

Lightning eflashes

Newsletter from the International Lightning Class Association
P.O. Box 10747, Murfreesboro, TN 37129 USA
telephone 615-89-FLASH fax 615-893-5205
(that's 615-893-5274)

Karen Johnson, Editor
email office@lightningclass.org
homepage <http://www.lightningclass.org>

BRAZIL'S TOMMY SUMNER WINS YOUTH WORLD CHAMPIONSHIP

Thomas Sumner

Segunda Feira, 8 de Julho: As 8:30 daquela manhã ensolarada já estávamos no clube nos preparando para o primeiro dia de regatas. Usamos o mesmo barco usado na regata de abertura no dia anterior, um bom barco de fabricação "Allen Boats Co." As 9:00 horas estávamos em um demorado reboque até a raia, aproximadamente de uma hora e vinte minutos. O vento superior a 20 nós que havia soprado a semana inteira as vésperas do campeonato era inexistente naquele dia, apenas sua direção permanecia a mesma.

O vento noroeste de 10 nós não era forte o suficiente para dar potência ao barco para passar nas ondas altas e picadas. Tivemos uma péssima largada por influencia dos demais barcos mais logo nos primeiros bordos passamos a brigar pelas primeiras colocações. O vento oscilava muito permitindo assim que as posições dos barcos se alternassem ao decorrer da regata. O vento obteve uma mudança de quase 90 graus próximo ao fim da regata que deu aqueles que escolheram o lado direito da raia uma ampla vantagem sobre seus adversários. Terminamos a regata em 8 após termos liderado a regata em alguns instantes e lutado para nos manter a frente do último em outros.

O vento da segunda regata era outro comparado com o da regata anterior. Soprava de 5 nós de sudoeste. As ondas haviam diminuídas junto com o vento e davam um toque curioso á regata pois viam de trás no contra-vento e quando entravamos de popa batíamos nossa

continued on page 14



Thomas Sumner

The 2002 Lightning Youth World Championship was held in Newport Yacht Club, in Rochester, New York. It was a very well organized championship, if not the best organized in which I have ever competed. I would like to thank everyone who helped make this such a memorable event in which friendship and experience meant much more than results. Thanks to my crew, Pedro and Mark, for those Friday nights practicing for the championship, also to the other Brazilian team, Marcelo, Pedro and Hendrik in assisting us in practicing and for the fun

moments in Rochester, to Nelson Schmidt for lending us his brand new sails, and last to my family, friends and club which helped us at their most for this achievement.

Monday, July 8, 2002: Fair skies. We were at the club at 8:30 am, preparing ourselves for the first day of the regatta. We were to use the same boat we used in the practice race the previous day, a good boat made by Allen Boats Co. By 9:00am, we were in a lengthy towing up to lake, approximately an hour and twenty minutes. The winds over 20 km per hour that blew the entire week before the championship were nonexistent on Monday, but the direction of the remaining wind was the same. The wind northwest at 10 km per hour was barely enough to get the boats over the choppy waves. We had a very bad start due to the influence of the other boats and we fought them up the first beat. The wind oscillated significantly, permitting large changes in the position of the boats during the race.

continued on page 15

EUROPEAN CHAMPIONSHIP

STORY PAGE 17, RESULTS PAGES 22 & 28

European Champion Urs Wyler, Walter Durr, Gilbert Durr

NORTH AMERICAN CHAMPIONSHIPS

RESULTS PAGES 23-25

North American Champion Bill Healy, Tim Healy, JoAnn Jones
Women's Champion Mandy Hofmeister, Kathy Connell, Kathy Osborne
Junior Champion Erik Johnson, Karl Johnson, Kate Brush
Masters Champion George Fisher, Tom Emch, Greg Shea

President's Column

Colin Park

*My last column*

Do we have one of the fastest, hottest boats around? No. Do we have one of the strongest classes around? Yes. Our class is financially strong, but more important than that we have a strong organization, and good competitive sailing, but there are two things all of us need to do to keep our class alive and well.

One is we need to continue to observe the sailing rules on the water. Sailing in some other classes resembles bumper cars with nobody paying attention to the rules. The Lightning class has been good about not fostering this attitude, but we need to keep working at it. A competitor asked me this summer if they should file a protest about a situation they were in. My opinion was that they should make the point that a 720 is not a big penalty and when we violate a rule we need to pay the consequences.

The second thing we need to do is to follow the example of a number of fleets such as Salinas and Pontiac. In these fleets, and in some others, there is virtually one hundred percent membership and this is what keeps ILCA strong. Forty five dollars a year is very little to pay to help support the ILCA, to continue our services and to protect the investment we all have in our boats. If you see a boat racing without a current membership sticker encourage them to join.

If you feel the money is not being well spent by the class, let them know. I have received lots (really lots) of e-mail on directions people think we should go. I hope I have responded satisfactorily to most and I know I have helped try and implement some of the ideas.

Stay involved, it is your class.

Colin president@lightningclass.org
(soon to be plain ol'
crewcolin@aol.com) ●

Chief Measurer's Column

Carter Utzig

A giant **THANK YOU** to everyone who was on the measurement committee last year or contributed to our efforts. This was a real team effort. **THANK YOU COLIN!!!** Who would ever have thought that I would become chief measurer for the guy I bought my first boat from and has helped me learn to sail it. **THANK YOU** Bob (Big Daddy) for stepping up and taking on the Treasurer role this year. But there are some many other people who did important stuff. OK! OK! I'll stop there so it doesn't sound like an Emmy awards show.

When I was at the NAs, someone came up to me who had a measurement problem which was caused by a builder's product not meeting the specifications. This person looked at me through pained eyes and asked why it was their problem and not the builder's. Great question.

It is the responsibility (ethically and legally) of the manufacturers to provide "products" that conform to the specifications. I believe the manufacturers do their best to accomplish compliance. As a class we do our best to police the manufacturers (e.g. certifying them). Last year we re-certified Allen Boat Company and notified Nickels Boat Works that they were still producing some boats with centerboard slots that did not comply with class specification.

However, a regatta measurement process certifies a specific boat for a specific individual. Compliance to race is the responsibility of the individual. There is nothing to stop the owner from asking the manufacturer to fix the problem. Or for that matter, an owner has every right to look over their new purchase and ask a



manufacturer to bring it into compliance before they get measured at a regatta. For example: if you notice that you have been sold a mast that does not have foam from the top of the mast to the spreaders or if you have any issue bring it to the manufacturer's attention. I am sure that they will resolve the problem

promptly. PLEASE be reasonable - things change with time and at some point it is not the manufacturers responsibility - e.g. spinnaker and boat shapes change with age.

The Measurement Committee was approved and they are listed on the web site. Here is our extended team for this next year.

Technical committee: The Technical Committee is Ched Proctor (North Sails), Bill Fastiggi (Shore Sails), Dave Nickels (Nickels Boat Works), Tommy Allen Jr. (Allen Boat Company), Bill Hofmeister, and Matt Burrige. Since you know the manufacturers, let me introduce Bill and Matt. Bill is a PhD in Materials Engineering (prof. at Vandy) and a long time sailor from SORC to Lightnings. Bill and I went to grad school together, so I know from experience he will have no problem speaking his mind. Matt has been a Lightning sailor since he was a small child (some think maybe even some prior life) and is extremely knowledgeable about the boat, class, its members, running large Lightning events and an extremely likable guy.

VP of Rules: We added the VP of Rules to our communications last year so that we could coordinate changes between the specifications and rules. Dean Cady is the new VP of Rules and Regulations. Dean is an

continued...

Lightning Flashes (ISSN 0746-7052)
Editor: Ms. Karen Johnson, ILCA Headquarters
P.O. Box 10747, Murfreesboro, TN 37129 USA

Official Journal of the International Lightning Class Association. *Lightningflashes* is published monthly except January and November by the International Lightning Class Association, P.O. Box 10747, Murfreesboro TN 37129 USA. Notify the International Lightning Class Association of change of address, giving both new and former addresses, one month before the next publishing date.

Postmaster: Send address changes to:

Lightningflashes
P.O. Box 10747
Murfreesboro TN 37129 USA

Periodical Postage Paid at Murfreesboro Tennessee and additional locations

\$20.00 of annual dues is for a subscription to *Lightningflashes*

Display Advertising Rates: \$14.00 per column inch;
\$50.00 per 1/6 page; \$66.00 per 1/4 page;
\$83.00 per 1/3 page; \$100.00 per 1/2 page; \$127.00 per 2/3 page; or \$170.00 per page.

Contact office for Regatta Announcement Advertisement Rates.

Classified Advertisements—
Members 20¢ per word, minimum \$5.00;
non-members 40¢ per word, minimum \$10.00
Send for advertising rate schedule and send all advertising copy to Murfreesboro office.

Chief Measurer continued

international judge and has been part of the Lightning class as a sailor and has played multiple roles in our top regattas.

ISAF and David Sprague: Did you know that our specifications need to be approved by ISAF? Yep and there are a number of ISAF standards that the Lightning class needs to adhere too. So we are going to add Dave to all our communications so he can give us the ISAF view point.

OK here is what we have on our plate to accomplish this next year. .

1. Measurement at PAN AM Trials and Worlds
2. Procedures for measurement at Area and World Championships on line
3. What changes does an owner really need to notify the class about?
4. ISAF compliant specifications (within reason) and cleaned up specs
5. Class web site enhancements for the specification/ rules section
6. What does it mean for "substantially above the deck" for jib leads?
7. Foam in the mast from the spreaders to the top of the mast
8. Spinnaker cloth weight
9. Complete set of tools for measurement retained by the class
10. Bar on the shrouds: retrofit old boats shroud placement
11. Measurements of masts

If you have any other suggestion of things we need to address, drop me an email.

Cartermeasurer@lightningclass.org ●

FLASH!

COOOOOL Gifts for Crew

Lightning Belts, Sandals,
Key Fobs, Dog Leads,
Leather Luggage Tags

All made with Lightning ribbon:
red flash on blue background.

To order and to pay with a
credit card,
contact the Class Office
615-89FLASH or
office@lightningclass.org



We also have ILCA
Class Flags
\$15 for a small one,
\$22 for a large one
(plus postage)

OFFICIAL NOTICES

The proposed amendments to the Measurement Specifications were approved by the Governing Board, as were all Executive Committee and Measurement Committee Rulings which have appeared in *Flashes* since March.

The proposed amendments to the Rules Governing concerning the age restrictions for Masters were NOT approved as written.

The proposed Slate of Officers for 2003 was approved at the Annual General Meeting. Officers will take office on September 1, 2002. The new list of officers will be published in the next issue of *Flashes* and will be posted on the Class web site on September 1, 2002.

Minutes for both Governing Board and Annual General Meeting will be published in *Flashes* next month and will be posted on the Class web site the first week in September.

BECOME A **GOLD CIRCLE** MEMBER,
FOR A MINIMUM \$50 TAX-DEDUCTIBLE DONATION
TO THE ILCA FUND.

GOLD CIRCLE MEMBERS RECEIVE A
GOLD CIRCLE

WHICH GOES OVER THEIR MEMBERSHIP BOAT DECAL
TO ACKNOWLEDGE THEIR GENEROUS SUPPORT.

INDEX

Sumner on Youth World Championship	pages 1, 14-16
President's Column	page 2
Chief Measurer's Column	pages 2-3
Official Notices	page 3
Historian's Column	page 4
Class Direction	page 5
The Denver Lightning Lab	page 6
Adventures in Wooden Boating	S.O.S. pages 8-9
Calendar of Regattas	pages 10-11
Boat Ownership Changes	page 13
REGATTA REPORTS:	
World Youth Championship	pages 1, 14-16
European Championship	page 17
Brotz Regatta	page 19
Fleet 502 Championship	page 20
Higgins Lake Invitational	page 21
Regatta Results	pages 22-30
European Championship	page 22
European Masters Championship	page 22
Women's, Juniors', and Masters' NA Championships	page 23
North American Championships	pages 24-25
Brotz Regatta	page 27
CT/RI District Championship	page 27
European "Classic" Regatta	page 28
Finland District Championship	page 28
Atlantic Coast Championship	page 29
Fleet 502 Championship	page 30
Sweet Corn Regatta	page 30
Higgins Lake Invitational	page 30
Membership Application	page 31
Classifieds	page 32

From the Historian

Mary Huntsman



I trust you all had a good time at the NAs - I really missed seeing everyone . . .

I know that Bill tried to answer some of the questions pertaining to our gifting of Lightning #1 to Mystic Seaport. I will write an article for the October/November Flashes to explain what has been going on and what is going to happen. A lot of the material will also be added to the section on the website called "Number One". You all can help us by e-mailing questions to me at historian@lightningclass.org so that I can answer everything.

At present and until we actually pay Jack Ryan in full, the Lightning is stored at Mystic Seaport Museum (on loan) until the transaction is complete. I am ultimately responsible to Jack Ryan for the money he asked for. Some of you feel that this is too big a sum, but remember that there is only one Number One. I took on the responsibility with Sandy to buy the boat so at this point technically it belongs to us; Mystic agreed to store it.

The plan is to have a presentation and reception during the WJM at Niantic next year.

The display of the boat will be determined with the Seaport and we will let you know as soon as know. They have undergone an expansion, which will increase the capacity for archival storage as well as display space. We would like the boat to be on permanent display with the mast up. Sandy and I will be going to New England in the fall and take a couple of days to plan what will be done.

For the last year other than to be raising funds for the project we have been collecting materials to have on display as well. There are a lot of wonderful pictures and stories that have been surfacing and a lot more to come. Eventually all of our records will be available there at the Seaport Museum along with #1.

Thank You.

Mary historian@lightningclass.org ●

Official ILCA Merchandise!!



Stars Signatures has a new HUGE 268-page catalog full of "cool stuff" to offer Lightning Class Members!



Log on to <http://www.StarsSignatures.com> for a complete list of items, or call 1-888-62 STARS (1-888-627-8277

M-F 9-5 EST) to place an order or request a catalog.

ILCA Members get a 15% discount off published prices when ordering Lightning stuff, and the ILCA gets a percentage of the proceeds of each sale, so be SURE to let them know you are a Lightning Class Member.

They have great products for "trophies" and awards.

Order now for your regatta and/or holiday gifts!

If you have any questions about this program, please call the Class office: 615/89-FLASH or office@lightningclass.org

CLASS DIRECTION

Ed Michels

As many of you know, the ILCA has been shrinking for many years. For example, in the 20 years from 1980 to 2000, ILCA skipper membership shrank from 2,496 to 1,151, a loss of 54%. Among the class leaders there is no firm consensus on why this is happening and what should be done about it.

For example, we do not have an answer to the most fundamental question: Is the number of people sailing and racing Lightnings holding steady, and just fewer are joining the ILCA, or is the number of people sailing and racing Lightnings shrinking, and the same percentage of them continues to join the ILCA? There are opinions, for sure, but no data.

Before the class makes a major investment in time and money to fix the problem, it should have better information about the problem and about opportunities for growth that may or may not relate directly to the cause of the shrinkage.

The data needed relates to questions like the following:

1. Are more members leaving the ILCA each year, or fewer new people joining each year?
2. What is the change – and why – in the number of people sailing and racing Lightnings?
3. Does ILCA membership tie to the number sailing or racing, or is one moving independent of the other?
4. Is ILCA membership tied to the level of club-level racing? How?
5. Fleet health: what is it, how does it relate?
6. Heritage: Do most new owners come from people with a Lightning somewhere in their past? (Are we generally only attractive to people that already have some sort of Lightning heritage?)
7. Other classes: are they declining like the Lightning? Which are our major competitors? What can we learn from them?
8. Local Sailing Areas: what percent have one-design racing? Lightning racing? Is there an opportunity for us where one or the other does not exist now?
9. Can the total Lightning package be made attractive to a wider circle of racers? How? To what effect?

10. Daysailing: How many Lightning owners are primarily or completely daysailors? Can the total Lightning package be made more attractive to daysailors so that more people that want to daysail go out and buy Lightnings? How? Do we want to?

11. How many Lightnings exist in a sailable, club raceable, or district/national raceable condition? Is this a cause or effect of the problem?

A team is working on gathering the data, in stages. Right now we need help from a few people who have market research experience. **(Can you help? If so, contact me at the address below.)** Later we will need broad help, in all districts. Findings will be reported as they become available.

Ed michels@attglobal.net ●

WHY

are more and more Lightning Sailors choosing FABRICRAFT for their cover & accessory needs?



FabriCraft

BECAUSE

- ✓ Easy to use, field-tested designs
- ✓ Finest quality workmanship and materials
- ✓ Friendly, knowledgeable customer service
- ✓ Widest choice of color options available
- ✓ 100% satisfaction guarantee since 1989
- ✓ Optional PTFE thread for high UV areas
- ✓ We've sailed Lightnings since 1965
- ✓ FREE: Storage bags with all deck & cockpit covers
- ✓ FREE: All necessary tiedowns and hardware
- ✓ FREE: Shipping with check in advance

Interested in coming on board?
Send us a fax, email or call us today!



phone 315/458-3991

fax 315/458-3897

e-mail fabricraft@a-znet.com

Also available: RC Start Sequence Flags, Code Flags,
Custom Yacht Club Flags, & Lightning Class Flash Flags

Crew Training Video

In use for nine years, 40-minute professionally produced video provides good background for new crew. Assumes basic sailing knowledge, focuses on specifics of the Lightning and racing.

\$42 plus \$4 shipping
allow 2-3 weeks

Check or money order only.
Personal checks must clear.
Make payable to: Bob Glassman
P.O. Box 1841, Evanston, IL 60204-1841

Over 500 sold worldwide.



DENVER LIGHTNING LAB

Bill Cabrall, Fleet Captain, Fleet 488
Cherry Creek Lake, May 25-26

A Lightning Lab is one of the best, if not the best things, a fleet can do for itself and its members. It's a wonderful example of the Lightning Class, and the extended Lightning family taking time to celebrate with each other what one design sailing in general and the Lightning in particular is all about.

The basic idea is very simple. A fleet commits to a weekend together, and organizes 2 days of teaching, tuning, drills, and practice racing. The Lightning Class sends out one of its top sailors to instruct. A party gets held, and everyone comes out a better sailor, in a tighter fleet, with closer connections to the class and its traditions.

In our case, Bill Faude agreed to come out and instruct, and was also able to spend time with relatives here in Golden, Colorado. The shore sessions were extremely informative, filled with all the little tips and tricks (yes, Faude is tuning that mast with a hammer) that it can take years to discover, particularly in a geographically challenged fleet such as ours.

For example, the first morning Bill told us that he would be able to identify the top crews just by the way we sailed out of the marina. How so, we asked? Top crews, he explained, always place themselves in the boat with their knees together, angled forward, and their weight on the balls

of their feet. It's a position that leaves them ready to move smoothly in any direction without rocking the boat and makes it much easier to set and jibe the chute, roll tack the boat, et cetera. As he said it, I could see light bulbs come on all over the fleet. For myself, I've noticed that in photos of the top boats the crew always looked slightly different than say, photos of me, but have never quite put my finger on why. We tried it that day and found all of our maneuvering got smoother.

We also spent time on the water on both days, running through drills and practice races as well as having Bill follow each boat upwind and provide on water comments on trim. These sessions were video taped, with an audio track running for future reference. We are currently making copies of this material, along with a class video on roll tacking taken several years ago. As luck would have it, our weekend provided the only drifting conditions for weeks, but if the NAs are ever held in 0-2 knots of breeze, boy are we ready!

It's been a month now since the Lab was held, and the results are clear to see throughout the fleet. Our racing is tighter, and boats throughout the fleet are trading places several times a race. Participation is up, and I've heard several of our teams say the Lab was the best thing we've ever done to build the fleet.



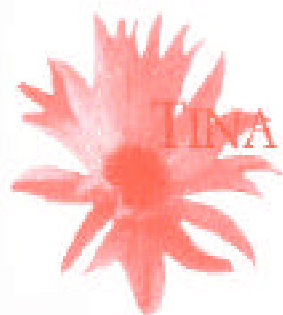
It's also been one of the best things that ever happened to me and my 11-year-old son Andrew. Andrew has been slow to take up sailing ("...never in a million years, Dad!"), and I have been biding my time and driving him to soccer practice. This year he'd expressed an interest in race committee work, and I brought him to the Lab to help with the RC boat and marks. On the second day I was short a bow person, and mid way through the morning drills Bill Faude turned to Andrew and suggested he hope into my boat and give it a try.

Much to our surprise, and my eternal delight, Andrew jumped in, grabbed the jib sheet, and took over the bow. He was able to set and jibe the spinnaker pole, and trim the jib, and hike. I know we didn't look the smoothest in that session, but Andrew was doing things he had never heard about until the day before, and doing them with a huge smile on his face. Thank you, Mr. Faude, thank you and everyone associated with the class and the Lightning Lab program for making all this possible, for in many ways the ability to enrich our lives and pass on our zest for life and zeal for sailing is what the Lightning family is all about. ●



LIGHTNING LABS

*If your Fleet or District would like to arrange a Lightning Lab, please contact
Jamie Brickell, VP/Education
at jbrickell@therousecompany.com
or contact the Class Office at
office@lightningclass.org*



TINA & COMPANY

A Division of Tyrell Reproductions Ltd.

Excellence in Printing & Service

*Complete line of commercial printing,
design & desktop publishing:*

- * digital printing
- * full-colour photocopying
- * fast, efficient short-run
& multi-colour work
- * scratch & win cards
- * aqueous coating
- * business stationery packages
- * carbonless forms
- * full in-house bindery services
- * consultation

All under one roof

3 Irving Avenue

Ottawa, Ontario K1Y 1Z2

Call **BOB GREY** at:

Tel: (613) 725.2600

Fax: (613) 625.9025

Web Site: www.tyrell.ca

E-mail: bob@tyrell.ca

ILCA ADDRESSING SERVICE

ILCA Headquarters offers an addressing service to Fleets, Districts and Yacht Clubs. We can supply mailing labels at 10¢ per label for a specific fleet, state, district, or other criteria. An additional charge is made for the postage required to mail the labels to you. This service is also available to builders and sail-makers at 15¢ per label. Better yet, you may order this same addressing service as an electronic file, which can be emailed to you, for one time use, at an even cheaper rate - call for details.

Contact

I.L.C.A.

P.O. Box 10747

Murfreesboro TN 37129 USA

(615) 89-FLASH

FAX (615) 893-5205

email office@lightningclass.org

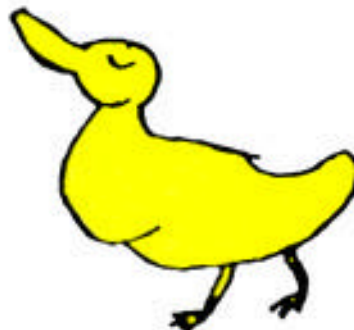
Allow enough time for printing the labels and mailing them to you.

Please note that this service is provided only to those groups who have a legitimate interest in the Lightning Class.

We do not rent or sell our mailing list to outside interests.

FUZZY SPECIALTIES

MODERNIZATION OUR SPECIALTY
LET US UPGRADE YOUR BOAT



SPARE PARTS IN STOCK:

MASTS
BOOMS
RUDDERS
TILLERS
SPINNAKER POLES
ASTROBLOCKS
BAILERS
HARKEN FITTINGS

Write or call

JIM CARSON

499 Princeton Avenue

Brick, NJ 08724

Telephone 732/892-1924

FAX 732/892-1735

jgcfuzzy@litenet.net

SPECIAL LIGHTNING INSURANCE PROGRAM



Premiums include:

- Agreed Value Policy;
2% deductible/\$200 min.
- \$300,000 Watercraft Liability.
- \$1000 Medical Payments.
- \$500 Personal Effects (\$250 deductible).
- Uninsured Boater Coverage equal to liability limit.

Estimated premium table:

	Value	\$4000	\$6000	\$8000	\$10,000	\$12,000	\$14,000	\$16,000
Age								
0-5		\$109	\$127	\$151	\$168	\$179	\$189	\$199
6-10		\$122	\$151	\$172	\$194	\$206	\$219	\$232
11-15		\$149	\$190	\$220	\$250	\$268	\$286	\$304
16-20		\$180	\$233	\$273	\$313	\$337	\$361	\$385
21-25		\$212	\$277	\$327	\$377	\$407	\$437	\$467

Florida: \$500 minimum premium. Some counties excluded.

Additional coverages and premiums: \$500,000 liability add \$20.00. Trailers: \$1.50 per \$100 (\$100 deductible).

Insuring America's Cup and Olympic contenders, club racers and day sailors since 1938.

For more information contact:

Dave Peck (Lightning #14971)

Phone: 1-800-962-0459;

860-739-3322

Fax: 860-739-0457



15 Liberty Way Niantic, CT 06357

S.O.S. Adventures in Wooden Boating

Joel Thurtell

Once a year, back in the middle of the 20th century, there was an invasion of Cass Lake and a rout of the Lightning sailors of Pontiac Yacht Club.

Owners of the long, sleek, SOS-class boats from neighboring Sylvan Lake would haul their vessels through a canal linking the two lakes. The SOS boats, 26 feet long and very narrow, carried loads of sail and would almost always beat the Lightnings of the Pontiac Yacht Club based on Cass Lake.

Or so the story goes.

My only sources are members of a family who built and raced the SOS boats. I haven't found any PYC people who remember the SOS boats, and even one of my original sources on the SOS side has died since I interviewed her three years ago.

But the story is intriguing, it offers some very nice sailboat photos, and, by gum, there is even a moral in it. Or if there isn't one, I'll make sure I make one.

And, hey, maybe the Lightnings will turn out to be winners, after all. I'm running the show now, not those cocky Sylvan Lake skippers.

It began in the 1930s as the idea of some engineering type guys who lived in the Pontiac area and belonged to the Oakland County

Boat Club on Sylvan Lake. Their names were Singleton, Overholzer and Schroeder – the "SOS" gents who gave the class its name.

Fred "Fritz" Schroeder designed the boat. Singleton and Overholzer built copies. Nobody seems to know how many were built. As few as five or maybe as many as 10.

One of the SOS boats made the local newspaper when the basement wall of homeowner and boatbuilder Bill Singleton had to be knocked out so the boat could be born.

Sometimes when I think I don't have enough indoor space to work on boats, I remember Bill Singleton.

In 1999, his ex-wife, DeNise Campbell, told me Bill Singleton made a deal with the contractor when they had their house built in Pontiac near Sylvan Lake. That was in 1938. The contractor agreed to come back later and knock out a wall of the basement, which he put back together after Bill Singleton removed the 26-foot sailboat he'd built next to an octopus furnace in his wife's laundry room.

"I sure wasn't going to hang clothes around a boat all my life," DeNise Campbell told me.

DeNise Campbell died in 2000. She was 89. I learned of the SOS boats through an unrelated newspaper article I wrote for the Detroit Free Press. In an interview with her son,



SOS boats at dock on Sylvan Lake, 1940s

the Rev. Richard Singleton, I had mentioned that I was restoring a wooden Lightning and belonged to the Pontiac Yacht Club.

Ah, said Richard Singleton, we know PYC well. We raced our SOS boats against those Lightnings. He was polite enough not to add what his mother promptly stated.

"We beat the bejeepers out of them!"

"We weren't too popular" at PYC, said DeNise Campbell.

The Pontiac Press ran a photo of the boat's exit from the innards of the Singleton home. The boat was called the "DeNise," after Bill Singleton's wife and the mother of Richard Singleton, who was born in 1939, the same year the boat emerged.

"I was in her stomach at the time the boat was being made," says Richard Singleton, now the Rev. Richard Singleton, an Episcopalian priest and executive director of the Metropolitan Christian Council in Detroit.

"They took more pictures of the boat than they did of me," he laughs.

The *DeNise* and the other SOS boats were built of oak frames with half-inch mahogany planks. Heavy. They had swing keels, sort of like the steel centerboards on the Lightning.

They were so long and narrow they just begged to capsize. "You had to make sure you stayed on the high



Rev. Richard Singleton holds 1939 photo of his dad, Bill Singleton, and SOS boat being dragged out of the basement of their Pontiac house. Photo taken at Pontiac Yacht Club with Lightnings on hoists in background.

continued on next page

S.O.S. from previous page

side and kept that baby upright," Richard Singleton recalls.

That's putting it mildly, said DeNise Campbell. "It had very sheer lines, and we were in a heavy wind one time and I was sitting on the high side handling the jib and my husband said to tighten the jib a little, and I said I can't. I was looking ahead and he tightened it a little bit and I fell right plump into the lake and they had a terrible time getting me in. We had a young boy crewing for us and finally I had a hold of the boat but I couldn't get in and I said, 'Just grab me by the seat of my pants and pull me in,' and so that is what he did."

"It was very sheer," said DeNise Campbell.

"It was a beautiful boat."

So beautiful that her son, Richard Singleton, is hoping he will somewhere find either the remains of one of the SOS boats, or its blueprints.

At 63, he's looking forward to retirement in two years.

Typical activities for a retired Episcopalian priest, he says, are golf, "supply" preaching, which is sort of like substitute teaching, golf, reading and —

"If I could find a set of plans, it would be almost impossible for me not to build one."

I promised a moral, so here is is:

Speed is not all.

The SOS boats may have whopped the smaller Lightnings, but they were temperamental, expensive to build and few people wanted to duplicate them. Nobody bothered to save plans and building instructions. Nobody created a class organization to perpetuate the boat. Professional boatbuilders weren't attracted to the class.

Final score: Lightning: 15,000 plus.

SOS: Zero.

Last month, I wrote about installing a block-and-tackle hoist system in a wooden Lightning, or really any Lightning. I described the 10:1 system I have in *Plug Nickel* and mentioned that it's possible to use a 12:1 system. I said I didn't know how much difference there was between a 10:1 and 12:1 system.

Well, now I know. A lot. On Sunday, I was crew in Bob Mathers' new Nickels Lightning. Bob has the 12:1 system, and it sure seemed much easier to lift that 120-pound hunk of stainless. Later, I mentioned my observation to my son, Abe, who is physics-obsessed. He worked some numbers in his head and announced that the 12:1 system requires 17 percent less effort to do the same amount of work.

Instead of 40 feet of rope, the 12:1 system needs 45 feet. And instead of a double block with becket, it needs a triple block with becket. I've ordered both, and plan to install the new system next week-end.

Joel Thurtell can be reached at
11803 Priscilla Lane, Plymouth MI 48170
or at finder@radiofinder.com ●



SOS boat under sail, about 1939-40



Closer view: Bill Singleton having his SOS boat being dragged out of the basement of their Pontiac house.

Used Lightnings & Lightning Equipment

Refurbished wooden masts with or without hardware,
Sails for modern & wood rigs, spinnaker poles, rudders (ask about our "Kick-up" rudders for cruising!), more

Thurtell Boat Works

11803 Priscilla Lane
Plymouth MI 48170 USA
tel/fax 1-734-454-1890
finder@radiofinder.com

UPCOMING REGATTA CALENDAR

A Regatta Calendar is also posted on the ILCA Web Site - check <http://www.lightningclass.org>

2003 CHAMPIONSHIP REGATTAS

2003 SOUTHERN CIRCUIT

March 8-9 Savannah Deep South, Savannah Yacht Club, Savannah GA

March 11-12 Miami Midwinter, Coral Reef Yacht Club, Miami FL

March 14-16 St. Petersburg Winter Championship, St. Petersburg Yacht Club, St. Petersburg FL

2003 WORLD CHAMPIONSHIP Coral Reef Yacht Club and Biscayne Bay Yacht Club, Miami FL USA

April 8-11 International Masters Championship

April 11-19 World Championship

August 31-September 1 Copa Automovil Club de Colombia 2002, Bogota Fleet 73
 September 6-7 Harvest Moon, Atwood
 September 7-8 Surf City Yacht Club Annual Regatta (multiclass), Surf City Fleet 196 (CAD)
 September 7-8 Whitecap, Pontiac Yacht Club, MI
 September 7-8 Massabesic Fall Regatta, Massabesic YC, Manchester, NH
 September 7-8 Harvest Regatta, Eugene OR
 September 8 Fleet #1 - 1 day (Sun.), Skaneateles (CNY)
 September 14-15 BCC Fall Regatta, BCC
 September 14-15 PA Governor's Cup, Lake Wallenpaupack
 September 14-15 This One's for FUN! Devils Lake YC MI
 September 14-15 PACIFIC COAST CHAMPIONSHIP, Eugene OR
 September 14-15 Augusta, Strom Thurmond Lake, GA
 September 21 Canon Business Solutions Manahawkin Bay Championship for Frank Temme, Sr. Trophy, Surf City Yacht Club (CAD)
 September 21 Caz 1 day (Sat.), Cazenovia
 September 21 Bow Lake Regatta, Bow Lake, NH
 September 21-22 SMSA Fall Invitational, Solomons MD Fleet 508 (DIXIE)
 September 21-22 Ranking 6/6, Tuusulanjärvi Finland

September 21-22 Cotton Pickin' Regatta, Arkabutla Reservoir, Hernando MS (MV)
 September 21-22 Red Flannels Regatta, Chicago Corinthian Yacht Club (MW)
 September 21-22 Bare Bones, Mansfield OH
 September 27-29 Copa Salinas - Tomine, Club Nautico Portillo
 September 28-29 Fall Classic, Cedar Point YC
 September 28-29 Hoosier, Lake Wawasee, IN
 September 28-29 Waccamaw, Lake Waccamaw SC
 October 5 Riverton Fall Regatta, Riverton YC (CAD)
 October 5-6 Ice Breaker, Crescent Sail Yacht Club MI
 October 5-6 Snowball, Buckeye Lake YC, OH
 October 5-6 Atlanta Cup, Lake Lanier, GA
 October 12 Last Blast, Nyack Boat Club NY

September 21-22
Red
Flannels
Regatta
Chicago Corinthian
Yacht Club

Contact
 David Schmahl
dschmahl@ngn.com



October 12 Fall Blowout, North Cape Yacht Club MI
October 12-14 CAMPEONATO NACIONAL 2002,
Club Nautico Muña, Colombia
October 12-14 Fall One-Design, Perry Yacht Club,
Meridian KS
October 12-13 Leaf Peeper Regatta, Malletts Bay BC,
Burlington, VT
October 12-13 Seattle Regatta, Seattle WA
October 13 Frostbite (Sun.), Ithaca NY
October 19-20 Frigid Digit Fall Championship,
Severn Sailing Association (DIXIE)
October 19-20 Chris Young Memorial Regatta,
Coconut Grove Sailing Center,
Miami FL
October 19-20 Fall In, Cowan Lake Sailing Assn OH
October 26 Pumpkin Bowl, Barnegat Light YC (CAD)
October 26-27 Borderline Regatta, Kerr Lake NC
October 27 PNW District Team Races, VLSC,
Vancouver WA
November 2-3 Bluenose, Harbor Island Yacht Club,
Nashville TN
November 16-17 Turkey Regatta, Mission Bay, San Diego
November 23-24 Copa Livesa 2002, Club Nautico Muña
November 30-December 1 Thanksgiving Regatta,
Davis Island Yacht Club, Tampa FL
December 7-8 Regata Obregon, Bogota Fleet 73
December 26-29 Orange Bowl Regatta, Coconut Grove
Sailing Center, Miami FL



ALLEN BOAT CO

SWEEP THE 2002 SOUTHERN CIRCUIT!

Top 5 boats in all 3 regattas



**Don't be left behind...Place your order early and get yourself into an
Allen Lightning for the 2003 circuit!**

**Boats made to your specifications
call Tom Jr**

~ 716- 842- 0800 or e- mail tomallenjr@juno.com

655 Fuhrmann Blvd Buffalo, NY 14203

If it wasn't for Lightnings...

...Layline would not be in business!

Everyone has been there, right out of college, trying to get your first used Lightning up to racing snuff. For me it was 1985 and my boat was 9771. The following projects drove me to start Layline.

Floatation Bags: Remember how the older boats seemed to be going straight to the bottom after the gunnells would "gently slip" under and all that water would rush forward kicking the stern in the air? I had this problem and went in search of inflation bags. My local guy tried to sell me big chunks of Styrofoam, the hot catalog at the time was unhelpful and never sent me the catalog I requested. Whiff One.

Cam Cleats and Ball Bearing Bullet Blocks: 9771 came with a fairly new Bryant Aluminum Spar Set, the board was not stainless but was in good shape. All of the controls were antiques and needed replacing.

Harken's "New" cam cleats and Bullet Blocks were the coolest thing since sliced bread. I had been sailing Lightnings with Rick Ferguson. Anybody remember Rick? He was "sick" and had all of the latest go fast toys.

I went to the local store and they tried to sell me stainless cam cleats and those old stainless blocks with the white pulley inside. Aaarrrggghhh. Whiff two.

I called a new catalog business that seemed to have everything. (W.M.) I told them what kind of boat I had and what I was looking for. All they could do was take a catalog request, 6 weeks later the catalog arrived. Uuuggghhh. Whiff three.

Validation that Walt has a weak mind accompanied by a low IQ.

The light bulb in my young, innocent and limited mind lit up and I thought, "Hey, here is a market opportunity". I took the big leap. Now, 16 season's, later I'm still selling sailboat parts and racing with friends. Each year, I take the IQ test, scoring low enough that I am allowed to stay in the "business."

If it was not for Lightnings, I might have a real job and actually be able to afford my own boat and the time during the summer to race it.

Sampled here are a few products we sell to Lightning sailors along with some comments I thought you might be interested in.

Wait



A.



C.



D.

Super Max
(inside mount)

B.

New Large
(outside mount)



E.

A. Race Master

Besides the big easy to read numbers, the other reason to step up to a Race Master for your Lightning is that the start timer is displayed on the bottom row so it is always up as you take line readings and shoot the wind. Has synch feature. Very functional.

T040

List \$785.00/Layline **\$694.75**

B. Bailers

Shown here are the Super Max and New Large, the New Large fits many older boats, the Super Max fits many newer boats. Inside or outside mounting is the key differentiation. In the spring, put a little "Vaseline" on the gaskets, keeps things running smoothly. If your bailers are leaking, you can try to replace the gaskets. Over the years, we have found that putting a whole new bailer in properly solves the problem.

A564133 Super Max

List \$113.00/Layline **\$108.00**

A564136

List \$88.00/Layline **\$83.00**

Internal New Large Gasket

A574194 For a little piece of foam

\$13.00

C. Small Harken Aluminum Cleat

Most of us have these all over our boats. 3 years ago Harken "killed" the aluminum version of this replacing it with the Carbo version. Now the aluminum ones are back giving us the durability and reliable holding we have come to expect. Fits same holes

H338

List \$20.65/Layline **\$17.55**

D. Musto Sailing Watch - Stainless Steel

What a horrible picture to show the functionality of this watch. The coolest thing on this watch that separates it from all others is its' Synchronization feature! Let's say you "miss" the first gun. As soon as you can put your drink down, just go ahead and start the watch - the watch will start counting down. At the next flag you press the Synch button and the watch drops to the closest minute! Really Cool and it works!!!! Big, bold, easy to read numbers. Very flexible. You can use the preprogrammed countdowns in accordance with ISAF start procedure of 5, 4, 1, 0 or you can set it to go from any 1 minute combination. Counts up from zero. Easy to set. Also has back lighting, regular clock stuff, H₂O resistant to 10 atmospheres. Leather band.

M824

Layline **\$175.00**

E. Competitive J22 Boathandling

What is a J22 CD doing in the Flashes? We can always learn from others, right? The J22 is sailed with a 3 person crew and there are a lot of tips on this video that are general in nature and can be applied to the Lightning. Good instructional video to get your team on the same page.

H4938

Layline **\$45.00**

Cordage! Cordage! Cordage! It's the backbone of Layline. We actually stock more high-tech lines in one place than any other direct selling business in the world. We don't just list them. Our active, (not back stock) cordage wall, one spool for each style, color and size we stock is 9 feet high and at last check was 114 feet in overall length. In addition to our physical inventory, we have loads of experience we are willing to share. We also welcome your experience sharing. Last time I checked more Americans shopped with Layline than any other nationality. *Call Layline for all your cordage needs!*

**The Latest & The Best,
Shipped Out Fast, 100% Guaranteed!**

1-800-542-5463

www.layline.com

Call for your 2002 Layline Catalog!



BOAT OWNERSHIP CHANGES BY DISTRICT

Active Class Members are published in **bold type**. New Owners who have recently become Active Members are indicated by *
 "A" indicates amateur builder building own boat.

PLEASE LET THE CLASS OFFICE KNOW THE NAME AND ADDRESS OF THE NEW OWNER WHEN YOU SELL YOUR BOAT!

CENTRAL ATLANTIC	*10181 Mark Northacker, 517 Maple Avenue, Doylestown PA 18901	491
	12140 John Weiss, Fort Washington PA 19134	U
CENTRAL NEW YORK	*7278 Bill Decker, RR1, Box 347A, Saranac Lake NY 12983	U
	7310 Louis Mauriello, 348 Rugby Road, Cedarhurst NY 11516	U
CONNECTICUT/RHODE ISLAND		
	14154 Kemerer Edwards, 5 Adirondack Drive, East Greenwich, RI 02818	U
FLORIDA	13152 Pat & John Coffey, 8587 SW 18th Avenue, Stuart FL 34997	U
MICHIGAN	4008 Philip Hadley, 5808 Putnam, West Bloomfield MI 48323	U
	*11107 Tom Hernick, 1404 McKinley, Plymouth MI 48170	54
	*11868 Dwight Smith, 750 Loggers Drive, Rochester MI 48307	54
	*14215 Philip Tomlinson, 3748 Wakefield Road, Berkley MI 48072	54
	15158 Builder	
NEW ENGLAND	14360 Patrick McQueen, P.O. Box 266, Hancock NH 03449-0266	145
OHIO	14751 Ralph Meacham, 764 Pinetree Road, Pittsburgh PA 15243	36
US@LARGE	*6392 Jesse Witt, 9930 Harrison Street, Thornton CO 80229	488

Visit Us On Our Web Site

www.nickelsboats.com



PROUD AMERICAN MANUFACTURERS OF ONE DESIGN BOATS

Ready to Race!
Ready to Win!
Discounts Available
Order Now for
Summer Delivery

NICKEL'S BOAT WORKS, INC.
 2426 SOUTH LONG LAKE RD, FENTON, MICHIGAN 48430
 PHONE: (810) 750-1855 FAX: (810) 750-0501
WWW.NICKELSBOWORKS.COM NICKELSBOWORKS@JUNO.COM

from page 1



2nd Johnson USA

proa contra elas. Largamos livres dos demais barcos e passamos a trabalhar nas curtas rajadas. Montamos a primeira bóia na segunda colocação, com os três primeiros bem à frente do resto da flotilha. Tivemos dificuldades em nos ajustar ao popa que era de muito pouco vento e ainda era dificultado ainda mais pelas ondas que vinham de encontro com nossa proa. Tivemos de nos manter orçados o tempo todo para que o balão não perdesse pressão. Confesso que os popas dessa regata foram os mais difíceis em toda minha experiência náutica. Nunca havíamos tido experiência com um popa tão orçado que tínhamos que dar jibes de traves para traves, de tal ângulo com o vento, para que mantivesse nosso balão cheio e com pressão. O popa era algo parecido com os de regata da classe Hobby Cat. Tiramos 3 nesta regata, atrás de duas tripulações americanas.

Terça-feira, 9 de Julho: Foram sorteados dois bons barcos para nos naquele dia de regata. Uma chuva fina molhava as velas enquanto montávamos barco e tivemos que esperar dentro da sede até que o sinal de retardamento fosse arriado. De acordo com a comissão de regatas, as condições de tempo e vento haviam melhorados e eles estavam prontos para dar início ao procedimento de regatas.

10 nós de vento noroeste com rajadas de até 15 nós vindo do oeste davam condições ideais para um dia de duas regatas. Optamos por uma largada conservadora no meio da linha longe da aglomeração de barcos que formava nas extremidades da linha de largada. Largamos com muita velocidade e com esse atributo havíamos colocados os barcos de sotavento em nossa paralela e os barcos que haviam largado a barlavento de nos haviam decaídos e não nos

apresentavam um perigo inicial de colocações. Estávamos com uma tripulação leve e isso nos dava maior vantagem com aquela condição de vento que nos dava muita velocidade. Montamos a primeira marca de percurso em primeiro e dali passamos a administrar nossa vantagem. Vibramos muito com a vitória na terceira regata do campeonato.

As condições da segunda regata eram muito parecidas com as da primeira, e nos deu um animo ainda maior quando o sol sobrepôs a chuva e o dia começou a esquentar. Mantivemos o mesmo plano da primeira regata, que era de largar livre e de velejar pelo lado esquerdo da raia. Novamente nossa velocidade foi nossa vantagem em relação aos outros barcos e estávamos disputando a regata outra vez. Na montagem da última marca do percurso iniciando o contravento final, a extensão do leme se rompeu, mais conseguimos consertar ao decorrer da



3rd Maier USA

regata. Com este imprevisto havíamos perdidos um pouco de concentração e nossos adversários se aproximaram. Tivemos de depender da nossa velocidade e erros das demais tripulações para que não nos ultrapassassem. Por sorte isso não aconteceu e ganhamos nossa segunda regata no campeonato.

Quarta-feira, 10 de Julho: Quando chegamos ao clube procuramos logo pela sequência de rodízio de barcos e pelas condições de vento. Tivemos a surpresa de pegar um barco mediano e outro que não havia apresentado boas colocações em todo o campeonato. O vento forte também era inesperado, 18 nós dentro da baía, e julgávamos uns 25 na área de regata. A comissão de regatas impôs a bandeira de retardamento e apenas após algumas horas e uma significante melhora nas condições de vento e que se puseram ao início do procedimento de largada.

Com um vento aproximadamente de 14 nós foi dada a largada da penúltima regata do campeonato que tiraria diferenças inexistentes de pontos entre nós e o americano Erik Johnson. Ambos estávamos empatados com 5 pontos dependendo apenas deste dia para o resultado final. Largamos livres, evitando qualquer espécie de conflito com os demais barcos, e procuramos a dar velocidade máxima ao nosso barco. Montamos a primeira bóia em 4, uma colocação a frente de nosso rival. Continuamos nossa regata sempre de olho em Erik, e procurávamos velejar sempre próximo dele. A regata foi encurtada e seria uma chegada em popa. Chegamos em segundo. Erik, seu irmão gêmeo Karl e Kate Brush obtiveram a 5 colocação. Com este resultado que nos daria 3 pontos de vantagem sobre o segundo colocado partimos para a sexta regata do campeonato, a decisiva.

Estávamos nervosos, fazendo cálculos de pontos e procurando regular perfeitamente o barco que não havia obtido bons resultados durante todo o campeonato. Logo no tiro de preparação me pus próximo à linha de largada enquanto aguardava o tiro. Avistamos Erik ainda velejando de contravento enquanto faltavam apenas 2 minutos para a largada. Faltando um minuto e meio, ele vinha de popa voando o balão, porém muito longe da linha de largada. Daí o primeiro imprevisto, faltando apenas 30 segundos para a largada a comissão de regatas resolve retardar o procedimento de largada. Demorou um minuto e vinte segundos para que a embarcação de Erik mergulhasse na linha de largada e que a comissão de regatas desse reinício ao procedimento.

Tivemos uma largada aglomerada próxima à bóia de largada, a qual logo tivemos que bordejar para evitar contato com ela. Agora de vela



4th Stoumbos Greece



5th Koulianos Greece

direita víamos a flotilha toda vindo em nossa direção com direito de passagem. Tiveram que desviar de nós e por isso poderíamos ser protestados e ser penalizados. Tomamos a decisão de pagar a infração com um 720, e quando havíamos terminado, avistamos o resto da flotilha bem á nossa frente. Com pouca confiança e muita garra e esperança continuamos a regata e torcíamos para o melhor. Após alguns bordos corretos em rajadas e posicionamento certo em relação ao resto da flotilha, nos aproximamos rapidamente, e logo estávamos de volta á briga. Tivemos a surpresa de montar a primeira bóia em 8 com o nosso rival uma posição atrás de nós. Pusemo-nos a respirar e relaxar após nossa péssima largada e começamos a nos preocupar com Erik. Passamos a marcar ele pelo restante da regata sempre indo á direção dos mesmos bordos dele e buscando um vento igual. Em certo momento da regata estávamos disputando pelas primeiras colocações, mais sempre com a tripulação de Vermont em mente íamos assegurar nossa colocação. Terminamos em 6 na regata e Erik junto com sua tripulação foram os oitavos colocados.

T. Sumner



6th Brennan USA

from page 1

A wind shift to the right near the end of the race gave those people on the right a big gain over those on the other side of the course. We finished the first race in eighth place after we led the race at certain times, and in others we kept from being last.

The wind for the second race shifted over to a different direction and was blowing 5-8 km per hour from the Northeast. The waves had diminished but, with the new wind direction, they gave a curious touch to the race as going downwind, we beat our bow into these leftover waves. After the start, we got some free air, away from the other boats and worked the puffs. We got to the first buoy in third, with the first three well ahead of the remainder from the fleet. We had difficulties adjusting to the light wind and waves going downwind. We tried to maintain pressure in the spinnaker, but I



7th Santa Cruz Ecuador

must confess, this was most difficult sailing in my experience. Never had we experienced waves and wind like this where we needed to go from beam reach to beam reach to keep the spinnaker full and pulling with pressure. Going downwind was like in races with Hobie Cats. We ended up third, behind Johnson and Detwiler of the USA.

Tuesday, July 9: We drew two good boats for the races today. A thin rain fell while we set up the boats and the race committee delayed the tow to the lake waiting for conditions to improve. Everyone agreed, and hoped for better conditions, which did improve overtime.

The wind was from the northwest at 10 km per hour with puffs to 15 from the west, giving ideal conditions for two races. We opted for a conservative start far away from a collection of boats that formed in the extremities of the starting line. We had a lot speed and with that attribute we put the boats to leeward of us parallel with us, and the boats to windward had their wind diminish and they did not present a dan-

ger to our position. We were a light crew and that gave us a big advantage with the wind conditions and gave us speed advantage. We rounded the first mark in first and from there we were able to hold our advantage. We celebrated a lot with this victory in the third race of the championship.

The conditions for the second race were similar to the first one. I was even more encouraged when the sun came out and started to heat up the day. I followed the thought I took from the first race, which was to get clear of the other boats and work the left side of the course. Our speed was our advantage regarding the others boats and we were fighting for the lead in the race again. As we were about to go back up wind, our tiller extension came off, but we were able to repair it quickly. With this unexpected event, we lost a little of our concentration and our adversaries got much closer. We were able to depend on our speed and not make many errors and luckily keep our lead, earning our second win of the championship.

Wednesday, July 10: When we arrived at the club we went to find our boat rotation of the day, however the Race Committee was postponing the races before the boats were to be set up. The strong wind was unexpected, 18 km per hour inside the bay, and we judged some 25+ in the race area. The race committee postponed for 2+ hours, and the wind conditions improved significantly and we started to get ready to race.

With a wind approximately of 14 km per hour, we were to start the next-to-last race of the championship with a nonexistent differences of points between us and the American Erik Johnson. We both had 5 points and today's races would decide the final result. We sailed slightly free and footed away, avoiding any sort of conflict with the other boats, and this gave maximum speed to our boat. We rounded the first buoy in fourth, a place ahead of our rivals. We con-



8th Velez Ecuador



9th Herman Chile

tinued our race always with an eye on Erik, and we kept sailing close to him. The race was shortened to finish at the end of the second downwind leg. We finished in second. Erik, his twin brother Karl and Kate Brush finished fifth. This gave us a three point advantage going into the final race of the championship.

We were nervous, doing calculations of points. We rotated in a boat that had not done well during the regatta, but found the boat to be perfectly



10th Detwiler USA

normal. To get ready for the start, we stayed near the starting line. We saw that Erik still was going upwind with barely 2 minutes to go before the start. He started back with his spinnaker up, but was still a long way from the starting line. Then unexpectedly, with barely 30 seconds to go before the start, the race committee postponed the start. They delayed about 80 seconds before restarting the sequence and Erik was able to get back to the starting area.

For the final start, we were near the buoy, to avoid hitting it we tacked and saw all the fleet coming in our direction and with rights. One boat said that they deviated course to avoid us and that we would be protested and be penalized. We made the decision to pay for the infraction with a 720, and when we had finished, we saw the remainder of the fleet well in front of us. With little confidence but a lot of determination and hope we continued the race and we worked hard for the best result. After some tacking correctly in the puffs, we approached the fleet quickly, and soon we were back in the fight. We were surprised to find ourselves in eighth at the first buoy with our rival a position behind us. We were able to relax a little after our very bad start and we started to concentrate on Erik. We tacked with Erik, always seeking equal wind. At this point in the race, we were more worried about the crew from Vermont than fighting for the top positions in the race, assuring ourselves of our overall position. We finished sixth in the race and Erik finished eighth. ●

11th Santos Ecuador
Good Sportsmanship Award

12th Bellotti Brazil



13th Ruhlman USA

1	15152 BRAZIL	Thomas Sumner, Pedro Soares, Mark Pineda/São Paulo	(8)	3	1	1	2	6	13
2	14056 USA	Erik Johnson, Karl Johnson, Kate Brush/Richmond, VT	2	1	(12)	2	5	8	18
3	15103 USA	Travis Maier, Meredith Pelton, Robert Ramirez/Fort Myers, FL	(10)	6	3	3	4	2	18
4	14361 GREECE	Sotiris Stoumbos, Bill Papadakis, Dimitris Stathopoulos/Piraeus	3	4	2	(10)	8	4	21
5	14334 GREECE	Mihalis Koulianos, Helias Grapas, Antonia Koulianou/Athens	9	(10)	7	5	1	1	23
6	14692 USA	Andrew Brennan, Wade Schon, Jimmy Roe/Brick, NJ	1	8	5	4	(11)	9	27
7	14674 ECUADOR	Jaime Santa Cruz, Charles Plaza, Sebastian Herrera/Los Ceibos	4	7	4	9	(10)	7	31
8	14780 ECUADOR	Julio Velez, Mauricio Rumbea, Jorge Norero S./Los Olivos	5	9	11	(13)	3	5	33
9	14454 CHILE	Pablo Herman V., Manuel Gonzalez, Iñaki de Aretxabala/Cristobal Colón	6	5	10	6	7	(11)	34
10	15069 USA	Ward Detwiler, J.B. Shumaker, Perrin Fortune/Grosse Pointe Park, MI	(12)	2	6	11	9	10	38
11	14673 ECUADOR	Juan Santos, Renato Aguilar, Carlos Febres Cordero/Guayas	(13)	11	9	8	12	3	43
12	14892 BRAZIL	Marcelo Bellotti, Pedro Parente, Hendrik Cuppen/São Paulo	7	12	(13)	12	6	13	50
13	14957 USA	Ryan Ruhlman, Maegan Ruhlman, Aaron Bailey/Bratenahl, OH	11	(13)	8	7	13	12	51

URS WYLER REPEATS AS EUROPEAN CHAMPION

Kemi, Finland, July 23-26

The following are press releases from the Europeans web site...

Wyler, the Champion?

The second day for the Lightning European Championships and the Finnish Championships in Kemi gave the first Finnish win at last. Pertti Pyy with Maija and Waltteri Karhusaari from Tuusula Yacht Club were among the first boats very soon. With a perfect sailing they won the race.

Anyway, the talented group from Switzerland with Urs Wyler, Gilbert Durr, and Walter Durr are quite sure to be the European Champions having four wins and two second positions out of six sailings. Kimmo Aromaa, Samppa J. Salminen and Pertti Pyy from Finland and Antonios Stefanidis from Greece are pursuing the following medals.

Kimmo Aromaa is leading the Finnish Championships.

The weather in Kemi has been absolutely fabulous, the wind 3 - 4 meters per second.

There will be nine races altogether and the eight best ones will be included. The last day for the Championships will be Saturday.

Gold to Urs Wyler

Urs Wyler with his crew, Walter and Gilbert Durr, from Switzerland won the European Championships in Lightning class in Kemi.

The wind was very rough but they won the last three competitions on Saturday. They were unbeatable when getting seven wins and two second positions out of nine races. After having sailed eleven years as a crew they achieved a perfect win.

Samppa J. Salminen from Jyväskylä, Finland poured on the speed and won the silver medal before Pertti Pyy from Tuusula, Finland.



European Champions Urs Wyler and crew Walter and Gilbert Durr. Photo by Phedberg

Samppa J. Salminen won the Finnish Championships which were a part of the European Championships. Kimmo Aromaa from Helsinki was the second and Pyy got the bronze medal.

The participants found the arrangements very successful and also the weather was favourable during the whole week in Kemi, Finland.

24.7.2002 Kemiin

joukkuemestaruus

Kemin Purjehdusseuran Aulis Näykki ja Kemin Työväen Pursiseuran Kari Huusko purjehtivat Lightning-luokan joukkuekultaa Suomen mestaruuskilpailuissa Kemissä. Toiseksi tulivat helsinkiläiset Lauri Hemming ja Kimmo Aromaa sekä kolmanneksi Kaarlo Jaskari ja Matti Leppänen Tuusulasta. Kilpailu käytiin voimakkaassa tuulessa sisäsataman edustalla.

25.7.2002 Urs Wyler johtaa

EM-purjehdusta

Sveitsin Urs Wyler johtaa selvästi lightningveneiden Euroopan mestauspurjehduksia Kemissä. Hän otti avauspäivänä torstaina kaksi osakilpailuvoittoa ja yhden kakkossijan. Kreikan nuori Antonios Stenidis voitti toisen osakilpailun, mutta menetti otteensa viimeisessä lähdössä ajautumalla peräti kymmenenneksi.

Suomalaisista parhaissa asemissa Wylerin takana ovat Jyväskylän Samppa J Salminen Tuusulan Pertti Pyy.

Olosuhteet Kemissä olivat erinomaiset. Kisat käytiin muutaman sekuntimetrin merituulessa, joka antoi kaikki mahdollisuudet täysipainoiseen purjehtimiseen.

EM-kisan ohessa purjehditaan myös Suomen mestaruuksista. Tätä kisaa johtaa Samppa J Salminen.

Tarkoituksena on purjehtia yhteensä yhdeksän osakilpailua, joista kahdeksan parasta lasketaan lopputuloksiin. Kilpailut jatkuvat perjantaina ja lauantaina.

26.7.2002 Wyler jo lähes varma mestari

Lightningveneiden Euroopan ja Suomen mestaruuskisoissa Kemissä toinen kilpailupäivä toi vihdoin kivatun suomalaisvoiton. Tuusulan Pertti Pyy miehistönään Maija ja Waltteri Karhusaari nousi päivän toisessa lähdössä heti kärkiryhmään ja tarkka purjehdus toi voittopaukun.

Sveitsin kova kolmikko Urs Wyler sekä Gilbert ja Walter Durr on kuitenkin jo nyt lähes varma Euroopan mestari, sillä heillä on kuudesta purjehduksesta koossa neljä voittoa ja kaksi kakkossijaa. Suomalaiset Kimmo Aromaa, Samppa J Salminen ja Pertti Pyy sekä Kreikan Antonios Stefanidis kärkkyvät tasaisena ryhmänä muita mitaleita.

EM-kisojen kanssa samanaikaisesti käytäviä Suomen mestaruuspurjehduksia johtaa Kimmo Aromaa.

Kelit Kemissä olivat kesäiset keveät ja tuulen voimakkuus enimmillään 3-4 metriä sekunnissa.

Tarkoituksena on purjehtia kaikkiaan yhdeksän osakilpailua, joista kahdeksan parasta lasketaan lopputuloksiin. Kisat päättyvät lauantaina.

See Results Pages 22 and 28 ●





Southern Circuit

Truly dominant at the 2002 Southern Circuit! We not only make the fastest sails in the market but we also have the most experienced Lightning team to help you realize your boat's full potential with fast sails, sound advice and the best tuning tips. Call your North One Design representative today. Win with North!



Overall 1,2,3,5*,6,8,9,10
 Savannah 1*,2,4,6,7,8,10
 Miami 1,2,4*,5,6,7,8,10
 St. Petersburg 1,2,3,4,5,6,7*,8,10

*partial inventory

One Design East
 203.877.7627
 Brian Hayes - Brian@od.northsails.com
 Chad Proctor - Chad@od.northsails.com

One Design Central
 614.418.9410
 Greg Fisher - Greg@od.northsails.com

One Design Midwest
 419.729.4777
 Skip Deibel - Skip@od.northsails.com

www.OneDesign.com
 All About One Design Sailing

NORTH SAILS

FAUDE EATS A TRIPLE BRAT IN SHEBOYGAN

Tryg Jacobson

Sheboygan Yacht Club,
Sheboygan WI, July 20-21

Bill Faude of Chicago swept the 40th Annual Brotz Regatta July 20/21 with a convincing 3-2-1-1-1-3-6. Crewing for Bill were Jason Bemis and Tryg Jacobson, both Sheboygan locals. Dan Reichelsdorder took what appeared to be an easy second, but given that he just returned from a fairly grueling Santa Cruz 72 campaign, I'm sure he'll beg to differ. Todd Wake took third with wife Kristine and friend Lynelle Reak. Todd's a fairly newcomer to the class, but not to sailing. We certainly haven't seen the last of Todd.

The weather was perfect for the 40th Anniversary. And a hard fought advertising campaign by regatta chairman Hans Graf lured 15 boats to the starting line, more than we've had in a long time. Blue skies, steady pressure with enough in the way of occasional shifts to keep things interesting. We sailed four races on Saturday and three more on Sunday. Bill sailed a steady improving series which all but wrapped up a regatta victory after his win in the fifth race.

Sunday however, fell victim to the notorious "210°" effect, so most often the first boat off the line to flop on port toward shore picked up the lead. But, as usual, boat speed and downwind tactics separated the men from the boys. After winning the fifth race, Bill was confident he'd wrapped up the series and turned the helm over to Tryg Jacobson (for the throw out). Faude, learning of yet a 7th race, panicked, reassumed the helm, taking a brilliant sixth in the final race to clinch the trophy.

Strangely enough, a number of old timers came out of the woodwork for the event including Steve Adamski and Doug Olson from Green Bay. It was nice to have them aboard, and we hope to see more of the Green Bay pack. Amanda Brotz, distant relative of the famous Sabre skipper, Roman Brotz for whom the regatta is named, was crewing with "Elmo" (Mike Elmergreen of Fond du Lac) for Sheboygan's Mark Wessel. They won the first race but couldn't keep up the pace with defending champion Dave Stix and the local hotshots.

The Leinenkugels/Kohler sponsorship helped defer many of the regatta costs, keeping entry fees lower.

Mike Brotz's willingness to donate fabulous trophies in memory of the late Roman Brotz was greatly appreciated by the fleet, the district and particularly those in the winner's circle.

See Results Page 27

Top photo: Jason Bemis, skipper Bun, and Tryg Jacobson

Lower photo: Top 5 with their fabulous trophies

Photos courtesy Jim Olson ●



INVEST IN THE BEST

**Our Covers Are Expensive
...so they can cost less!**

Sure our covers may cost more, but they last longer! So your cost per year of use is actually less than the cheaper imitations.

6 STYLES:

Trolling/Mooring

Full deck cover for trolling and/or fits with mast up

Mooring

Full deck over boom

Cockpit

Boom tent that covers from mast to transom

Skinned

Full deck & sides - available in Mooring or Trolling version

Bottom Cover

Soft fannel lined canvas with shock cord and drain hole

Rudder Cover

Soft fannel lined canvas

- Fabrics finished to our specifications
- Strongest possible flat-felled (Levi) seams
- More reinforcements than other brands
- Attaching hardware provided
- Designed for competitive sailors by multi-class National Champion Bob Rowland
- Manufacturing & stocking Lightning covers since 1972

Visa/MC orders call : 937-862-7781

For fabric samples, pictures and prices:

The Sailors' Tailor

1480 West Spring Valley Painters Road, Spring Valley OH 43570

FLEET 502 CHAMPIONSHIP

Amy Smith Linton

Davis Island Yacht Club, Tampa FL, July 27-28
Braving typical Suncoast summertime weather, Fleet 502 held their fleet championship regatta July 27-28 at the Davis Island Yacht Club in Tampa, Florida. The Lightnings hooked up with the Flying Scot class to enjoy relatively decent breeze, an excellent cookout, and a few restorative soaks in the club pool.

Seven Lightnings (and seven Flying Scots) were able to attend -- there were a couple of last-minute cancellations as Sandy Scheda was out of town, the youth team skippered by Josh Willis encountered some turbulence (we hear that *someone* got grounded for conduct unbecoming), and Cameron Carlin neglected to secure crew. Nevertheless, the small fleet spans an impressive range: one Worlds champ, one NA's champ, one first-time Fleet Champion skipper, and the return of Cort Steck and his *Uncle Mills*, the beautifully restored wooden 1950's era Lightning.

The racing started Saturday morning at around 10 o'clock in 8 or so knots and flat water. The race course was a windward-leeward-windward-leeward-reach to the finish. The Lightnings started first, and had a longer course than the Flying Scots, so on-the-water interaction between the two fleets was minimal. The first race was a dogfight between Team Linton and Team Hayden. After taking a crystal clear port start across the fleet, Team Linton found itself on the wrong side of the shift. Steve Hayden had a comfortable lead on the downwind, and Team Linton was only able to catch up to them when we sailed right on the 2nd upwind leg. We passed them on the final downwind leg after a bit of a jibing duel. In the rest of the fleet, Cort Steck prevailed after a pitched battle with Michael Maher (in his labor-of-love home-build *Emmeline*) and David Bell.

The second race started in 4 knots or so, and Team Linton played the light-and-shifty for a big lead to the first mark. The race committee took pity on the fleet however, and called the race off. Time for a midday break. The RC towed the competitors back to the club, where most everyone ordered lunch, had some liquid refreshment, and lounged poolside. At 2 o'clock or so, the postponement flag came down and the sailors headed back to the racecourse (a mere 10 or so minutes' sail from shore!).

A lovely westerly filled in at 10-12, and for the first time in recent memory, Team Hayden (with Barr Batzer and Angie Hayden aboard) jumped the gun. Team Linton surged to a big lead, while Steve clawed his way back to second.

Fleet 502's hero Dave Bell not only sailed in the regatta, he organized it, got trophies for it, and he even cooked. Hip-hip-hurrah! After Saturday's racing, he put on his chef's hat and grilled up a mess of chicken and hamburgers, and kept order among the hungry sailors. Strangely, most of the sailors claimed to be tired, and the party wound down by 8 o'clock or so.

Sunday's racing started very early, with an 8:45 warning. An easterly breeze was threatening, as easterlies often do on Tampa Bay, to fade out quickly. The race began in under 8 knots, with a solid start for all the Lightnings. We played the left middle, rounded the upwind mark first, with Steve hot on our trail. He got by us downwind, but then, jibe, jibe, jibe (a sort of jibing ballet!) and we were again very close. A close rounding, we were ahead again. We battled upwind, and then downwind, again, Team Hayden caught a puff past us and held us off until the mark rounding, when we squeaked around the mark to win.

In the second race of the day, we were in such a hurry to get going, we had to restart. Whoops. As it happened, we were able to use the mishap to our advantage, as a clear shot of breeze took us up the middle left, where we played connect-the-puffs until the race committee pulled the plug on the race. Dang! We were clear ahead and we were going to round that mark!

For the third start, the Flying Scots started first, and we watched which side of the course in the 5-knots of east/southeasterly would pay out. Team Hayden headed for the lockers early (that pool sure feels nice on a hot day!), and we focused on our boat handling. We started on starboard at the pin, pinched off a couple of boats above us, and then tacked over and did a slo-mo sprint upwind. We extended throughout the race, and even tried a little innovation at the final leeward mark: we went into the mark on starboard. At one boat-length, we stowed the poll and did a roll jibe. The spinnaker floated itself right into the boat. Very slick! Cort Steck, just behind us, followed suit and I only wish we'd had the video going...

Our fleet championship has a few unusual features: the perpetual trophy is the Famous Rusty Gargoyle trophy (sculpted by master craftsman Andy Hayward, who now lives in the remote mountains of Pennsylvania with hull #10338 as well as wife Lisa and child). The winner of the regatta is empowered to bestow the Rusty Gargoyle onto a worthy opponent. That skipper then gets to organize next year's regatta. While this tradition might have developed as a method to slide out of race organizing, it has worked well to redistribute the wealth of responsibilities throughout the fleet. First-time Fleet skipper Vaughn McIntire was awarded the fabulous Rusty Gargoyle. Might want to put a lock on the refrigerator, Vaughn. Andy will tell you, the Gargoyle didn't get rusty staying away from liquid refreshment!

As for the keeper trophies -- hip-hip-hurrah again for Dave Bell: the prizes included soft coolers and dry bags from Masthead Enterprises, as well as framed photos for the winners. Thanks Dave for putting together a great regatta, and rounding up Jay Tyson, Gail Meyer, Dave Clement, John Linton, Terry Miller, and the myriad other volunteers who make racing possible.

Photos viewable at <http://www.sailboatpics.com/sailboatSPecs/DIYC2002/07272002/default.html>

Results Page 30 ●

USACOACHWON.COM

MARK BRYANT - HEAD COACH

email: usacoachwon@neosmart.com

Cell Phone 941-246-4682

Race Clinics

Seminars

Personal Coaching

HIGGINS LAKE BOAT CLUB INVITATIONAL REGATTA

John Dent

Higgins Lake, MI, August 3-4

As I approached the mainland parking lot from our Treasure Island Clubhouse about ten o'clock on Saturday morning, I was pleasantly surprised to see half a dozen Lightnings already assembled. Within a couple of hours 11 boats were rigged and towed to the Island. It should have been 12 but a sick locomotive somewhere in Ontario needed the attention of one of our skippers! After lunch was served at the Clubhouse we set out into the clear, blue water of Higgins Lake for some much anticipated sailboat racing.

The skies were clear and sunny with winds out of the southeast, blowing at 5-10 miles per hour at the start of first race. The windward-leeward course saw Tom Klaban, Chris Jacobson, and Jim Allen around the windward mark first. By the end of the five leg race though, Colin Park had managed to pass them all. He was followed by Klaban and Allen. The wind was building somewhat for the start of the second race. Chris Jacobson was fastest up the first beat, followed by Dave Decker and George Siegle. In the end however, Jim Allen finished first, followed by Jacobson and Decker. The wind began to fade as the afternoon wore

on and we started the third race. This time Colin Park reached the windward mark first, followed by Allen and Klaban. But Dave Decker finished the course first; Park and Allen were next, completing racing for the day. We returned to the Island for cold refreshments, interesting stories, and bold-faced lies.

Sunday morning I awoke to rumbles of thunder and flashes of lightning as I prepared to make my way out to the Island. I arrived just in the nick of time, as a ferocious storm front came across the lake, forcing us to hole up in the Clubhouse for an hour. Finally, it stopped raining sideways so we could ferry the competitors out to the Island where their boats had been safely moored for the night. The rain eventually quit, allowing us to set a course under cloudy skies with winds from the southwest at 5-10 miles per hour. The wind continued to build, making for a crowded windward mark rounding. Colin Park was first to arrive, followed very closely by Jim Allen, Clarence Johnson, Tom Klaban, Ward Detwiler, Decker, Siegle, and Jacobson in the span of about one minute. The wind continued to build and shift to the west making for a pretty quick race. When all was said and done, Jim Allen was first to finish, with Klaban in second and Park falling back to third place. The Race

Committee shifted the course to suit the building breeze as the sky continued to clear. With the wind now blowing in the teens out of the west, the last race of the regatta got underway. It was another quick beat with Park leading Siegle and Detwiler into the first mark. But Jim Allen found a way to pass them all. He won the race with Detwiler and Park following.

That finish propelled Ward Detwiler from Pontiac into fifth place and he and his crew were awarded those trophies back on the Island. Dave Decker from Grand Rapids ended up in fourth place. Third place honors went to Tom Klaban and his sons from Pontiac. Colin Park, back from St. Petersburg, Florida had to settle for second place hardware as Jim Allen with crew Jane Allen and John Morley from Pontiac took top honors. Boats were then towed back to the mainland to be broken down. The skies continued to clear as the crews packed up and started their travels downstate; each having experienced some competitive sailboat racing in one of the most beautiful locations anywhere. If you like lots of clear, deep fresh water, beautiful sandy beaches, and northern Michigan countryside, you should give us a visit next year!

See Results Page 30 ●

Snug, Sound **LIGHTNING COVERS...**

Dry Sail Covers
Mast Covers
Cockpit Covers
Trailing Covers

Rudder Covers Featuring
BLADEGUARD II FABRIC

ALL COVERS INCLUDE
***5 YEAR* WARRANTY**
Free Repair Kit
Free Gear Bag
Prepaid Freight



Made by Sailors, for Sailors !

Our Covers Provide the Protection You Want,
With the Quality, Fit and Finish You Expect.

Our Fabrics, Hardware and Fittings Have Been
Designed for Marine Use and Will Provide a Long
Life Even in Salt Water and Tropical Climates.

NEW! BLADEGUARD II FABRIC...
A SERVICE CANVAS EXCLUSIVE !
Will Not Rot, Mildew or Trap Water!
Provides the Ultimate in Protection!
Call Toll Free for a Sample Today!

SERVICE CANVAS COMPANY, INC.
149 SWAN STREET
BUFFALO, NY 14203

Outside U.S. 716-853-0558 & Fax 716-845-6071
TOLL FREE 1-888-388-0558



REGATTA RESULTS

EUROPEAN CHAMPIONSHIP

Kemi, Finland, July 23-27, 27 Boats, 9 Races, 1 Throwout

1	SUI-13790	Meltemi	Urs Wyler, Gilbert Dürr, Walter Dürr / SCM	1	2	1	1	2	1	1	1	1	9
2	FIN-14364	Nikea	Samppa J Salminen, Tero Kotimäki, Keijo Tulomäki / JVS	4	3	2	4	6	8	2	4	3	28
3	FIN-14406	Amarillo	Pertti Pyy, Waltteri Karhusaari, Maija Karhusaari / TP	5	4	4	7	1	9	4	2	6	33
4	FIN-14534	Masi V	Kimmo Aromaa, Mika Aromaa, Jari Aromaa / M	2	7	6	3	3	2	10	11	2	35
5	GRE-14197		Andonios Pateniotis, Antonios Stefanidis, Ioannis Baltopoulos / Greece	7	1	10	2	4	5	3	10	9	41
6	FIN-14331	Shark	Olli Lähteinen, Antti Lähteinen, Martti Lähteinen / TP	12	18	8	10	10	7	11	5	5	68
7	FIN-15002	Gnome	Kari Huusko, Mika Viide, Jarkko Linnell / KTPS	DNF	9	3	19	8	18	5	3	4	69
8	FIN-14018	Ayolos	Niko Lappalainen, Pasi Hannila, Kari Kanerva / TP	3	5	15	6	16	OCS	13	7	10	75
9	FIN-14761		Hanna-Leena Hemming, Lauri Hemming, Heikki Vaara / HSK	14	6	9	5	11	3	12	17	18	77
10	FIN-12995	Pohjan-akka	Aulis Näykki, Heikki Ulen, Erkki Puuperä / KePS	6	14	11	13	15	14	6	6	8	78
11	SUI-14530	Gaston	Jacques Perret, Natacha Godel, André De Montmollin / CVN	15	15	5	12	5	17	7	9	14	82
12	FIN-14491	Pirttiniemi	Juha Hämäläinen, Asko Hämäläinen, Arto Venäläinen / KuoPS	8	11	13	9	13	11	9	8	DNC	82
13	GRE-13402	Renata	Angelos Vassilas, Eleftherios Dedes, Anestis Kafetzidakis / Piraeus	11	13	12	8	12	15	14	14	7	91
14	FIN-14535	Snow White	Kaarlo Jaskari, Antero Punttila, Mikko Rantala / TP	9	10	17	11	7	16	17	15	12	97
15	FIN-14638	Gamma	Matti Leppänen, Kalle Ahola, Mari Tapanila / TP	16	12	18	20	17	4	8	12	11	100
16	FIN-14352	Sini	Thomas Weckström, Juha Siilin, Riitta Kangas / TP	13	17	14	15	14	6	15	19	16	110
17	FIN-14269	Kikka	Markku Paloma, Ari Raappana, Kari Vartiainen / OPS	10	16	19	18	23	10	21	13	15	122
18	FIN-14494		Heikki Hämäläinen, Matti Bruun, Markku Kallio / KuoPS	18	8	7	14	9	13	DNF	DNC	DNC	125
19	FIN-14936	Burgundy	Sakari Pesola, Pekko Bollström, Timo Järvinen / TP	17	20	20	16	20	12	16	18	17	136
20	FIN-14403		George Gebhard, Harri Raikamo, Toni Stoschek / SPS	19	19	16	22	24	19	18	21	13	147
21	FIN-12258	Elf	Henry Elfving, Esa Pukki, Ralf Sundberg / ESS	20	24	21	24	21	20	20	20	20	166
22	FIN-14271	(FIN-14559)	Johannes Junes, Otto Heino, Vesa Apukka / KePS	21	22	24	25	18	23	19	25	19	171
23	FIN-12917	Veera	Mauri Jestilä, Tommi Ahonen, Ilkka Ketola / KePS	OCS	21	26	21	26	22	24	16	22	178
24	FIN-13563	Due	Taimo Huusko, Kari Jalosalmi, Ilkka Matinlassi / KTPS	22	25	OCS	23	19	24	23	23	21	180
25	FIN-10059	Wilma	Seppo Posti, Petteri Häggström, Kari Uurtimo / KePS	23	23	22	27	22	26	22	24	DNC	189
26	FIN-13130	Masi	Juha Savela, Pia Tulimaa, Martti Tulimaa / TP	25	27	23	26	25	21	25	22	23	190
27	FIN-6838	Old Lady	Esko Lehtinen, Timo Lehtinen, Pekka Lehtinen / JVS	24	26	25	17	27	25	DNF	DNC	DNC	200

EUROPEAN MASTERS REGATTA

Kemi, Finland, July 23-27, 8 Boats, 3 Races, 1 Throwout

1	SUI-13790	Meltemi	Urs Wyler, Gilbert Dürr, Walter Dürr / SCM	1	2	1	2
2	FIN-14406	Amarillo	Pertti Pyy, Waltteri Karhusaari, Maija Karhusaari / TP	2	1	2	3
3	SUI-14530	Gaston	Jacques Perret, Natacha Godel, André De Montmollin / CVN	4	3	6	7
4	FIN-14535	Snow White	Kaarlo Jaskari, Antero Punttila, Mikko Rantala / TP	3	4	5	7
5	FIN-14269	Kikka	Markku Paloma, Ari Raappana, Kari Vartiainen / OPS	6	8	3	9
6	FIN-12995	Pohjan-akka	Aulis Näykki, Heikki Ulen, Erkki Puuperä / KePS	5	5	4	9
7	FIN-13563	Due	Taimo Huusko, Kari Jalosalmi, Ilkka Matinlassi / KTPS	7	6	7	13
8	FIN-10059	Wilma	Seppo Posti, Petteri Häggström, Kari Uurtimo / KePS	8	7	8	15

MASTERS' NORTH AMERICAN CHAMPIONSHIP

North Cape Yacht Club, LaSalle MI, August 6-9

21 Boats, 4 Races, No Throwout

1	14345	George Fisher, Tom Emch, Greg Shea	3	1	4	7	15
2	14739	Jack Elfman, Cindy Lister-Elfman, Samantha Sutter	1	2	7	11	21
3	14321	Jack Jones, JoAnn Jones, Greg Fisher	9	9	5	1	24
4	14855	Richard Hallagan, Alan McReynolds, Erin McReynolds	7	10	3	4	24
5	15122	Jim Carson, John Atkins, Andrew Brennan	4	6	14	2	26
6	14780	Colin Park, Karen Park, Rob Ruhlman	2	12	2	13	29
7	15126	Dennis Dieball Sr, Ernie Dieball, Shari Berger	19	4	1	6	30
8	14779	Jim Davis, Christine Davis, Les Lashaway	12	7	9	8	36
9	14649	Bruce Goldsmith, Sherry Goldsmith, Derek Gauger	13	3	6	20	42
10	14866	Bill Mauk, Ched Proctor, JP delSolar	16	11	10	5	42
11	15052	Sandy Huntsman, Crissy VanSicien-Tomaine, Kristen Loughery	11	14	15	3	43
12	14706	Anne Allen, Mandy Hofmeister, Kathy Connell	5	20	8	14	47
13	14531	Joe Dissette, John McCree, Jim Schofield	8	18	11	10	47
14	14811	Thomas Allen Sr., Doug Schmahl, Kathy Osborne	15	5	12	17	49
15	14510	Hank Hodgson, Elissa Hodgson, Andy Hodgson	6	15	19	12	52
16	15120	Bob Mathers, John Mathers, Bill Noll	14	8	13	18	53
17	14371	Bob Starck, Brian Starck, Jim Eagan	10	13	16	19	58
18	13910	Bill Allen, Peggy Lehman, Kevin Allen	18	16	18	9	61
19	13985	Norman Burns, Jim Bowers, Salo Korn	17	19	17	15	68
20	14834	Lal Burrige, Marc Schillebeeckx, Ian Schillebeeckx	20	17	20	21	78
21	14144	Bruce Finsilver, Michael Hecker, Ronna Ross	21	21	21	16	79

JUNIORS' NORTH AMERICAN CHAMPIONSHIP

North Cape Yacht Club, LaSalle MI, August 6-9

10 Boats, 8 Races, 1 Throwout

1	14056	Erik Johnson, Karl Johnson, Kate Brush	2	1	6	4	2	1	-8	3	19
2	14957	Ryan Ruhlman, Maegan Ruhlman, Aaron Bailey	3	2	2	3	5	5	-6	3.7	23.7
3	14849	Wade Schon, James Roe, Eric Horrocks	1	6	3	2	-7	4	3	6	25
4	14050	Bretton Gardner, James Unsworth, Scott Thibault	6	-9	1	5	3	7	2	2	26
5	15103	Travis Maier, Chris Alexander, Robert Ramirez	8	3	8	1	1	-10	5	1	27
6	15126	David Tunnicliffe, Nick Turney, Rob Linden	-10	5	5	9	4	6	1	4	34
7	13930	Ben Spiller, Aaron Thompson, Jon Ribich	7	4	7	6	8	2	4	-11	38
8	15069	Ward Detwiler, Perrin Fortune, JB Shumaker	4	7	4	7	6	3	-9	9	40
9	13870	Titou Schillebeeckx, Maxime Schillebeeckx, Nicholas Beckman	5	8	-11	8	9	8	10	7	55
10	14367	Logan McReynolds, Joe Raite, Eliza Pope-Collins	9	-11	11	10	10	9	7	5	61

WOMEN'S NORTH AMERICAN CHAMPIONSHIP

North Cape Yacht Club, LaSalle MI, August 6-9

4 Boats, 4 Races, No Throwout

1	14706	Mandy Hofmeister, Kathy Osborne, Kathy Connell	1	1	4	2	8
2	14780	Karen Park, Jane Allen, Abby Ruhlman	3	2	1	3	9
3	15158	Jennifer Armbruster, Nancy Armbruster, Lindsey Vickers	4	4	2	1	11
4	14249	Christy Synowiec, Stacey Brinker, Roselyne Schillebeeckx	2	3	3	4	12

NORTH AMERICAN CHAMPIONSHIP

38 Boats, 6 Races, 1 Throwout

1	108	14682	Healy B	3	2	2	7	1	-34	15
2	17	15119	Starck	-12	7	3	3	5	7	25
3	98	14971	Peck	5	5	6	-9	8	3	27
4	99	14821	Proctor	6	-OCS(19)40	5	4	13	1	29
5	50	15045	Fisher M	1	27	1	1	2	-OCS(13)40	32
6	90	14881	Grotheer	7	1	11	12	7	-DNF 39	38
7	14	15125	Swanson	13	9	15	2	12	4	40
8	18	15064	MacDonald Jr	8	3	12	17	23	11	51
9	72	15024	Breault	15	16	8	16	4	-OCS(1)40	59
10	7	14752	Hayden	20	4	13	-28	3	25	65
11	52	14709	Reid	21	20	7	-32	10	13	71
12	97	14900	Crane	10	-OCS(16)40	17	8	32	5	72
13	88	14640	Brush	-31	22	20	5	25	2	74
14	60	14532	Harkrider	16	17	18	13	-33	10	74
15	117	11011	Gonzalez	-27	13	19	11	11	21	75
16	75	13970	Terhune	4	29	-DNF 39	19	16	9	77
17	101	15075	Ruhlman R	17	-28	23	22	6	12	80
18	1	14834	Burridge	23	12	9	-OCS(17)40	22	14	80
19	4	14740	Faude	2	25	10	21	24	-30	82
20	66	15093	Allen Jr	11	10	25	23	15	-OCS(34)40	84
21	27	14688	Hayes	9	18	21	-OCS(14)40	19	19	86
22	58	15058	Fastiggi	19	21	4	18	-35	27	89
23	36	14867	Taylor	-33	15	16	10	27	23	91
24	110	14396	Goldman	-36	8	28	20	17	22	95
25	111	15111	Cuccio	14	26	32	-OCS(18)40	21	8	101
26	109	14905	Gorman	24	11	-DNF 39	DNS 39	30	6	110
27	95	14786	Schwartz	28	-31	22	26	9	26	111
28	56	15082	Holly Jr	-34	6	27	25	31	24	113
29	34	14957	Ruhlman Ry	29	14	-34	34	20	17	114
30	85	14825	Wardwell	30	19	30	-31	18	18	115
31	59	14591	Boucher	35	-OCS(12)40	14	24	14	32	119
32	3	15143	Helmick	26	32	-DNF 39	14	34	16	122
33	44	14855	Hallagan	18	24	26	29	-37	29	126
34	81	14323	McCree	25	23	-35	33	28	20	129
35	9	14345	Fisher Geo	32	33	31	6	-38	28	130
36	71	15141	Fidler	22	-34	24	27	26	31	130
37	41	14780	Park	37	-OCS(32)40	29	30	29	15	140
38	76	15154	Thompson	-DNF 39	30	33	15	36	33	147

PRESIDENT'S CUP

37 Boats, 6 Races, 1 Throwout

1	20	14739	Elfman	4	1	3	3	7	-28	18
2	104	14525	Buczowski M	-12	9	4	1	2	4	20
3	53	14807	Allen J	5	-22	1	2	9	11	28
4	26	15112	Werley D	8	11	6	6	8	-13	39
5	96	14678	Probst	11	10	9	-DNF 38	6	7	43
6	32	14589	Taboada B	2	2	2	-OCS(1)39	1	OCS(2)39	46
7	2	14175	Taboada K	19	4	11	14	4	-OCS(11)39	52
8	80	14567	Allen M	14	6	-19	17	12	5	54
9	86	14811	Allen Sr	24	15	5	8	-35	3	55
10	55	14842	Hess	28	7	23	-32	3	2	63
11	73	14706	Hofmeister	18	-23	12	7	13	15	65
12	37	14629	Constants	6	14	16	22	-30	8	66
13	70	14845	Bojlesen	25	-30	13	5	17	9	69
14	22	14118	Moriarty	23	-OCS(12)39	7	4	5	OCS(38)39	78
15	103	14499	Walsh	17	-OCS(6)39	18	9	10	24	78
16	11	14249	Sipel	-27	12	15	12	23	16	78
17	51	14050	Gardner	-DSQ 39	16	25	21	11	6	79
18	6	14234	Wake	9	3	20	26	-32	22	80
19	12	15126	Dieball	RDG 22	5	-OCS (30)39	10	26	19	82
20	10	14824	Hagman	-26	19	10	20	25	10	84

21	94	14417	Barrett	3	-OCS(15)39	26	15	21	20	85
22	8	14975	Wurtzebach	1	-OCS(2)39	OCS (36)39	18	27	1	86
23	91	14941	Barden	7	24	24	19	-33	12	86
24	21	14485	Buchanan	20	-OCS(36)39	28	13	20	17	98
25	15	15016	Brickell	21	17	14	-29	24	25	101
26	65	15122	Carson	-31	8	21	28	18	29	104
27	68	14600	Wagnon	13	27	-29	27	19	18	104
28	87	14056	Johnson E	16	18	-32	30	31	14	109
29	39	14049	Fernando	15	28	-33	24	16	26	109
30	13	14779	Davis J	30	21	-31	25	14	23	113
31	24	15084	Buczkowski J	-33	29	8	16	29	32	114
32	84	15056	Harrington	10	20	22	31	36	-DNF 38	119
33	47	14830	Laidlaw	-32	26	30	23	22	21	122
34	29	14548	Guth	34	-OCS(21) 39	17	11	34	27	123
35	105	15155	Flack	29	25	-34	33	15	30	132
36	102	13856	Petit de Mange	35	13	27	-OCS(13) 39	28	31	134
37	67	14923	Dodge	-DNC 38	DNC 38	DNC 38	DNC 38	DNC 38	DNC 38	190

GOVERNOR'S CUP

35 Boats, 6 Races, 1 Throwout

1	16	14519	Kerst	1	1	4	4	8	-13	18
2	28	14866	Mauk	2	-10	8	5	5	3	23
3	5	14855	Vieregg	6	8	9	-OCS(5) 37	1	4	28
4	100	15015	Werley J	-11	7	7	1	11	5	31
5	23	15101	Johnson T	10	15	1	2	4	-16	32
6	74	15103	Davis S	5	6	6	8	7	-12	32
7	57	14958	Dutcher	8	-OCS(7) 37	11	3	3	9	34
8	40	15080	Sola	20	2	5	7	-DSQ 37	6	40
9	64	14060	Butine	7	12	2	-DNF 36	9	10	40
10	92	14850	Faus	3	-OCS(15) 37	12	13	12	2	42
11	49	14895	Ray	4	23	18	-OCS(2) 37	2	1	48
12	77	14947	Utzig	-29	4	13	12	10	17	56
13	42	15004	Cabrall	18	3	20	6	13	-29	60
14	89	14543	Rothenbuhler	-24	9	15	18	6	14	62
15	93	15057	LoGerfo	13	16	14	11	16	-28	70
16	79	14940	Cobbum	30	5	-OCS(4) 37	9	21	7	72
17	46	13953	Anderson	19	19	3	-DNF 36	26	11	78
18	54	15041	Nickels	22	18	10	10	-22	21	81
19	82	14774	Vickers	14	21	16	17	20	-27	88
20	48	14766	Burke	17	11	-OCS(15) 37	OCS(3) 37	17	8	90
21	113	14680	Killebrew	16	-28	24	15	14	25	94
22	62	14909	Johnson C	12	-OCS(30) 37	17	20	25	22	96
23	61	14190	Schmahl	-OCS(27) 37	20	19	14	19	24	96
24	30	14925	Brock	23	14	25	19	-27	19	100
25	33	14950	Michels	-OCS(14) 37	17	30	23	15	18	103
26	107	14810	Maludy	21	27	-29	24	18	15	105
27	78	15054	Lange	31	13	21	-DNF 36	24	20	109
28	31	14854	Bukowsky	-28	26	26	21	23	23	119
29	45	14309	Kurtz	27	22	27	22	-28	26	124
30	63	14760	Siegle	25	25	22	16	-DNS 36	DNS 36	124
31	83	14510	Hodgson	15	24	23	-DNF 36	DNF 36	DNS 36	134
32	19	14725	Wilday	9	-DSQ 37	OCS(12) 37	OCS(2) 37	DNS 36	DNS 36	155
33	38	14846	Brewer	26	29	28	-DNF 36	DNS 36	DNS 36	155
34	35	14588	Virgin	-DNF 36	DNC 36	DNC 36	DNC 36	DNC 36	DNC 36	180
35	25	14649	Goldsmith	-DNC 36	DNC 36	DNC 36	DNC 36	DNC 36	DNC 36	180

Notes:

Throwout is indicated by -

The number in () after OCS indicates where in the fleet they crossed the finish line.

Complete results including crew names will appear in October/November Flashes along with stories and photos of all North American Championships.

1 Main. 1 Jib. 1 Gold!



- Bill Fastiggi, Heather Rowe and Andy Horton

USA Pan Am Gold Medal Team

1ST-1999 North Americans

1ST-1999 Womens North Americans

1ST-1999 Junior North Americans

1ST-1999 Masters (Partial Inventory)



SHORE SAILS

The Performance Revolution!

SHORE SAILS Burlington, VT

Bill Fastiggi, Ann Brush

7 Marble Avenue • Burlington, VT 05401

tel 802-863-6266 • fax 802-863-6292

BillFastiggi@ShoreSails.com

AnnBrush@ShoreSails.com

SHORE SAILS Rhode Island

Bill Shore, Randy Shore

7 Merton Road • Newport, RI 02840

tel 401-849-7700 • fax 401-849-7952

BillShore@ShoreSails.com

BROTZ REGATTA

Sheboygan Yacht Club, Sheboygan WI, July 20-21, 15 Boats, 7 Races, 1 Throwout

1	Bill Faude, Jason Bemis, Tryg Jacobson	3	2	1	1	1	3	6	11
2	Dan Reichelsdorfer, Tony Orlebeke, Steve Orlebeke	8	3	2	2	5	3	3	18
3	Todd Wake, Lynelle Reak, Kristine Wake	2	8	4	7	6	1	2	22
4	Dave Stix, Amy Simonsen, Jim O'Brien	5	4	5	5	4	6	1	24
5	Ric Larson, Ben Spiller, Eric Larson	11	1	3	3	8	2	8	25
6	Paul Wurtzebach, Monica Trejo, Ben Kerpe	9	5	7	4	2	7	4	27
7	Hans Graf, Dean "Dino" Cady, James Olson	4	7	6	6	9	5	5	33
8	Mark Wessel, Amanda Brotz, Mike "Elmo" Elmergreen	1	10	8	9	3	8	9	38
9	William Gibson, Steve Jenkins, Tim Lorenz	10	6	10	8	10	11	10	54
10	Doug Olson, Robt Schroeder, Brian Phelan	13	9	9	11	15	10	7	59
11	Paul Reak, Jason Allard, Aaron Thompson	7	13	11	12	11	9	11	61
12	Steve Adamski, Mark Martin, Mark Boncher	6	11	13	10	12	13	12	64
13	Bruce Van Dommelen, Matt Hogfeldt, Jay Hogfeldt	15	14	14	16	7	14	13	77
14	Linsay Vogel, Brad Grueneberg, Scott Jelenich	14	12	12	13	13	15	16	79
15	Jeanne Ehrenberg, Sara Reichelsdorfer, Tim Shambrook	12	16	16	16	14	12	14	84

CONNECTICUT/RHODE ISLAND DISTRICT CHAMPIONSHIP

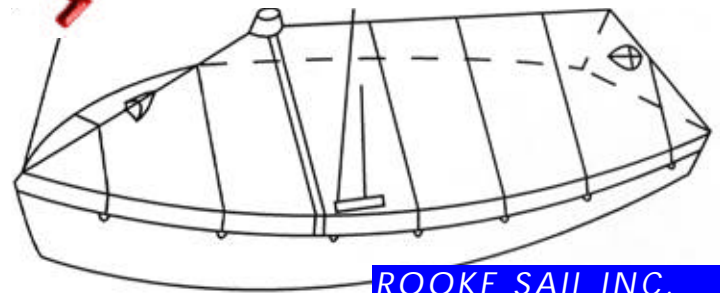
Cedar Point Yacht Club, Westport, CT, July 20-21, 2002, 31 Boats, 5 Races, No Throwouts

1	14900	Jim Crane, Rob Crane, Bill Crane	3	2	3	1	2	11
2	14821	Ched Proctor, Kathryn Josenhans, Ned Roseberry	2	1	1	3	9	16
3	14682	Bill Healy	1	6	2	2	6	17
4	14589	Brian Taboada, Theresa Colantuono, Ryan Dunn	4	11	8	6	4	33
5	13970	Allan Terhune, Katie Terhune, Greg Lines	6	8	6	4	10	34
6	15111	Gianni Cuccio, Larry Colantuono, Ellen Starck	7	5	10	5	7	34
7	14905	David Gorman, Mark Bryant, Robert Ramirez	9	9	12	8	1	39
8	14971	Dave Peck, Nina Peck, Nick Mercier	5	7	7	13	8	40
9	14525	Mike Buczkowski, Chris Arner, Emily Ruiter	8	4	13	9	12	46
10	15024	Michael Breault	10	3	9	11	18	51
11	15154	Brad Thompson, Ted Duffy, Kathy Thompson	18	10	5	15	5	53
12	14866	Bill Mauk, Travis Maier, Paige Helmick	22	12	4	16	3	57
13	15082	Michael Holly Jr., Valerie Tardif, Tristan Wallace	21	18	11	7	13	70
14	14888	Bob Sengstacken, Mino Tsutsui, Daniel Zitin	19	14	17	10	14	74
15	14417	Don Barrett, George Wiedermann, Adrienne Barrett	11	13	14	22	16	76
16	11486	Greg Titsworth, Aaron Seymour, Rebecca Hamilton	14	16	19	17	17	83
17	14419	Franz Edson, Bryon Lillie, Jim Perkins	16	21	21	19	11	88
18	14396	Josh Goldman, Paul Jon Patin, Donna Marie Cipollone	23	15	18	12	23	91
19	14238	Steven Wexler, Vince Nanni, Val Nanni	15	20	23	21	20	99
20	14114	David Howe, Shelley Briggs, Brenda DeRosiers	13	28	15	23	21	100
21	14055	Chris Vann, Barb Vann, Lenny Vann	25	22	20	18	15	100
22	15057	Paul Logerfo, Martin	12	17	16	DNS	DNS	109
23	14479	Bob Martin, Steve Purcell, Mary Beth Martin	17	24	22	14	DSQ	109
24	10801	Neil Hayes, Todd Vetrano, Bonnie Hawkins	26	25	28	20	19	118
25	14176	Chris Miller, Luk Verdonck, Bob Kappes	27	23	27	24	22	123
26	13832	Doug Latour, Rob Latour, Steve Nosal	24	26	26	26	24	126
27	14342	Tim Millhiser, Ryan Sascman, Nancy Cika	20	19	24	DNS	DNS	127
28	13889	Mike Sowa, Bud Titsworth, Lorelei Sowa	28	27	25	25	26	131
29	11138	David Spira, Marty Mulhern, Nick Iwasco	30	31	30	27	25	143
30	11570	Rod Ratcliffe, Scott Potter, Gwenaelle Gobe	31	29	29	28	28	145
31	12853	Dave Marseli, Nicko Martechhni, Nicole Petrov	29	30	31	29	27	146

Sunbrella Acrylic Covers

now available UV proof Goretex thread!

- light and easy to install
- material will not mildew, rot, or shrink
- made with 1st quality Sunbrella
- material has 5 year warranty
- heat-cut edges on seams will not fray
- straight-stitch seams hide thread from UV
- delrin zipper protected w/velcro flap
- hooded mesh vents forward and aft
- many colors available, samples by request
- port or c/i boom crutch
- durable Goretex tread with an up charge
- VISA/MC-add UPS, check in advance-no UPS



Prices	white	blue	colors
6" skirt	299	310	327
full-size	456	482	504
nap back rudder cover			52
sail # on cover			38

ROOKE SAIL INC.

1744 Prescott So.
Memphis, TN 38111
Chris Rooke
(901)744-8500

website www.rookesails.com
email rooke@rookesails.com

Flashes advertiser and cover maker for 30 years!

EUROPEAN CLASSIC REGATTA

Kemi, Finland, July 23-27, 6 Boats, 3 Races, 1 Throwout

1	FIN-12995	Pohjan-akka	Aulis Näykki, Heikki Ulen, Erkki Puuperä / KePS	1	1	1	2
2	FIN-12258	Elf	Henry Elfving, Esa Pukki, Ralf Sundberg / ESS	4	2	2	4
3	FIN- 6838	Old Lady	Esko Lehtinen, Timo Lehtinen, Pekka Lehtinen / JVS	2	6	5	7
4	FIN-13130	Masi	Juha Savela, Pia Tulimaa, Martti Tulimaa / TP	5	4	3	7
5	FIN-12917	Veera	Mauri Jestilä, Tommi Ahonen, Ilkka Ketola / KePS	3	5	4	7
6	FIN-10059	Wilma	Seppo Posti, Petteri Häggström, Kari Uurtimo / KePS	6	3	6	9

Boat Beauty Contest

1	FIN-12258	Elf	Henry Elfving / ESS
2	FIN-10059	Wilma	Seppo Posti / KePS
3	FIN-12917	Veera	Mauri Jestilä / KePS

FINNISH DISTRICT CHAMPIONSHIP

Kemi, Finland, July 23-27, 23 Boats, 9 Races, 1 Throwout

1	FIN-14364	Nikea	Samppa J Salminen, Tero Kotimäki, Keijo Tulomäki / JVS	3	1	1	2	3	6	1	3	2	16
2	FIN-14534	Masi V	Kimmo Aromaa, Mika Aromaa, Jari Aromaa / M	1	5	4	1	2	1	7	8	1	22
3	FIN-14406	Amarillo	Pertti Pyy, Waltteri Karhusaari, Maija Karhusaari / TP	4	2	3	5	1	7	2	1	5	23
4	FIN-14331	Shark	Olli Lähteinen, Antti Lähteinen, Martti Lähteinen / TP	9	14	6	7	7	5	8	4	4	50
5	FIN-15002	Gnome	Kari Huusko, Mika Viide, Jarkko Linnell / KTPS	DNF	7	2	15	5	14	3	2	3	51
6	FIN-14018	Ayolos	Niko Lappalainen, Pasi Hannila, Kari Kanerva / TP	2	3	11	4	12	OCS	10	6	7	55
7	FIN-14761		Hanna-Leena Hemming, Lauri Hemming, Heikki Vaara / HSK	11	4	7	3	8	2	9	13	14	57
8	FIN-12995	Pohjan-akka	Aulis Näykki, Heikki Ulen, Erkki Puuperä / KePS	5	11	8	9	11	12	4	5	6	59
9	FIN-14491	Pirttiniemi	Juha Hämäläinen, Asko Hämäläinen, Arto Venäläinen / KuoPS	6	9	9	6	9	9	6	7	DNC	61
10	FIN-14535	Snow White	Kaarlo Jaskari, Antero Punttila, Mikko Rantala / TP	7	8	13	8	4	13	13	11	9	73
11	FIN-14638	Gamma	Matti Leppänen, Kalle Ahola, Mari Tapanila / TP	12	10	14	16	13	3	5	9	8	74
12	FIN-14352	Sini	Thomas Weckström, Juha Siilin, Riitta Kangas / TP	10	13	10	11	10	4	11	15	12	81
13	FIN-14269	Kikka	Markku Paloma, Ari Raappana, Kari Vartiainen / OPS	8	12	15	14	19	8	17	10	11	95
14	FIN-14494		Heikki Hämäläinen, Matti Bruun, Markku Kallio / KuoPS	14	6	5	10	6	11	DNF	DNC	DNC	100
15	FIN-14936	Burgundy	Sakari Pesola, Pekko Bollström, Timo Järvinen / TP	13	16	16	12	16	10	12	14	13	106
16	FIN-14403		George Gebhard, Harri Raikamo, Toni Stoschek / SPS	15	15	12	18	20	15	14	17	10	116
17	FIN-12258	Elf	Henry Elfving, Esa Pukki, Ralf Sundberg / ESS	16	20	17	20	17	16	16	16	16	134
18	FIN-14271	(FIN-14559)	Johannes Junes, Otto Heino, Vesa Apukka / KePS	17	18	20	21	14	19	15	21	15	139
19	FIN-12917	Veera	Mauri Jestilä, Tommi Ahonen, Ilkka Ketola / KePS	OCS	17	22	17	22	18	20	12	18	146
20	FIN-13563	Due	Taimo Huusko, Kari Jalosalmi, Ilkka Matinlassi / KTPS	18	21	OCS	19	15	20	19	19	17	148
21	FIN-10059	Wilma	Seppo Posti, Petteri Häggström, Kari Uurtimo / KePS	19	19	18	23	18	22	18	20	DNC	157
22	FIN-13130	Masi	Juha Savela, Pia Tulimaa, Martti Tulimaa / TP	21	23	19	22	21	17	21	18	19	158
23	FIN-6838	Old Lady	Esko Lehtinen, Timo Lehtinen, Pekka Lehtinen / JVS	20	22	21	13	23	21	DNC	DNC	DNC	168

PLEASE SUPPORT OUR ADVERTISERS!

ATLANTIC COAST CHAMPIONSHIP

Rehoboth Bay Sailing Club, Rehoboth Beach DE, July 27-28, 63 Boats, 5 Races, No Throwout

1	15058	Fastiggi, B	10	9	2	8	5	34
2	14589	Taboada, B	3	2	11	12	8	36
3	14867	Taylor, J	7	12	16	5	4	44
4	15111	Cuccio, G	4	3	7	16	16	46
5	14640	Brush, D	9	5	8	18	6	46
6	14881	Grotheer, P	11	1	1	33	2	48
7	14786	Schwartz, J	25	18	6	2	11	62
8	14688	Hayes, B	6	17	20	1	22	66
9	14739	Elfman, J	12	4	10	25	38	89
10	15024	Breault, M	1	65/OCS	3	9	13	91
11	14175	Duffy, T	8	20	13	11	40	92
12	14888	Sengstacken, B	34	7	15	28	9	93
13	14866	Mauk, B	5	13	25	45	10	98
14	14849	Lutz, J	65/OCS	6	12	6	12	101
15	14073	Hurban, G	18	27	9	20	29	103
16	14905	Gorman, D	2	14	65/OCS	23	1	105
17	15103	Davis, S	65/OCS	22	5	10	7	109
18	14727	Watts, D	19	31	24	4	42	120
19	14941	Barden, P	21	43	26	21	14	125
20	14525	Buczkowski, M	14	65/OCS	17	14	18	128
21	14548	Guth, J	32	21	21	22	33	129
22	15056	Harrington, R	28	37	22	19	24	130
23	14629	Constants, S	16	16	18	65/OCS	17	132
24	15122	Carson, J	13	38	19	36	27	133
25	14635	Hnatt, M	41	10	39	26	19	135
26	14008	Kinzel, G	22	23	23	44	23	135
27	15154	Thompson, B	26	15	65/OCS	3	32	141
28	14781	Hanlon, J	29	29	35	27	25	145
29	15082	Holly, M	65/OCS	11	4	65/OCS	3	148
30	13957	Marriott, P	20	33	64/DNF	13	20	150
31	14482	Hurban, J	27	65/OCS	37	7	21	157
32	14800	Meiser, D	39	30	31	24	36	160
33	14055	Vann, C	23	19	29	65/OCS	26	162
34	15101	Johnson, T	31	8	65/OCS	17	43	164
35	12209	Schon, D	30	44	27	29	34	164
36	15116	Mergenthaler, B	15	65/OCS	14	32	39	165
37	14925	Brock, M	17	39	43	38	31	168
38	14485	Buchanan, R	43	26	32	39	28	168
39	14019	Gallagher, F	44	32	30	35	30	171
40	15131	Muska, C	37	28	40	31	44	180
41	14318	Sawyer, J	65/OCS	34	28	43	15	185
42	14902	Remorenko, B	24	35	47	40	48	194
43	14096	Alsalam, N	46	48	34	34	35	197
44	15084	Buczkowski, J	65/OCS	24	33	46	37	205
45	14028	Behrens, D	40	36	36	30	64/DNC	206
46	14942	Moyer, D	65/OCS	25	41	41	41	213
47	14187	McGee, P	36	45	49	37	46	213
48	13856	Petit de Mange, E	35	41	64/DNF	15	64/DNC	219
49	14527	Welch, R	33	46	45	49	55	228
50	14950	Michels, E	45	47	38	52	47	229
51	11792	Maher, P	47	40	50	47	49	233
52	11767	Keith, H	42	54	42	48	50	236
53	14061	Cokeley, T	65/OCS	42	44	42	45	238
54	14074	Doherty, R	49	51	48	54	52	254
55	13047	Werner, J	38	52	64/DNF	64/DNF	51	269
56	14627	Pemberton, N	65/OCS	55	46	51	54	271
57	4325	Bates, J	50	50	64/DNF	53	56	273
58	14156	Devine, A	48	53	64/DNF	50	64/DNC	279
59	14100	Dolan, J	65/OCS	56	64/DNS	64/DNC	53	302
60	14278	Hall, R	64/DNF	49	64/DNF	64/DNC	64/DNC	305
61	14365	Dexter, T	64/DNF	64/DNF	64/DNC	64/DNC	64/DNC	320
62	14521	Anderson, J	64/DNF	64/DNF	64/DNC	64/DNC	64/DNS	320
63	14581	Friebele, J	64/DNF	64/DNF	64/DNC	64/DNC	64/DNC	320

FLEET 502 CHAMPIONSHIP

Davis Island Yacht Club, Tampa FL, July 27-28, 7 Boats, 4 Races, No Throwout

1	Jeff Linton	1	1	1	4
2	Cortland Steck	3	3	4	12
3	Steve Hayden	2	2	2	8d
4	David Bell	4	5	5	3
5	Vaughn McIntire	6	6	3	4
6	Bill Meyer	7	4	6	5
7	Michael Maher	5	8d	7	6

Article Page 20

SWEET CORN

Susquehanna Yacht Club, Susquehanna PA, August 3-4, 19 Boats, 1 Race

1	14395	Jeff Storck/Fairfax, VA
2	15118	Star Mikell/York, PA
3	14927	Kevin MacNeil/Lancaster, PA
4	14800	David Meiser/Solomons, MD
5	14187	Pat McGee/Silver Spring, MD
6	13047	Jason Werner/Fallston, MD
7	12613	Mike McCusker/Havre de Grace, MD
8	14028	Don Behrens/Lexington Park, MD
9	14555	Joe Warren/Arlington, VA
10	13184	Vincent Townrow/Havre de Grace, MD
11	13218	Ken Kuzdro/Lancaster, PA
12	14204	Michel Lefevre/Harrisburg, PA
13	14942	Dick Moyer/Oaks, PA
14	11582	Walt Poyck/Lancaster, PA
15	15131	Carl Muska/Northeast, MD
16	13600	Dan Listen/California, MD
OCS	14156	Charlie Noble/Lancaster, PA
OCS	11278	Mark Sanford/Havre de Grace, MD
OCS	12941	Roger Counihan/Wyomissing, PA

HIGGINS LAKE INVITATIONAL

Higgins Lake Boat Club, Higgins Lake MI, August 3-4, 12 Boats, 5 Races, No Throwout

1	14807	Jim Allen/Pontiac	3	1	3	1	1	9
2	14780	Colin Park/St. Petersburg	1	4	2	3	3	13
3	14464	Tom Klaban/Pontiac	2	7	4	2	5	20
4	14474	Dave Decker/Grand Rapids	6	3	1	8	4	22
5	15069	Ward Detwiler/Pontiac	7	5	6	5	2	25
6	14577	Chris Jacobson/Bay City	4	2	7	6	9	28
7	14774	Tom Vickers/Crescent	8	8	5	4	6	31
8	14760	George Siegle/Lansing	5	6	8	9	8	36
9	14468	Blaine Severin/Lansing	9	11	9	10	10	49
10	14267	Neil Harrison/Lansing	11	9	10	11	11	52
11	14909	Clarence Johnson/Pontiac	DNC	DNC	DNC	7	7	53
12	13293	Casey McGovern/Higgins	10	10	11	DNC	DNC	57

Article Page 21

SCOTT SAILS

1st California District Championship
7 years in a row!
Long Island District Championship
2 years in a row!

MAIN \$725 + \$30 ROYALTY
JIB \$525 + \$30 ROYALTY
SPINNAKER \$710 + \$30 ROYALTY

HIGH SPEED WITHOUT THE HIGH PRICE!
CALL OR WRITE SCOTT FINKBONER NOW!

SCOTT SAILS

P.O. Box 7832, San Diego, CA 92167

phone/fax (619) 222-8788 email scottsails@cox.net

INTERNATIONAL LIGHTNING CLASS ASSOCIATION

INVOICE FOR MEMBERSHIP DUES

Boat # _____

Active
Address _____

Age _____

DUE NOW
\$45.00

check here for optional paper *Flashes* ☐

Paper *Flashes* included in membership for Skippers **ONLY**

email _____

Boat Name _____

Home Telephone _____

Fleet # _____

Work Telephone _____

Fleet Name _____

FAX _____

Sailing Waters _____

ADDITIONAL MEMBERSHIPS Memberships for Associate and Crew include subscription to *eFlashes*.
There is an additional charge for subscription to paper *Flashes*.

Associate _____

Age _____ \$26.00

*yearly membership
includes eFlashes only*

email _____

Address _____

paper *Flashes* add \$12.00

Total Associate \$ _____

Crew _____

Age _____ \$10.00

*yearly membership
includes eFlashes only*

email _____

Address _____

paper *Flashes* add \$12.00

Total Crew #1 \$ _____

Crew _____

Age _____ \$10.00

*yearly membership
includes eFlashes only*

email _____

Address _____

paper *Flashes* add \$12.00

Total Crew #2 \$ _____

Additional Money to go to ILCA Fund. *This portion of your payment may be tax-deductible.* _____

A Donation of \$50 or more qualifies you for a GOLDCIRCLE Membership. Put one on your hull today!

Additional Money to go to Limbaugh Fund. *This portion of your payment may be tax-deductible.* _____

Signature _____

Total Enclosed

Payable in US Currency to I.L.C.A.



Back Page Ads: Members 20¢ per word, \$5.00 minimum; Non-members 40¢ /word, \$10.00 minimum.
Send copy to Class Office by phone, fax, mail or email. Classified ads are posted to the web site separately. See Class web site for details on posting ads there.

Slo-Mo-Sho Lightning #2477 in absolutely *MINT* condition. Mahogany and spruce hull & deck. This is a BEAUTIFUL boat! Spruce mast with ss rigging, tabernacle. SS board, cold-molded rudder, sails, covers, trailer. 2hp Evinrude outboard. Asking \$5500. WR Campbell 928-639-1441 (AZ)

#7098 cedar on oak, mahogany trim. An elegant and proud day-sailer. I rebuilt her once, but she needs work again. Asking \$1000. George Penny 973-744-4724 (NJ)

14355 Allen built, white hull, grey deck. Trailer. \$7000. Contact Dick Hallagan 315-331-5664 or 116 Grant Street, Newark NY 14513

14542 Cedar/occume WEST Systems composite, yacht quality. 1 aluminum and 1 wood mast/boom sets with main and jib for each; spinnaker, Procter pole; trailer. \$16,000. See owner/builder's website: www.cp-boats.com Carl Pickhardt (607) 326-4071 cp-boats@catskill.net (NY)

14758 Nickels. Runner-Up North American Masters Championship. Boat was purchased rigged and raced by Bill Fastiggi. The boat has been completely faired including rudder by Waterline Systems at a cost of \$2600. The boat has been exquisitely maintained. Similar to a new Nickels, only faster. Includes travel cover, mast-up cover and trailer. \$13,500. David Gorman (w): 518/483-1015; (h) 518/483-5354 (NY)

14778 Nickels, Fast & stiff, flipped & faired by Dieball in 2002, minimum weight, maximum centerboard, NO corner weights, rigged by a pro with Harken, Spinlock, JCI, Samson & Yale, Tacktik compass, Fabricraft storage, mast & travel covers, 2 sets North Sails (M5, 5A+, R2, Bruin), galvanized trailer. \$13,000. Nearly NEW sails: 1 North M5 Main \$550, 5A+ & JF-2 Jibs \$360ea., 2 North R2 Spinnakers \$620ea. Peter Wenzler h) 313-882-3387 w) 248-352-5050 pwenzler@marcusmillichap.com (MI)

FOR CHARTER: NICKELS 14495. It has proven race record 700 lb. Stored indoors and has been faired twice. It could be delivered to the Southern circuit and the Worlds in Miami and picked up at completion of Worlds. Contact Bill Clausen 215-233-0835, fax 610-381-3592, or email claufam@aol.com

2002 Shore Main \$545. Functionally OK. Manufacturer laser burn markings exceed my tolerances for size, discoloration and location on sail. Wally Ackley 603-253-4079 or 781-899-0334 (MA/NH)

North 5 A jib always rolled good condition \$150.00 also North A P spinnaker age unknown very good condition \$110.00 + shipping. Hank Hodgson 517 206 7246 or wind@tc3net.com

2000 North M5 M&J \$550. 2001 Shore M&J \$900. 2000 Shore M&J \$650. 2001 Shore jib \$300. 1998 Shore jib \$100. 2001 Shore Radial Reacher \$575. 2001 Shore Radial Runner \$450. 2001 Shore Runner \$450. 1999 Shore Runner \$225. 1997 Shore AP \$150. Dave Gorman (518) 483-1015 between 9am and 5pm Monday through Friday. (NY)

Used/New Sails - Scott Sails

Scott Finkboner at Scott Sails
P.O. Box 7832, San Diego CA 92167
phone/fax 619/222-8788;
email scottsails@cox.net

COMPASSES - Tacktick and others, blocks, cleats, tiller extensions and other hardware; shockcord and line; class flags, race flags, US flags, flagpoles. Competitive prices, friendly service. Call Craig Thayer at FabriCraft: 315-458-3991 or e-mail fabricraft@a-znet.com

The BEST Lightning Spars today!
Bryant Performance Spars Inc.
1297 Bailey Avenue
P.O. Box 785
Buffalo NY 14240 USA
phone 716/893-1100
fax 716/893-1121

We are a non-profit residential summer camp located in the San Juan Islands. We have been using Lightnings for many years and our fleet is in need of replacement. We are seeking donations of Lightnings in good working order. Donations are tax deductible and would help to develop children's love of sailing and Lightnings. Contact Adam Kaplan 360-376-2277 kaplan@fourwindscamp.org (WA)

NEW NICKELS DEALER

+ USED LIGHTNINGS

ALL PRICE RANGES

Used Covers & Sails

Dealer for North & Shore Sails & Gill

Call **JOE DISSETTE**

DISSETTE SAIL YACHT SALES

Lightning Sailor since 1945

50th+ Anniversary!!

Sailing Carousel 34 (14933)

6121 Thornberry Ct., Midland, MI 48640

Phone "anytime" 989-631-2133

dissettesail@chartermi.net