Pan-American Lightning Championship. They did us proud as they took the first three places. The series was held on the River Plat at Buenos Aires, Argentina. The first European Championship was held and the winner was Italy, with Finland the runner-up and Greece third.

Dacron as a material for sails had now taken a firm hold, but we still used nylon for spinnakers. The LCA now sustained a severe loss. C. L. Nicholson, the father of the Lightning Class, passed on. He started the Class and projected it into the world of yachting. We are forever in his debt. He was our first President and his good work lives on. From the first Lightning which sailed on Lake Skaneateles in 1938, we now in 1955 had 273 fleets all over the world...quite a tribute to this fine man and the fine boat and Class which he sponsored. We shall not forget him.



Lightning Family News

Welcome New Member Phil Leverault

I started sailing (crewing) Lightnings in 1966, at 10 years of age, on #1187 (Skaneateles Boat Work). My brother Craig was the Skipper, I handled the jib and flew the spinnaker, and our Dad was on the low side, enjoying the view and smoking his pipe. It was mostly day sailing, but we did attempt to race on Sundays at Mayfield Yacht Club (Fleet 13) on the Great Sacandaga Lake in upstate New York.

The family sold #1187, and we bought #10123 a year later, along with new North main and jib, as well as a hard radial spinnaker. What wonderful racing machine. We raced locally and were Fleet Runner-ups (14-16 Boats) three years running. Never could get to the be champs; there were very good Lightning sailors there, but what fun.

We also went out on the Central New York Regatta Circuit and raced two to three weekends a season at Skaneateles, Cazenovia, Keuka and Lake Ontario. We would finish in the top third and would squeak into the top ten once or twice. It was fun racing, and the camaraderie was the best. We would camp out each night and socialize and race each day. And some wild times we had; 10-12 foot rollers on

Lake Ontario, getting knocked down (2/3 of the fleet went over) and bobbing around for 1.5 hours on Skaneateles and getting struck by Lightning on Cazenovia (not by a Lightning, but by the other part of Thunder). We had the burnt wooden mast to look at and reminisce.

Fast forward 42 years. In between I have sailed quite a bit on the larger boats but missed the excitement and handling of a smaller sailboat. Thanks to the Internet and some research, I made contact with Mike Elmergreen. He and two others were in the process of refurbishing #11620. I contacted him, asked about purchasing the Lightning and closed the deal. He has been most helpful and reminds of the people I remember as "Lightning People."

The future for #11620 is a total rebuild and upgrade to today's race standards. My partner, Pat Hastings, and I plan on finding a third crew member and racing out of Milwaukee and hopefully travel to a few regattas. Thanks, Mike, for your help and encouragement. See you all on the lakes.

Welcome New Member Kyle Beebe

I grew up sailing in New Jersey and sailed competitively in the Manasquan River Yacht Club through high school. After joining the Metedeconk River Yacht Club 2 years ago, I have been looking for the right class to join. The competitive lightning class seemed to be exactly what I was looking for. Other club members in the class include Jim Carson, Mitch Hnatt, and Jodi Lutz. They are very well respected lightning sailors and have all been very helpful. I bought my boat from George Harrington, another accomplished lightning sailor who has been a great asset in getting me started and introducing me to the class. I look forward to getting started this spring with my father Robert Beebe, and my wife Tatiana as crew. The helpful class members and healthy competition attracted me to the class and thus far it has been a great experience. We plan to sail the spring and fall series in our club this year, to get ourselves acclimated. Next year we are will sail more aggressively in the Barnegat Bay as well as other open regattas in New Jersey.

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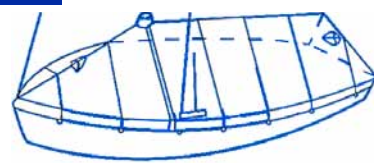
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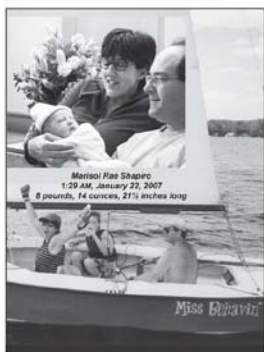
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What's a booster ad?: A booster ad can be anything. A special message of support from your family. Your district's racing schedule. A favorite recipe. A picture of your kids, your boat, your kid's boat. A thank you. An anonymous signature. Your company's ad (where else can you get an ad in this quality of a publication for \$100 bucks!!). A picture of Bill Faude (I said it could be anything!!...within reason...)

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How many booster ads will are you trying to get?: Our goal is to get 50 booster ads for this year's edition (We'll take more!!). That's 5% of our active (owner) members, but anyone can do a booster ad.

When do I need to get my booster ad info to the ILCA Office?: Since we hope to publish the yearbook in the early spring we want all the booster ads to be in as soon as possible. We'll do a running count and post it on the web weekly. Our goal is to have 50 by January 1st. Who's 1st??

What am I waiting for? I don't know. You went and read this to the end. You must at least be interested in being a part of this great project. Pick up the phone. Find a photo. Check with the boss. Get an ad in!!

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New Lightning Fleet in Concepcion, Chile Holds its First Regatta!

By Sebastian Lobos



This regatta was the inaugural event at the site where the new marina of the Club de Yates El Venado in Concepcion will be developed. Our new fleet is five boats strong now, and we anticipate that the number will be up to ten by the end of the year.

The San Pedro lagoon is long and narrow, 1.5 miles long and approximately 1200 feet wide in a north/south direction. The wind generally comes from either the north or south, which provides very interesting sailing conditions with lots of crossing in the up wind leg. The lagoon is close to the ocean, which assures us good breeze.

Our regatta was a two day event; we had eleven boats entered, with three races on Friday and two on Saturday. We had 15-25 knots of wind from the south on Friday. Three boats suffered equipment failures as a result of the strong wind. Saturday was calmer with 8-10 knots from the North.

The Results:

- 1st Felipe Robles, Pablo Lorca & Andres Guevara
- 2nd Cristian Barahona, Cristian Barahona, Jr. & Patricio Flores
- 3rd Francisco Perez, Rodrigo Oryan & Andres Perez

The winner, Felipe Robles, is this year's Islas Chiloe Cup Champion, Chiles most prestigious Sailing Event, skipping Viña Mar. After the closing ceremony and awards presentation on Saturday, we had our final event, a party in Reggios Pub, Concepción's most famous Bar. Everyone from the regatta attended and enjoyed the live music. For some, the Saturday night party didn't end until Sunday!



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- 14th-15th NJ Governor's Cup- Riverton Yacht Club

July

- 12th-13th District Championships- Barnegat Light Yacht Club*
- 14th Junior State Championships- Surf City Yacht Club

August

- 9th-10th Down Bay Regatta- Little Egg Harbor Yacht Club
- 23rd BLYC Annual Regatta- Barnegat Light Yacht Club

September

- 6th NJ States- Riverton Yacht Club
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Coach's Corner

Try to Find the Best Pressure



The wind is what makes every sailboat go and, almost always, more is better. Increased velocity makes you move faster through the water and also allows you to point higher. Therefore, when it comes to wind velocity the perfect strategy is easy: just find the area of your course with better pressure and head that way!

Like wind direction, the velocity of the breeze is always changing. Even on a day when it looks like the wind is steady and equal all over your racing area, there will almost always be slight differences in pressure across the course. The key is to find these and take advantage of them.

How to Find the Puffs

There are a number of ways to identify better pressure on the beat. The most widely used, and usually most reliable, method is simply looking at the pattern and color of the water surface to windward.

There is usually more wind velocity where you can see:

- Bigger ripples or waves
- More tightly packed ripples/waves
- More or bigger whitecaps
- Darker colors (because of the way more ripples reflect the sky color).

You can also use other visual indicators to gauge wind pressure:

- Heel angle of other sailboats
- Pointing angle of other boats
- Action of flags or smoke
- Position and shape of clouds

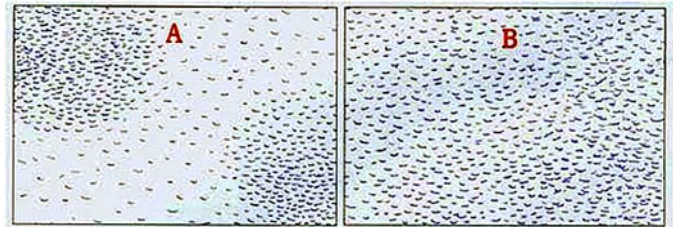
Many times the differences in pressure across the course are very subtle - they're big enough to make a significant difference in your performance, but small enough so they are barely perceptible. To find them you must look very closely, use all the indicators available, and train your eye to see very subtle distinctions.

Wind Pressure Strategies

When you are developing a strategy for the next windward leg, don't underestimate the value of finding better pressure. Most sailors focus primarily on windshifts, but sailing in more wind is definitely fast.

There are two important goals when you are strategizing: 1) Figure out where the best wind pressure is on the windward leg; and 2) Make sure that your strategy fits with the wind velocity that you have. Here are some ideas on how to do this:

- Remember that the wind you will get is coming toward you from the direction of your apparent wind. Therefore, line yourself up so your masthead fly is pointing toward the puffs you want to get.

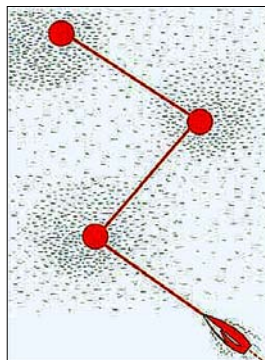


When sailors think about finding puffs, they often imagine a shifty wind blowing off the land (A) In this situation there is usually a large difference in wind velocity between puffs and lulls, so it's easy to spot areas where there is more or less wind pressure. However, most windward legs do not look like this. Usually the differences in wind pressure on a beat are much more subtle, and a "puff" may bring only one extra knot of wind velocity (B) This is often hard to see, but it could make a huge difference in your boatspeed. Therefore, you must train your eyes to pick up the subtle signs of more wind, especially on those days when it looks like the wind is the same everywhere. (In B there appears to be better wind pressure on the lower right side of the course.)

- If there are big clouds on your course, there is usually more wind pressure fanning out on their downwind (front) side. This means it's a good idea to sail toward clouds that are moving down your beat.
- In a large fleet and light air, there is often more pressure on the sides of the course since the wind tends to lift up over the mass of boats in the middle. It's not unusual for boats on both sides to come out ahead of boats in the middle.
- In light air it's especially important to look for areas of better pressure because they have a relatively huge impact on your speed and pointing. In these conditions, pressure is king! So be willing to sail extra distance or take more risk to stay in areas of better wind.
- In heavy air, pay particular attention to course geometry (i.e. your position relative to the windward mark) because your tacking angle is narrower and it's easy to reach the laylines.
- When you want to tack, try to do this in a puff rather than a lull. You will lose a lot less in maneuvers if you perform them when you have good pressure.
- When you are racing upwind, you will net puffs (and shifts) more quickly than when you are sailing around in the starting area (because you are sailing toward the shifts at a speed equal to your VMG, rather than waiting for them to come).

- Sometimes you must be proactive in getting to a puff sooner. It often pays to pinch toward a puff on your windward side or foot to a puff ahead of you.
- Once you're in a puff, try to maximize the advantage you get from it. For example, be willing to sail a little high or low to stay in it longer. If possible, sail to the far side of the puff and then tack - this way you can sail back through the puff again if it lasts long enough.
- Beware of 'velocity shifts.' These are temporary changes in your apparent wind direction caused by changes in pressure. When you sail into a lull it looks like you are getting a header: a puff appears like a lift. Be sure to change gears when this happens and don't be fooled into thinking these are real shifts in direction.
- It's very important to keep a good lookout for wind pressure around the course while you are racing. Assign at least one person to watch what's happening to windward on both sides of the course.
- Keep in mind that current can have a great impact on wind pressure. The great thing about sailing upwind is that when you find better current you will also have better wind pressure, so head directly for these areas.

Connect the Dots



In puffy conditions, when there is a relatively large difference in wind velocity between gusts and lulls, it's critical to stay in better pressure as much as possible. The best strategy is often a "connect-the-dots" approach where you sail a course that takes you from puff to puff. Though it's not usually a great idea to chase after wind shifts, going for puffs works well.

Finding the best wind pressure is critical in light air or when there are differences in wind velocity across the windward leg. These conditions often exist on small lakes and other bodies of water where the sailing area is quite close to shore.

Sail toward more wind. OK, this may seem so obvious it doesn't need to be stated, but it's amazing how often boats fail to sail toward better pressure on the beat. Of course, wind pressure is just one of many strategic considerations; however, wind is the force that powers a boat, and more wind almost always makes a boat go faster. So put a high priority on staying in areas of better wind—this is a sure-fire strategy, especially when the breeze is light to medium, or when there's a big difference in velocity between the puffs and lulls.

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*at Cedar Point Yacht Club
May 17th and 18th*

Please join us for the CPYC EarlyBird Regatta. This is a fantastic joint regatta with the Flying Scot Class. In addition to some great racing, you won't want to miss the now epic Saturday Night Party with lots of great food, bar and live band!



But wait...that's not all! The North Sails One Design Team will be putting on a Friday Tuning Clinic with a pizza and beer de-brief. Plus, an on the water racing video with coaching tips after Saturday's racing. Come and listen to the experts from North, and get in on this unique opportunity!



For more complete regatta information, please contact Gianni Cuccio at 203-913-0332, or jcdparts@optonline.net

Canadian Open Lightning Championships



TEMPLE REEF Sailing Club
TR
we're ready.....
are you?

Thunder Bay, Ontario

June 28-29, 2008

Superior Sailing

It is our pleasure to host the 2008 Canadian Open Lightning Championships in Thunder Bay, Ontario. Lake Superior, the largest fresh water lake in the world, is infamous for its unique beauty, fury and world-class sailing.

Temple Reef Sailing Club invites you to join us in what promises to be good times, great sailing and an unforgettable northern experience.

Visit the event website for more information and to let us know you're coming!

www.lightningcanadians08.blogspot.com

Nickels Boat Works has moved, note the new phone number and location

You'll never regret buying the best:

For 25 years Nickels Boat Works has built boats using superior workmanship and top quality parts that ensure a lifetime of use.

✦ **Long lasting construction**

Every boat is hand made using hand laid and blown fiberglass with particular attention to fit and finish.

✦ **Dedication to Detail**

Every piece of each boat is designed and built with the utmost care and precision.



✦ **New Hull Design**
Our fastest Lightning yet

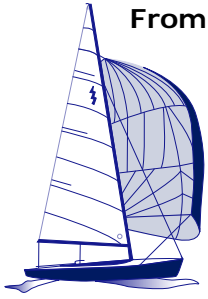
✦ **New Deck Design**
More comfortable hiking

✦ **New Layout Options**
Improved downwind performance



Nickels Boat Works, Inc.
1871 Tower Street
Flint, Michigan 48503
810-767-4050
810-750-0501 (Fax)

Email: sails@nickelsboats.com
Website: sails@nickelsboats.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

15356 Nickels shop boat. BRAND NEW. White hull with light grey deck. Wire and cloth are on forward side deck, Min. Weight rudder. Trailer included. \$17,500. Ryan Flack, Fenton, MI 810-513-5002 ryan@nickelsboats.com

15239 Nickels, All white, LIKE NEW boat, stored indoors last winter. Good VSP sails. Trailer with mast support. Adjustable jib leads and FatStick tiller extension. TackTic Micro Compass with bracket. Price negotiable. (Cass Lake, MI). Contact Dwight Smith, (734) 516-1356, dsmith@colemfgsystems.com

15143 Nickels - White hull, grey deck, mint condition. Almost all new lines, Adjustable jib leads, tack tick Racemaster compass, proctor pole, 2008 VSP sails used in circuit only (M,J,S,S) New VSP mast and travel covers, drysail cover, trailer in great shape. \$13,000. Boat in VT. Contact: Bill Fastiggi Phone: 802-655-7245 e-mail: bill@vtsailing.com

15141 Nickels, "Ciao Bebe"; white hull, lt. gray deck. Always stored under cover, spotless. Very fast hull, max SS centerboard, min fiberglass rudder, totally race-optimized (call/email for details). All Fabriccraft covers. Galvanized trailer. Three spin, 2 jibs, 2 mains (NS & VSP), many extras. \$14,000. (North Carolina) Avis & Henry Bridges: 919.542.5547; chickenbridge@embarqmail.com

15132 Allen (2003 World Champ), all covers, 2004 Allen trailer, North Fisher Main & Jib (2 seasons), new North Fisher jib (4 races) North RC1 spin (1 Season), Haarstick Spin (great condition), 2 poles. Located 20 miles North-east of Skaneateles. buy it and pick it up on your way to the 70th. phpundt@sbcglobal.net. (717) 856-8932

15021 Nickels. Race ready. Beautiful, white with red boot and deck stripe. Covers: mooring, mast, rudder, hull travel. North sails in good shape. \$14,500 Contact Matt Struble, (MT) 248-669-4583 strubleus183@sbcglobal.net

14855 Allen, built 1999, white with gray deck, \$13,250. Includes galvanized trailer. Contact: Dick Hallagan, 116 Grant Street, Newark, NY or 315-331-5664. Boat could be delivered to Denver, CO.

14787 Nickels. Very fast in good condition. White hull with grey deck. Two sets of North Sails. Travel cover and day cover included. Stainless board. Nickels galvanized trailer. This fleet champion is ready to race! Boat is located on Long Beach Island, NJ. (610) 202-1518 or jsailracer@yahoo.com. \$8,750

14743 Nickels. Excellent condition, all white with blue stripe. Quantum J-M &S. Fast and ready to race. Mast cover and Sailors Taylor deck cover. Galvanized Nickels trailer, \$11,500. Contact Joe Dissette MI. 989-631-2133 I also have many other preowned Lightnings. Call to see what is in my barn. Dealer for North, VSP & Quantum Sails.

14713 Nickels. Grey with blue boot stripe. SS board, condition-excellent, galv. Nickels trailer w/ spare tire, B/N North (Proctor) MJS, new Bryant mast. Full deck cover, race ready. \$12,250 Jim McIntosh, Williamson, N.Y. Phone: 315-589-8138, cell 315-576-0320 jmcintosh2@rochester.rr.com

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

14645 Nickels light grey hull with red trim. Galvanized trailer and travel cover with light bar. 2 suits of sails. 2 rudders. Extra upper shroud. TackTic compass and regular compass. \$7500. Bob Cotton (TN) 615-773-0726 or cotton@comcast.net.

14605 Nickels Robin's egg blue minimum weight hull, stiff and fast. SS board, two sets of North MJS sails. Ready to race. Trailer, travel cover, mast cover, Rooke full deck cover, minimum weight rudder and cover, compass. All controls operate smoothly. Clean and well cared for \$7500. Contact: 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. \$9,500 Located in Tenafly, NJ. Contact Bill Roesch: gwrroesch1@optonline.net (201) 675-9760

14256 Nickels. Ready for racing, brand new mast cover, full boat cover, traveling cover, 2 sets of sails, \$6295 including trailer. Jon Humphrey, 607-257-1153 jhumphr2@twcny.rr.com

14089 Nickels -Great competitive boat with brand new mast. Good condition, Off-White hull, minimum weight with correctors, 2 North mains and jibs and two spinnakers, updated controls and new main sheet, spinnaker sheets, twings, and center board controls. Also has re-built transom flaps. Covers for the mast and rudder, North top and bottom traveling covers as well as an older full skirted mooring cover. Nickels trailer. \$5850. Jim Crabtree, MO - Phone 573.690.4690 or e-mail me at jrcrab@embarqmail.com

14044 Nickels, white hull & deck - both in exceptional condition. New standing rigging & completely new running rigging. New VSP main & jib used only 3 times. New tapered spinnaker pole. New carbon fiber telescoping extension tiller. Hull, deck, mast & padded rudder cover and mooring cover. 1997 Allen galvanized trailer \$6,800. Beaufort SC -.Larry Hamilton 843 379-2370 svsafari@aol.com

14036 Nickels white hull & deck . Overall very good condition. Great starter boat at a great price. Allen trailer, full set of North sails, stainless steel center, 700 lbs., no leaks just upgraded to a newer boat, so first \$3,950 takes it. Cazenovia, NY - Rich Hartt (315) 655-5679 rhartt@netzero.com

13869 Nickels—I took a very good hull and re-rigged it to modern race standards. Very fast and in great condition. 2 ½ 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 peterbecher@comcast.net

13856 Nickels - Very fast lightweight racer, blue fleet in recent/ NAs, all upgrades completed, one set North M5/5A+/R2 club racing sails, Tactick digital compass, tuned centerboard. galvanized trailer (new 2001), all travelling and mooring covers. \$6500 obo Ed Petit de Mange 858-405-9307 edward.petit@gmail.com

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: icofer@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.

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, once a competitive boat, needs some restoration. Wooden mast and boom and two suits of sails, all in good shape. Steel centerboard, needs new drum. \$2,000 with trailer/\$1,000 without Contact Stephen Longmire (for the East End Classic Boat Society): 631/725-2288; slongmire@gmail.com

9350 Lippincott 9350-1965 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. Includes Shore Main and North jib in serviceable condition. Boat is fiberglass. Includes Nickels trailer with good tires, but requiring new bunks. Oval Spars. Alum CB. Plastimo compass. Past its prime for racing. Philadelphia, PA. AScache@comcast.net 267-496-7180 (Ash Scache)

7660 Wood Lightning 1960 Olsen woody, very good condition, great paint, brightwork, stiff, multiple sets of sails, all covers, good trailer, oval mast and boom, always dry sailed and garaged, \$2700 Gary Birnhak, New Jersey, 856-722-5698, garybirnhak@hotmail.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. Located in 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.