



Geoff Becker and Team Win at the NAs



The 2007 Lightning NAs is an event I will always remember. Being relatively inexperienced driving these boats, many people have asked me, "How did you do it?" It surely wasn't easy or without bumps in the road. Here is my "coach's" take on how our regatta came together.

Coming into the event I tried to focus on the things that I felt our team could do well. That all started with crew selection. Since I own the boat with Dan Rabin it was easy to find an excellent Bow-Person as Dan has been there and done that. The only crew decision for us was to find a quality trimmer/tactician. Bill Ward, the Dinghy Coach at St. Mary's College of Maryland, was available for our team and I can say that no one else would have done a better job for us, or made our regatta as much of a success.

We then made sure we had good equipment for our run at the NAs. We knew the boat was solid and would perform well for us if we could figure out how to set it up and point it in the right direction. So we next focused on sails for the event. Fortunately we got some help from Quantum Newport, Rhode Island, who agreed to work with us and help us get the boat up to speed. They were great to work with, and we certainly appreciate that. Once we had all the right gear, our equipment worries were put aside and we were ready to go.

My next focus was learning the boat setup and as much as possible about tuning the boat, from as many different sources as I could get. I checked several tuning guides and other articles about how to make the boat go fast and tried to compare similarities between them. Once I had an understanding of how others thought the boat and rig should be setup, I tried to use that information to create a basic setup.

The next step was sailing the boat. When we sailed in practice sessions, I used the old sailing adage, "trust what you see." We made adjustments to the rig and sails until they looked the way we wanted them to look. I have never been a believer in setting the rig to a guide and sailing by faith. I always check the mast and sails to make sure they look how they should and make the necessary adjustments while sailing the boat. The largest adjustment we made was in the tension of our lower shrouds. We found that in the light winds and choppy water the main could be made fuller and more powerful by easing the lowers giving the boat more punch through the chop.

The final step in our regatta preparation was to create a game plan for the event. Our game plan included two main parts, which we called 'big picture' and 'little picture.' The 'big picture' items included things that had to do with the entire regatta performance. Since our team was new to the boat and sailing together, we made a plan to improve each day and be sailing our best by the end of the event. A good example of this for our event was the practice race, where we made sure we started in a pack and sailed around boats the entire race.

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President's Column

Steve Davis

CONGRATULATIONS!!!

2007 North American Champions—Geoff Becker, Dan Rabin, Bill Ward

2007 Women's North American Champions—Carol Park, Rhea Consentino & Sharon Sleiker-Jay

2007 Juniors' North American Champions—Frederick Strammer, Justin Doane & Michelle Thomas

2007 Masters' North American Champions—George Fisher, Greg Fisher & Tom Emch

The annual summertime celebration of Lightning sailboat racing that we call the "WJMs" and the "NAs" was wonderful. Don't miss these events—they are the best!

Nabeel Alsalam, Frank Gallagher and Jim Dillard hosted the WJM event in Leesylvania State Park in Virginia, and a good time was had by all. Forty-eight teams attended the event, and the mixture of Juniors', Women's and Masters' always make for one of the best, if not **the** best, Lightning event each year.

The following week Steve Constants, Todd Johnson, PRO Jeff Borland and their supporters treated the Class to a well-organized, delightful North American Championship in Annapolis. Between the "morning briefings" and the "boatyard beer truck," the racing was Annapolis-in-the-summer challenging. Also, thanks to the four South American teams (Team Perez-Chile, Team Tamayo-Colombia, Team Sola and Team Lecaro-Ecuador) that attended.

The breadth of the Lightning Class continues to amaze me. There are so many ways to enjoy the Lightning sailboat. Here are a few recent examples:



Marcelo with his sister

boat, and I will send you some plans." I could not believe what I got!

The boat started out as a Lightning, but it got modified to twenty-three feet long with a cockpit and a cabin with four berths and a kitchen! The boat also received a longer fixed keel with extra weight (lead).

Marcelo Antonini from Argentina grew up sailing Lightnings with his father. He contacted me to find some plans for building a model lightning. Many of you know that this is something that I have plenty of! I said, "Marcelo, you send me more pictures of your



How about those Brazilian model Lightning boat builders! Have you seen the weblink from the Class website?



Now we will have something to do during on-shore postponements!

Lastly, Vern Velez with the Center for Wooden Boats in Seattle, Washington, has a passion for Lightnings developed during his youth sailing in Puerto Rico. He has decided to restore Lippincott #8345. The Center is located on-the-water at Lake Union, and the "exhibits" have to earn their keep at the sailing school or as part of the rental livery. See <http://www.cwb.org/> As a new member of the Class, The Center for Wooden Boats has decided to host the Puget Sound Lightning 70th Anniversary Regatta on July 25-26, 2008! What fun!

See you on the water.



"We are ever true to Brown," Steve Davis, Class of 1975.
Dan Rabin, Brown sailing coach—Fred Strammer, Class of 2012.

Lightning North Americans: Fun...But...Too Little Racing (that counts)

It's Time to be More Accountable for All Race Days

David Starck

The thought of taking time off work and competing in the North American Championship always gets my juices flowing. It's a fun week of sailing with friends and family against a bunch of great sailors. Moreover, the regatta is usually held in a desirable location, so it's equally fun off the water enjoying the town and sites. We get a lot of racing in too. If you count the practice race, there are eleven races sailed over six days. All sounds pretty good, right? Not exactly.

Despite the accolades of attending the NAs, there is a glaring downside. For all the time, money, and effort spent, only five races actually count. The practice race counts for zilch, the four qualifier races are a thing of the past once your fleet is determined, and the championship regatta has a throw out. That is a total of six races and roughly three days of sailing lost to the current format.

That is (or should be) unacceptable at a week-long event. If we expect 100+ boats and over 300 sailors to support future NAs, let's make it worth their while. Every race day should be equally meaningful. It's time for a change. It's time to be more accountable for the days we spend sailing. Let's revamp the NAs. Listed below are my suggestions.

SUGGESTION #1: CARRY THE QUALIFIERS

- Keep the current Schedule of Races in tact but carry the qualifiers forward for a total of ten races of which eight races count as follows: If all four qualifiers are completed, one shall be discarded; if all six championship races are completed, one shall be discarded:

Sample Scorecard: (count 8 of 10 overall races)

Q	Q	Q	Q	C	C	C	C	C	C
4	8	1	(13)	5	25	2	(OCS)	1	5

- There must be four qualifiers completed in order to have a discard race and six championship races completed in order to have a discard. It's possible to have a discard in the qualifiers and not in the championship, and vice versa, if not enough races are sailed.
- The fleets will continue to be split after the four qualifying races.

SUGGESTION #2: FINAL QUALIFYING POSITION IS YOUR 1st CHAMPIONSHIP RACE

- Keep the current Schedule of Races in tact but make the championship series a 7 races regatta. The first championship race score is your overall qualifying position. If you finished 10th in the qualifiers, the scorecard would be as follows:

Sample Scorecard (count 6 of 7)

Q Finish	C	C	C	C	C	C
10	5	25	2	(OCS)	1	5

- The overall qualifier race position must be carried and can't be used as a discard race in the championship series. In other words, championship race #1 can't be used as your discard race.

In both suggestions listed above, the 'normal' NA week race schedule is not altered. However, the way we account for the races is enhanced.

We (ILCA) would not be pioneers with this scoring change. Many successful international one-design classes carry qualifying races forward to the championship series. It's the right thing to do.

Please send your feedback to me at djstarck@aol.com and I will forward to the ILCA VPs and Executive Committee members.

This will be an agenda item at the ILCA Winter Meeting in St. Pete so we can (hopefully) implement it for the 2008 NAs in Newport, Rhode Island.

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Lightning Family News



Sarah Mergenthaler & Amanda Clarke

We are here in Long Beach, California, training for the Olympic Trials. We've had unbelievable sailing so far. Here is a great picture of us on a reach, taken from a helicopter above!

**Voted best One-Design Sailor of the Month
August 2007**



Carol Park was voted "Sailor of the Month" on the North Sails website.

Welcome New Member Patrick Kirk

I recently purchased a relatively new used boat. This is the first big sailboat that I have owned. For the past ten years I sailed a 14.5 foot boat called an Expedition, which is a Laser II hull with a modified rig. We sailed it once a week on Lake Michigan in South Haven, Michigan. My oldest daughter, age fourteen, expressed some interest in sailing, and I had always wanted to buy a Lightning, so this year we took the plunge.

Both of us are truly amateurs, and our primary goal is just to have fun. We plan to sail in local races outside of Cincinnati at Cowan Lake.

I have been impressed with the local Lightning sailors who truly have gone out of their way to help us with our boat. From what I have read on the Class website, the support of other sailors is consistent throughout the group. Possibly, if our skills improve, we may venture out to a regatta. My wife, Mary, and I also have an eleven-year-old daughter; thus, I may be lucky and have a homegrown crew.



John Atkins announces the three skippers that have qualified at the Junior North American Championships to represent the US at the Youth World Championships. They will be held July 14-18, 2008, at the Royal St. Lawrence Yacht Club in Montreal, Canada.

- Matt Schon
- Taylor Lutz
- Ian Schillebeckx

International Lightning Class Association

Jan Davis—ILCA Executive Secretary

7625 South Yampa Street, Centennial, CO 80016

Phone: (303) 325-5886 • Fax: 303-699-2178 • E-Mail: office@lightningclass.org

www.lightningclass.org

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We knew we would be weak in traffic, so we tried to stay around boats as much as possible early in the event in an effort to improve that part of our game.

Once the qualifying series started, we had two 'big picture' goals. One goal was to make it into Blue Fleet; the other was again to improve after each race. Our 'big picture' plan on the course was simple—stay away from the edges and keep our options open allowing us to be in every race.

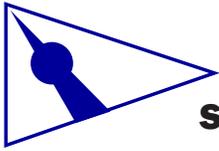
Our 'little picture' goals were created on a race-by-race, situation-by-situation basis. Some of the 'little picture' items included, where should we start, what side of the course looked better, what was the current doing, etc. When we considered the 'little picture,' we made sure not to forget the 'big picture.' Our tactics reflected this again by staying away from the ends of the line and the sides of the course, allowing us to make adjustments and have a chance to be in every race. One sacrifice we understood in the beginning was that with these conservative tactics, we couldn't really expect to win many races. In

the large fleets, with the boats getting so far apart on the upwind legs, boats way to the favored side would certainly have a significant advantage by the top mark. We knew that normally only a few boats could take advantage of the far sides, so we were OK with sailing just behind the lead pack on a regular basis.

Obviously our plan worked for us for the NAs, but we were fortunate that we were able to be so successful because there were certainly many boats that had both the speed and talent to win the regatta. Our team had a great time at the event, and we plan to be there again next year!

Finally, we would like to thank Severn Sailing Association and Eastport Yacht Club for doing an excellent job hosting the Lightning Class during the North American Championship. Steve Constants has my admiration, as I know how difficult it is to sail in a regatta you are hosting. Steve not only put on a great event, he sailed well to boot! We would also like to thank Jeff Borland and his team on the Race Committee, as they did an excellent job making the sailing both fair and competitive in sometimes challenging conditions. I can say, without hesitation, that we never sailed a race during the entire event that was not both a fair test and a challenge for the competitors.





2007 North American Championship

Severn Sailing Association, Fleet 329 & Eastport Yacht Club

August 18–24, 2007

Pos	Bow/Sail	Skipper	Crew	1	2	3	4	5	6	Total Points
1	20/ 15151	Becker, Geoff	Rabin, Dan/Ward, Bill	2	4	2	[8]	3	6	17.00
2	32/ 15232	Terhune, Allan	Terhune, Katie/Paisley, Sarah	1	12	1	[20]	4	1	19.00
3	31/ 15164	Dodge, Jed	Dodge, Bill/Costich, Sarah	[17]	1	3	5	5	15	29.00
4	61/ 14821	Proctor, Ched	Mueller, Jay/Dudas, Debbie	8	8	[21]	6	2	7	31.00
5	64/ 15257	Ruhlman, Rob	Ruhlman, Abby/Wilson, Patrick	[34]	6	8	9	1	8	32.00
6	1/ 14834	Burridge, Matt	Wake, Todd/Wake, Kristine	5	5	4	[29]	14	5	33.00
7	38/ 15310	Harkrider, Bob	Stone, Ellie/Moehlman, Marcus	[15]	7	10	4	15	4	40.00
8	33/ 14958	Fastiggi, Bill	Coburn, Suzy/Kruger, Kolby	9	[14]	5	12	6	9	41.00
9	15/ 15285	Strammer, Frederick	Jeffers, Will/Sims, Charlotte	13	2	7	[19]	8	13	43.00
10	43/ 9	Allen Jr, Tom	Allen, Shelby/Allen, Karl	3	[26]	13	3	7	23	49.00
11	68/ 14786	Schwartz, Jon	Krzenski, Paul/Schon, Don	16	13	[24]	7	10	3	49.00
12	65/ 14957	Ruhlman, Ryan	Turney, Nick/Sundman, Caroline	20	11	6	[28]	13	2	52.00
13	4/ 15181	Fisher, Jo Ann	Fisher, Greg/Bernstein, Rick	6	10	22	2	[29]	14	54.00
14	56/ 15251	Probst, Debbie	Jones, Monica/Kelly, Cindy	4	24	20	1	[25]	10	59.00
15	29/ 15240	Constants, Steve	Constants, Mike/Constants, Dave	12	[21]	16	15	18	12	73.00
16	57/ 14453	Peck, Darrell	Webber, Allison/Ganter, Kara	[26]	9	9	14	23	19	74.00
17	30/ 14880	Dieball, Skip	Gauger, Derek/Gauger, Ryanne	10	25	14	[27]	11	16	76.00
18	23/ 15279	King, Bob	Morang, Will/Healy, Billy	11	[34]	15	18	9	24	77.00
19	37/ 14548	Guth, John	Rich, Peter/Millar, Jenn	[23]	19	12	11	16	20	78.00
20	26/ 14350	Brown, Will	Faus, John/Whitesides, Paul	27	16	[28]	10	12	22	87.00
21	59/ 14795	Perez, Ignacio	Perez, Edmundo/Perez, Cristian	19	22	11	16	[37/DSQ]	28	96.00
22	5/ 15016	Brickell, Jamie	Brickell, Susie/Brickell-Frank, Kimberly	18	18	17	25	[31]	21	99.00
23	77/ 14119	Miller, Chad	Miller, Tanya/Hill, John	21	23	[31]	24	22	11	101.00
24	67/ 15154	Schneider, Mark	Schneider, Ashley/Schneider, Greta	32	15	18	21	19	[37/40%]	105.00
25	76/ 15024	Werner, Jason	DeBrincat, Brian/Dodd, Heather	25	3	27	[33]	24	29	108.00
26	60/ 15131	Phelan, Patrick	Sanford, Mark/Morris, Rich	14	29	19	13	34	[35]	109.00
27	48/ 14866	Mauk, Bill	Weaver, R/Vladmir	28	[30]	23	23	20	18	112.00
28	88/ 14890	Townsend, John	Pramik, Sara/Mangan, Sarah	[33]	17	30	22	28	17	114.00
29	27/ 14940	Cobbum, Craig	Shore, Randy/Brown, Ryan	7	20	[34]	31	27	31	116.00
30	42/ 14073	Hurban, Gary	Coplan, Justin/Carney, Mike	24	27	25	30	21	[32]	127.00
31	3/ 15142	Alsalam, Nabeel	Roberts, Russell/Kugler, Lisbet	22	[33]	26	26	30	25	129.00
32	85/ 15084	Buczowski, Joe	Crann, Caitlin/Parker, Ryan	29	28	[33]	32	17	27	133.00
33	34/ 14050	Gardner, Bretton	Unworth, James/Hazelett, Peter	30	32	32	17	33	[34]	144.00
34	51/ 13806	Newman, Clarke	Scanlon, Alex/Rudolph, Gavin	35	35	29	[37/OCS]	26	30	155.00
35	16/ 15276	Lange, Philip	Lange, Jonathan/Lange, Derik	31	31	[35/TLE]	34	32	33	161.00

Notes

- (1) Scoring System is Lightning LowPoint
- (2) Time limit expired (TLE) penalty is: Finishers plus 1
- (3) Finishes in [brackets] denote throwouts

1st



Geoff Becker and Dan Rabin receiving NA Championship Trophy

2nd



Katie Terhune, Sarah Paisley & Allan Terhune

3rd



Jed Dodge, Sarah Costich & Bill Dodge

4th



Ched Proctor, Jay Mueller & Debbie Dudas

5th



Patrick Wilson, Abby Ruhlman & Rob Ruhlman

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Steven H. Davis

I am proud to join the ranks of previous Presidents who have won the President's Cup. Fisk Hayden, Paul Gelenitis, Don Delorme, David Peters, Henry Cawthra and Karl Smither hold that distinction. My only unique aspect is that I won the President's Cup as the standing President of the ILCA.

Colin, Karen and I started sailing together last year in San Diego. I would drag the boat and gear to a venue and crew for Colin and Karen in the Master's Championship, and the following week the duo would crew for me in the NAs.

I love to sail with Colin and Karen Park, as the expectations are very high. Colin is a ILCA Past President, former North American Champion and Olympic sailing medalist. Karen, otherwise known as "Tiger", is a first-rate crew, Yearbook editor extraordinaire, past first lady of ILCA and a North American Champion. There isn't much that they miss on the race course or off the race course.

Annapolis has always been a difficult place to sail for me, and every trip is memorable for its calamity. My first trip to Annapolis I broke my leg, so not making it to the Blue Fleet was not as bad. Besides, Colin had never had the opportunity to sail in the Green Fleet!

Day One: Frank Gallagher won the day with a 1 and a 3. Our first race was a recovery from oblivion. We were rocket ship fast downwind.

With Colin, Karen and Steve, "the Little People," what would you expect!? Up the first weather leg in the second race, a 30-degree left hand shift set us up nicely, and we battled Dick Moyer around the course for first and second. A nasty right shift at the top of the second leg allowed us to get around Team Moyer and go on to win the race.

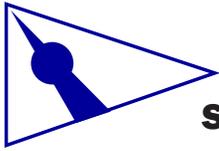
Day Two: Neal Fowler won the only race of the day by a mile. We were deeper than deep, but once again we glided downwind in super light air to pull out a six. That effort put us in the overall lead.

Day Three: The previous pattern repeated itself. We won the fourth race, and then Team Fowler won the fifth race. With a throwout, Team Fowler was back. At the start of the last race, we had lost sight of Team Fowler and positioned ourselves at the pin end. There was a stack of boats on the pin boat that looked like a people pileup on a ski lift exit. We squirted out and battled Cully Ward to the weather mark but could not find Team Fowler. Finally, they showed up right behind us. They dogged us and we dogged them up and down the course. Team Ward won the race but we were able to stay ahead of Team Fowler for the overall 2007 President's Cup Championship!

It was a good week. Our focus was on fun! One night Jan prepared a clam chowder feast at our rented house for all the South American participants and family. After racing, we pursued seafood haunts throughout the Annapolis area. Almost nothing is more fun for the out-of-towners than to smash crabs and drink cold beer!

Thank you to all the NAs Organizing Team, especially Steve Constants and Todd Johnson. Congratulations to PRO Jeff Borland for a job well done.





2007 President's Cup

Severn Sailing Association, Fleet 329 & Eastport Yacht Club

August 18–24, 2007

Pos	Bow/Sail	Skipper	Crew	1	2	3	4	5	6	Total
										Points
1	8/ 15265	Davis, Steve	Park, Colin Park, Karen	5	1	6	1	[9]	3	16.00
2	2/ 15202	Fowler, Neal	Johnson, Todd Offerman, Katie	10	[14]	1	4	1	4	20.00
3	75/ 15216	Ward, Cully	Ward, Kat Ward, Beth	2	9	8	2	[17]	1	22.00
4	46/ 15336	Martin, Bobby	Spiller, Ben Kilcline, Erin	23	2	4	3	3	[25/DNF]	35.00
5	49/ 14942	Moyer, Richard	Moyer, Helen Depenbrock, John	3	4	[15]	14	10	11	42.00
6	41/ 15082	Holly, Michael	Tardif-Holly, Valerie- Wheatley, Christine	9	7	[16/TLE]	10	2	15	43.00
7	69/ 14888	Sengstacken, Bob	Tsutsui, Mino Zitin, Daniel	8	15	14	6	[19]	2	45.00
8	40/ 14706	Harrington, George	Guerrera, Art Thomson, Christian	16	6	2	[19]	11	10	45.00
9	6/ 15122	Carson, James	Ruiter, Dave Thompson, Dave	[22]	5	3	17	15	6	46.00
10	45/ 14676	Lecaro, Carlos	Viteri, Oscar Pamino, Jimmy	[19]	8	16/TLE	5	4	13	46.00
11	9/ 15296	Sprole, Ryan	Sprole, Chris Sprole, Steve	6	10	5	13	14	[19]	48.00
12	13/ 15171	Goldman, Josh	Scheibner, Angela Powers, Danielle	12	12	[16/TLE]	8	7	9	48.00
13	7/ 14566	Gallagher, Frank	Kuzon, Brian Thomasson, Rebecca	1	3	13	[22]	22	12	51.00
14	53/ 13910	Allen, Bill	Miller, Stephen Quesser, Robbie	15	[17]	12	7	6	16	56.00
15	50/ 14737	Niles, Tom	Niles, Kenneth Casey, Collin	13	[20]	10	9	13	14	59.00
16	74/ 14695	Waldkirch, Richard	Elmer, Katie Powel, David	14	11	16/TLE	12	[20]	7	60.00
17	36/ 14881	Egan, Dan	Dieselman, Jay Forenza, Robert	4	[21]	9	18	12	18	61.00
18	11/ 14719	Bogardus, Bill	Lynn, Jarrett O'Conner, Cortney	17	16	16/TLE	[21]	8	5	62.00
19	71/ 14588	Virgin, Gregory	Williamson, Jill Dunn, Reeve	[20]	13	7	11	16	20	67.00
20	63/ 14325	Reitinger, Eric	Richter, Warren Ciccotelli, Maria	7	19	16/TLE	[24]	5	21	68.00
21	80/ 14833	Menninger, Peter	Menninger, Jacky Heller, Ian	11	23	11	16	[24]	17	78.00
22	73/ 15189	Waldie, Steven	Gelston, David Boucher, Stephanie	[21]	18	16/TLE	20	18	8	80.00
23	18/ 14817	Anderson, Scott	Kennon, Batton Laughlin, Stephanie	24	22	16/TLE	15	23	[25/DNC]	100.00
24	19/ 14488	Baxter, William	Nagy, George Arndt, Mike	18	24	16/TLE	23	21	[25/DNC]	102.00

Notes

- (1) Scoring System is Lightning LowPoint
- (2) Time limit expired (TLE) penalty is: Finishers plus 1
- (3) Finishes in [brackets] denote throwouts

1st



President's Cup Winners—Colin Park, Karen Park & Steve Davis

2nd



Neal Fowler, Katie Offerman & Todd Johnson

3rd



Cully Ward, Kat Ward & Beth Ward

FAST

...the power to perform



FOR THE RECORD

So. Circuit '07

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

Pymatuning Spring '07

1,2

Potomac Cup '07

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

No Gas Regatta '07

1,2,3*

Jackson Spring Fling '07

1,2,3,4,5

North Americans '06

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

South Americans '06

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

US PAN AM Trials '06

1,2,3

Youth Worlds '06

1st

* partial inventory

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50 YEARS OF FAST... celebrating our 50th Anniversary!

Mike Beaver

Ten years had past since selling my lightning and gravitating to the darker side known as powerboating.

So what happened you ask. Why the Jekyll and Hyde personality? Simply put...one too many days sails in Annapolis.

I don't know exactly what turned me but it probably had something to do with the finicky winds, tricky current, insane heat, oppressive humidity and the monstrous powerboat chop that makes Annapolis so infamous. Other than that what's not to love?

So to this day I have no idea why my wife thought a new Lightning would be a good idea. After all, we'd moved from Annapolis to Ft. Myers, which is to say the end of the world as far as sailing is concerned. And did she really think the North Americans hosted by our old club could possibly change my mind?

So...the next morning I ordered a new Lightning. (That's the way it is in our house)

My long time sailing friend Chris Raubacher was probably more surprised than most. Chris and I have sailed together since the mid 80's and he's been a pretty good sport with putting up with my crap over the years. Chris is an avid sailor and equally accomplished holding a sheet or a tiller. He's also a closet powerboater but views such indiscretion as necessary for his fishing habit.

So that's how our journey to Annapolis began with Chris crewing up front and my wife Joanna in the middle.

First step to Annapolis was qualifying at the Florida Districts. If I learned anything that weekend it would be Florida has some pretty talented sailors and you can't learn a thing about a new boat when it's blowing 15-20+ every race. I also found out that while Joanna is an accomplished sailor in several classes she had never actually flown a spinnaker before. (You did a great job honey...honest!)

Finally the North Americans. Joanna was a trooper and towed the boat by herself a week earlier to sail the Women's. She had a wonderful time and I was fortunate to join her for the final day's events at Leesylvania. I found Ron Buchanan who was using his powerboat (trend?) as the finish boat and hitched a ride to take a few pictures. I noticed through the camera lens that Joanna's mast had a little too much rake and made a mental note to check things out the following day.

That night we made our way to Annapolis and finally dropped the boat off at SSA. After some greetings, a few handshakes and a few too many beers we made our way back to the house we rented. If Joanna did nothing else right that week she certainly scored big time by renting a house only three blocks from the club.

The next morning we decided to skip Sundays practice race and worry about getting ourselves ready for the upcoming week. We made a few tweaks to the boat and dropped it in the water latter that afternoon. That's when we noticed we had big problems with the rig and our forestay was adjusted too long. Back on shore we checked everything and reconfirmed the numbers against the tuning guide. Things looked OK but we knew something was still amiss. I consulted the experts but nothing could be found. Finally out of frustration I shortened the forestay 1¼" and made a final adjustment of the shrouds as time was running out for measurement.

During the qualifiers our boat handling was as good as ever, starts were as poor as ever and I've never seen better spinnaker work aboard our boat before. The big problem was poor boat speed induced by bad sail shape brought on by my inability to tune the mast. In the end we finished the qualifiers by having a line drawn above our names on the cut-sheet. Chris is always the optimist and pointed out it was probably better than having it drawn through your name.

I was a little bummed that evening about letting Chris and Joanna down and not giving them a shot at the North American title. But that seemed to vanish when a big dose of reality set in and I realized sailing the Governors Cup was a far better way to spend a few days than sitting at work behind a desk.

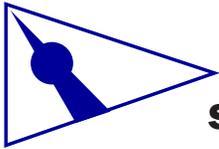
By now I was starting to feel a little of the love spreading through our group of "Party Fleeters" and we started making new friends and having fun sailing again. As a team we decided to use local knowledge when we could and good judgment the rest of the time. We communicated well on the boat and took low risk options when playing the course and higher risk options when boat handling was required. In all I'd probably say the left center or left side of the course was our comfort zone in every race. Speed was never our friend.

In the end Paco Sola sailed a very consistent series placing 2nd overall and counted all top five finishes. Carol Park had a great two weeks by winning the Women's Championship and following it up with two bullets on her way to a 3rd in the Governors Cup. Honorable mentions go to Bill Killebrew who sailed consistently in the top five and Diana Lohmeyer who scored herself a bullet in the final race to seal the fifth place overall.

The great folks at SSA and EYC did a masterful job and if I didn't know any better I'd say Jeff Borland sold his sole to "Mother Nature" for such glorious weather. Also, the use of VHF radio communication was a huge success and it kind of makes me wonder why it took so long.

I've left the blow-by-blow accounts to the aces of the other fleets and told a single story of the twenty-one available in the Governors Cup. For myself, I've rekindled an affair with sailing and found renewed enthusiasm for the Lightning. I've also been reminded the importance of taking time away from work and sharing it with friends.

Congratulations to everyone who participated or help organize the 2007 North Americans.



2007 Governor's Cup

Severn Sailing Association, Fleet 329 & Eastport Yacht Club

August 18–24, 2007

Pos	Bow/Sail	Skipper	Crew	1	2	3	4	5	6	Total
1	10/ 15320	Beaver, Mike	Beaver, Joanna / Raubacher, Chris	[12]	1	2	2	1	12	18.00
2	70/ 15139	Sola, Paco	Sola Jr, Francisco / Romero, Juan Carlos	3	2	5	[7]	5	5	20.00
3	12/ 14902	Park, Carol	Cosenitino, Rhea / Slicker-Jay, Sharon	1	5	1	[12]	6	10	23.00
4	44/ 15308	Killebrew, Bill	Osborne, Mike / Colby, Denis	8 [23/DSQ]		3	4	7	2	24.00
5	47/ 14049	Lohmeyer, Diana	McCorkell, Joe / Yellott/Lohmeyer	[19]	15	8	5	2	1	31.00
6	17/ 15093	Hurban, Joan	Jadrosich, Peter / Weimer, Denise	5	6	4	[10]	9	7	31.00
7	66/ 14318	Sawyer, John	Morton, Dan / Allen, Ann	[16]	4	11	6	11	3	35.00
8	14/ 15159	Hanson, Frank	Hanson, Taylor / Prior, Danielle	4	3	[15]	14	12	4	37.00
9	72/ 15259	Wagnon, Brad	Richey, Michael / Lester, Ron	2	7	10	9	10	[11]	38.00
10	25/ 15315	Cabrall, Bill	Farell, Raeyane / Pierce, Craig	13	14	[17/TLE]	1	4	14	46.00
11	22/ 14802	Tamayo, Gustavo	Delgado, Sergio / Tamyo, Antonin	[18]	8	6	18	3	17	52.00
12	92/ 14481	McBurney, Scott	McBurney, Sean / Bonanno, Julia	14	12	7	15	[17]	8	56.00
13	58/ 14932	Pelosi, John	Broadwell, Harold / Michels, Ed	9	16	12	13	8 [17/40%]		58.00
14	54/ 15342	Reak, Paul	Bogadi, Jennifer / Phelan, Brian	10	11	13	3 [23/DSQ]		22/DNC	59.00
15	96/ 14630	Tawney, Guy	Eyring, Andrew / Hillyard, Chase	7	17	14 [23/OCS]		18	6	62.00
16	78/ 14811	Allen, Sr., Tom	Duncan, Lourie / Lopez, Christine	[21]	9	17/TLE	8	13	19	66.00
17	28/ 14629	Compton, Tom	Dolezal, Adam / Jay, Matt	15	10	[16]	11	14	16	66.00
18	39/ 14139	Harmon, Robert B	Esbesen, Gretchen / Schmidt, Laura	6	13	17/TLE [23/OCS]		15	18	69.00
19	24/ 14627	Pemberton, John	Cook, Chris / Lake, Laura	[20]	19	9	16	16	13	73.00
20	62/ 15156	Pyle, David A.	Chervenik, Dave / Essman, Rick	11	18	17/TLE	17	[19]	15	78.00
21	35/ 15280	Gravatt, Dan	Collins, Donna / Goldstein, Jen	17	20	[22/DNC]	22/DNC	22/DNC	22/DNC	103.00



1st



Governor's Cup Winners—Mike Beaver, Joanna Beaver & Chris Raubacher

2nd



Paco Sola, Francisco Sola, Jr. & Juan Carlos Romero

3rd



Carol Park, Rhea Cosenitino & Sharon Slicker-Jay

Steketee Award



Presented to Fleet 50 Captain Nabeel Alsalam

McDermott Trophy



*For the most improved from 2006-2007
qualifying series-35 places
Bob Harkrider*

Fallon Trophy



*For the last boat to qualify into the Championship Fleet
Jamie Brickell*

Thermis Trophy



*To the highest finisher in the Championship Fleet
who has never qualified before
Geoff Becker*

Swanson Trophy



*To promote and encourage women skippers
JoAnn Fisher*

Jack Elfman Trophy



*Presented to the highest finishing Master who also competed in
the Masters NA Championship regatta
Jamie Brickell*

Special Trophies

**NAs
2007**

Kaleigh Wilday Trophy



*For the youngest competitor
Francisco Sola, Jr*

Fleet 36 Award



*For the highest placing junior skipper
Fred Strammer*

Appreciation Awards

Steve Constants—(USA sail # 15240)

For his dedication and expertise as the Chairman of the Organizing Committee of the 2007 Lightning North American Championship Regatta hosted by Severn Sailing Association, Eastport Yacht Club and Lightning Fleet 329.

Nabeel Alsalam—(USA sail # 15142)

For his dedication and expertise as the Chairman of the Organizing Committee of the 2007 Women's, Juniors', and Masters' North American Championship Regatta hosted by the Potomac River Sailing Association and Lightning Fleet 50. And, for the generous donation of his time and resources in support of the ILCA Boat Grant Program.

David Thompson—(USA sail #15228)

For his dedication and expertise in organizing the 2007 Women's, Juniors', and Masters' North American Championship Regatta hosted by the Potomac River Sailing Association and Lightning Fleet 50.

Jim Dillard—(USA sail # 15311)

For his dedication and expertise in support of the 2007 Women's, Juniors' and Masters' North American Championship Regatta hosted by the Potomac River Sailing Association and Lightning Fleet 50.

Jeff Borland—Professional Race Officer

For his dedication and expertise in support of the 2007 Lightning North American Championship Regatta hosted by Eastport Yacht Club, Severn Sailing Association and Lightning Fleet 329.

John Quay—Professional Race Officer

For his dedication and expertise in support of the 2007 Lightning North American Championship Regatta hosted by Severn Sailing Association, Eastport Yacht Club and Lightning Fleet 329.

Todd Johnson—(USA sail#15202)

For his expertise and dedication as a member of the Organizing Committee of the 2007 Lightning North American Championship Regatta hosted by Severn Sailing Association, Eastport Yacht Club and Lightning Fleet 329.

Ed Michels—(USA sail #14950)

For his expertise and dedication as a member of the Organizing Committee of the 2007 Lightning North American Championship Regatta hosted by Severn Sailing Association, Eastport Yacht Club and Lightning Fleet 329.



Steve presents appreciation awards to the WJM regatta organizers Nabeel Alsalam and David Thompson

NAs 2007



Daily Annapolis U briefing



The VERY popular beer truck



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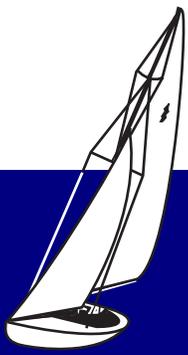


Steve with the Ecuadorians who came to the NAs

**NAs
2007**



August in Annapolis?!—your just never know...



Classic Lightning

Craig Thayer — thayer@a-znet.com

Bob Astrove — Bob Astrove — astrove@hotmail.com

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

2007 Masters: View from the Mahogany Seats

Doug Dixon: Skipper #7603 (1960 Woodie) and #584 (1941 Woodie)

The title is from my wife, Gina. I liked it so I kept it, but she deserves the credit. Bob Astrove, my other “crew” (AKA phantom skipper extraordinaire) and I tried to get her to write this article; however, she refused, arguing that she was not a true “Master” and lacked the perspective necessary for an accurate or insightful article. Given that Bob is the same “age” or reasonably close by a “few...ah hm...years” as my wife, I assumed that he too lacked the Masters perspective, so the duty became mine.

This past winter I learned that the Lightning Masters would be held in my back yard on the Potomac River in Leesylvania, Virginia, and, having recently completed restoration of a true Lightning Master (#584, 1941 Skaneateles), what better way to compete—better, make a statement—than with both a Masters body and boat! Now, before I get much further, a couple of qualifying points: (1) I have not sailed a competitive Lightning race in 20 years; and, (2) see point 1. Relative to point 1, Bob and I shared 14019 for a couple of years and raced out of SSA Fleet 329 back in the 80s, but between a mid-life crisis and having children, I vanished from sailing entirely in 1988. Bob brought me back in 2002 as crew on his woodie #7603, after which I too caught the woodie bug and found and restored #584 (see Flashes February 2006 and October 2006). I digress.

The intention to sail in such a prestigious regatta requires certain qualifying criteria. First, the skipper must be 55 years or older and the total age including crew must equal or exceed 130 years. Me at 57, Bob Astrove at 51 and my wife at 39 combined for a total age of 159 years (check my math at your own risk!), thereby meeting the age qualifications. The next criterion was a Lightning (age not specified) with measurement certificate and measuring in against

all measurement criteria (lots of numbers relatively irrelevant to our effort, but more later). The intention also requires the organization and initiation of a racing campaign structured so that we would peak at the time of the Masters. We checked the Lightning schedule and decided that the 2007 Lightning Woodie Regatta, July 28-29 on Lake Onondaga (see September 2007 Flashes) would be the ideal tune-up for #584.

So off to Syracuse we went with visions of ending Bob Astrove’s and #7603 dominance of this annual wooden Lightning event. We carefully tuned our wooden mast (we put it in the boat and got the uppers and lowers correctly mounted), got the sponges poised and launched. We were s-l-o-w. V-e-r-y... s-l-o-w! Relative to our intention of sailing #584 in the Masters and making a statement, it is one thing to make a statement and another to embarrass ourselves and the increasing Lightning woodie fleet. I needed a new “Master” plan, and it was easy to ask Bob if I could skipper his #7603, also known as Greased Wooden Lightning, and keep my boat in reserve as a fleet intimidation factor!



In advance, I clear it with the Masters Race Committee that we will start the regatta with #7603 and end, pending our money position on the final day, with #584. So, finally, we arrive at the Masters with both woodies, both with mahogany seats—in fact, very nice mahogany seats. Bob measures his boat in and weighs it at 720 pounds. Not bad for a 47-year old boat. Now for the weight of #584—804 pounds (but I forgot to remove the anchor)! I also briefly consider measuring in my 1941 original cotton sails, if for no other reason than to get a rise out of the Measurement Committee. I didn’t—I should’ve, it would have been special (I think they

might be the only remaining original Lightning cotton sails in existence).

OK let's get to the racing. Day 1, race 1, 12–14 mph breeze after a brief thunderstorm. I am skippering someone else's wooden boat, the owner polishes the seats with Pledge, I have not raced in twenty years, and there are twenty-three other old farts all with plastic boats going in all different directions! While I had visions about making toothpicks, Bob was calm and collected. Despite my rustiness, I have a fairly OK start, the wife picks up with the jib where she left off, also twenty years ago, and we make the mark around mid-fleet. Not bad, considering we went the wrong way, and Bob has not imploded or exploded with someone else driving his boat. I am a little sloppy going downwind and by the end after a few more tactical mistakes on my part, we finish 18. Not good, not to bad, no toothpicks, no injuries, the wife is not mad at me, and Bob is still calm. All in all, a win!

Race 2, 5-10 mph at the start but dying rapidly. This is when all you plastic drivers can “read my mahogany.” I am late at the start but at the correct end of the line with clear air. At the first mark we are in the top 10! Not bad for a 47-year old boat. But it gets better. The breeze continues to drop, and #7603's reputation for speed under light air conditions comes true. With the wind now below 5 mph, we decided to leave the spinnaker in the bag and make minimum body movement to keep the boat moving. With all three of us on the leeward rail, none of us breathing and against a current, we manage to maintain a near constant downwind speed.

We pass boats on both sides of us and enjoy seeing some frustrated skippers try putting up spinnakers, only to stall (relative to our motion). We continue to coast along, and a quick fleet count has us in the top three with only a couple of hundred yards to the shortened course finish line. Just before the end, however, a freshening breeze picks up two nearby boats, and we finish 5th!

Let's do some Masters wooden boat math: there are fourteen 15,000-series boats in the regatta, and let's assume they were all built in 2006—that's 46 years per boat older than ours or a cumulative amount of 644 years. Plus, there are seven 14,000-series boats, and let's assume they were all built in 1990 and, therefore, thirty years older than our boat for a cumulative total of 210 years. Finally, there are two “oldie” 13,000-series, but we won't count them. After all, no need to put salt in the wound. Add it up, the fleet had at least 854 cumulative construction years (this is

Masters Math) on us, yet we smoked ya all—read our mahogany transom! Well, #7603 transom is, technically, painted, but you get the point. Oh, one other minor point, Bob paid \$100 for #7603 and the going price for a 15,000 series Lightning is...

Day 2, races 3 and 4 and a breeze around 10 mph. Based on race 2 results, we've got our mojo fired up, and we are ready to put it to the plastic dudes again. I strutted or sailed smugly back and forth across the starting line and when the gun went off, we were again in clear air at the committee boat, unfortunately, about thirty seconds late to the line (there's twenty years of rust on my starting watch). As for the results in this race, let's just say it was time to eat some humble pie, better, eat some plastic transoms! The same for race 4. Chewing fiberglass is not a pleasant experience. The good news was that we had the fleet

where we wanted them, and on the final day it was time to roll out the real intimidation—#584 and its 66 years of experience. Mind you, #584 had already won the parking lot series, and now we were ready to take or “stick” (literally) it to them on the water. We arrived Saturday, ready to go—the wind was ready too. It was blowing 15–20 mph fresh out of the NW (the “official” website record was 10–12 mph; however, I think their anemometer needs oiling) which is about 10+ mph above the safety factor for this wooden classic. We had a statement to make, however, so damn the wind and into the water we went. We made a few beam reaches back in forth in front of the boat basin in the lee of the shore to show off. We three held our breath waiting for the mast crack which, fortunately, did not come, but it was evident

that we were a bit overpowered, and further racing under the conditions, even in the luff of the land, was not prudent. So we decided to retire and thereby spare the plastic dudes any further chance of humiliation. In retrospect, because the wind later died, it was a decision I regret because we likely would have won the race.

All in all, however, the Masters was a great experience, and #584 won the parking lot trophy while #7603 was a very close second. On the water, we placed 18th overall and looked damn good placing there. Gina had some bruises she forgot were possible to get, Bob did not have any toothpicks, we were still friends, and it is hoped that, much like in the movie “Tin Cup,” fellow competitors will remember the 2007 Lightning Masters for those classic beauties that were in the parking lot—and the one time when nineteen of you could read our mahogany!



Doug Dixon & #584

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Carol Park

How it all got started: I was 6 years old and...

Well, actually it got started last year when fellow club member Sharon Slieker-Jay mentioned that the Women's Championship would be held nearby at Leesylvania State Park. How could we pass up the opportunity was her basic sales line. We had raced together once before, had a fun time, so the sales line did the trick. Soon, we were committed and had a third, Rhea Cosentino, also from the Susquehanna Yacht Club, Fleet 253. This provided the opportunity to practice on a regular basis—obviously this was a big advantage.

Sharon Slieker-Jay is an English gal that relocated five years ago to Lancaster, Pennsylvania. During one of her regular scuba diving sessions, a classmate asked her to consider crewing on his Lightning. That's when this thirty-something thrill seeker got her introduction to racing in a twelve-boat fleet on Wednesday evenings on the Susquehanna. Primarily, Sharon has been front crew. For the Women's Championships I asked her to learn middle. Due to her agility, strength, and smarts, she quickly learned the position. It was wonderful to have Sharon next to me.

Rhea Cosentino is also from Lancaster County, Pennsylvania. She too started sailing and racing about five years ago after taking a Learn-to-Sail class sponsored by the Lightning Fleet. (Quick

aside, the Learn-to-Sail class is lead by Fred Bush, father of Bob Bush. Bob's wife is A. Sterling Bush, who skippered the yellow boat at the Women's Championships.) Needless to say, Rhea loves sailing and found numerous opportunities to crew in away regattas for various skippers. She used this strategy to learn as much as possible as quickly as possible. Rhea is a superb front crew and made sure I didn't pinch my way through the windward legs.

I had the position of skipper, logistics coordinator, cheerleader, coach, tour coordinator and chauffeur. My duties seemed to offset the fact that I'm not agile, flexible, and fit. Sharon and Rhea had those covered.

During the regatta we found a routine. Since we stayed with friends, we had a kitchen to make gourmet lunches (something beyond energy bars), we packed lots of water, arrived early, took our time to review the expected wind and current strengths and direction, and then went out to sail as much of the course as possible. I'm a stickler for boat handling, so we would tack-n-tack and gybe-n-gybe until the process was fluid each day. We also had team embroidered shirts!

Something I didn't worry about was starting. Knowing the line length would be set for the larger Masters' class, I figured the line would be plenty long. However, racing at the NAs opened my eyes to how rusty I am—terrible starts. At Leesylvania we didn't think current would play a huge role as long as we could find good wind pressure. Two days of light air certainly played to our strength. The third day we had a fresh breeze and exciting racing.

—continued on next page



As all of you already know, the Lightning is technical. How many lines are on the boat? How much heel? But it's also a very tactical Class. You can't win races unless you're going the right way, fast. Pure speed, although nice to have, doesn't win at the Championship, and that's the major reason I really enjoy racing Lightnings. Additionally, the class has significant bench strength; there are a large number of talented competitors. I enjoy the quality and depth of the competition.

At the Women's Championships I cautioned my crew before every race that anybody in this fleet can win. The group of competitors was often in a pack rounding the marks. During the last race, I watched from third place as Kathy Lindgren lead the whole way, start to fin...oh my, Lorrie Walsh caught her with one foot to go—whew.

Winning a National Championship, even if the fleet was eight boats, is FUN. I'll fly the Pink Lightning Bolt on my main with pride and pleasure. It's been a great summer. Thanks much to Fleet 50, Nabeel Asalam and Dave Thompson for hosting and running a great event.

Congratulations also to Kathy Lindgren, Denise Cornell and Lynelle Reak and to Lorrie Walsh, Katrina Oostveen and Alisia Cameron for finishing first and second runner-up. I hope to see you in Newport!

The Susquehanna Yacht Club Fleet 253, in York County, Pennsylvania, is a very active fleet. Our enthusiasm continues to grow and more Fleet members have been traveling to the Southern Circuit. We also had a great turnout for the WJM and NA events. John Bates, Frank Hanson, and Barb Hill raced in the Masters. Danielle Prior, Taylor Hanson, and Neil Dexter raced the Juniors. Star Mikell and Tom Dexter helped on Race Committee. And Frank Hanson, Taylor, and Danielle raced in the NAs.

See you on the water soon.

Women's North American Championship PRSA and Fleet 50—Leesylvania State Park August 15–18, 2007

Pl	B#	Sail #	Skipper	Crew	From	T	1	2	3	4	5	6
1	12	14902	Carol Park	Rhea Consentino Sharon Sleiker-Jay	York, PA	5	1	1	1	1\ RDG	1	-3
2	80	15301	Kathy Lindgren	Denise Cornell Lynelle Reak	Sheboygan, WI	15	3	6	2	2	-7	2
3	99	15064	Lorrie Walsh	Katrina Ostveen Alisia Cameron	Thunder Bay, Ontario, CA	16	4	-7	4	5	2	1
4	10	15320	Joanna Beaver	Maryann Gallagher Laury Parramore	Ft Myers, FL	18	2	(9\ DNF)	8	1	3	4
5	77	14654	Anne Bush	Jen Goldstein Rebecca Thomasson	Amhert, MA	19	-7	2	3	4\ RDG	5	5
6	11	14719	Courtney O'Connor	Meghan Crann Deborah Corrison	Brick, NJ	22	6	3	-7	3	4	6
7	78	14397	Pamela Murphy	Alexandra Shaw Emily Shaw	Cazenovia, NY	28	5	5	5	5\ RDG	8	(9\ DNF)
8	79	12480	Devon Rapp	Sara Lesniak Sarah Mangan	Delran, NJ	29	(9\ DNF)	4	6	6\ RDG	6	7



1st



Women's Champions-Carol Park, Rhea Consentino & Sharon Sleiker-Jay

2nd



Kathy Lindgren, Denise Cornell, Lynelle Reak

3rd



Lorrie Walsh, Katrina Oostveen, Alisia Cameron

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Frederick Strammer

The Lightning Junior North Americans proved to be one of my greatest sailing experiences to date, ending with wonderful memories, outstanding results, and no casualties of any kind (big kudos to Charlotte!). Planning started in December organizing crews, housing, equipment, and travel. Basically, the game plan was to fly to Vermont to sail Laser Nationals, then fly to Virginia for Lightning Juniors, and finally ending in Annapolis for the North Americans. This plan was made possible by my dad since he was willing to drive the van and boat up to Virginia over the weekend and leave the vehicle at the airport (another loan in my forever, increasing my debt of gratitude). I would also like to add a big thanks to Mark Bryant for lending me his boat for the two events. He's the culprit behind my participating in the Class, and I am appreciative of his support and faith in me. After landing in Virginia, I would drive north to pick up my jet-lagged, spinnaker trimmer Justin Doane, who just finished sailing Laser Radial Youth Worlds in Amsterdam, at the Reagan Airport before finally heading back to Leesylvania State Park. My third crew, Michelle Thomas, would drive down from New Jersey where she had spent the summer sailing Lasers all over the Northeast. Surprisingly, my plan unfolded smoothly with only a few minor wrinkles.

Tuesday morning we pulled into the State Park and prided ourselves on being the first boat to arrive at the regatta site. Greg Fisher arrived shortly after us, and he helped my team and me assemble and tune the boat. I have only a vague idea of what I'm doing since this was my third Lightning regatta. Our group was joined shortly thereafter by Bill Mauk and Jim Reiman. After exchanging greetings, we decided on an afternoon practice session on the river in a light and fickle breeze. By 1800 hours we had exhausted every possible racing scenario, so we returned to shore to store and clean the boat and determine where we were going to eat for the evening. Popular dining sites included the local pasta house, the number one fallback, Cracker Barrel, and the always delicious Taco Bell. By the end of the week we had had our fill of all of them.

Racing over the week was challenging and frustrating, as conditions ranged from 0-15 knots with shifts as big as 70 degrees. A good start and keeping one's head outside the boat proved successful in linking each puff and shift around the course. We also capitalized on our laser-style downwind sailing when the breeze and waves were up. Despite the conditions, I give huge kudos to my crew for their attentiveness and finesse in keeping the boat sailing fast, providing me good information and executing incredible boat handling. I am thankful that they were willing to sail with me in my last junior regatta.

Apart from the racing, the real competition occurred Saturday evening during the croquet/badminton tournament. The croquet fields proved to be a more challenging

course than the river we were sailing on. Course A was the course farthest from the water and was the most difficult. Designating the mid-field line was a huge gutter that intersected the field and ran to a concrete gutter that ran along the sidelines. Ball placement was critical since a team could spend eternity trying to rescue their ball from the gutters of doom. Furthermore, the field was sloping at different angles throughout the course. The less arduous, but nevertheless seemingly impossible, B course was located on the other side of the walk way. This field was had a consistently steep, downward slope and was marred by small patches of grass and dirt that made hitting the ball straight a game of probability. Trying to get the ball to the other side of the field proved to be an hour long event for both courses but all together lots of fun.



Fred won the racing but was second to the Thunder Bay girls in croquet

The first day I arrived in Annapolis, I was greeted by dreary skies, my one and only bow girl Charlotte Sims, and a new middle crew Will Jeffers. I'm not sure if he was motivated by my new haircut or looked at the weather report and decided to cut his hair to reduce drag but regardless I managed to drive right on by him in the parking lot. Once he came up and re-introduced himself to me, we put the boat together and began a long game of waiting to see if anyone else was going to go out and practice in the light and drizzly weather. Boats went out, but we opted to hang out onshore mostly because Will didn't want to get his hair wet. It was great sitting upstairs in the clubhouse catching up with friends and eating their delicious grill cheese sandwiches while most of the fleet drifted out in foul weather gear.

Despite our lack of enthusiasm on the practice day, we were ready to go with guns blazing for the rest of the week. I've always loved sailing double and triplehanded boats not because I don't have to hike as hard, but because I have someone else to talk to for the six to seven hours on the water. All jokes aside, Will and Charlotte sailed masterfully and I learned so much from the both of them during the week. I look forward to sailing with them again in more events.

I'd like to give a big thanks to all the members of the Lightning Class for making these two regattas so memorable. I look forward to many more years of Lightning sailing!

Juniors' North American Championship

PRSA and Fleet 50—Leesylvania State Park

August 15–18, 2007

Pos	B#	Sail #	Skipper	Crew	From	Total	1	2	3	4	5	6
1	15	15285	Frederick Strammer	Justin Doane Michelle Thoma	Nokomis, FL	7	1	1	2	-5	1	2
2	91	14584	Peter Hazelett	Derrick Deming Ben Lawson	Stowe, VT	15	4	3	-12	1	2	5
3	94	14901	Ian Schillebeeckx	Lucas Hofmeister Beth Ward	Missouri	17 (18\OCS)	2	3	3	3	3	6
4	97	14300	Michael Warren	Alexander Loboazzo Tyler Menninger	Cedar Run, NJ	19	2	6	1	7	-13	3
5	13	15171	Taylor Lutz	Michael Denman Luke Vreeland	Houston, TX	20	3	7	-9	2	7	1
6	55	15166	Mathew Schon	Timothy Crann Jason Lutz	Millington, NJ	25 9\ZPG	4	4	4	4	-15	4
7	90	14416	Connor Godfrey	Adam MacDonald Henry Ring	Grand Island, NY	31	7	5	5	9	5	-14
8	96	15234	Guy Tawney	Andrew Erving Lauren Marles	Baltimore, MD	43	5	-16	8	11	11	8
9	88	14146	Connor Aswad	John Hill Tanya Miller	Burlington, VT	46	12	11	11	8	4	-15
10	95	14949	Andrew Smith	Andrew Murphy Thomas Shaw	Cazenovia, NY	48	10	9	7	-12	12	10
11	16	15054	Ainsley Thomson	Linnhe Thomson Merritt Moran	Pittsford, NY	50	9	14	6	15	6	-16
12	93	14766	Ian Moriarty	Edd Burke Bryan Burke	St. Louis, MO	50	11	-13	10	6	10	13
13	14	15159	Danielle Prior	Taylor Hanson Neil Dexter	Susquehanna	51	13	8	13	10	-16	7
14	85	14527	Alex King	Tom King John King	Manlius, NY	60 (17\DNS)	15	15	13	8	9	
15	54	15246	Joy MacDonald	Maddie Waldron Kathryn Moloney	Carlisle, Ontario, CA	60	8	10	-16	16	14	12
16	89	14772	Leigh Crammer	Kyle Crandall Peter Murphy	Cazenovia, NY	60	-14	12	14	14	9	11



1st



*Junior Champions—Frederick Strammer, Justin Doane & Michelle Thomas
Trophy presented by Jim Carson*

2nd



Runner up—Peter Hazelett, Derrick Deming, Ben Lawson

3rd



2nd Runner up—Ian Schillebeckx, Beth Ward & Lucas Hofmeister



Juniors who participated in the WJMs



Camping out in Leesylvania State Park



Connor Godfrey, Adam MacDonald & Henry Ring



Guy Tawney, Andrew Erving & Lauren Marles



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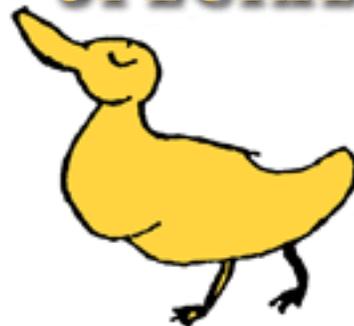
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Further information and the NOR will be posted on the
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George Fisher

The Womens, Juniors and Masters Championships were held this year at the Leesylvania State Park, which was a good venue for this regatta. It had a huge parking lot, two hoists and a large gazebo where most of the activities took place and at the other end of the lot. Then there was an air conditioned building that had all types of food, sailing clothes and other essentials. We raced over three days and had a variety of wind and wave conditions. The Masters only sailed two races each day.

The first day had some weather problems, and although we were sent out, we had to come in because of thunder in the area and then ended up going out in the afternoon and sailing two races. The first race was out of the south and with the current, which was always a factor, as we had a 180-degree turn change each day. The first race was light to medium, and we were able to pick up three boats on the last down wind to barely win the race in front of Dick Moyer and Nabeel Alsalam, who was chairman of the regatta and did an outstanding job. Our thanks to Nabeel and his Fleet for the great job they did in putting this all together.

The second race turned out to be extremely light. There were some heavy swings, and we were extremely lucky to end up winning the race because at one time we were very deep. I should remember this when things go just the opposite way for us. Several of the leaders in the series were really stung badly in this race. For example, Colin Park, who was leading at one time, ended up twenty-first.

The second day had excellent racing and two beautiful races. Colin won the first race and Dick Moyer the second. We were able to come in with a second and a fourth. Because we were scheduled to sail six races with a throw-out, the series could be much closer than what it appeared at the conclusion of the series counting all five races. We were unable to sail the second and final race on Saturday, the third day.

On Friday evening, Fleet 50 hosted a barbeque dinner with all the trimmings and was outstanding. Class President, Steve Davis, set up several croquet courses on different terrains and a tournament in which there was participation until dark. Prizes were awarded accordingly.

The first race of the last day was the windiest race of the series. We found out very quickly since we were sailing perpendicular to the flow of the two-mile wide river. Right was not the way to go and at one time, we were very deep. Mark Grinder, who sailed well throughout the series, won the race, with Colin Park second and Jack Jones third. The series then became extremely tight and with the throw, Colin was within two points of winning. Unfortunately, the wind went completely flat during the last race, and the Race Committee wisely called the race. Not only did we not have any wind, but the current was against us going up wind. Several boats were taken out of contention on the last race with OCSs, including Jamie Brickell and Bill Hofmeister.

I had an unbelievable top notch crew in my son, Greg and Tom Emch who I've sailed with for over twenty-five years. The three of us have sailed together several times, and it always amazes me how much Greg sees and how good Tom is on the compass. I could not have come close to winning without the two of them.

Hats off to Fleet 50 for running a fine regatta where it's always great to be with so many of the sailors that we have raced with and around for years and years and years.



Masters' North American Championship

PRSA and Fleet 50—Leesylvania State Park

August 15–18, 2007

Pl	B#	Sail #	Skipper	Crew	From	Tot	1	2	3	4	5
1	4	15181	George Fisher	Greg Fisher Tom Emck	Hilliard, OH	14	1	1	2	4	6
2	21	15272	Mark Grinder	Mark Dodd Stephanie Mah	Orchard Park, NY	30	10	9	3	7	1
3	8	15103	Colin Park	Karen Park Steve Davis	St. Petersburg, FL	31	5	21	1	2	2
4	52	14321	Jack Jones	Mary Lou Carlucci John Steiner	Henderson Harbor, NY	38	14	6	6	9	3
5	49	14942	Dick Moyer	Helen Moyer Cap Pin	Oaks, PA	43	2	17	14	1	9
6	5	15016	Jamie Brickell	Susie Brickell Jonathan Lange	Sykesville, MD	45	6	4	4	5	26\OCS
7	7	14566	Frank Gallagher	Emily Pavilion Terry Burke	Vienna, VA	46	4	10	10	8	14
8	6	15122	Jim Carson	Russ Schon Christopher Schon	Brick, NJ	51	7	16	8	15	5
9	3	15142	Nabeel Alsalam	Pat McGee Russ Roberts	McLean, VA	55	3	13	15	13	11
10	82	13983	Karen Dial	Kathy Gaddy David Wrisley	Lexington, SC	55	12	8	17	14	4
11	17	15093	Joan Hurban	Peter Jodrosich Justin Coplan	New City, NY	55	8	12	19	6	10
12	53	13910	Bill Allen	Stephen C. Miller Robbie Queisser	Anderson, IN	56	13	7	13	16	7
13	9	15296	Chris Sprole	Ryan Sprole J. Stephen Sprole	Garnet Valley, PA	61	26\OCS	2	7	10	16
14	83	15206	William Hofmeister	Bruce Richards Roselyn Hazard	Wartarce, TN	61	9	14	9	3	26\OCS
15	48	14866	Bill Mauk	Jan Davis Jim Reiman	Miami, FL	69	26\DSQ	19	5	11	8
16	98	14369	Federico Meira	John Von Reyn Peter King	Cazenovia NY	70	11	3	11	19	26\OCS
17	86	15319	Dan Parietti	Jeffrey Sorensen Michael Carney	New York, NY	78	17	15	12	22	12
18	35	7603	Doug Dixon	Gina Dixon Bob Astrove	Gloucester Point, VA	87	18	5	18	21	25\DNC
19	81	14525		John Bates Frank Hanson	Lancaster, PA	88	15	23	20	17	13
20	22	15311	James Dillard	Nelson Pemberton Tim Rinaman	Fairfax, VA	89	21	11	22	20	15
21	84	15203	Sandy Huntsman	Matt Smith Crissy Van Sicleer	Red Beach, NJ	92	16	22	16	12	26\OCS
22	56	14037	Joe Warren	Laura Schmidt Chandler Owen	Arlington, VA	96	20	20	21	18	17
23	87	15228	David Thompson	Joe Kimak Catherine Calvin	Herndon, VA	110	22	24	23	23	18
24	23	15279	James Macintosh	Robert King Robert Dodge	Williamson, NY	112	19	18	25\DNC	25\DNC	25\DNC



1st



Masters Champions-George Fisher, Greg Fisher & Tom Emch

2nd



Mark Grinder, Mark Dadd, Stephanie Mah

3rd



Colin Park, Karen Park, Steve Davis

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"You need wind on the river with the current," somebody said. "Wouldn't it be fun to sail on Vancouver Lake because there is no current there," John DeBenedetti recalled. "Everybody said, 'Vancouver Lake? Where's that?'"

Four decades later, DeBenedetti is still sailing on the Lake. And he still considers it a gem of a spot.

Small Boat Heaven

DeBenedetti and his fellow explorers found Vancouver Lake to be a shallow, breezy place on that August visit in 1967.

"No current. No big-boat traffic, which small-boat sailing fits," DeBenedetti said. "The only problem is the shallowness of the Lake."

Instead of wind, it was the water level that restricted when the club could sail—until the lake was dredged in 1983, creating a channel deep enough for year-round racing.

Small Boat Magic

Many small boats classes, like the Lightnings and other classes that don't have a permanent keel to balance the boat against the wind, can be sailed solo, or by a two-person crew.

For some, small boats are an entry into sailing, a chance to learn the intricacies of the sport. For others, like John DeBenedetti, they are a lifetime passion.

"I like the feel of a small boat and have no ambition to get a bigger boat," DeBenedetti said, explaining that smaller boats respond quicker to changes in the wind and allow sailors to have a reel feel for the play of wind and water on the boat.

Tuesday Evening Racing Club

The Vancouver Lake Sailing Club was formed by racing enthusiasts, and racing is still at the core of the club's mission. There are races at 7:00 PM each Tuesday from early April through mid-September. There also are racing opportunities on most Sundays from February through October.

"If you come out on a Tuesday, it's all the racers. But if you come out on a Sunday afternoon, all the families are here," VLSC commodore Ed Bourguignon said.

On December 7, 1967, the Vancouver Lake Sailing Club filed articles of incorporation with the State of Washington.

Vancouver Lake Sailing Club has hosted an annual regatta thirty-eight times for small boat sailboat racers from across the region. The club's marquee races are held on the first weekend in June.

Vancouver Lake Sailing Club is one of two clubs in the area geared for small sailboat racing.

The VLSC currently has just over one hundred member families. "We don't really have room for many more," commodore Ed Bourguignon said, pointing to the boats parked on the club's property at the Lake's southeast corner.



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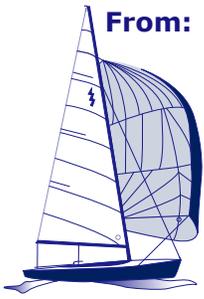
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14706 Allen White hull, grey deck, black rail. 2nd CAD '05, 4th Metro '06, 2nd Metro '07. Weighed in

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14279 Allen. Red hull/white deck. One set Allen sails in very good shape--m,j,s--spinnaker never used. Completely equipped for racing. SS board. Oval alum. mast and boom. Galvanized trailer. Two paddles, lifejackets. Boat has been limited use by both previous and current owners; never raced. Dry sailed only. Mast up full tent cover. \$6,000 obo. Carol Evans, VA, 757-562-2988

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13110 Allen. Yellow hull, white deck, gold boot and deck trim. Oval mast and boom, stainless board, North J,M,S, trailer. \$2,300 Joe Dissette 989-631-2133 dissettesail@chartermi.net (MI) I also have many other pre-owned Lightnings. Call to see what's in my barn.

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

11739 Lippincott with trailer. Built 1971. SS Board, windward sheeting traveler, boat is not a show stopper but a good solid starter boat, lots of new cordage. This is a solid glass boat and is carrying corrector weight. Rudder is rough. Hole in bow from contact with dock - way above waterline. \$1500 OBO. Boat in Toronto. Pictures available. Mark 905-712-8368 markpwoods@yahoo.com

10309 Clark. Fiberglass hull, Bryant oval alum. mast. Woodwork (combing/floor boards) needs to be redone, running rigging ok, (2) sets of sails in fair cond. Needs new center board. Comes with 1998 trailer. Art Quade 908-296-6764 (w) 908-575-1786 (h) abquade@bioconnexx.com (NJ)

9464 Wood Lightning European-built, once a competitive boat, needs some restoration. Double-

planked bottom has a few cracks, all repairable; plywood sides and deck. Deck needs new canvas or glass; new coaming is partially cut. Wooden mast and boom and two suits of sails, all in good shape. Interior woodwork and hardware have been removed to facilitate repairs. Steel centerboard, needs new drum. \$2,000 with trailer/\$1,000 without. Proceeds from the sale will help to complete a new community boat-building shop. 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

7216. Wood Lightning sailed since 1955 on fresh water. Blue hull 2 suits of sails, spinnaker. Raced until 90. Pictures available. Loads of other stuff. Trailer & dry storage cradle included. Boat can be seen at Saratoga Lake Sailing Club. \$1850 Bill Dever 518-374-8532 (h) deverwd@verizon.net(NY)

6380 Wood Lightning Beautiful boat, with protective fiberglass exterior finish. 3 sails, motor and trailer. \$1800 or best offer. Susan Tybur 630-687-0552 (w) 630-687-0552 (h) horselv2@yahoo.com (IL)

4045 Wood Lightning with protective Fiberglass exterior finish. 2 sails, Motor and Trailer asking \$1,400 Robert Cutting, New York-Phone # 718-984-8617 Email: cjoanbob@aol.com

550 Wood Lightning Dunphy Boatworks of Wisconsin circa 1942. Fully restored . Wood, (Spruce, White Oak, Mahogany). No rot, needs some light woodwork repair (rudder blade is split and needs to be reglued and a small portion of the aft wooden keel needs a small repair). Deck is canvas that was replaced 7 years ago. Interior seats/lazarettes were rebuilt in solid mahogany 6 years ago. Mast and newer sails are in good shape. Marine battery, bilge pump, speakers are in working order. Blue Canvas cover made 5 years ago. Homemade trailer, circa 1964 included. No structural problems, just light scuffing and painting and a small amount of woodwork needed to get it sailing. Located in Grand Rapids, MI. \$2900 or best offer. 616-914-9103 or email: chapmanbd@gmail.com

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.