



Marcus Eagan Wins the North American Championship



Inside this Issue:

<i>Eagan Team Wins at the NAs</i>	1, 6
<i>President's Column</i>	2
<i>South American Games Medellin 2010</i> ...	3
<i>Lightning Family News</i>	5
<i>NAs: President's Cup</i>	9
<i>NAs: Special Awards</i>	12
<i>WJMs: Juniors' Championship</i>	17
<i>WJMs: Masters' Championship</i>	20
<i>Classic Lightning</i>	26
<i>Coach's Corner</i>	29
<i>Classifieds</i>	32

First, we have to say thanks to Sodus Bay Yacht Club. What a great regatta! Everyone was helpful and welcoming. The group on shore was like a well oiled machine—trailers were ready at the hoist and cold beer was flowing right after the races. The Race Committee must be given high marks for their sound judgment and execution throughout the series. They ran great races, got us in before the rain, and kept the faith when it looked like the breeze was going to be a no-show.

Thank you also to the Lightning class. From Day 1, we have felt welcomed and encouraged. The hospitality and kindness of the individuals and families within this great one-design class has made a lasting impression upon us. It is a class with a rich history, and we believe that its unique attitude of inclusiveness will ensure its continued strength into the future.

The Lightning 2009 North American Championships started out with a light air qualifying series. It provided some badly needed practice for us—all season we had been sailing in strong breeze. The Race Committee did a great job of getting in races and dodging storms. We sailed three good races and wound up winning the qualifying series, which every sailor knows is bad luck.

—continued on page 6

CONGRATULATIONS!!!

2009 North American Champions—Marcus Eagan, Kippy Chamberlain, John Bowden

2009 Juniors' North American Champions—Connor Godfrey, Griffin Orr, John Ring

2009 Masters' North American Champions—Terry Burke, Dan Moriarty, Tobi Morarity

I don't want to be the one to say I told you so, but, I told you so! We just returned home from the NAs, and I can say it was one of the (if not the) most organized, well-run and fun NAs I have ever attended. The folks at Sodus Bay were great hosts, and every detail, from the quad-runners moving trailers and boats, to the great food, to the challenging, yet fun, sailing conditions, was flawless. There are too many folks to thank individually, but, since it was a total volunteer, team effort, I will say "Thank you" to the entire team at Sodus Bay Yacht Club. We can't wait to come back!

As the NAs are now complete, we move on towards the last "major" of the year, and that is the Worlds in Burlington, Vermont. The field has been filled, and the group in Vermont has everything in place for a great Worlds and International Masters. It appears that over ten countries will be represented, which really shows that we are truly an international class. For those who are interested you can follow along with daily updates at www.lightningclass.org or at the event website at: <http://www.mbbc-vt.org/Events/LightningWorlds09/default.asp>.



Lastly, the annual meeting was held at Sodus Bay, and the proposed slate of officers presented by the nominating committee was elected for the 2009-10 season. Many thanks to all those who have volunteered to serve with us for the coming year, especially Rob, John and Bill. Balloons for the selection of the 5th member of the Executive Committee are going to the elected members of the Governing Board, and our group is looking forward adding our 5th member. Victor Lobos did a great job for the Class in his role as the 5th member last year, and he will be receiving my vote this year as well.

We have many items that need to be worked on, including preparations for the 2011 Pan Am Games, updating our specifications regarding the safety/tow line, logistics for the 2011 Worlds in Brazil and finalizing our plans for the 2010 NAs in New Jersey. All in all, it is quite a full plate, but, with the great group we have in place, I am certain we will be able to tackle all these items efficiently and spend time concentrating on the important stuff. Like sailing our Lightnings!!



The ILCA is Looking for a US Venue to Host the 2011 Pan Am Games US Trials

The 16th Pan American Games are to take place in 2011, in the Mexican city of Guadalajara, Jalisco. The Pan American Games are a multi-sport event, held every four years between competitors from all nations of the Americas.

This is a great opportunity for a club to gain recognition from US Sailing.

A fixed number of 30 boats will qualify to attend the trials from several qualifying regattas before the event. The Trials need to be held in the fall of 2010 on an open body of water and as a stand-alone event. Preferably this event should be held between September 15 and November 15 of 2010. If your Organization is interested in hosting this prestigious event, please contact the Class Office at: office@lightningclass.org.



International Lightning Class Association

Jan Davis—ILCA Executive Secretary

7625 South Yampa Street, Centennial, CO 80016

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

www.lightningclass.org



SOUTH AMERICAN GAMES MEDELLIN 2010

On March 22-30, 2010, Medellin, Colombia, will host the IX JUEGOS SURAMERICANOS MEDELLIN 2010. These games are organized every four years by ODESUR, an organization that is formed by the Olympic Committees of all Latin American countries.

The organizing committee from Colombia has announced the construction of a Villa for the approximately 3,500 athletes that will participate in the games.

Thirty one sports will participate including sailing. The Federacion Colombiana de Vela, has been working with the South American Sail Confederation for more than a year selecting the Classes that will participate as well as the venue.

Sailing will take place on Guatape Lake, a mountain lake with an excellent climate. The organizers anticipate winds of 5 to 12 knots for that time of year. The lake is conveniently located one hour from an international airport and 1 ½ hours from Medellin.

Sail Classes for these games will be:

- Sunfish
- Laser Standard
- Laser Radial
- Snipe
- Lightning
- Windsurf RS:X

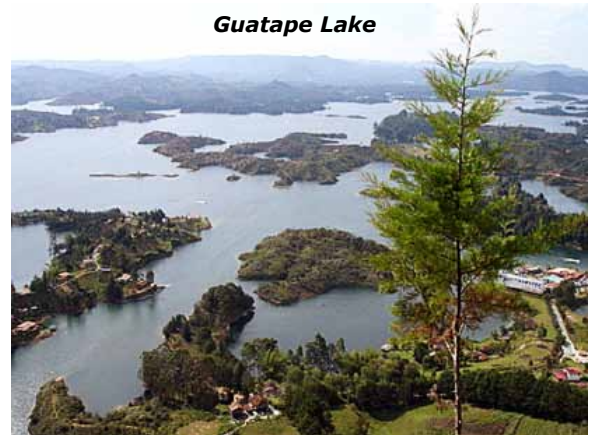
The Lightning has been included with the Pan-American Games in mind, the success of the Lightning during the 2007 Pan-American Games in Brazil set the stage, not only for the magnificent show that spinnakers make, but also because the Lightning is one of the most technical boats sailed in South America. The South American Games will be the first step in preparation for the Pan American Games in Guadalajara 2011.

As a Lightning sailor I must say that I am very proud to have the Lightning Class in these games, and hope that all South American countries can be represented. As Federacion Colombiana de Vela President it will be an honour to host South American sailors in our homeland.

Felipe Castillo Lightning Sailor and President Federacion Colombiana de Vela



Guatape Lake



We Get Results!

In the past 8 years, our boats have
won every major regatta:

- **EVERY SOUTHERN CIRCUIT**
- **EVERY NORTH AMERICANS**
- **EVERY WORLD CHAMPIONSHIP**



Boats Made to Your Specifications

We are dedicated to the Lightning and committed to serving all Lightning sailors

Allen Boat Company

Bryant Performance Spars

Call Tom Jr.

716-842-0800 or email: tomallenjr@juno.com • 370 Babcock Street • Buffalo, NY 14206

What a year!

- 1st North American Champs**
- 1st NAs - Governor Cup**
- 1st NAs - President Cup**
- 1st NAs - Masters**
- 1st NAs - Juniors**
- 1st South American Champs**
- 1st St. Pete Regatta**
- 1st Savannah Regatta**
- 1st Miami Regatta**
- 1st Canadian Open**
- 1st Frigid Digit Regatta**
- 1st Atlantic Coast Champs**
- 1st 70th Anniversary Regatta**
- 1st Borderline Regatta**
- 1st Indy Open**
- 1st Mid-Continent Regatta**
- 1st Leukemia Cup**
- 1st Youth Worlds**
- 1st Long-John Regatta**
- 1st California Circuit**

Al and Katie Terhune and Jeff
Linton winning the 2008 North
American Championships.



One Design

Another great year for the North Lightning sailors! Again, North Lightning sails proved to be the fastest out there! North Sails designs combined with superior quality, outstanding service and a team of sailors dedicated to one design sailing is what makes a sail a "North sail".

In 2009, discover the North difference.

EAST (203) 877-7627

brian@od.northsails.com
ched@od.northsails.com

CHESAPEAKE (410) 280-3617
allan@od.northsails.com
greg@od.northsails.com

Photo Bill Clausen



Lightning Family News

Sean Fidler Is 2009 Melges 17 National Champion! — 30 August 2009

Congratulations are in order for Sean Fidler, as he is the 2009 Melges 17 U.S. National Champion! Alongside of his wife Tiffany, they beat out seventeen teams to win.

Thank You Lightning Class!

What an opportunity—the chance to sail the North Americans at Sodus Bay Yacht Club, where my family started sailing. We began planning a year ago at the 70th Anniversary Regatta to attend this year's NAs in Sodus. It would be a chance to get our whole family together, a kind of reunion, back home where Lightning sailing began in our family five generations ago.



For my mom and dad, it would be a chance to return to the area where they grew up and reconnect with many friends. To top it off, it would be the first time my son Jeffrey, 11, would be sailing as part of the team. He would represent the 5th generation of Haydens to sail Lightnings on Sodus Bay. The first was John Hayden with #1906, then Dick Hayden, Fisk Hayden, myself, and now Jeffrey.

We managed to find a cottage just a few doors down from the cottage my dad grew up in. What a beautiful place to spend the summers. My sister, her husband and daughter managed to spend a few days. Our wonderful friends, Barr, Suzy, and Noah, sailed with and spent the week with us. The SBYC and Fleet 108 and all the volunteers did an outstanding job organizing and managing this event. Thank you all! I also want to thank the Dodge family for getting my dad racing in the Masters' event.



It meant a lot to him and all of us to be out there again, especially at this venue.

My mom did not make the trip with us to Sodus. In May she was called to heaven after her second long battle with metastatic breast cancer. She so much wanted all of us to make the trip to Sodus. Even though there was emptiness, there was also a feeling of happiness, knowing that she was above smiling. Her husband got to sail at Sodus again, her son got to race with her grandson, we all got to see and spend time with some great friends and family. What great gifts we are given. So many are right in front of us every day, yet we forget until they are gone. The impact we have on our families, our children and each other is tremendous. Hug them, love them, they are all gifts.

In some way, the Lightning Class has always been a part of my family, and I am thankful for that. Many great friends have been made through this Class. Some we see quite often and others more infrequently, but we can still pick up again from the last time. Thank you all. You are the Class.

Steve Hayden (4th generation Lightning sailor)

PREOWNED LIGHTNINGS

ALL PRICE RANGES
Used Covers & Sails

CONTACT JOE DISSETTE
Lightning sailor since 1945

DISSETTE SAIL YACHT SAILS
DEALER FOR NICKELS BOATS AND NORTH SAILS
VERMONT SAILING PARTNERS
ALSO GILL PRODUCTS

6121 THORNBERRY CT
MIDLAND, MI 48640
PHONE "ANYTIME" 989-631-2133
dissettesail@chartermi.net



—continued from page 1

The Championship races Tuesday started with decent breeze, sunshine and steep chop. Right away we felt the curse of winning the qualifying series was upon us. We had bad starts and could not find clear air for most of the two races. The steep chop with only moderate breeze was yet another new condition for us, and we were struggling with how to make the boat move upwind. We were able to salvage our two races with strong sailing in the second halves of each race; but it was obvious that we had some work to do if we were going to stay in the top pack.

Wednesday started with lighter breeze and sharp chop. The curse of the qualifying series continued. The up-wind pounding and the fierce competition for clear air were taking their toll on our boat morale. Everyone seemed to be faster, smarter, and generally better looking than us. After a tough third race, we regrouped, laid out a game plan and decided to stick to it. It was another tough race, but we were able to work our way into the top five during the first beat. We gained the lead on the second beat and kept it through the finish. Finally, we had our win.

The last day of sailing promised to be interesting. The scores were very close between the top six or seven boats. Again, we devised a plan and pledged to stick to it. We were able to win the first race

of the day. For the final race, it would be a battle between us, Geoff Becker, Alberto Gonzalez, and Allen Terhune, with Matt Fisher and the rest of the top ten ready to mix it up. At the end of the last run we were even with Becker for the lead, Gonzalez was close behind, along with the rest of the top ten. We rounded the left gate mark, Becker rounded the right. The fleet was not going to make this easy, as boats started getting to the right of us, and Becker kept playing the left side. We did our best to balance the two sides of the course. In the end, we were able to cross the line in first. A few boats slipped ahead of Alberto and Becker. Our fatigued brains did the math and figured we had won. During the sail one of us asked the other two, "If I had told you yesterday after that third race that we were gonna win this regatta, would you have believed me?" The unanimous answer: "No! I would have called you crazy."

Suffice to say, the Lighting North American Championship is a very hard regatta to win. The competitors are knowledgeable, talented, and skilled. We are glad to be a part of such a great class. It was fun to see faces that have become familiar to us, and we were happy to make some new friends as well. Thanks again to SBYC for a great regatta.

Good luck to everyone for the rest of the sailing season.

Marcus, John, Kippy

2009 North American Championship

Sodus Bay Yacht Club, Sodus Bay, New York

August 11-12, 2009

Pos	Skipper	Crew	Crew	Bow	Total	R1	R2	R4	R5	R7	R7
1	Marcus Eagan	Kippy Chamberlain	John Bowden	57	19	6	10	(13)	1	1	1
2	Geoff Becker	Bill Ward	Dan Rabin	4	21	12	2	1	2	(16)	4
3	Alberto Gonzalez	Christian Herman	Diego Gonzalez	85	21	2	3	(18)	7	2	7
4	Allan Terhune	Katie Terhune	Sarah Mergenthaler	68	29	1	5	4	10	(15)	9
5	Matt Fisher	Tobi Moriarty	Dan Moriarty	3	32	3	9	(14)	5	13	2
6	Ched Proctor	James Barnash	Jay Mueller	41	42	11	(16)	5	8	6	12
7	Jeff Linton	Dave Clement	Amy Smith Linton	67	43	4	1	21	3	(22)	14
8	Bill Fastiggi	Kolby Kruger	Suzy Coburn	50	43	14	4	9	6	(18)	10
9	Steve Hayden	Barr Batzer	Jeffrey Hayden	69	47	7	11	2	(25)	10	17
10	Jed Dodge	Sarah Costich	Bill Dodge	75	49	18	(25)	6	16	3	6
11	Todd Wake	Lynelle Reak	Kristine Wake	44	60	17	(22)	19	11	8	5
12	Bill Healy	Nicole Breault	Tim Healy	82	61	9	15	3	(33)	23	11
13	Brian Hayes	Christine Maloney	Laura Jeffers	27	63	21	8	10	(22)	5	19
14	David Peck	Sarah Peck	Neal Fowler	16	70	(27)	6	25	9	14	16
15	Ryan Ruhlman	Martha Fisher	Nick Turney	43	71	5	12	(30)	27	9	18
16	Jamie Allan	Marc Littee	Jay Deakin	70	74	13	7	17	15	(30)	22
17	Jody Starck	Skip Dieball	Tom Stark	11	75	(24)	24	23	18	7	3
18	Thomas Allen	Karl Allen	Shelby Allen	9	77	10	18	(33)	24	12	13
19	Joshua Goldman	Laura Johnson	Todd Johnson	51	81	(35)	19	20	4	17	21
20	Tim Scanlon	Beck Scanlon	Candy Neville	19	83	23	30	11	(31)	11	8
21	Rob Ruhlman	Dave Werley	Abby Ruhlman	42	85	8	14	15	19	(31)	29
22	Robert Wardwell	Danielle Powers	Mike Healy	30	91	(29)	27	8	13	28	15
23	Mike Holly	Patrick Littee	Marc Robin	71	94	31	(33)	22	12	4	25
24	Daniel Pope	J.J. Pope	Jonathan Pope	15	95	22	13	16	23	21	(26)
25	Jon Schwartz	Don Schon	Paul Krzenski	38	105	15	17	28	26	19	(33)
26	Richard Walsh	Alex Cox	Tina Walsh	58	108	20	21	26	17	24	(30)
27	Richard Hallagan	Hendrix Ten Eyck	John Steiner	79	115	(33)	31	7	32	25	20
28	Darrell Peck	Allison Webber	Tanya Haddad	61	117	25	20	(29)	28	20	24
29	Dan Thompson	Austin Kana	James Landi	49	126	30	(32)	12	21	32	31
30	Debbie Probst	Abbie Probst	Tanner Probst	59	127	19	29	24	(30)	27	28
31	Bob Harkrider	Eli Putnam	Marcus Moelhaman	40	130	32	26	(35)	20	29	23
32	Bill Mauk	Michele Sumpton	Vladimir Kulinechenk	81	138	16	28	31	(37q)	36f	27
33	James Carson	Dave Thompson	Dave Ruiter	22	140	34	(35)	32	14	26	34
34	Kirk Reynolds	Logan McReynolds	Jerad Shepard	20	141	26	23	27	29	(36c)	36c
35	Philip Lange	Lori Foster	Alister Thomson	6	161	28	(34)	34	34	33	32



**NAs
2009**

CHAMPIONSHIP

1st



Champions—Marcus Eagan, Kippy Chamberlain, John Bowden

2nd



*Runner-up—Geoff Becker (had to leave for airport prior to awards),
Bill Ward, Dan Rabin*

3rd



2nd Runner-up—Tito Gonzalez, Christian Herman, Diego Gonzalez

CHAMPIONSHIP

Justin Coplan

It's hard to think of a week in the summer that I look forward to more than that time in August for the Lightning North Americans. This summer I had been sailing with Mike Carney and Alex Feldman, and we were pumped to head up to Sodus. We had had good success as a team, and I knew Mike would be good for local knowledge of bars in the area, as Sodus was the stomping ground of his youth. I knew we had it made when we arrived late Friday night to find our cottage was walking distance from the yacht club, with a bar in between.

There isn't much you can do about an OCS in the qualifiers without a drop, but we did the best we could to put that behind us going into the President's Cup and do our best to figure out this summer Lake Ontario sailing.

Day One brought us a beautiful ten to twelve knot westerly—a welcome step up from what we had seen during the qualifiers. We found ourselves sailing a beautiful groove all day. In the first race we bailed out onto port very quickly after a dismal start. We started heading out to the right side on a nice lefty. Halfway up the first beat we began working back towards the middle of the course, with the entire fleet sitting in our main window. We rounded the top mark in first, with a solid lead, and spent the rest of the race using that lead to stay in front of Dave Helmick.

Race Two began with a solid start, and we worked our way up the middle playing the shifts in the lead to the top mark, again with George Harrington right behind us. The next two legs we spent playing back and forth with George, and by the next time round the windward mark, we had managed to put a comfortable distance between the two of us. We turned back into our conservative mode of holding off the fleet. It is a great feeling to win both races on the first day of the series, but there were still four more races to go.

Day Two began with an hour postponement ashore, waiting for the breeze to fill in. After an hour the Race Committee towed us out to the lake and posted a further postponement, with promises of wind to come. Eventually, a light breeze filled in from the north, and the races were started. While Day One belonged to me, Day Two would definitively go to Eric Johnson. We started Race Three winning the pin and playing up the course for spots of pressure and reached the windward mark in second, just behind Dick Moyer and just ahead of John Faus. However, going up the second beat Eric worked into the right side and found something fast out there, picking up the entire fleet. He would go on to win the race, followed by James Taylor, who was extremely speedy on the last run.

I can't speak much of Race Four, save that Eric won that one as well. I found myself late for the start and playing an unsuccessful game of catch up. After two days Bob King led with 22 points after sailing the most consistently, and Eric Johnson and I were tied for second with 26 points. The racing had suddenly gotten a lot closer.

Day Three was do or die. We had already sailed a throw out, and the pressure was on. There was a ten-knot breeze, and we went into the fifth race feel-



ing good. With a beautiful start and a careful eye for the shifts coming down the course, we found ourselves doing what we did best and leading the fleet by the top mark. With not much else to do, we sailed conservatively and won the race ahead of James Taylor and Bob King.

Going into the final race after the throw out, we had a five-point lead on both Bob King and Eric Johnson. We stuck to our same game plan and felt very good sailing up the middle left—until we found most of the fleet to the right of us sailing a really hot righty and no opportunities for us to work back to the right. We rounded the top mark deep and looked up in frustration as Bob King's bright blue boat was undoubtedly up in the top five. Well, it was finally time to make good on the gigantic courses we'd been sailing all week and put the five miles of race course we had left to good work. It was slow daunting work, but we managed to slowly pick up boats here and there, and by the next windward mark, we could start counting the boats between Bob and us again. After the second run, going into the final beat, we had the magic number of four boats between us, just enough to tie him and win the series. The final beat became interesting, as we kept picking off boats and found ourselves threatening to pass Bob. Bill Johns won the race, but it was a photo finish between Bob and myself, with the race going to Bob. Bob took second in the series, and Eric Johnson took third. It was very exciting sailing!

It was a fantastic week of sailing and fun. At every regatta the Race Committee gets thanked and their share of applause; we're all grateful for what they do. But the Sodus Race Committee performed well above and beyond what is par. They did a fantastic job getting starts off, marks moved, and fair races run. Great job! Thanks also go out to everyone who organized and helped run this year's NAs for doing a wonderful job. See you on the water!

2009 President's Cup

Sodus Bay Yacht Club, Sodus Bay, New York

August 11-12, 2009

Pos	Skipper	Crew	Crew	Bow	Total	R1	R2	R3	R4	R5	R6
1	Justin Coplan	Alex Feldman	Mike Carney	83	13	1	1	7	(17)	1	3
2	Bob King	Bill Stuart	Bill Healy	46	17	(10)	2	3	7	3	2
3	Eric Johnson	John Pearce	Todd Whitehead	52	22	(20)	3	1	1	10	7
4	James Taylor	Carl Taylor	George Auer	34	30	(15)	6	2	8	2	12
5	David Helmick	Scott Ewing	Joe Kolisch	35	32	2	(17)	9	5	8	8
6	John Faus	Tyler Menninger	Clay Shaner	17	33	(26)	9	5	3	12	4
7	Tommy Meric	Cindy Stieffel	Thomas Meric	56	43	4	11	16	6	6	(18)
8	Bob Bush	Ben Craig	Sterling Bush	10	44	3	15	6	15	5	(21)
9	Bill Johns	David Maier	Kenny Fourspring	12	47	(29)	7	12	20	7	1
10	Charles Wardwell	Danielle Prior	Colin Bedell	29	50	16	4	(21)	9	11	10
11	Alan McReynolds	John Atkins	Mike Elmergreen	84	51	(21)	13	19	2	4	13
12	Becca Hofmeister	Mandy Hofmeister	William Hofmeister	5	58	(27)	8	13	4	16	17
13	Lorrie Walsh	Tina Corness	Katrina Oostveen	54	58	11	(31)	11	21	9	6
14	Henry McCray	Ervin Jeffers	Nick Ellyn	72	61	8	(20)	15	10	17	11
15	Richard Moyer	John Depenbrock	Helen Moyer	18	65	18	14	4	(27)	24	5
16	Brad Wagnon	Stewart Fossceco	Bryan Bahler	48	66	7	16	8	(23)	19	16
17	George Harrington	Eric Burdge	Art Guerrero	21	74	13	5	17	(26)	13	26
18	Patrick Phelan	Jason Phelan	Brian Phelan	36	80	17	10	10	16	(27)	27
19	James Morton	Jay Greenfield	Kyle Fast	23	88	6	(24)	24	18	21	19
20	Landy Atkinson	Gordon Wright	Jillian Dart	14	90	9	(28)	18	25	14	24
21	Stephen Cox	Peter Hale	Mark Grinder	63	91	(28)	19	22	13	28	9
22	Gustavo Tamayo	Adriana Garcia	Javier Delgado	66	99	5	23	23	19	(29)	29
23	Joan Hurban	Ann	Peter Jadrosich	8	100	24	12	(26)	24	26	14
24	Gary Hurban		Gary Offer	7	102	(22)	22	20	22	18	20
25	Nabeel Alsalam	Stafano Le Leo	Craig Huzway	25	105	25	27	14	14	25	(28)
26	Aroldo De Rienzo	Pablo Guzman	Luis M Gerard	2	108	14	21	25	(30)	23	25
27	Graham Leonard	Andy Leonard	Eliza Pope-Collins	13	109	(30)	30	30	12	15	22
28	Jessica Lombard	Caroline Trottier	Stephanie Boucher	47	111	(31)	18	27	29	22	15
29	Bill Cabrall	Jenii Bernett	Raeyane Farrell	1	115	19	25	(28)	28	20	23
30	Ainsley Thomson	Alex Reynolds	Linnhe Thomson	32	119	23	26	29	11	(30)	30
31	Chris LaBorde	Mary Schmid	Duane Hatch	62	136	12	29	(32c)	32c	31	32c



**NAs
2009**

PRESIDENT'S CUP

1st



Champions—Justin Coplan, Alex Feldman, Mike Carney

2nd



Runner-up—Bob King, Bill Stuart, Bill Healy

3rd



2nd Runner-up—Eric Johnson, John Pearce, Todd Whitehead

PRESIDENT'S CUP

Steketee Award



*The Buffalo Canoe Club was awarded the Steketee for their outstanding junior program
Accepting on behalf of the BCC, Karl Allan*

Jack Elfman Trophy



*Presented to the highest finishing Master who also competed in the Masters NA Championship regatta
Dick Hallagan*

Kaleigh Wilday Trophy



*For the youngest competitor
Awarded to both Jeffrey Hayden and Tanner Probst*

Thermis Trophy



*To the highest finisher in the Championship Fleet who has never qualified before
Tim Scanlan*

Fallon Trophy



*For the last boat to qualify into the Championship Fleet
Debbie Probst, Abbie Probst, Tanner Probst*

Swanson Trophy



*To promote and encourage women skippers
Becca Hofmeister*

Colin Park Awards



For the highest finishing married couple in each fleet
Allan and Katie Terhune, Bob and Sterling Bush

Fleet 36 Award



For the highest placing Junior skipper
Becca Hofmeister, with crew mom and dad

**NAs
2009**

McDermott Trophy

For the most improved from 2007-2008
qualifying series-24 places
Richard Walsh, not present to accept

Appreciation Awards

- **Tom Knapp** — NA Regatta Chairman
- **Ed St George** — NA Regatta Co-Chair and RC Chairman
- **Alys Klingenberg** — NA Regatta CoChair
- **Wayne Bretsch** — Principal Race Officer
- **Debbie Probst** — 2009 VP Boat Grant Program.
- **Bill Neal** — Donation of Trophies to the ILCA for North Americans and Worlds
- **Gary Jobson** — Honored guest and Opening Ceremonies Speaker

Michael Shults
Dan Hollands
Mike Healy
Bill Dodge
Jed Dodge
Bud Seymour

John Atkins
Nina Le Frois
Pam Hatch
Shelli Fitzsimmons
Jan Crum
Jeanne Knapp



SPECIAL AWARDS

**NAs
2009**

NORTH AMERICAN CHAMPIONSHIPS



Measurement team at work



Fantastic volunteers



Boat Grant Social at the NAs



Dinner at SYBC



Tom Knapp—One of the hardest working, positive, upbeat, regatta organizers EVER!! Thanks Tom!

**NAs
2009**

NORTH AMERICAN CHAMPIONSHIPS





Nickels Boat Works, Inc.
1871 Tower St
Flint, Michigan 48503
810.767.4050 810.767.4060 fax
www.nickelsboats.com

#1 Lightning Builder for the last 20 Years

For over 20 years Nickels Boat Works, Inc. has been building boats using superior workmanship and the highest quality parts to ensure a lifetime of use.

~Long lasting construction~

Every boat is hand made to your specs. We use hand laid and chopped fiberglass construction with particular attention to fit and finish.

~Dedication to Detail~

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

Performance - Price - Passion



ryan@nickelsboats.com — or — hugh@nickelsboats.com

Sunbrella Acrylic Covers

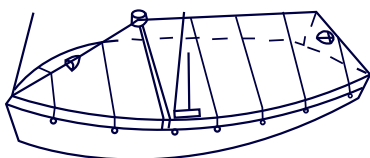
now available UV Proof Goretex thread!

- * 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 with velcro flap
- hooded mesh vents forward and aft
- many colors available, samples by request
- port or c/l boom crutch
- durable Goretex tread with an up charge
- Visa/MC—add UPS, check in advance—no UPS

Prices	white	blue	colors
6" skirt	329	342	359
full-size	502	531	555
nap back rudder cover			58
sail # on cover			39

ROOKE SAIL INC.

1744 Prescott So.
Memphis, TN 38111
Chris Rooke
(901) 744-8500
www.rookesails.com
E-mail: rooke@rookesails.com



Flashes advertiser and cover maker for 30 years!

CAPITAL LOGO

SAVE 50% on NAs 2008 while they last!

We are a family-run apparel company in Annapolis. That's us in the photo! Celebrating over 5 years providing high-quality technical shirts, polos, jackets and hats. Guaranteed friendly service.

⚡ Embroidery, Sublimation, Screenprinting
⚡ No minimums ⚡ Great prices

410-280-3819
CapitalLogoInc.com

Connor Godfrey

Although the weather may not have been perfect for the North Americans, conditions for the Junior North Americans, sailed August 5-7, at Sodus, New York, could not have been better. Competitors enjoyed three straight days of steady winds, ranging from 8 to about 23 knots, wonderful hospitality from the Sodus Bay Yacht Club, terrific race administration, and all-in-all, a great regatta.

On the first day of the event, we awoke to strong wind and big waves—definitely fun, but not favorable to the under 375-pound team of myself, Henry “Super-J” Ring and Griffin Orr. We got out early, and it was still a thrill cruising downwind in the waves with the chute up before most boats were even launched. The racing was a blast, and all of the competitors got some amazing downhill rides on the surf.

In the heavy air that dominated the first couple of days of the event, Tim Werley and his team were really fast. By the end of day two, Team Werley had a lead on the competition. But Connor Mangan, Ian Moriary, Will Tyner and my team were all close behind.

On Day Three, the wind calmed to 8-12 knots, and as the day went on, the scores only got tighter. Going into the last of the nine races of the regatta, we found ourselves in a three-way tie for first with the Werley and Mangan teams, and team Moriary was only a couple of points behind. We knew we were in for a tough race.

With input from my excellent team, Henry and Griffin, we agreed that the oscillating breeze was in a left phase and hoped for a righty. Even though the pin seemed a little favored, we started at the boat, then split with the fleet to go further right. On

several occasions Griffin had to calm me down and refocus me as I second guessed our plan. Luckily, we stuck to our plan, and to our delight, we guessed the correct side of the course. And as we approached windward mark, we found ourselves a few boat lengths ahead of the fleet.

We managed to hold our lead downwind, but disaster nearly struck as we reached the leeward mark. As we rounded, a clevis pin fell out of the gooseneck, sending our boom across the boat. The guys tried to fix it as I tried to concentrate on making the boat go upwind. The competition was getting closer by the second. Griffin and Super-J managed to jury rig something for a couple of minutes (I’m not sure exactly what, but it seemed to involve the Tacktick compass). But as we tacked, to our amazement, we found the clevis pin had been saved from falling into the lake by the shroud, as it balanced precariously on the edge of the deck. We hoped to reinsert it, until we realized that the gooseneck had bent. Fortunately, this was no problem for aptly named Super-J who, with a good, hard punch, not to mention some bloody knuckles, managed to make the gooseneck as good as new. Somehow, we hung on to our narrow lead and crossed the finish line just ahead of the Moriary and Mangan teams.

Congratulations are due to the competitors who all sailed a great and fair regatta. And thanks are due to everyone at Sodus and all of the volunteers who helped to run such a great, fun event, to my dad for his endless support (not to mention new boat), and to my outstanding team. We’re looking forward to representing the United States, along with team Mangan (and hopefully, team Moriary), in the Junior Worlds in Salinas, Ecuador, next summer.

Thank you, I look forward to seeing you all next year!

Connor Godfrey, Griffin Orr, John Ring winning the Junior North American Championship



Juniors' North American Championship

Sodus Bay Yacht Club, Sodus Bay, New York

August 5-7, 2009

Pos	Skipper	Crew	Crew	Bow	Ttl	R1	R2	R3	R4	R5	R6	R7	R8	R9
1	Connor Godfrey	Giffin Orr	John Ring	33	25	2	4	(7)	4	5	5	2	2	1
2	Connor Mangan	Jeffrey Markarian	Lauren Jones	39	27	6	1	2	(9)	2	6	3	4	3
3	Ian Moriary	Caleb Leonard	Bryan Burke	48	30	4	3	(18q)	1	3	8	1	8	2
4	Tim Werley	Samantha Maras	Beth Werley	38	33	1	2	(18q)	3	1	1	6	10	9
5	Jason Lutz	Timmy Crann	Jillian Lutz	37	40	5	7	3	7	7	4	(9)	3	4
6	Will Tyner	Reese Wilkins	Nick Cumbie	44	44	3	6	1	6	(12)	2	4	12	10
7	AJ Murphy	John King	Robert Hoffman	78	48	(11)	9	5	2	6	10	7	1	8
8	Joy MacDonald	Kathryn Moloney	Maddie Waldron	47	49	7	5	4	5	4	9	10	5	(12)
9	Adam MacDonald	Daniel Robinson	Sam Jones	36	51	8	8	6	(12)	8	3	5	6	7
10	Merritt Moran	Brendan Cook	Nick Sertl	50	72	9	(12)	8	8	10	11	12	9	5
11	Ainsley Thomson	Alex Reynolds	Linnhe Thomson	32	85	(17c)	10	9	10	11	12	11	7	15
12	Collin Kirby	Chloe Constants	Danielle Prior	53	87	10	11	11	(14)	14	13	8	14	6
13	Timothy Wright	Jake Robbins	Lindsay Wright	55	95	(17c)	17s	10	11	9	7	14	16	11
14	Christine Maloney	Kayla Oak	Julianne MacDonald	51	112	12	13	12	15	15	(16)	16	15	14
15	Ryan Palm	Brenden Dickerson	Katie Gentsch	46	115	(17c)	17c	17c	13	13	15	13	11	16
16	John Buzzell	Grant Gefell	Justin Reisch	45	121	(17c)	17c	17c	16	16	14	15	13	13



**WJMs
2009**

JUNIORS' NORTH AMERICAN CHAMPIONSHIP

1st



*Jim Carson presenting the Carson Award to Junior Champions
Connor Godfrey, Griffin Orr, John Ring*

2nd



Runner-up—Connor Mangan, Jeffrey Markarian, Lauren Jones

3rd



2nd Runner-up—Ian Moriarty, Caleb Leonard, Bryan Burke

JUNIORS' NORTH AMERICAN CHAMPIONSHIP

Terry Burke

Up until June, I was up in the air about attending this year's North Americans. The small company I work for was bought by one of the largest companies in the world. We are middle of integration, and I did not want to be out of the office for a long time. In the back of my mind I was considering doing the Masters because I just turned 55 this year and had always been fascinated with this event. I had crewed in the 2007 Masters on the Potomac with Frank Gallagher, but my appearance there was something to do while I was taking our fleet's local junior team to the Juniors'. At the same time Dan Moriarty had decided that he was going to take this year's junior team to the Juniors' NAs by way of the Buffalo Canoe Club's Junior Youth Invitational that was being held the weekend before. He had already made arrangements for housing. He was going to be taking his boat because it was going to be sailed by Matt Fisher with Dan and Tobi Moriarty for the NAs. Prior to this event, this team sailed the Canadian Open with Matt's boat, then leaving the boat at the BCC. Matt had preferred that the juniors race his boat, leaving Dan and Tobi's boat for the NAs and ultimately the Worlds (the main goal for them). One can easily see that this was turning into a logistical nightmare.

Sometime in the first part of June, I talked to Dan about the plans for the junior team since it involved my son. I told him that I could not do the NAs but I was considering the Masters. As it was turning out, he was going to be with the junior team in Sodus Point with two boats. Early the next week, Dan

talked to Tobi to see if she had interest in doing the Masters and whether the event would fit into her already tight vacation schedule. The sun, the moon and all the stars aligned—Tobi was in. Here I was being offered to sail one of the fastest Lightnings with one of the best teams out there; it was an offer I could not pass up. The the adventure was put into motion. Dan, I and the junior team would head off to the BCC for their junior event. I planned on hanging around on the beach there, but ended up being teamed up with Birdie Worley to run the mark set. It was a great time. The boys learned a lot from this event and helped them enormously for the Juniors'. Then it was off the Masters!

I had never been to Sodus Point. I had never sailed on Lake Ontario. I did not have a clue what to expect. I had no idea that Ontario was so deep. I grew up in Chicago racing on Lightnings. Certainly, Lake Michigan can get the big rollers, but generally only from the NE and only occasionally. Sodus Point suddenly became more imposing when ever the winds came up anywhere from NE to NW, but I am getting ahead of myself.

My immediate impression of Sodus Point was the beautiful location. The small vacation cottage town was perfect. Dan found a three bedroom PINK lake-side cottage, highly visibly from the race course. We showed up on Monday afternoon. Monday was supposed to be an open day; however, the extremely efficient measurement team was there to practice measuring. They ended up measuring all those boats that arrived early. I discovered that Masters arrive early to events. I fit right in. Ever use a front loader to lift a double rig off the lower trailer?? I never



saw it done before, but that is what the creative Sodus hosts thought of since their tall hoist was being used for measurement. By Monday afternoon, we were ready to go—only had to wait until Tuesday night late for Tobi and my wife to fly in.

Early Wednesday morning, I was rumbled out of my bed at 3:00 AM by a big thunderstorm. In the morning, the cold front moved through. From the porch of our cottage, I could see the big waves breaking on the beach one hundred feet away. The white caps were out and the lake was frothing. Surf's up! Race day had arrived, and out we went with all the other Master and Junior teams in a stiff northwest breeze. My plan for doing this event was that I was going to steer the boat as fast as I could and leave the tactics and positioning on the water to my team mates. My recollections of the racing at this Masters' event reflect that strategy. My goal was to have a good time, do reasonably well and more importantly, make sure to stay out of trouble. I did not want to see any damage to a borrowed boat that was continuing on to the NAs.

Wednesday Race 1 and 2:

The big wave sea conditions greeted us as we sailed on to Ontario. The wind was blowing out of the northwest at 12 to 18 knots, with maybe some higher puffs. My plan for starting was to find a clean place in the middle of the line and go. We were pretty successful doing this in nearly every race of the event. For most of the regatta, my team mates kept me on the left side of the course. The left side seemed to pay off more often than not. The big thing that I had to adjust to was the wave action. It is not something I deal with on Lake Carlyle. Furthermore, I am sailing on a boat with a different cut of sails, and it all felt very disconcerting. The big waves coming off the lake did not match the wind direction moving more down the shore. Starboard tack was like climbing mountains, followed by the need to keep from sticking the boat into the next wave or pounding the bottom in the trough. We rounded the first mark amongst the top of the fleet, though I did not know who most of the competitors were yet. The first downwind leg was very nerve racking to me, but again because of seamanship reasons. It was blowing pretty good. The following surf made steering the boat a challenge and I did not want to tip over! It took a few jibes before I felt a little confidence. We held our own downwind and blazed upwind pretty much the entire day. As the day wore on I started putting faces to the bow numbers; 81–Bill Mauk, 72–Peter Hall, 22–Jim Carson, 79–Dick Hallagan, 11–Ed Roseberry became familiar sights for these two races and throughout the event. In the end, our team won both races of the day, but it was all pretty close. When the dust settled it was Peter Hall with a 2 and 4 in 2nd place and a large pack of boats with 10 to 14 points, many with a low and high score that could present a problem.

Thursday Race 3 and 4:

The wave action was definitely down Thursday morning when I looked out our cottage door. We obviously had a great day on Wednesday, but with the outlook of more moderate wind and with a tight pack of boats right behind us in the standings, anything could happen. The trip out to the race course reinforced some of my thoughts. The wind was still blowing basically out of the northwest at 8 to 12 knots. The seas were still there, but

not as monster-like as we found on Wednesday. In Race 3, we had another reasonably good start. Our boat speed was good, but not breakaway. We rounded in the top third of the fleet. Amazingly, I felt we had a little more unexpected speed downwind. This race was really Bill Mauk's, with Ed Roseberry, Jr. close back. We worked our way up to third, with the grandmaster Jim Carson just behind. Unbeknownst to us, Peter Hall, our main contender going into the day, was OCS. It was looking like Bill Mauk was the one we needed to track. Race 4, a five legger, started out pretty much like Race 3, and we found ourselves positioned in similar fashion. But on the second upwind leg, we went out farther right than ever before. The winds strengthened to the point where it was back up to 18 knots+ we had had on Wednesday. We moved up the fleet rounding the second weather mark in 3rd or 4th behind Bill Mauk and Dick Hallagan and amongst Bill Cabrall, Jim Carson and Mark Fleckenstein. At the bottom of the leg we rounded right behind Bill and Dick. We tacked on to starboard as soon as we could. In the fresher breeze, the boat was on fire. We decided to engage Mauk. And engage we did—each time we tacked in close proximity we gained a little. In the end, Bill disengaged and we won this one. Bill Mauk and Dick Hallagan finished right behind.

Friday Race 5 and 6:

I awoke Friday to see wind direction, speed and wave action being very similar to the previous two days. The wind actually died a little. Race 5 was started with wind strength more in the 7 to 10 knot range that really favored the only one that could overcome our lead going into the day—Bill Mauk. We had not yet sailed a throw-out race. Bill had a 9th in Race 1. Race 5, a four legger, moved along for us very similar to Race 3. We had good but not dominate boat speed. We rounded the first weather mark in the top third, but we had our work cut out for us if we wanted to make it a short day. Again I felt we had better than expected speed going downwind. Peter Hall was the leader pretty much from start to finish, with Bill Mauk right behind. We had been moving up in the fleet and positioned ourselves in 3rd, but fighting to maintain this slot with Jim Carson especially as the wind lessened throughout the race. We rounded the second weather mark right with Carson. Peter Hall was in the lead, with Mauk doing everything he could do to get the lead away from Hall. As the leg progressed, we solidified our third-place finish, and Hall held back Mauk. Dan, Tobi and I recalculated the regatta—we were pretty sure we had won. I sailed around for awhile and decided to pass Bill to see his reaction. He confirmed it. We decided to not sail Race 6. It looked like a close affair with Bill Mauk hanging on to his 2nd place finish and Peter Hall close behind.

The 2009 Juniors' and Masters' events were about as good as it gets, both on and off the water. The RC work was impeccable. The competition was keen amongst the Masters, of which I seemed like a junior member. The guy/gals who ran the ATV and logistics for the boat/trailer movement have to be congratulated in getting the boats in and out of the water fast. Our junior team that we were supporting, consisting of Ian Moriarty (Dan's son and skipper), Bryan Burke (my son) and Caleb Leonard, also had an excellent regatta and hope to go to Ecuador next summer. They were a distraction for us since we were consistently looking up the race course.

Masters' North American Championship

Sodus Bay Yacht Club, Sodus Bay, New York

August 5-7, 2009

Pos	Skipper	Crew	Crew	Bow	Ttl	R1	R2	R3	R4	R5	R6	R7	R8
1	Terry Burke	Dan Moriarty	Tobi Moriarty	3	9	1	1		3	1		3	(24c)
2	Bill Mauk	April Richards	Vladimir Kulinechenko	81	14	3	(9)		1	2		2	6
3	Peter Hall	David Burchfiel	Cedric Audette-Campbell	72	16	2	4		(25q)	7		1	2
4	James Carson	Dave Thompson	Dave Ruitter	22	24	(9)	5		4	6		5	4
5	Richard Hallagan	Mary Lou Carlucci	Alister Thomson	79	26	8	2		8	3		(13)	5
6	Ed Roseberry Jr.	Monica Jones	Peter Godfrey	11	29	4	7		2	(9)		9	7
7	Donald Barrett	Dave Dickerson	Donna Barrett	71	29	10	6		6	(13)		4	3
8	Gary Hurban	Mel Keem	Mike Carney	7	32	6	8		9	(12)		8	1
9	Bill Cabrall	Rebecca Espinosa	Norm Jarvis	1	40	11	(15)		11	4		6	8
10	Federico Meira	Peter King	Alex King	70	44	12	(14)		7	8		7	10
11	Mark Fleckenstein	Rebecca Dickerson	Clay Murphy	76	47	7	12		(14)	5		14	9
12	Joan Hurban	John Bloom	Gary Hoffer	8	49	5	11		10	11		12	(19)
13	Fisk Hayden	Page Fagan	Bill Dodge	69	55	(24c)	13		5	10		15	12
14	Jack Jones	Barbara Hill	Anne Kearney	4	67	13	3		17	16		(18)	18
15	Jonathan Lange	Alexandra Lange	Philip Lange	6	68	14	10		14	(18)		17	13
16	John Atkins	Erin McReynolds	Alan McReynolds	84	71	(24c)	24c		12	14		10	11
17	Sterling Bush	John Steiner	Pam Murphy	10	77	16	(17)		15	15		16	15
18	Jesse Miller	Byrne O'Brien	Virginia Miller	73	82	17	16		16	17		(19)	16
19	Daniel Parietti	Ann Beck	Eric Beck	83	88	20	18		13	20		(21)	17
20	Jim Eagan	Susan Eagan	James Eagan	60	92	19	(24c)		24f	24c		11	14
21	Rod Hayes	John Sauter	Bob Fugler	31	95	15	20		18	21		(24f)	21
22	Karen Dial	Diana Wrisley	Kathy Gaddy	52	95	18	19		19	19		(20)	20
23	Nancy Ghertner	Jeanette Little	Allison Stevens	77	120	(24c)	24c		24f	24c		24c	24c



**WJMs
2009**

MASTERS' NORTH AMERICAN CHAMPIONSHIP

1st



Champions—Terry Burke, Dan Moriarty, Tobi Morarity

2nd



Runner-up—Bill Mauk, Vladimir Kulinichenko, April Richards

3rd



2nd Runner-up—Peter Hall, David Burchfield, Cedric Audetter-Campbell

MASTERS' NORTH AMERICAN CHAMPIONSHIP

**WJMs
2009**

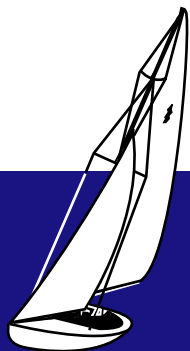
WJM NORTH AMERICAN CHAMPIONSHIPS



**WJMs
2009**

WJM NORTH AMERICAN CHAMPIONSHIPS





Classic Lightning

Bob Astrove — astrove@hotmail.com

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

2009 Wooden Lightning Get Together

Roger Slade—#8004



On July 25 and 26 eleven boats attended the 7th annual Lightning Class Wooden Boat Regatta, hosted by Craig and Sue Thayer at Onondaga Lake Yacht Club, just off I90, near the city of Syracuse in central New York. We were very fortunate that the thunderstorms ended on Friday afternoon, and the weekend brought some perfect weather and wind, a complete opposite of the forecasted “doom and gloom,” which has been so prevalent in the northeast this summer. The expectation of more rain over the weekend probably kept a few participants away, but those of us who shrugged it off and made the trip were rewarded with some fine sailing conditions.

These enduring sailing craft numbered from #167, built in 1938, with final restoration being completed just last year by Ed Wightman and crew from the Finger Lakes Boating Museum in Penn Yan, New York (www.flbm.org), all the way to the last known “production” wood boat to leave the Nickels factory in 1966, #9900, aka “Plug Nickel,” which was used as the base mold for Nickel & Holman fiberglass Lightnings for years, restored by Joel Thurtell in 2000 and documented in his book “Plug Nickel” (www.lightningclass.org/marketplace/store/booklets/index.asp). Joel’s new book is a MUST buy for anyone who has ever owned a Lightning or considered a boat restoration project.

It was great to see some folks had hauled their boats quite a distance to make the regatta, from Norfolk, Washington DC, and New Jersey. Joel Thurtell captures this years Road Warrior award for his drive from Detroit.



The boat that had not seen water the longest had been in mothballs in a barn in for years. The new owner is Scott Stafford, who just purchased #6803 earlier this spring and, fortunately, decided to bring her along and show her off. After introducing myself to Scott when we parked, I discovered

that the barn was in Geneseo, New York, a mere two miles from my home, owned by some acquaintances of my wife and I, and was a boat with a long family history that needed a new energetic owner. We certainly never knew that these folks owned a “woody,” and I’m very glad I did not know that, as one wood boat is plenty for most families, including mine. Our friends were thrilled when we told them that their old Lightning showed up at Onondaga, and Scott had her sailing again.

Some boats were rigged very race competitive (Bob Astrove in #7603), some almost the same as when they were built in the 30s, 40s, 50s, or 60s. Some owners had just raced the previous week, some never race, or only once per year at the annual Woody regatta. Some were still working out the kinks in their restoration, such as Franz Schneider in #6296, but obviously it was fun working out the kinks. For some (yours truly), it was only the second time their boat had seen water in ten years, and there was high anticipation over how much conversation would take place after the racing between the skipper (husband), and the foredeck crew (wife). As fate would have it, we are planning two more regattas this summer.



OYC was an ideal venue, as some of these old boats don't like having their ribs pulled on by a lifting bridle. So having the option of a trailer launch certainly made things easier for many of the boats. The wind was light in the morning, and the group spent some time sharing ideas on rigging, restoration, where to find spare parts, etc., and concluded the morning with each skipper providing a brief overview of history of their boat (sailing/racing history, how they found it, restoration efforts, etc). We could have spent another two hours on the history part, based on the pride in ownership that was evident.

Winds picked up to 8–12 knots out of the south on Saturday afternoon, and we were very fortunate to get five quick races. The racing results certainly count at the annual Woody regatta, but as a newbie to this regatta, I found out that the primary objective of the competition is to look good, stay upright, bail as required (some were forced to work harder than others), and definitely to not ding their boats restored finish.

There was great sportsmanship on making sure all boats who attended had enough crew to go out safely, even if it meant breaking up Bob Astrove's ringer crew of his son Billy and Mike Brown. Apparently that had no effect, as Bob repeated as Wooden Fleet champion, with Craig Thayer nipping at his transom every race and finishing second overall. Each race seemed to help to remove the rust off of my sailing skills, and # 8004 sailed beautifully. I was pleased to finish in third place, receiving the incredibly beautiful and hand crafted (by Florida State Penitentiary Inmates) "Wooden Lamp Trophy," which goes to the highest finishing, first-time entrant in the Woody regatta. The winner of this award gets to keep the trophy for one year and affixes their boat number in some fashion anywhere on the lamp. #8004, Cirrus II, will proudly sit on the trophy next to legends, such as #2 Fisk Hayden, and #465 David Hellman.

Racing was followed by a wonderful dinner organized by Sue Thayer, and we spent Sunday morning day sailing on Onondaga in perfect weather. Many skip- pers had cameras in one hand, tillers in another,

reaching down the lake after a rabbit start led by the Schneiders. As Bob Astrove commented, "The fleet looked beautiful." Judy and David Teller and Doug Dixon took some great shots of the activities that will be posted to the Woody section of the ILCA site.

I learned at this event that it does not matter how fast your boat is (it should float however), how polished and efficient your crew is, if your sails are brand new or resemble pillow cases or whether your mast was a former spruce tree or a new hunk of aluminum. It's about showing up with your Woody in any condition, discussing ideas on how to complete that next project on the boat, eating some great food and being part of a terrific experience. I think all of the participants appreciated every aspect of the weekend, and all shared, and learned a few more things about the origin and history of the Lightning Class.



This is a good time to applaud the energy and enthusiasm put forth over the years by Bob Astrove and Craig Thayer and many others in the ILCA on the organization and information sharing that is evident within the Woody section of the ILCA website. Their work certainly has resulted in many of these old boats seeing daylight and water again, which is an important aspect of the Class for regatta organizers, sail makers, parts suppliers, and class dues of course.

Look forward to seeing everyone again next year!

Results:

1. Bob Astrove – 7603
2. Craig Thayer – 736
3. Roger Slade – 8004 sail # 9119
4. Franz Schneider- 6296
5. Ed Wightman
Finger Lakes Boating Museum – 167
6. Andrew Hagen – 9411? sail # 11788
7. David Teller – 5836
8. Doug Dixon – 584
9. Scott Stafford – 6803
10. Joel Thurtell – 9900
And Jim Herz – # 561





"The Raceware Specialists"

All things



...and more!



www.APSLTD.com

- 800.729.9767 - Annapolis, MD



Coach's Corner

Speed and Smarts

Dave Dellenbaugh

Check out Dave's great new website!

<http://www.speedandsmarts.com/>

Mark Rounding Rules of Thumb

If you want your mark roundings to be quick and safe, there are certain strategies that work almost every time. For example, you should round each mark close enough that you could reach out and touch it. You should locate the next mark visually before you round this one. And you should definitely develop a strategic plan for the next leg before you round any mark.

One reason why it's important to follow rules of thumb like these is that they help you limit risk during mark roundings. As I said before, it's easy to make big gains or losses near marks. If you stick to certain guidelines, it's easier to navigate through the chaos at marks. By thinking ahead and having a plan, you will add a sense of purpose to the randomness of many mark roundings. And this will help you be more successful consistently.

Before you get to any mark, think ahead about how much risk you're willing to take. If you're content with your fleet position or if it's early in the race or series, you'll probably want to minimize risk at the mark. If you come into a windward mark on port tack, for example, you should probably duck that starboard tacker and overstand slightly on the starboard layline. But if you're not happy with how you're doing and you need to play catch up, then you'd be willing to take more risk. In the same windward mark situation, you might try to leebow that starboard tacker on the layline and hope you can squeeze up around the mark.

Here are some more strategies to help minimize risk at marks:

- Watch the boats ahead – Keep a close eye on boats that round the mark before you. They will warn you about trouble (e.g. current) and may give you some ideas about how to get around the mark quickly.
- Perform maneuvers early – One of the most common, and costliest, mark-rounding mistakes is waiting too long to perform boat handling and sail handling maneuvers. Be conservative by doing these earlier than you think (see page 16).
- Communicate your rights – Another easy way to lose big at marks is to break a rule. Many rule problems can be avoided with better communication. For example, if you think you have an inside overlap at the zone, yell to the other boat (before you get there). Either they will agree with you (and you'll get mark-room) or they'll disagree (and you can decide if you want to take a big risk by forcing your way between them and the mark).
- Put on the brakes – Often the best way to be conservative at a mark is by slowing down. Going slower may not seem like a smart strategy for winning a race, but it's usually better than rushing into a crowd and coming to a dead end. Maintain your tactical options by slowing to avoid getting any overlap on the boat(s) ahead.
- Find a happy balance – Good mark roundings often come down to the ability to find a compromise between a bunch of factors. Focus on the maneuvers that happen in your boat, but make sure you keep your head outside the boat and watch the big picture. Try to be conservative and avoid the risks that come with being greedy, but at the same time stay alert to possible opportunities for making big gains. You must be a tight-rope walker.

Do Not Buy ANY Boat Cover Until You Study This Comparison Chart

Sailors' Tailor	Competitors
Typically lasting 7-10 years	Industry norm is 5 years
PTFE Teflon thread at NO UPCHARGE	Chemically stripped polyester thread lasts 2-3 years
Unique waterproof Vinyl-like double-coated Poly Army Duck	Uncoated, or laminated fabric that delaminates & leaks
Flat-Felled seams double stitched through 4 layers	Single or chain stitched through 2 layers of cloth
Double-folded hems stitched through 3 layers	Turned-up hems stitched through 2 layers of cloth
Ample reinforcing over all stress points	Little or no reinforcing over wear spots
Stand-up flaps that snap around stays	Gaping cut-outs or velcro closures that are shot in a year
5/16" elastic shock cord in the hem AND tie downs	You secure somehow
Supplied hardware	A trip to the hardware store



"Trailing-Mooring", Bottom, and Mast Covers above. We also make Skirted T-M, Boom, Mooring, Skirted Mooring, Cockpit, and Rudder covers.

Comprehensive Website www.sailorstailor.com

www.sailorstailor.com (Order Covers On-Line or Call Toll-Free)

1 (800) 800-6050

Or Call for the FREE Sailor's Pack! It includes:
FREE How to Choose the Right Style One-Design Sailboat Cover
FREE Poly Army Duck and Acrylic fabric samples.
FREE Diagram of what correct seams and hems look like.



The Sailors' Tailor, Inc.

Tel. 1-800-800-6050

1480 W. Spring Valley-Paintersville Rd.
Spring Valley, Ohio 45370



FIJI OPEN

10

10



FIJI OPEN

Your online source for...

trophy flags,
personal burgees,
battle flags,
race code flags,
officer flags,
custom flags,
yachting burgees,
golf flags,
...and more!



**NORTH
FLAGS**

1-800-473-5247
www.northflags.com
 Roseland, NJ USA



**NORTH
SALES**



FIJI OPEN



FIJI OPEN

Fuzzy SPECIALTIES



WRITE OR CALL:
JIM CARSON
499 PRINCETON AVENUE
BRICK, NJ 08724
TELEPHONE 732/892-1924
FAX 732/892-1735

jgcfuzzy@comcast.net

NEW & USED PARTS
MASTS
SAILS
BOOMS
RUDDERS
TILLERS
SPINNAKER POLES
BAILERS
HARKEN FITTINGS

Thank you to the Barnegat Light Yacht Club for donating \$350 to the ILCA Boat Grant Program, proceeds from the New Jersey State Regatta raffle.

Thank you to Sodus Bay Yacht Club for donating the food and soft drinks for the Boat Grant Program gathering at the North American Championship. Program Alumni, Mentors and this year's recipients enjoyed having the opportunity to get together and "hang out."

info@markbryantsailing.com

Mark Bryant

239/503-1210

Dealer for Nickels Boat Works

Personal Coaching • Seminars • Race Clinics



We can design and produce a custom woven tie for your club with only a 50 piece minimum

We have designed ties for hundreds of different yacht clubs and offer the very best pricing and highest quality.

Want to see samples of our products... just call 800 998 8437 or email arnie@shop4ties.com

Visit our website and you can see just a few of the ties that we have made for yacht clubs over the past 27 years.

Custom ties and scarves since 1982
www.shop4ties.com 1800 998 8437

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



www.servicecanvas.com

Dry Sail Covers
Mast Covers
Cockpit Covers
Trailing Covers

Rudder Covers Featuring
BLADEGUARD II FABRIC

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 to 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!

ALL COVERS INCLUDE "5 YEAR" WARRANTY

Free Repair Kit, Gear Bag, Prepaid Freight

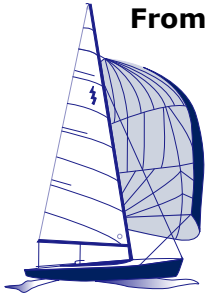
SERVICE CANVAS COMPANY, INC.

149 SWAN STREET

BUFFALO, NY 14203

TOLL FREE 1-888-388-0558

Outside US 716-853-0558 & Fax 716-845-6071



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

Classifieds

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

15379 Nickels. Received from the factory in Sept 2008, fully loaded with virtually every option, stored last winter in a heated and bonded custom/classic vehicle facility, first rigged and sailed this spring and early summer, like new condition, the boat is fast and handles incredibly well. North Fisher MJ, R2 Spinnaker, set of North travel/mooring (top and bottom) and mast covers, an extra Sailor's Tailor Mooring cover with full skirt, full rudder cover, Nickels galvanized trailer with all options. Tac Tic Micro Digital Compass. Suunto compass, Level Gauge, Windex and Bow Dick. JCD Carbon Tiller Extension and two sets of mast blocks. Total cost was well in excess of \$28,000. For sale \$22,875.00 Denver. Another \$750.00 discount prior to September 15th. 303-321-1350 Jerry@crestintl.com

15363 Nickels - May 2008 White hull/Gray light deck & interior - Excellent condition, light use - Many options & extra's inc. min. weight fiberglass head rudder - \$15,000 (no covers or sails) - Contact Sean Fidler @ 248 464 0240 smfidler@gmail.com

15189-2003 Nickels \$11,000 White hull, Gray Deck, Black Rails. Boat has been well maintained. This is also a turnkey program and the boat is in new condition. Practice Sails included, covers negotiable. Available after the Worlds. Contact Debbie Probst 26403 417-2363 debbiekayprobst@comcast.net

15083 2001 Allen, winner of two World Championships, three Southern Circuits, and more. Aqua deck, white hull. Bottom professionally fared and maintained. New 2009 Allen mast, with spare 2005 Allen mast, full covers, no sails. \$16,800 firm. Available after the Vermont Worlds; can deliver on East Coast in late September. Jeff Linton, 813-254-3455 aslinton@aol.com

15057 Allen - White hull and deck, very good condition, new minimizing weight rudder, Ronstan X-19 adjustable tiller extension, Super Spars tapered spin pole, Plastimo compass, North M-5 main, 5A+ jib and R-2 spin all in like new condition, set of practice sails, pin stop jib cars, spinnaker halyard lead aft, Allen galvanized trailer with wide bunks and mounted spare, all safety gear, top travel cover (or one piece envelope travel cover), skirted mooring cover, rudder cover and mast cover. Pictures available. Asking \$13,900. Boat is in Norwalk, CT. Contact David Howe, dhowe66@gmail.com (914) 319-4836

14950-Allen. Very good condition. Many good results. In 2009-1st CT/RI Districts, 4th Southern Circuit, 3rd Accs. Full trailer cover, mast cover and rudder cover. Allen trailer with mounted spare. Large Plastimo compass. New or used sails available at reasonable prices. \$13750 Tim Healy. thealy@quantumsails.com 401-391-9249. Boat located in CT.

14947 Allen: This boat is essentially new. It has been sailed very little and stored inside. All Harkin hardware; lines upgraded. Rigged with all the options; Race Master and large card Compasses; Carbon fiber hiking stick; 2 spinnaker poles (great condition - one tapered and one nickels); Wood rudder (edges in excellent shape and custom cover from Fabric Craft with extra padding for edges); 2 Proc. mains (one old - one fleet racing); 3 5A+ jibs (one old, one fleet and one district); 2 spinnakers (RC1 - backup; RC2 old); Fabricraft two piece traveling covers and mast cover; Cover for dry storage; Allen trailer with extended tung and spare tire with trailer attachment; \$15,000 Carter Utzig 704-334-6435 or 704-904-7943 c-utzig@carolina.rr.com

14923 Allen - white hull, grey deck in excellent condition. Sailed mostly on fresh water and one time per season last 6 years. Very low water mileage. Galvanized Allen trailer and trailing cover. \$ 13,500.00 Boat is located in Sodius Point, New York. Contact Jed Dodge 585-298-1472. jdodge5353@aol.com

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

14860 Allen \$9,500 White hull, black rails. Practice Sails included, covers negotiable. Rudder, boom and trailer all 2.5 years old. This boat needs some lines and rigging replaced, but all minor updates. Available after the Worlds. contact Debbie Probst 260 417-2363 debbiekayprobst@comcast.net

14825 Nickels. White hull, grey deck. Fast boat in excellent condition, just won Southeast Districts. Galv trailer, two piece travel, mast and rudder covers, and mooring cover. New boom, hiking straps and running rigging upgrades in 08. Good racing sails with one practice suit by North. Minimum weight with 10lbs correction weight. Ready to race and win! Price reduced to \$8900 Terry Tyner tyner.bkd9@statefarm.com 803-240-7300.

14786 Allen. Good Racing record and Excellent Condition. Full racing equipment included. North Sails Main, Jib Spin, cover, Trailer. #705 since new and has extra fiber glass on bot-

tom for stiffness plus extras etc. Available after 2009 Worlds. Contact:Jon Schwartz smoothsain@hotmail.com 732-241-6660 Red Bank NJ

14781 Allen- White hull , grey deck, galvanized Allen trailer, stainless board, excellent condition, North Sails, fresh water sailed, low mileage, stored indoors, minimum weight, \$11,300, contact Kirk @ 315-685-5149 or reyno685@yahoo.com

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

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

14652 (1994 Nickels hull) is "race ready". 1 jib and 1 main well used, 1 J and 1 M club raced, 2 chutes, 1 M excellent condition and 1 spinnaker never used. Galvanized trailer, Trailer cover (good condition). Dry mooring cover (average condition), Tack-Tick Micro Compass. Price is \$8,500. Very clean boat always sailed in fresh water and stored indoors during off season. Contact Paul Nagel at Nagel@tir.com or (248) 334-1959.

14650 Intermountain. Rare composite hull, stiff and light, white hull with grey deck, hull awlgripped in '08, stainless board, 700lbs with correctors, sails from North and Shore, new hiking straps, new Sailors Tailor cover, new lines-sheets, tapered spinnaker pole, new rudder and tiller bags, mast cover, Nickels galvanized trailer with wide bunks, ready to race. \$8150.00, located in Toronto, Ontario Canada, PHl 416-779-0857, pjager@htxgroup.com

14505 Nickels, light gray, red and blue boat, excellent condition with all the latest go fast controls. Lightly used North-Fisher Jib and Main, Goldsmith spinnaker, rudder cover and new mast cover. Nickels galvanized trailer with excellent tires and new wheel bearings with bearing buddies. \$8,500 also have many other preowned Lightnings, call to see what's in my barn. Contact Joe Dissette, Mich. 989-631.2133 dissettesail@chartersmi.net

14434 Nickels. In very good condition. Custom extended galvanized trailer. Mast cover boom tent. Rudder cover. Special pin striping. Two full sets of sails. One newer set of North Sails. Boat has been sailed in fresh water. Asking \$6,500. Rhode Island. Rick 401.749.3165

14395 Nickels, excellent condition. Two sets of sails: M-5 main and jib new this year, good Fisher second set; two spinnakers; Tack/Tick compass; all race equipment; galvanized trailer with mast support and light bar; cover. At Washington Sailing Marina. \$6,500 Photos available. E-mail RWilbur@starpower.net or call Bob at 202-338-6235.

14277 Nickels, White hull with light gray deck. 705 lbs, (weighed in 2008) and in good condition. Includes Trailer, Fisher Main and Jib, 2 Spinnakers, Compass, Travel Cover, and new Fabricraft mast-up cover. \$6,800. Located in Tenafly, NJ. Contact Eric Beck eabeck@optonline.net (Home) 201-227-0287 (Cell) 201-362-9182

14114 Nickels, Grey hull, white deck, good condition, race ready. SS centerboard, minimum weight, rigged for racing. Always dry sailed. Brand new VSP drysail cover plus full trailering and mast covers. Trailer in very good condition with spare tire. Three mainsails (Fisher + two North one recent and lightly used) four jibs (one recent) and three spinnakers (one recent). \$6000CND. Located in Dorval, Montreal. Contact Alain Ranger at 514-631-2264 or email at ranger.alain@sympatico.ca

14061 Nickels, excellent condition, all white with blue boot and deck band. All go fast controls, 2 sets North sails, 1 set very light use, 1 for club races. Tack Tick compass and new lines, mast & rudder covers, galv trailer, wide bunks, new bearings & tires 2 yrs old. \$7,300 Contact Joe Dissette MICH 989-631-2133 dissettesail@chartersmi.net

13211 Blue hull, 2 sets of sails, new stainless steel centerboard, comes with steel trailer. Delaware. Price \$1300.00 call 201-745-5934 swalbrecht823@yahoo.com.

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

11117 (fiberglass) Allen, with Allen trailer. White hull and deck. Bryant Aluminum mast, boom and spinnaker pole. Mahogany rudder and stainless steel centerboard. The boat has been upgraded, the modifications include: rolled deck for ease in hiking, quick release turn buckles, port and starboard compasses, cherry splash rails, below deck jib. The boat includes: rudder cover, windex, canvas cockpit cover, tiller extension, hiking straps, 2 paddles, Danforth anchor. Sails include: 4 jibs, 3 mains, 2 spinnakers (fisher, north, FOGH). The boat is in very good condition Has been stored indoors since 2003. \$2,550. Contact Chuck Ackerman Grand Island, NY.(h) 716-773-4246 (c) 716-861-3632 E-mail: bearship153@verizon.net

11072 Mid 1960's vintage Lightning. Green fiberglass hull with ivory deck. Sitka spruce mast, Cedar Boom, mahogany trim (rub rails, splash deflector, etc.). 1main sail, jib sail and two spinnakers. Includes trailer with jack stand. Located in Maine. Contact: Mark Ford mford01@adelphia.net 207-716-2079 Belgrade, ME 04917

11000 Allen "Thermis XI", White Hull, Powder Blue Deck, Ready to sail, Built 1970 +/-, with trailer, includes two main sails, two jibs, two spinnakers, spinnaker pole, rudder, tiller, stainless steel centerboard, mast, boom, located at the BCC, Ridgeway Ontario, Canada, Contact David Fedak 716-570-7918, Email davidfedak@mac.com \$2,950.00

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

10827 Lippincott, built in 1968. Beautifully maintained and ready to sail. Beautiful AwlGrip paint job. Stainless steel centerboard. North Sails. Bryant mast and boom. 2 Spinnakers, Classic mahogany floorboards, combing and splashboard, freshly varnished. Ditto mahogany rudder with white cedar tiller. Trailer electronics, hubs, axle and tires replaced July 2009. We will deliver the boat to a New England location. Radiance has been lovingly cared for and we want to place her with someone who will do the same (508)758-2282. \$3500 Annemarie Fredericks airborne1715@comcast.net 508-758-2282

10776 Lippincott. Fiberglass Hull. Sitka Spruce Spar and Boom. Beautiful Cockpit with Teak Deck / Mahogany Seats/Trim. Mahogany Rudder / Tiller. 3 Mains, 4 Jibs, 1 Spinnaker. Cockpit Cover. Galv. Trailer w/ Swivel Jack

Winter Cover Frame. Many other extras. \$2500 obo. Stamford, CT.Contact: Captain Al Papp 203-322-5851.

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

7922 Built by Saybrook Yacht Yard. Trailer 10 years old, in good condition. This boat needs a lot of work, call John for information about it. Best offer. In PA. John Andrews 814-332-0738

2777, "Jackie Sue", a Skanteateles boat, stored inside. I believe all the gear and sails to be original and that she was not sailed very much. Except for some dock rash on her transom and some dings and gouges I consider her in exceptional condition for all original. The canvas/painted deck is frayed some at the forward port rub rail. \$2,500 Dave Wilson. bludux4@verizon.net 260-672-8673

1022 1949 Lightning "woodie" needing a full restoration this 100 % complete project includes two sets of sails,one spinnaker,spruce mast & boom ,mahogany rudder and trailer. \$1,000. Cincinnati, OH Erik @ 513-484-7724 or erik@vapstudio.com

Classified Advertising Policy for ILCA Flashes and website

Classified ads are FREE to Active skipper members. Your ad will run for 3 months and then automatically be removed. If you wish for the ad to continue, please resubmit it on the website or through e-mail with the Class Office. PLEASE let the Office know when your item sells so we can remove the ad as soon as it is no longer valid.

If you are not an Active skipper member of the ILCA, the charge for a 3-month ad is \$30, paid in advance.