



International

Lightning



Flashes

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Flash Forward The 70th Anniversary of the Lightning Class

Peter Huston



Photo by laure lillie photographie—www.laurelillie.com

The Olin Stephens designed International Lightning Class held their 70th Anniversary Regatta during the 4th of July weekend at the home of Fleet #1, Skaneateles Country Club, in the beautiful Finger Lakes region of central New York State over a nearly perfect mid-summer weekend. One hundred twenty-five boats competed, from boat #2, up through the new 15300 generation boats. The boat pictured at left, #39, was built in 1939. It was a major restoration project by Schyler Barnes that was literally finished the day before the regatta began. You can read about the restoration and launching at <http://skylare.blogspot.com/> for the rest of the story about how the Lightning continues to thrive.

The Regatta – Woodstock on the Water

The essence of this story is not about the regatta—the regatta was just an excuse for one hundred twenty-five boats to come together to celebrate the reasons the Class remains strong and viable. There wasn't much tie-dye in evidence, but there was a lot of peace and love—and a ton of fun. The Village of Skaneateles is celebrating its 150th Anniversary and is about as nice a little town as you can find anywhere, with waterfront homes that range from nice weekend farm cottages to Newportesque "Cottages."

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President's Column

Steven Davis

Welcome to Rhode Island! The Class is making a good showing at Newport in a year when the economy and the price of gasoline are causing many sailing Classes to experience downturns in attendance at their National and North American Championship events. I congratulate all attendees at the 70th Lightning North American Championship.

Thank you to all the Executive Committee Members and Governing Board Members for their service. These individuals and many other volunteers, from Fleet Captains to Regatta Organizers to Registration Officials, give their time and expertise to make the Class the best in the world.

It is not often that the Lightning Class puts together a husband/wife team as President and Executive Secretary. For Jan and I, it occurred at a time in our lives when we could really dedicate some time to the tasks needed and at a time when the Class needed some extra effort. We had fun with the Quest to visit all the Districts...an uncompleted but continuing task...and thoroughly enjoyed our new sailing friends from around the globe. Also, we enjoyed the challenge of modernizing the operating systems and procedures for running the Class on a day-to-day basis.

A major focus for me was the financial health of the Class. I felt that if the Class had positive cash flow it could afford to implement new programs and expand. During my term, the "non-profit" Class has achieved a modest operating profit and increased its cash position from a negative \$5,000 (we had to borrow money from

the ILCA Fund) to over \$50,000. The assets of the Class (we have no debts) are currently \$300,000 (and now include boats); they have increased 20% due to positive operations and Member donations. These results have

permitted the Class to have and expand the Boat Grant Program, Lightning Labs and numerous other Member services.

The generosity and commitment of the Members to accomplish these results is to be commended. Over \$40,000 has been donated to the ILCA and Boat Grant Program, Historical and Limbaugh Funds over the past two years.

As to the future...the effort to build the world-wide Lightning family and its multi-generational participants must continue. New boats shipped to Finland and Chile and used sail donations shipped to Greece have

stirred excitement in these Areas. The 2011 Pan Am Games and 2011 World Championship in South America are a great opportunity to expand the Class. The U.S. Southern District, post-Katrina, is another opportunity for the Class.

Care for the elders and nurture the youth. Respect the Masters, Past Presidents and Life Members and Lightning #1. Support the Boat Grant Program, Junior events and Junior sailing.

It has been an honor to serve as Class President the past few years and carry on the reputation of the International Lightning Class as a leader in one-design sailing.





**Gray T-Shirt
with lime-green
Lightning bolt—\$12**



**Silk Ties
Navy w/ red bolts
Light blue w/
yellow bolts—\$35**

**New Lightning
Logo Items**

[www.lightningclass.org/
new_store/apparel/](http://www.lightningclass.org/new_store/apparel/)



...and, check out the new
graphic on the quick-dry shirts

Or contact the ILCA Class Office
office@lightningclass.org
Jan Davis—Executive Secretary
7625 South Yampa Street
Centennial, CO 80016
Phone: (303) 325-5886
Fax: 303-699-2178

Notice of Meetings

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



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



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

PHOTO: Larry MacDonald with daughter Joy and son Adam
blasting away to one of many victories families and friends
have enjoyed with North Sails. **When performance
counts, the choice is clear.**

1938  2008 70 years of pure fun! 



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EAST (203) 877-7627
Brian Hayes brian@od.northsails.com
Ched Proctor ched@od.northsails.com

CHESAPEAKE (410) 280-3617
Greg Fisher greg@od.northsails.com
Allan Terhune allan@od.northsails.com

www.OneDesign.com

Photo Bill Clausen



The Skaneateles Country Club is truly a first class facility. It is every bit a country club, with what looks like a great golf course. The waterfront facility is excellent. But this club has something I've never seen at any other club, of any type—their own landing strip. It didn't look long enough to land a Citation X, but I'd be surprised if a nice twin engine turbo prop couldn't land there. As it was, all the cars were parked on both sides of the landing strip, which also held a campground. There was a fleet of golf carts and vans manned by volunteers for almost eighteen hours a day to shuttle us back and forth from the regatta area to the cars. The members of this club did a superb job in all aspects of the logistics.

The one thing that was missing was wind. Two very light races were sailed on Saturday. The Race Committee did a terrific job getting in two races, in very challenging conditions. The trick of the regatta was linking puffs, and sailing through transitions zones of a south and north breeze that fought it out in the middle of the course. Former World Champion Larry MacDonald, who won the Canadian Open just a few days ago, won this regatta sailing with his young son Adam and Mike Healy. All the results for the Blue fleet, the White fleet and Red fleet can be found on the ILCA website.

Why the Lightning

When the founding members of Fleet #1 commissioned Olin to draw them a simple small lake day racer, they could not possibly have envisioned the success the Class would continue to enjoy seventy years on. Much has been said by many people over the years about the boat, and it is perhaps best summed up by 1992 America's Cup winner starting helmsman and former Lightning World Champion Dave Dellenbaugh this way:

The Top 10 Things I Like About The Lightning:

1. There's Lightning racing almost everywhere.
2. Some of the best sailors in the world sail the Lightning.
3. Lightning's are available from more than one high-quality builder.
4. Lightning's even 20 years old are still competitive.
5. The boat is one of the best crew trainers on the water today.
6. The Class is not so strict as to discourage experimentation which makes the boat faster and easier to sail.
7. The Lightning has interested the finest sailmakers in the world, so the sails and the tuning guides look great and are easy to use.
8. The Lightning is a very roomy boat for daysailing.
9. Lightning sailors sail hard, but they're not too cut-throat—someone's always ready to answer questions.
10. The Class management is as good as you'll find in one-design sailing.

Historical Leadership

No class can survive, let alone prosper, for seventy years without a wide variety of leaders throughout the years. Unlike builder owned and directed classes, the Lightning Class, like the Star and Snipe and other enduring classes, is truly an association of people who are interested in the fundamental principles of fun and fair play. The Class not only survived, but thrived through technology changes of wood to fiberglass hulls and wood to aluminum rigs.

I was asked a few weeks to try and find out how the Class was able to transition from wood to glass hulls. As fate would have it, I spent the entire weekend of the 70th with former International Champion (what the North American's were called prior to the advent of the World Championships) Carl Eichenlaub, riding around on the little aluminum tug that he built a few years ago, which is now owned by Lake Erie District Commodore Bill Neal.

Carl's version of what led to the change from wood to glass hulls goes like this: there was a guy, Carl could not remember his name, or more likely, was being too kind



*Lightning Legend Carl Eichenlaub &
Lake Erie District Commodore Bill Neal*



to reveal it, who just went and built a glass hulled boat, without permission from the class. This owner just sailed the boat, the class be damned. Carl recalled that there was a meeting which involved the builders that included him and Bob Seidelmann (and no doubt, others), and it was Seidelmann who told the builder of this glass boat "you are going to force us into this business." Cool heads prevailed, and rather than stick to old technology, the Class leadership ended up embracing glass construction as one of the first classes to do so, and the rest is history. The best part was the transition did not immediately obsolete wooden hulls, the evidence for which was the fact that Stu Anderson sailed #8503 well into the glass boat generation, winning frequently. Of course, the legend was that if the termites had ever stopped holding hands, "Glockenspiel" would have fallen apart on the spot.

Rock Stars

Once a Lightning sailor, always a Lightning sailor. While the foundation of the Class are the multitude of local fleets, the class remains a force internationally because of the people who are attracted to it, and because of its status as a Pan American Games class. A short list of some of the household names in the sport who sailed in the Class with varying success include: Lowell North, Ted Turner, Dennis Conner, Ken Read, Dave Dellenbaugh, Dave Curtis, Neal Fowler, Steve Benjamin, Andy Horton, Colin Beashell, Glenn Darden.

Class stalwarts that can, and have won in other major classes include:

- Bruce Goldsmith
- Tom Allen
- Ched Proctor
- Bill Shore
- Jim Crane
- Jay Hansen
- George – Greg – Matt Fisher
- Tito Gonzales – Worlds, and Pan Am winner, Etchells World Champ
- Larry MacDonald, Jr.
- David Starck
- George Andreadis
- 2008 USA 470 Olympic Team Sarah Mergenthaler and Amanda Clark
- Jody Swanson-Starck – 2 US Yachtswomen of the Year Awards
- Jeff Linton – US Yachtsman of the Year
- Jay Lutz – winner of every major continental class championship, and J80 Worlds

The Strongest Point of the Class – Apprentice/Mentors = Fast Friends

Anyone who has followed some of what I have written about the state of the sport over the years knows I am not a huge fan of the Opti Class. Yes, it does have its strong points for some kids, but it isn't the only solution for most sailors. The key difference between a junior sailing an Opti and one sailing in a Lightning is that in an Opti that sailor might have a coach talking to them after a race about what they could have done differently, whereas in a Lightning, you can have a mentor right there helping that sailor learn immediately.

This sort of Apprentice/Mentor system is also evident through the "Lightning Labs." It's a simple concept, well executed. A group of talented sailors get together and run a clinic for those who want to learn more about the boat. This sort of thing has always been done on an ad hoc basis in the Class, but it has been formalized with great success. On the 4th of July this year, A "Super Lightning Lab" was run before the 70th, with the likes of Larry MacDonald (with his kids Adam and Joy), Greg Fisher, Randy Shore, Brian Hayes, John Faus, Bill Fastiggi, Class President Steve Davis, Steve Ray, Craig Thayer, Tom Allen on a wide variety of topics.

The Lightning Class has historically been a multi generational class. This was clearly evident during the 70th with parents sailing with their kids, and some boats having three generations aboard. In fact, Fisk Hayden, sailed hull #2 with his son Steve (a North American Champion) and grandson Jeffrey, which is the FIFTH generation of Lightning sailors in the Hayden family.

Learn Local, Grow Global

The Lightning Lab concept works everywhere, even in Africa. Here's what Skip Dieball has to say about his experience in Nigeria.

"In the spring of 2007, ILCA President Steve Davis and I embarked on a trip to Nigeria to work with the Lightning Fleet there. We truly didn't know what to expect and the trip couldn't have been any better. The local fleet took great care of us and we learned a lot about a truly different part of the world!

From a pure sailing perspective, they sail in a very challenging venue, Lagos Harbor. The shipping channel goes right through the middle of their racing area which provides plenty of excitement, but add to that decent thermal breezes and a significant current and there's never a dull moment.



*USA 2007 Pan Am Games Team Silver Medal
David Starck, Jody Swanson Starck, Bill Faude*

We spent a great deal of our time running a "Lightning Lab." The term is used mainly here in the USA as a traveling series of clinics that are fleet sponsored and bring in notable sailors to share their wisdom. Steve and I worked with the fleet for three afternoons in an effort to get them geared up for their Nationals Championship. Attendance at the lab increased everyday! We covered a lot in a short period of time and had a good time with it.

For the Nigerian National Championship, which both Steve and I sailed, we raced one day inside the Lagos Harbor and one day outside in the Atlantic Ocean. The event was a true test as the challenging "inland" sailing was in contrast to the speed sailing in the ocean.

The Lagos Yacht Club is a nice paradise in an otherwise strong urban setting. The chaos of everyday life is magnified in Lagos by the extreme number of people that don't have the "everyday" conveniences we have in the USA. Public transportation...far too many small taxis. Public services...good luck. It is clear that the spirit of the native Nigerian people is strong. They have many obstacles, unfortunately largely out of their control.

Steve and I had a great visit. We often talk about going back and visiting the many friends we made...someday!"

Boat Grant

To augment the Lightning Lab program, in order to attract new blood from the ranks of the post college crowd the class has started a very successful boat grant program. While a modest start, it has grown significant very quickly. It's a pretty simple concept—grants are given to sailors who demonstrate a commitment to race the boat. By all measures, this program is the basis for long-term future growth.

History Repeats Itself

Then Apprentice/Mentor aspect of the club has been evident within the class for decades, almost everywhere the boat exists. My admitted bias is based on my experience as a young sailor at the Buffalo Canoe Club, which has endured as one of the foundations of the class for decades, having hosted many major Lightning regattas, and personalities that have contributed directly to the class, and often times, decades later, through lessons they have imparted to others.

It is impossible to name every club and person in the Class who has played a large role in the Class, if not sport, and while it is not intended to slight those not named here, there are some people who simply need to be acknowledged for what they did decades ago that pay dividends today.

Probably the best place to start is Karl Smither. He was a great sailor (won one Internationals, and was second many times), but an even better gentleman. Karl was a leader of leaders. He always ran an eminently fair protest hearing, and people around the Great Lakes (if not the entire country) learned much about sportsmanship from him. I've often been told by a key international juror and umpire that Karl provided him with a good deal of the basis for his ability to properly chair a Jury. So, forty years on, lessons Karl Smither taught to a young sailor from Michigan are paying dividends in the form of fair jury decision on a global basis.

Of course, Karl his wife Idy had a daughter named Anne, who married a guy named Tom—Allen. Son Bob Smither was a Class stalwart for decades, and active in USYRU/US Sailing too. Who can forget his "Hot Yachts in Cold Water" article in the mid-70s? For those reading this who are not familiar with the Allens, Tom Allen has probably won more major Lightning regattas than anyone else in the Class, ever. Tom and Anne won Pan Am medals, with Dr. Larry Bone. Tom had several near misses in various Olympic boats like the FD, Tempest, and Finn. It is impossible to think of Lightnings and not mention the success of the Allens. Tom is also a Past Commodore of the BCC, and Anne is a Past President of the Class and is the current Commodore of the BCC. Karl Smither was a Past Commodore at the BCC too. The Allen Boat Company might have built more Lightnings than any other builders. And no doubt Karl and Idy smile down from above on those accomplishments, but they are probably most proud of the fact that Tom and Anne's son, Tom Jr., won the first George Fisher Sportsmanship Award.

The Next Champions

In the early 1970s, New Jersey sailor Jim Carson provided the leadership for the creation of the Lightning Junior North Americans. A few years later, Royal Hamilton YC sailor, Larry MacDonald, Sr. led the way to the creation of the Junior Lightning Worlds. The list of winners of these regattas have been duplicated through all the major continental class championships as time passes.

Jim Carson has had too many great crews to count, many of whom went on to be great skippers in their own right. Perhaps one of the families he influenced the most are the Lutz brothers, Jay and Jody. Jay first burst on the scene in about 1974 at the Cleveland YC, where he started a streak through the class that has never really ended. Both Jay and Jody sailed with their kids in the 70th.

In a few weeks, the Junior Lightning Worlds will be held in Montreal. Another generation of MacDonalds will be sailing in this event—Larry, Jr.'s daughter Joy.



*1st Race winner, skipper Tyler,
crew Jay and Gillian Lutz*



*2008 Junior Lightning Worlds Team Crew Maddie Waldron,
Kathryn Moloney, Skipper Joy MacDonald*

We Are The Champions

After the 1984 Olympics, when the USA Soling team had won the Gold medal, Rod Davis was shortly thereafter named to helm the Newport Harbor YC entry in the 1987 America's Cup. A local southern California sailing publication, "Waterfront", had an interview with Rod about his success in the Olympics, and what that meant for the future. While the exact quote is not available, it went something like this: "the reason you do an Olympic campaign is simply to become a better sailor. The medal is just a by-product of a lot of hard work and a bit of luck".

Not everyone can win an Olympic medal, a Lightning World Championship, or even a club race. Lightning sailors are lucky to have found each other, and work hard to make the class thrive. Anyone who calls the Lightning class home are champions in their own right, because seventy years of friendship and fun on the water is the best trophy anyone can win.

Rock on for another seventy years, International Lightning Class.

Lightning Labs



*Bill Fastiggi and James Taylor speak on
inland lake sailing strategies*



*Greg Fisher and Randall Shore talk about
go-fast crew work and sail trim*



Tom Allen's session on gel coat repair

Blue Fleet Results

70th Anniver

Yacht	Skipper's Name	Yacht Club	R1	R2	Ttl	Pos
51	Larry MacDonald	Buffalo Canoe Club	4	1	5	1
5	Richard Hallagan	Newport	3	2	5	2
61	Kirk Reynolds	Skaneateles	6	3	9	3
8	Taylor Lutz	Metedeconk River	1	13	14	4
27	Jeff Linton	Davis Island	5	9	14	5
34	Steve Davis	Denver Sailing Assoc	8	7	15	6
46	Geoff Becker	Severn Sailing Assoc	2	17	19	7
58	Ryan Sprole	Nyack Boat Club	10	11	21	8
26	Bob Wardwell	Crescent Sail	12	10	22	9
14	Malcolm B Hendry	Southampton	16	8	24	10
38	Thomas Allen, Jr	Buffalo Canoe Club	22	6	28	11
48	Jody Lutz	Metedeconk River	7	22	29	12
17	Bill Fastiggi	Malletts Bay	15	14	29	13
59	Allan Terhune	Severn Sailing Assoc	19	12	31	14
16	James Taylor	Cowan Lake Sailing	29	4	33	15
37	William Brown	Barnegat Light	14	25	39	16
19	Allan McReynolds	Newport	21	20	41	17
18	Justin Coplan	Nyack Boat Club	37	5	42	18
12	Robert Bush	Spofford	27	15	42	19
1	Bill Neal	Buffalo Canoe Club	11	38	49	20
29	George Sipel	North Cape	33	19	52	21
4	Jack Jones	Henderson Harbor	13	40	53	22
56	Clinton Hayes	Malletts Bay	38	16	54	23
47	David Ruitter	Metedeconk River	36	21	57	24
30	Ian Jones	Buffalo Canoe Club	25	34	59	25
9	John Atkins	Newport	17	43	60	26
15	Jesse Miller	Ithaca	30	31	61	27
20	Jim Allen	Pontiac	18	47	65	28
11	Philip Lage	Newport	28	39	67	29
41	Chandler Owen	Potomac River Sailing	23	45	68	30
65	Peter Godfrey	Buffalo Canoe Club	45	24	69	31
10	Jason Werner	Severn Sailing Assoc	44	26	70	32
23	Neil Hayes	Housatonic Boat Club	40	30	70	33
45	Jonathan Lange	Severn Sailing Assoc	35	35	70	34
54	Ryan Flack		9	DNS	73	35
21	Nabeel Alsalam	Potomac River Sailing	50	23	73	36
31	Anthony Iacona	Havre de Grace	46	28	74	37
6	Clay & AJ Murphy	Willow Bank	41	36	77	38
2	Kimmo Aromaa	Merenkavijat ry Finland	32	46	78	39
55	Billy Buckles	Edgewater	47	32	79	40
33	David Sprague	Boulevard Club	53	27	80	41
28	Dick Moyer		51	29	80	42
3	Carol Park	Susquehanna	39	42	81	43
63	Nick Aswad	Malletts Bay	DNS	18	82	44
13	B King/J Boxberger	Algonquin	20	RAF	84	45
22	Mark Grinder	Buffalo Canoe Club	48	37	85	46
42	Mike Huffman	Malletts Bay	34	52	86	47
62	Gary Hurban	Nyack Boat Club	43	44	87	48
44	URT Andrews	Leatherlips	24	DNS	88	49
39	Tom Allen, Sr	Buffalo Canoe Club	56	33	89	50
25	Jed Dodge	Great Sodus Bay	26	DNS	90	51
7	John Faus	Barnegat Light	31	DNS	95	52
36	Starling Mikell III	Susquehanna	57	41	98	53
50	Tom Varley	Mansfield Sailing	49	49	98	54
52	Joy MacDonld	Buffalo Canoe Club	55	50	105	55
57	Daniel Perkins	Niantic Bay	54	51	105	56
32	Jon Schwartz	No Shrewsbury River	42	DNS	106	57
53	Sandy Huntsman	Monmouth Boat Club	52	DNS	116	58
24	Landy Atkinson	Newport	DNS	DNS	128	59
40	Brad Wagnon	Wawasee	DNS	DNS	128	59
43	Jack Huntman	Monmouth Boat Club	DNS	DNS	128	59
49	Bill J Allen	Wawasee	DNS	DNS	128	59
60	Peter Jazelett		DNS	DNS	128	59



Larry MacDonald
with son Adam and Mike Healy



5 generations of Hayden's have sailed Lightnings
3 sailed together this weekend

Sary Regatta

White Fleet Results



1st Place in the White Fleet—Bruce Richards,
Karen Johnson, Nolan Richards



All by myself — Karen O'Brien



Saturday night dinner

Yacht	Skipper's	Club	R1	R2	Ttl	Pos
101	Bruce Richards	Harbor Island	1	2	3	1
134	Dick Tuttle	Willow Bank	2	7	9	2
143	Pete Swartz	Skaneateles	8	3	11	3
137	Chris Kuhns	Skaneateles	10	4	14	4
121	John Butler	Potomac River Sailing	3	13	16	5
117	Bob Ohlsen	Decatur	5	11	16	6
127	David Nasca	Silver Lake	4	15	19	7
145	Ed Seyerlein	Ithaca	14	6	20	8
118	Katie Yurkon		19	5	24	9
110	Steve Little	Ithaca	7	21	28	10
130	Collin Kirby	Potomac River Sailing	21	9	30	11
111	Duane & Leigh Cramer	Willow Bank	18	12	30	12
141	Christopher Clarke		23	8	31	13
116	Bob Mathers	Pontiac	16	16	32	14
138	John Schneider	Skaneateles	34	1	35	15
106	Edward W Eagan	Willow Bank	17	20	37	16
124	Jeff Storck	Potomac River Sailing	20	18	38	17
115	Anrew Snutg	Willow Bank	9	31	40	18
105	Jim Dillard	Potomac River Sailing	12	29	41	19
144	Leon Fontier		25	17	42	20
133	Alex King	Willow Bank	6	38	44	21
119	Mark H Dadd	Silver Lake	11	33	44	22
107	Bent Thomsen	Skaneateles	15	30	45	23
142	Dave White	Portland	36	10	46	24
109	Dave Dyle	Carolina	32	14	46	25
102	Yrjo Klippi	Merenkavijat ry Finland	28	19	47	26
108	Hendrix TenEyck, Jr	Skaneateles	24	23	47	27
120	Charles I Woods	Willow Bank	13	36	49	28
132	Bradon Holton		29	25	54	29
112	Fritz Koennecke, Jr	Willow Bank	33	24	57	30
129	Mak Kaplan	Barnegat Light	31	26	57	31
126	Ken Kuzdro	Susquehanna	37	22	59	32
122	Andy Smith	Newport	30	32	62	33
128	Robert Hall	Lake Wallenpaupack	40	27	67	34
123	Peter Paullin	Devils Lake	22	DNS	68	35
103	Ken Jones		26	DNS	72	36
104	B Finsiver/S Korn	Pontiac	35	37	72	37
139	Bob Shutt	Mansfild Sailing	27	DNS	73	38
140	Harry H Keith III	Potomac River Sailing	45	28	73	39
114	Richard Hartt	Willow Bank	41	35	76	40
113	David Thompson	Potomac River Sailing	43	34	77	41
135	Jay Anderson	Chelsea	38	39	77	42
125	Sean Dillon	Mansfild Sailing	39	DNS	85	43
136	Dave Loftus	Skaneateles	42	DNS	88	44
131	Jonatha Brodock	Willow Bank	44	DNS	90	45

Notes from participants at the

70th Anniversary

Jim Dillard arrived Thursday afternoon and reserved prime camping along the west side of the peninsula for those of us who signed up for lakeside camping.

We had 6 tents on "Fleet 50 Row" and it was great for a bit of socializing with other fleet members who had made the trip north.

We may not have had great sailing weather with the lack of wind, but we did have perfect camping weather.

John and Diane Butler



People's Choice Award Winner—Doug Dixon's #584

Skaneateles was a blast and it was a special honor having 584 recognized as the People's Choice.

Doug Dixon

I have to agree with Jeff. Particularly being able to see the different generations of Lightnings and the different generations of Lightning sailors all together at "the mother ship" was an incredible experience. I thought it was an incredible testament to the boat itself when I asked Fisk Hayden how #2 felt out on the lake Friday and he responded "like a Lightning."

There was a short time Saturday morning when about 100 spinnakers were full(ish) and working their way down the lake, from woodies to brand new racing machines. That's a sight I won't soon forget.

Only one word for the experience of that big of a family reunion. Incredible.

Ash Scache—Fleet 16—#14278



Memories of the Trip

All total I think it was 129 boats. 63 in the "Blue Fleet," which was for hot shot racers, 45 in the "White Fleet" for club racers, and 21 in the "Red Fleet" for Classic boats.

Not listed on the score sheet was Doug Dixon (# 584) winning the People's choice award, which was voted on by all event participants. Not a specific criteria, but basically for best / most original restoration. Doug also flew his original 1940 Skaneateles sails in the parking lot.

Number 167 also was there, from the Finger Lakes Boating Museum, but they arrived late, as the paint was still wet on the deck!, so probably missed a few potential votes—as they too had a fine restoration.

I forget the actual hull number, but an older gentleman (in his 90s and I'm still working on names and lists) displayed but did not sail his boat. Over 60 years old, his is the oldest Lightning still owned by the original owner, and he had built it himself!

The racing wasn't so great as the winds did not cooperate. We got two very light wind races in on Saturday and none on Sunday. My boat won both, but they were close. Craig Thayer finished close behind and we jockeyed back and forth for the lead in the first race. In the second race we were closely followed by Fisk Hayden and family in Lightning #2.

The thrill in the first races was the "Classic fleet" sailing up and into the fleets that had started 10 and 20 minutes earlier. By the finish my boat and Craig's, 7603 & 736, had beaten all but five of the Club racers and 1/2 the hot shots. Luck? Yes. But you've got to enjoy those things when they happen by luck or not.

The oldest Lightning sailing was Hull #2. Fisk had just completed the restoration, and this was its first sail. And the old boat goes too! Of course, Fisk is a former runner-up in the North American Championships and former President of the Lightning Class Association. And his crew (son Steve) is a former North American Champion himself. They could make a barrel go fast—and did!

Bob Astrove





Of all the things I will remember, it was the smiles on the faces of the volunteers that was most memorable... everybody, everywhere.

Dave Penfield and Joan Thompson were still standing, drinking Lightings and smiling at 6:30 Sunday.

For a fleet of 125 boats to host this size event is amazing. We all know that for it to be a success, the entire club needs to be involved and committed. This is really tough in a mixed use club and even tougher if one mixes golf and boating.

Jan Davis is collecting all our comments and forwarding them to the SCC, so voice your thanks.

Steve Little



Highlights of the Trip

There was beautiful summer weather in Skaneateles Friday, Saturday, and Sunday, although the winds were light on all three days, so light that only two shortened races were run on Saturday (the first one a 3-hour drifter) and none on Sunday. Skies were sunny, and the high temperature each day reached the high 70s, with nighttime lows in the low 60s.

The host Skaneateles Country Club provided superb support and great meals on all three days. Boats were assigned bow numbers in advance; boat-on-trailer parking spots were lined out in advance in chalk, identified by bow number. After skippers and crew set up their boats, they moved their cars to an auxiliary lot, with constant shuttle service available between the lot and the boat trailer parking. A team of six ATV tractors with trailer hitches and a crew of 15 volunteers dispatching and driving worked with the 9 crane operators to quickly move boats on trailers from parking place to the water, needing only about an hour to splash the approximately 130 boats that sailed. It was a very smoothly-run operation.

On the water on Saturday there was a promise of a light northerly breeze, and with a 10:30 first start for the blue (national-level competitors) fleet, there was the potential for three races on the windward-leeward course. However, the first successful Blue Fleet start didn't get off until 11:30, and the White Fleet (club racers) finally got off at 11:45, with the Red Fleet (classic boats) around noon. By then the wind had turned light and variable, with a giant hole around the windward mark, and by 1:00 PM, boats from all three fleets were congregated around the line from the windward mark to the extended offset, with some Red Fleet boats ahead of some Blue Fleet boats. Finally, a light breeze sprang up, chutes were hoisted, and by 2:00 PM most boats had crossed the downwind finish line on a shortened course at the leeward mark.

Then it was time for the lunch break, during which a nice 6–8 mph breeze sprang up. But, by the time the second race had started at 3:00 PM for the White Fleet, the breeze had died again. It took until 4:30 to round the windward mark and reach the extended offset, immediately beyond which was the upwind finish mark. That was it for racing for the day; boats headed in and were all secured back on their trailers by 6:30 PM, in time for a very well attended dinner and ceremony. A very full day, even in (or because of) the absence of significant wind.

On Sunday the 10:30 scheduled start was postponed, and by 11:00 the racing was abandoned, leaving us the rest of the morning to get back to the docks and get our boats back on trailers to pack for the trip home. The closing and awards ceremony started at 12:30, and those who were traveling home that day were on their way by 2:30 PM.

The water in Skaneateles Lake is so clear, and so cold, that a tempting swim turned into a most refreshing pick-up for those who ventured in. Team Blue Two jumped in after packing their boat, and felt really refreshed for their 2:30 PM departure. Heavy traffic on I-81 South coupled with single-lane choke points at mile markers 206 and 190 turned the planned seven-hour trip home into a ten-hour marathon, but we were still very happy that we had been there.

David and Barbara Thompson

I just wanted to take a moment to comment on the terrific weekend I just enjoyed in Skaneateles. While we all might have wished for a bit more breeze (when do we not?), this regatta was a huge success in terms of just plain fun. Organizationally, this was one of the very best regattas I have ever attended.

The good work started right at the front gate, continued at the registration table, and carried on through to every facet of the event. You made the daunting logistics of getting 125 boats in and out of the water in a timely manner look easy. I know, however, that it could not have been easy at all. It took the efforts of a lot of people planning and working together to make it all happen. Bravo.

In addition, the people of Skaneateles and especially all of the people at the Country Club were friendly, helpful, and genuinely seemed glad that we had descended on their beautiful town.

Please pass on my compliments to everyone who worked on this great event. All in all it was a stupendous birthday celebration for the boat we all love.

Thank you for a great weekend,

Jeff Storck—Commodore, Potomac River Sailing Association
Ariel 15256

PS: I don't think I will ever forget the sight of 125 Lightnings all trying to round the windward mark at the same time in zero to nothing wind. Incredible!



What's it all about? — by Karen O'Brien

Lightnings Invade Skaneateles

On Thursday, July 3, through Sunday, 137 boats participated in the 70th annual Lightning Reunion Regatta.

Planning an event of this size is an enormous undertaking, especially for the few fleet members of Fleet 1. The regatta has been in the making since the week after the 60th, with many of the same committee members carrying over. These included Dave Penfield, Joan and Bent Thompson, Mickey Barnes plus a few others from around Central New York. Following the flood that characterized the 60th, the Skaneateles Country Club (SCC) studied their weak spots and set out to correct them. With 500 vehicles, 700–1000 people and ~ 150 boats involved, the logistics of where to park, how to house and feed people, and boat logistics are daunting. With two cranes, a sheltered harbor, a double wide launch ramp, plenty of flat ground lakeside, and their own airport for camping, the SCC is one of the few clubs who can accommodate such an event and keep it informal and affordable. They did an amazing job. We offer them a huge thank you.

People traveled from far and wide. Kimmo Aromaa from Finland traveled the farthest. Beth Richards, from Plano, Texas, drove the farthest, followed closely by Fisk Hayden with hull #2 from Florida.

A special and unique feature of the event was that the annual woody roundup was held at the same time. This put a beautiful and unique set of boats on display for the wider Lightning community to enjoy. Fisk Hayden's racing restoration of #2 was notable, he was awarded the highest placing, first time attendee, and was the oldest boat on display. Doug Dixon's #584 won the "People's Choice" Award. The food was good, the



Woodies on display

friends were great, and the music and fireworks happening every night were fabulous, sunshine and perfect temperatures...now if only the wind would blow. There were only two races Saturday and none on Sunday.

Saturday, the Blue Feet got off a bit late. No sooner did they start than things got quiet, real quiet. The White Fleet, after carefully watching the Blues on the left, promptly took to the right side. By the weather mark, the lead Whites had caught up to the Blues, making for one of the biggest clusters of boats at a mark I have ever seen. Personally, I remember approaching the mark on the right side, on port tack. There were boats, perhaps 50 in a knot, sometimes 5–10 boats across, all rounding the mark on different tacks...and it was still quiet. One would expect to hear words like "room," and "you can't do that," but there were few sounds, other than those made by the creaking backs folded up on the leeward rails. Downwind was a remarkable scene, with two boats passing each other, one headed up course, one headed down, and both with their chutes up. OK, the wind might have been 90 degrees to the course, but rumor has it that both were on starboard gybe as the wind swirled into the great gyres that are common to the Finger Lakes in the summer. It is not unheard of on our lakes to sail full circles and never tack.

And who says the woodies are always slow. Bob Astrove spotted the Blue Fleet in ten minutes and rounded ahead of many of them!

The second race had a general recall for the White. The wind swung 180 degrees and back. It was a challenge for those who got their chutes up to get back. The course was shortened. It was the first time I ever finished at the offset.

And it was still quiet. If there were protests, I did not hear about them. The quiet deliver the message. It was clear we were here to have fun.

Needless to say, Sunday was another beautiful day for a suntan on the water. Jeff Linton turned to more productive activities—fishing. After the obligatory water fights, the race was to the hoist, then food and festivities.



Fisk Hayden and #2



Room — Karen O'Brien



Got to have a motor — Steve Little

Awards were numerous. Door prizes were even more numerous. People had time to chat, to reconnect. People new to the boat commented about the family atmosphere and how so many, from so far away, could know each other so well. I suspect this is in part what John Barnes and Olin Stephens had in mind when they gave the rights to the boat to the Class. This camaraderie is what the Class is all about, what makes us great and sets us apart. May we remember it in the months between major championships and in the years to the 80th!

Of all the things I will remember, it was the smiles that was most memorable, everybody, and everywhere.

We did not have much of a race, but we had a great party. On behalf of all of us in Central New York, thank you for coming.

Steve Little



The awards ceremony — off the Fleet 50 site

Speaking From the Front of the White Fleet in Skaneateles...

This weekend has been about so much more than racing that I'm embarrassed to be up here, especially since I had planned to finish last in the first race as a mark of respect for those who have gone before me. So I must thank my crew for sabotaging that plan.

Karen Johnson, our Class historian, enriched our weekend with stories about every boat and sailor here and who, to my pleasant surprise, loves to sail in light air as much as I do.

And my Dad, Nolan Richards, forty years ago took leave of his senses, his work as Research Director for Reynolds Metals and his co-authorship of the Portsmouth Handicap Yardstick to build me a twelve-foot hard chine red sloop with a white rub rail and gray deck in my mother's living room and let me go...on an often windless lake churned up by motorboat wake...so I felt very much at home here.

This has been a magical weekend and I thank all of you for making it so.

My hat's off to everyone in the Red Fleet for bringing their love and the objects of their love to this event...to everyone in the White Fleet for making it fun and for keeping the fun in Lightning racing...and to everyone in the Blue Fleet for being the greatest sailors and the greatest teachers I know.

Bruce Richards—Pandamonium—#15078

So "Not" the Doldrums

The site of full sails and even a spinnaker or two flying while looking out over the lake as we were being towed to the launch area raised our spirits with the expectation that the second day of the 70th Anniversary Lightning Event. We would experience a decent wind following the light air of the first day of racing. Once launched, we quickly made ready and paddled out to the dock where we raised sails and sailed off into a lake filled with





100 plus Lightnings, from our old Woody to the latest high tech racing machines, only to find that it appeared that the amount of boats out on the water must be sucking up whatever wind we had believed existed.

As we drifted off into the middle of the lake, boats were stretched into the distance, a clear sign that the more aggressive racers had already started to head to what they expected would be the start line.

As skipper I allowed our boat to have its way, letting whatever wind the other boats weren't sucking up fill our ancient sails as much as possible, as we peacefully drifted along. Occasionally we would come within hailing distance of another Lightning and a conversation would begin, usually preempted by a comical remark on the apparent lack of any wind conditions.

My wife, acting in her capacity as middle crew, pulled out a book and settling in the shade of the main sail, began to read. As Brian, my forward crew, and I ran out of conversation, I would move the tiller and rudder back and forth enough to actually propel the boat, allowing us to come within distance of another boat to repeat the discussion of the poor wind with a different crew.

After a while my wife looked up and noticed someone had just jumped out of their boat. Before long there were a few more people doing the same. As more and more crew abandoned ship it became they started to swim from boat to boat to talk similarly to what we had been doing. Then small groups started to meet in the water, giving the impression of crews who didn't actually have a boat.

As we started our long paddle back to the dock, we noticed a few of those who had jumped out of their boats had decided not to return and were actually swimming to shore while towing their boats. One particular boat had all three crewmen, each holding a line attached to the bow, swimming out in front of her.

As we moved up in position on the haul-out line, I could still see that the lake was filled with Lightnings. The sailing portion of the event was coming to its close. Soon after we would all gather under the big tent that had been where we had eaten our meals for the past few days. There would be speeches, trophies awarded, citations and models handed out. One or two of the speeches touched on the amount of close family within the makeup of Lightning crews, making me think of my own family's involvement in our Woody: my wife acting as my middle crew; how my boat was named after my father with whom I had my first sailing experiences; my intention, now that I've completed the restoration of our old Woody, to teach our now grown son how to sail; and how I had started the whole thing with the thought that in restoring our Woody I was creating something that I would eventually pass on to the next generation of sailors in my family.

Lou Mauriello

Sidebar—70th Websites

Have a look at the following websites for more pictures:

<http://www.flickr.com/photos/brichard/sets/72157606141015902/> by Beth Richard

www.slcimagery.com a commercial photography site

<http://www.tabblo.com/studio/stories/view/1528688/> by Fleet 50

<http://www.willowbankyc.com/> WBYC has some pictures up

Sidebar—Regatta Planning

Looking at the changes since 1998, we should note the logistical changes made by fleet 1 and the SCC. Many of these ideas can be carried over to our other regattas.



The traditional lighting of torches around Skaneateles Lake in celebration of the 4th of July



1. The SCC team located the tent to higher ground and used a pole-less tent frame.
2. They put hard tags on all trailers and assigned parking spots for the boats using tags on lines that would not wash away.
3. They arranged for a pack of 4x4 four-wheelers and farm tractors to move the boats and made full use of the launch ramps. The tag numbers allowed the right trailer to show up at the right hoist at the right time. This got 137 boats into and out of the water in about an hour. It was remarkable!
4. They made lakeside camping much more usable.
5. They realized this was a big party and kept things on schedule.
6. They made the parking shuttles to the airport and camping easy at all hours.

I think we all recognized the tough decisions the RC had to make. Suggestions for the RC at any large event could include using guns, large and high flags, shapes for light air and radios. Radios do more to keep the big fleet racing on schedule than anything I can think of. I have had one for years, but seldom use it.



Missing the sunset — Karen O'Brien



Past Presidents

International Lightning Class Association

Jan Davis—ILCA Executive Secretary

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

www.lightningclass.org



Lightning Family News

Welcome New Member Roger Slade

Mid-life crisis or good parenting ?

I have owned a Nickels and Holman Lightning 8004 for the past twenty-two years since purchasing it from my cousin (J. A. Emens) back in 1986. He bought the boat more or less new from Herm Nickels, who sailed 8004 in the 1961 and 1962 North Americans and the 1962 Mid-winter Championships. The boat has been on Silver Lake, New York, for all of her career, mostly club races and the occasional district championship or nearby regatta at Cuba or Keuka Lake (ie: 50th at Skaneateles).

I started crewing for J. Emens at Silver Lake when I was fifteen in 1976 and just had to have the boat when she went up for sale after my cousin's health failed and he could no longer sail 8004. (J Emens passed away in 1989). A Bryant aluminum spar was added in 1978 after a very rare and unfortunate accident with a car freakishly rolling over the original wooden mast. The good news is after that the boat always seemed to go much better upwind in heavy air. Go figure ? ;-) I raced her from 1986-1996 and replaced the canvas decking, new paint, varnish, cover, sheets, trailer mods, etc. in 1988 just before the 50th Anniversary regatta.

Well, to make a long story short, I married, had kids, etc., and sailing has not been high on the priority list over the years—other than a few outings with friends on large boats on Lake Ontario and Lake Champlain. 8004 has been sitting in the garage in Genese, New York, and has not seen water for the past eight years.

My kids are now nine and five, and they have started asking questions like "what is that white thing on the trailer in the garage that you pile junk on top of?" Those questions have forced me to back her out of the garage and vacuum out the mice droppings (fortunately the mice didn't have an appetite for forty-seven-year old cedar and mahogany, sails, spinnakers or even canvas).

Bottom line, my kids are now old enough that it's time I teach them the joy of sailing. I'm the same age as the boat, and my wife has been prodding me with "you two are not exactly getting any younger!"

The boat is in excellent condition, always dry sailed, covered and stored inside during the long winters in upstate New York. It took me two days to remember where other parts were and retrieve them (mahogany rudder, tiller, extra sails in storage at Silver Lake, mast and boom stored at brother-in-laws barn in Churchville, New York). The good news is that all of the parts were found, I now just need to add water!

Welcome New Member Art Ahrens

I originally bought my Lightning to improve my J-24 sailing, and that it did. Since I sold the boat, I continued to race the J-24, as well as the Etchells 22, Star, and a couple of Melges 24s.

I have moved up to the Melbourne, Florida area, where I started to race the MC Scow on Lake Eustis. The Scow is a wonderful boat, however, the Lightning is more ideally suited for sailing here on the Indian River, where I can keep it closer to home.

She is currently kept at the Melbourne (Florida) Yacht Club, where I am the sitting Commodore, and we sail on the Indian River. I would like to invite the Lightning fleet to join us for the annual Melbourne Yacht Club annual fall regatta, which will take place October 18, and 19. I hope to grow a new fleet here in the Melbourne, Florida area.

Welcome New Member Tyler Carter

My name is Tyler Carter, and I first came across hull #8260 while I was living in Tallahassee attending Florida State University.

Most of my sailing experience had been aboard keelboats, so when Tom Rankin, a sailing buddy of mine, invited me to sail aboard his Lightning, I jumped at the opportunity. As we sailed into Apalachee Bay, I was very impressed with the speed and responsiveness of the Lightning. Several months later, Tom was nice enough to sell me Boomerang, a gorgeous 1963 Lippincott Lightning.

Since owning the boat, the Gulf and Lake Eustis have been my sailing grounds. My plans for the boat are to modernize the rig, purchase new sails, and bring the boat to Jacksonville Beach, Florida, where she will be sailed on the St. Johns River and the Intracoastal.



After the 70th Anniversary Regatta these two Lightning Legends, Tom Allen and Carl Eichenlaub, spent some time together at the Buffalo Canoe Club



Lightning Women Win J-24 Women's Nationals

A team of Lightning sailors from the Malletts Bay Boat Club won the 2008 J-24 Women's Championship. On the team were Lightning sailors Heather Ambrose (skipper), Kika Bronger (spinnaker), Suzy Coburn (bow), Christine Neville (trimmer), and Joan Shannon (Tactician). Also sailing was Katrina Ouellette who is an MBBC J-24 sailor.

The team had a tough battle with 2004 US Olympic Yngling Representative Carol Cronin's team from Newport, Rhode Island, but they won all three races on the final day of the regatta to claim the title.

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

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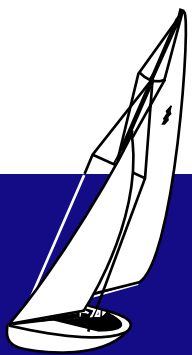
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Website: sails@nickelsboats.com



Classic Lightning

Craig Thayer — thayer@a-znet.com

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

Bob Astrove — astrove@hotmail.com

Lightning Class 70th Anniversary Regatta Red Fleet

People's Choice Award: Doug Dixon, # 584

Youngest Sailor: Hellman, Age 5

1st: Bob Astrove, Billy Astrove, & Matt Klise

2nd: Fisk Hayden, Steve Hayden, Jeffrey Hayden

3rd: Craig Thayer, Dan Pope, Jeffrey Ennis



Place	Boat #	Skipper	Bow #	From	Race 1	Race 2
1	7603	Bob Astrove	202	Rockville, MD	1	1
2	2	Fisk Hayden	205	Fern Park, FL	3	2
3	736	Craig Thayer	214	Liverpool, NY	2	5
4	39	Schlyer Barnes	223	Skaneateles, NY	4	4
5	378	Mike Yates	207	Skaneateles, NY	6	3
6	10275	Beth Richard	217	Fleet 35 - Dallas, TX	7	7
7	584	Doug Dixon	218	Gloucester Point, VA	9	6
8	10705	Mick Barnes	208	Skaneateles	8	8
9	768	Chris Moore	212	Skaneateles, NY	5	12
10	5836	David Teller	219	Budd Lake, NJ	10	9
11	6889	Dale Johnson	216	Charlotte, NC	12	10
12	15097	Carl Simmons	206	Deer Isle, Maine	13	11
13		James Jones Jr.	221	NY	11	DNS
14	167	John McMahon	222	Penn Yan, NY	14	DNS
15	8677	Brian Colvin	215	Camillus, NY 13031	DNS	DNS
15	465	David Hellman	204	Montclair, NJ	DNF	DNS
15	7310	Lou & Carol Mauriello	210	Woodmere, NY	DNS	DNS
15	11347	Terry Moore	209	Trumansburg, NY	DNC	DNC
15	10113	Byrne & Karen O'Brien	213	Ithaca NY	DNS	DNS
15	373	Eric Verlye	201	Skaneateles, NY	DNF	DNS
15		Ed. Wightman	220		DNS	DNS

The "Red Fleet" of classic Lightnings was the group to be with at the 70th Anniversary Regatta. On the water the old boats proved to be surprisingly competitive with the modern boats. And off the water our boats represented a living history and museum of the evolution of the Lightning. Hundreds of people stopped by to look over the old boats.



Those woodies are heavy— Miller Obrien

This year we had twenty-one registered for the classic fleet. We think seventeen actually raced. Sure there were some problems with the wind, and the fleets got so mixed up there were some scoring issues, so we can't be sure of the actual number of racers.

Unlike the Blue and White Fleets, scoring problems in the classic fleet are not a big deal. The classic fleet it is much more about the love and effort to get the boats on the water than a sailing skills competition. And the land portion of our events is every bit as important as the actual sailing. This was a hugely successful regatta for the Class as well as the Classic Lightning fleet.

For wooden boats the regatta actually starts a few days early, as many of us have to swell our boats by filling them up to the floorboards in our driveways. Many remembered, but there was also a steady stream of sponges worked by the fleet.



Competitive woodies — Karen Obrien

We had significant variety in the boats. Skaneateles, Nickels & Holman, Cayuga, Saybrook, Etchells, Lip-pincott, Allen, home built boats and others were all there. Most of the boats were wood, and we had a few classic fiberglass boats as well. We also observed a lot of variety of sails, including a few sets of Murphy & Nye's. During dinner Doug Dixon flew his set of 1940 Skaneateles Sails. This is the oldest set of Lightning sails known to exist.

A handful of the boats sported "reefing points." While these were not needed that weekend, people told me they do use them on their boats at home. About half of the classic fleet had wooden masts. Several of the non classic fleet sailors commented that there is something very majestic about a group of Lightning's sailing together with jumper struts.

The Class sponsored a participant vote for "People's Choice" award for the classic fleet. Doug Dixon pre-vailed in this competition with his "as original" restoration of 584. Doug's boat continuously drew oohs and ahs throughout the weekend. And having sailed with Doug at other events I can assure you he is a stickler for au-





thenticity. Right down to the twisted strand jib sheets for which gloves are mandatory, even in a drifter.

Another new addition to our classic fleet was hull number 167. It's restoration was completed on Friday, and paint was still a bit tacky on the deck Saturday morning. The boat is now owned by the Finger Lakes Boating Museum. They did a fantastic job, and we hope to have a full article for Flashes soon. Part of the restoration included replacement of the double planked bottom. This is no simple task without the type of solid mold used by Skaneateles Boat works to build these boats, and I'm anxious to read about how they did that.

David Hellman's son, Cai, took home the prize from Saturday evenings presentation for being the youngest participant in the regatta, at just age five. And Beth Richards, another classic participant, towed her boat the furthest, coming from the Dallas area.

Fisk Hayden, along with his son Steve and grandson Jeffrey, enjoyed the maiden sail of their newly restored Lightning Number 2—clearly the oldest number at the regatta and a beautiful job of restoration. The boat was fast too, with its oval spar, stainless board, brand new sails, and a little sailing talent on board too! I know in the first race they beat lots of boats, including many White and Blue fleet starters. In the second race they were right there at the end finishing a close second.

As for the races themselves, Pandora II (#7603) took both races. I'm sure, Billy Astrove, Matt Klise, and

I were the only ones on the water smiling when the wind started to drop Saturday morning, but we love a good drifter! Just ask any of the other nine boats at the event from our home fleet, Potomac River, Fleet 50. It is the only conditions in which we have a chance in our forty-eight-year old woody, and on this day we took full advantage. Despite starting ten and twenty minutes behind the White and Blue fleet, we passed all but five of the club racers and half of the blues. Luck? You bet it was, but we'll take it. Craig Thayer was a close second, also sailing deep into the White and Blue Fleets.

In the second race two old Skaneateles boats (Mike Yates and Schyler Barnes) started at the other end of the line and caught a little private puff. They got about 100 yards ahead before Fisk Hayden and I slowly started to reel them in. In the end, the last puff came from the left side, and we and the Hayden family finished 1–2.

Looking forward, the classic fleet is alive and well. We are already talking about next year's "Woody Regatta" and perhaps expanding our participation to other events as well.

Finally, you can't talk about Classic Lightnings without talking about Craig Thayer. Since I upgraded to my woody six years ago, Craig has been the Class VP for Classic Boats and is solely responsible for getting the classic fleet started and keeping us growing. He has been such a strong resource for people restoring boats, our lead organizer, and voice with the class association. Thank you, Craig.



How much paint, Craig — Miller O'Brien



One big anchor! — Ginny Miller

GEORGE FISHER

Bertie Werley



We lost a giant in our Class when George Fisher passed away on June 19. It's impossible to capture what George meant to so many of us, how much he did for the Class and the sport of sailing, or how we felt about him. I know I speak for many when I say that to know George Fisher was a privilege; to sail with him was a joy; to sail against him was often humbling; and to discuss the race afterward was always enlightening. George has been a friend to many of us for all our sailing lives, and a friend to the Lightning Class for over fifty years. George truly embodied the phrase "Gentleman, Champion, Friend." Fortunately, I believe George knew how loved he was by so many of us, although in his modesty he was always puzzled by it.

In 2002, George won the US Sailing Sportsmanship Award. The nomination letter superbly described the essence of George, and so I quote from it freely:

"George Fisher exemplified a bygone era when yachting was a competition between gentlemen." This would be an easy statement to make about a creaky septuagenarian bringing up the back of the fleet, lending quiet dignity to events only by virtue of silver locks and a crinkled smile. Not so George, who at 82 still competed at the top of the Lightning and Interlake classes, and whom every opponent recognized as both a serious threat on the racecourse and a friend in the clubhouse.

In addition to his long list of sailing achievements, George Fisher's record in our sport can also be measured by what he has given back. For over 40 years, George has given tactics and rules seminars at the club and district level, continuing a lifelong practice of

teaching in the sport which stretches back to the days he taught his sons, Greg and Matt, to sail in Penguins at Buckeye Lake Yacht Club. A life-long Lightning sailor, he served as President, Chief Measurer, and Chairman of the Advisory Board of the International Lightning Class Association.

At any regatta he attended, disputes over questionable racing incidents were often resolved with, "Let's see what George says," with an unhesitating respect for his status as a judicious arbiter of both the racing rules and of fair sailing. Fair on the racecourse, generous with his time and experience, a good loser and a graceful winner under all circumstances, George has been a role model in both the sport, and in life, to every person he has touched. In every sense of the word, George Fisher imbued his sailing life with unassuming nobility that is rare and wonderful in a great sportsman. He generated an easy and vital rapport with every person in every conversation on any subject.

Continuing a lifetime of commitment to the sport, George served both his home club and the Lightning Class Association in vital capacities to the very end, and continued to teach, mentor, and inspire sailors of the umpteenth generation with unabated energy, and with the courtesy, humor and understanding that set him apart as a consummate gentleman of sailing."

"A consummate gentleman of sailing"...what a fitting epitaph. We were blessed by his friendship, and are diminished by his loss. George Fisher—Gentleman, Champion, Friend—remember him often and well.

2008 Magnus Pederson Regatta

The Nyack Fleet held its 35th annual Magnus Pederson Regatta on June 7 and 8. Temperatures were in the high 80s, and winds were light and shifty for the fifteen competitors, including top crews from Surf City, Metedeconk, and River-ton in New Jersey, and Cedar Point, and Niantic in Connecticut. We also had our local Boat Grant skipper Justin Coplan with crew Ellie Turk and Fiona Gordon who had her ankle in a soft cast.

On Saturday morning, we watched a video of a Rules Seminar as we waited for the wind to fill in. After lunch, a southerly came up, and we sailed three races. At the end of the day, Gary Hurban was in first place, followed by Ryan Sprole in second, Tim Milhiser in third, Steve Warren in fourth and Bob Sengstacken fifth. Saturday night we enjoyed a cocktail party followed by the traditional cook-your-own-steak barbeque.

Light and shifty winds on Sunday turned the standings around as Bob Sengstacken won the day, Gary finished second to maintain his lead, and Justin was third. This moved Bob into second overall, with a three-way tie for the next three places, going to Tim Milhiser in third, Steve Warren in fourth, and Ryan Sprole in fifth.

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2008 Lake Erie District Championship

The highlight of the 2008 Lake Erie District Championship was the number of competitors under the age of 25. It was a true testament to the commitment the LED/Fleet 12 (BCC) has made to the future generation of the class.

Congratulations to the pure top junior team of Joy MacDonald, Kathryn Moloney, and Maddie Waldron.

Congratulations to Tom Jr's team of Karl and Shelby Allen for winning the Jerry Blake Crew Awards.

Congratulations to Connor Godfrey for winning the Kaeligh Wilday Award as the youngest competitor.

Sailors enjoyed sunny skies and a variety of excellent sailing conditions over the course of the weekend.

Buffalo Canoe Club June 21-22, 2008

Skipper	R1	R2	R3	R4	R5	R6	Total	Final
David Starck 15355	5	-5	1	4	1	2	13	1
Jody Starck 15125	4	4	2	2	-4	1	13	2
Debbie Probst 15251	7	3	-7	1	2	4	17	3
Larry MacDonald Jr 14895	1	1	-13	7	6	7	22	4
Tom Allen Jr 9	2	7	-8	5	5	3	22	5
Ian Jones 15298	-11	2	4	3	11	10	30	6
Bob King 15279	3	6	6	11	7	9	31	7
Warren Emblidge 15339	6	8	11	-15	3	6	34	8
Peter Godfrey 14416	8	14	10	4	-16	12	48	9
J. Neville 13922	9	-16	5	6	15	14	49	10
David Sprague 14174	14	15	3	-16	13	13	58	11
Mark Grinder 15272	10	10	17	8	8	(DNS)	53	12
Erich Steadman 14519	12	12	12	12	-14	8	56	13
Ed Roseberry 14261	-17	9	14	13	9	13	58	14
J. Scanlon 14948	13	11	-15	10	12	15	61	15
Skip Wilday 14725	15	13	16	9	10	(dns)	63	16
Joy MacDonald 15246	16	17	-18	17	18	11	79	17
Tom Allen Sr. 14811	18	18	9	18	10	(DNS)	90	18
Kevin Robinson 14479	(DNS)	DNS	DNS	DNS	DNS	DNS	105	19
Matt Franzek 13305	(DNS)	DNS	DNS	DNS	DNS	DNS	105	20



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2008 Michigan Lightning District Championship

Presented by Atlantis Weather Gear - Hosted by Tawas Bay Yacht Club
 June 28-29, 2008

Pos	Sail#	Skipper	R1	R2	R3	R4	R5	R6	Pts
1	15208	Jim Allen	[3]	1	1	3	3	1	9.00
2	15363	Sean Fidler	[4]	3	2	2	1	2	10.00
3	14249	George Sipel	1	[8]	5	1	7	4	18.00
4	14323	John McCree	2	4	4	5	5	[9]	20.00
5	15200	Tom Klaban	[6]	5	6	4	2	5	22.00
6	14937	Matt Princing	7	[11]	7	8	6	6	34.00
7	14087	John Waechter	[11]	6	10	6	8	7	37.00
8	15146	Gary Sowden	9	7	[13]	10	9	3	38.00
9	14710	Neil Willetts	13	2	[17]	12	4	8	39.00
10	14774	Tom Vickers	[12]	9	3	9	11	10	42.00
11	14964	Mike Welch	5	12	11	11	[14]	11	50.00
12	15346	Mike Hecker	[16]	13	9	7	12	15	56.00
13	14628	Andrew Monique	8	10	[14]	14	13	13	58.00
14	14616	Drew Hilger	14	15	8	[16]	15	12	64.00
15	14543	John Heagy	[15]	14	12	15	10	14	65.00
16	14022	John Johnson	10	[16]	15	13	16	16	70.00
17		Ryan Flack	DNC	DNC	DNC	DNC	DNC	DNC	

RC: Bill and Marge Coberly; Chase boats: Rich Main, Chris Princing, Dennis Princing, Dan Seifert, Nina Lacey, Rachael Dey





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 '08 Independence Day - Pymatuning - 1*,2,4
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2008 Metropolitan District Championship

Justin Coplan

It's hard to believe that the summer is already halfway over. It seems like only yesterday when our team of Ellie Turk, Fiona Gordon, and myself got together in Nyack to take the grant boat out for our first practice on our opening day. Since then, we have sailed in four Lightning regattas, our local Memorial Weekend regatta, the weekly Sunday series, and managed to get out on the water several afternoons for boat handling practice. Each time we take the boat out, there is always something new that we learn about Lightning sailing. It has all lead up to our recent victory at the Metropolitan Districts.

Only ten boats showed up for the districts, but what the fleet lacked in depth it made up for in very tight racing. I had never sailed on the Navesink River before, but asking around before the regatta left me expecting very fickle winds and significant currents.

Saturday morning greeted us with the frustrating sight of no wind. After about an hour postponement a light southerly started to fill. The first race fleshed out the trying conditions of the Navesink, with the fleet being turned inside out multiple times over the race course. In the end Bob Sengstacken won out followed tightly closely by Jack Huntsman. Afterwards we went in for lunch and to wait for the breeze to fill in with a little more consistently. This was a great change compared to sitting on the water in the hot sun. It was also a great chance to think about what had happened in the first race and to put together a game plan accordingly. The fleet was very tight and the large shifts kept mixing up the positions. The plan for the afternoon was to sail as conservatively as possible. We would try to minimize all our risks and never let the bulk of the fleet get enough leverage on us that a large shift would put us in the back of the pack. From there we would rely on our strong starts, boat speed, and boat handling to move us past boats. Our goal was to avoid at all costs a high finish that could break us.

If ever there was a time when a game plan came through this was it. In the afternoon the breeze built to an eight knot south south-easterly. The race committee got three solid races in that were packed with excitement. I've never sailed anywhere else that had so many surprises. When everything was said and done on Saturday, Bob Sengstacken was leading the regatta with a solid performance and a sum of nine points. We were in a close second with eleven points.

On Sunday morning there was a strong ten to fifteen knot south-westerly that promised more excitement. Going into the fifth race

the plan was more of the same. I trusted that we could keep posting solid finishes and that our competition would get caught too far out on the wrong side of a shift and have to bite high score. Once again being conservative paid off as we kept ourselves in the mix and took low risk opportunities to pass boats. We worked ourselves to the front of the fleet to win the race and give us a comfortable lead. Now heading into the final race all of our competition had a deep finish to carry. In the last race Jon Schwartz came through with a second place finish to secure his second overall. Jack Huntsman won the last race giving him the edge he needed to win the tie-breaker with Bob Sengstacken, taking third and fourth respectively.

I'd like give big thank you to Monmouth Boat Club for hosting the Metro districts this year. They did a fantastic job and everything went very smoothly. Also thanks go out to Dave Watts for housing my team, Art Petrosemolo for the photos taken of the event, and Doreen Luisi for taking some very exciting video footage.

And while I'm thanking people I'd like to send out a big thank you to everyone who has made the Boat Grant program possible. In particular I'd like to thank Tommy Allen for donating a boat and Todd Wake for donating a set of sails in top condition. Every time I step into the boat I think about the amazing amount of generosity the Lightning Class puts forth for this program to run. We can't thank all of you enough. See you in Newport!

Monmouth Boat Club, Red Bank, New Jersey

Skipper	Boat#	R1	R2	R3	R4	R5	R6	Ttl
Justin Coplan	15234	5	2	2	2	1	4	16
Jon Schwartz	14786	8	1	3	3	4	2	21
Jack Huntsman	14922	2	5	1	9	6	1	24
Bob Sengstacken	14888	1	3	4	1	9	6	24
Ted Duffy	14175	4	6	5	6	5	3	29
Dave Watts	15365	3	9	7	7	3	9	38
Dale Barney	14276	10	4	8	8	2	8	40
Sandy Huntsman	15203	6	7	9	5	8	5	40
George Harrington	15367	7	10	6	4	7	7	41
Kevin Robinson	14217	9	8	10	10	10	10	57



From Art Petrosemolo: I was very impressed with Justin Copeland and his crew, and when I learned about the Lightning Boat Grant Program, I was even more impressed. Finally, a fleet that is thinking ahead and not back. You would have gotten a kick out of the "old geezers" on the dock after the Sunday races just shaking their heads that they were beat (soundly) by a college kid and two high school crew. It was a hoot.

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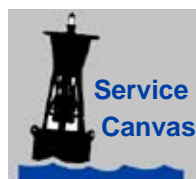
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2008 Midwest District Championship

Todd Wake

The weekend of June 21–22 was spent sailing in light fluky breezes and dodging thunderstorms. One race was completed Saturday morning before we were chased back to shore by a storm. The fleet didn't quite beat the rain. Our rigging and centerboard had a pretty good electrical charge our whole crew got a little zap at some point on the way in. We were glad to reach shore and wait out the storm.

The fleet spent three or four hours watching small storm cells pop up right around us. At 4:00 the RC decided we had a window of opportunity to get some races in. Any longer delay and the fleet would have made the decision to start the party. Bill Faude sailing with Hannah Swett and Jarred Drake had a great afternoon posting a 2,1,2. The other star was Pete Orlebeke scoring two bullets with his wife Kimberly and Dave Bronson. The real excitement came at the end of the last beat in race 4. A squall hit the fleet with winds close to 40 knots. Several boats swamped or capsized. Pete's crew did the best job handling their boat and won the race.

After a challenging sail in (upwind, in a squall, channel less than two boat lengths wide) we were ready for dinner. The folks in Green Bay prepared a steak dinner that was delicious. To top it off Mari Martin baked a regatta themed cake and cupcakes for dessert. Due to the rain the traditional trip to the go-kart track was cancelled. So teams Faude and Wake decided to make a pilgrimage to the Mecca of pro football, Lambeau Field. If you are a Packer fan you would understand how great it is to sail and go to Lambeau in the same day. After a few Spotted Cow beers at Curly's Pub we decided that every fall Windjammers should host a one day regatta on a Saturday with the winner's prize being three tickets to Sunday's Packer game.

Two more races were scheduled for Sunday with a throw out if all six races were completed. Team Faude led team Wake by four points. The wind was again light and variable. In race five we got shut out at the boat at the start. It looked like Pete Orlebeke would run away with the race. Fortunately for us we caught a little extra breeze and a favorable shift on the right side allowing us to round the windward mark first. As the wind died Lynelle Reak did a great job of trimming the chute and we took off down the run with the last remaining wind as the rest of the fleet was becalmed. As we neared the leeward mark we kept being headed by the new wind. We put the jib up for less than a minute then tacked around the leeward mark and reset the chute. We coasted for the rest of the race. It was one of those times when it was better to be lucky than good. Pete was second and Bill made a remarkable comeback to take third.

Going into the last race the outcome was still in doubt. On the first beat there were about three different winds battling it out and I think every boat in the fleet had the lead at some point. We rounded third, but having a light weight crew paid some dividends, and we slipped into the lead at the leeward mark. We covered Bill at the start of the last beat but eventually decided to let him go when he tacked away to the right. Kristine's hunch was correct and we found more pressure and a nice shift on the left. Bill and David Stix had battle for second and third on the run to the finish with David coming out on top. Then it was a race to the hoist to get the boats put away before another storm rolled through. We always enjoy sailing in Green Bay. The wind is sometimes fickle, but we can always count on a good time and friendly people.

Windjammers Sailing Club—Green Bay, Wisconsin

Boat#	Skipper	R1	R 2	R3	R4	R5	R6	Ttl
15234	Todd Wake Kristin Wake, Lynelle Reak	1	4	2	5	1	1	14 / 9
15260	Bill Faude Jared Drake, Hannah Swett	3	2	1	2	3	3	14 / 11
15158	Peter Orlebeke Kimberly Orlebeke, Dave Bronson	8	1	6	1	2	7	25 / 17
13817	Brian Phelan Mari Martin, Rick Evans	9	5	3	3	6	5	31 / 22
14938	Dave Stix Amy Simonsen, Mark Wessel	7	3	7	8	4	2	31 / 23
14130	Mike Merkatoris Tyler & Brett Merkatoris	5	9	11	7	5	4	41 / 30
15167	Bill Gibson Steve Seulang, Sue Suring	4	10	4	6	10	10	44 / 34
15137	Steve Adamski Steve Cushman, Tim Hayes	13	11	8	4	8	11	55 / 42
13589	John Haugh Dan Mitchell, Renae Bauer	10	7	10	14	11	6	58 / 44
15189	Paul Reak Jason Allard, Jen Bogadi	11	12	9	9	9	8	58 / 46
14778	Mike Tennity Heather Roertson, Tim Monday	12	8	12	dnf	7	9	62 / 48
15119	Ric Larson Eric Larson, Lori Jost	2	14/dsq	5	14 dnf	14 dns	14 dns	63 / 49
14084	Dave Wickert Steve Whitman, Steve Wagnitz	6	6	13	14 DNF	12	12	63 / 49



Lynelle Reak, Kristin Wake and Todd Wake



2008 California District Championship—An Insider's Look

Sarah Davis

Around 9:30 AM on the 21st of June my sister, Jennifer and I drove into the parking lot of Mission Bay Yacht Club. My sister Jennifer had just passed and received her California Drivers license the day before. It was the first time our parents did not have to drive us to a regatta.

Today the yacht club was hosting the California Lightning District Championships. I grabbed all my numerous amounts of gear out of the car and headed over to the boat. The boat owner and driver was none other than Scott Finkboner. I had raced with Scott in the California Lightning Circuit earlier this year. I scanned over the boat taking note once again its pristine look and mentally went over my roll as the middleman.

At the conclusion of the skippers meeting we all jumped into the boat and headed for the ocean. The weatherman was predicting five to ten knots, but as we rounded the starboard jetty into the Pacific Ocean, we all agreed that was extremely unlikely. After our unofficial weather evaluations, we practiced some spinnaker sets.

The first start was promptly at 12:00 PM with a tough competition of nine boats getting off the line. We rounded the windward and leeward mark in first place and as we came up to a close-hauled course to go around again the wind shut off completely, making the ocean appear to be glass. Jennifer and I hiked hard to leeward staying completely still, not even breathing. Jeff Coppens caught us on the 2nd weather leg in a dying breeze. We finished our first race in second place with about 15 minutes to spare before the two-hour cut off time. With not a breath of wind left the Race Committee towed the competitors back to the docks. With only one race finished, it had been a long and hot first day.

Day two brought more challenges, but isn't that why we sail! Like the day before, we launched the boat and left the docks early. We knew we needed to keep a close

eye on Jeff Coppens with his crew (Jim Sears-Tim Jehle) and sail number 14924. They had received 1st place the previous day and we were determined to beat them today. Another boat that was of interest was Nevin Snow and his crew, sail number 15302. Not only did that boat consist of all junior sailors, but they had just one day of practice time in the Lightning before this regatta.

As we neared the ocean Mr. Finkboner noticed the thick fog rolling in which was making it, at times impossible to see the end of the jetty. I was thrilled and excited to be sailing into the fog and enjoyed the damp air and cool temperatures that it brought. We could hear the foghorn in the distance while watching for fishing and sailing boats as they "popped" into view. The PRO arrived flying the H flag under AP flag, which meant the races were postponed and there would be further signals ashore. We were disappointed that the races were moved inside the bay and we wouldn't be racing in the ocean but in Mission Bay. After a short delay we got five intense races in. We were neck and neck with Jeff all day long with three firsts and a second. It felt like we were in a match race. Ironically in the sixth race both we and Coppens both were scored OCS and it ended up being our throwout race.

A total of six races were completed over the two-day regatta. When all the dust settled Scott, Jennifer, and I were flying high with our first place win. Jeff Coppens and his fabulous crew came in second with a scant 8 points. I enjoyed every minute of the regatta and want to thank the Race Committee, PRO, Mission Bay Yacht Club, and volunteers. In addition, thank you to the competitors for coming out and racing. And, thank you Scott for asking Jennifer (16 years old) and I (15 years old) to race with you again.

My name is Sarah Davis, and this was the insider's look into the California Lightning District Championships.



*Kirk Johnson, Edna Johnson, Greg Tondreau—3rd — Scott Finkboner, Jennifer Davis, Sarah Davis—1st
Jeff Coppens, Jim Sears, Tim Jehle—2nd*

California District Championship Results

Scott Fionkboner Jennifer Davis Sarah Davis	2 - 1 - 1 - 1 - 2 - (ocs)	7	First
Jeff Coppens Jim Sears Tim Jehle	1 - 2 - 2 - 2 - 1 - (ocs)	8	Second
Kirk Johnson Greg Tondreau Edna Johnson Cesar Romero	3 - 5 - 3 - 4 - (6) - 3	18	Third
Pete Bellin Carl Hancock Heather Brownsea	(7) 6 - 6 - 3 - 4 - 1	20	Fourth
Doc Caroe Tyler Caroe Richard Hoffmann	4 - 4 - 5 - (6) - 3 - 4	20	Fifth
Nevin Snow Duncan Swain Max Hutcheson	6 - 3 - (8) - 5 - 5 - 2	21	Sixth
Bill Cabrall Jennifer Bernet Raeyanne Farrell	5 - 7 - 4 - 7 - (8) - 6	29	Seventh
Dan Gravatt Donna Collins Fred Misa	(8) - 8 - 7 - 8 - 7 - 5	35	Eighth
Larry Schmitz Ashlee Schmitz Kevin McCarthy	DNF-DNC-DNC-DNC-DNC-DNC	50	Ninth

LIGHTHOUSE REGATTA 2008

At this year's event, we had 9 Lightnings and 6 Buccaneers with Ketel One Vodka as our sponsor. On Saturday we waited all day for the wind to drop to a reasonable level. I did a final check at 3:00 and the gusts were still going into the low 30's. Three guns were fired which also marked the start of the Ketel One cocktail party. It's amazing how fast you go through a case of vodka with a group of thirsty sailors. After the party, we had dinner at the club and called it a day.

Of course Sunday we were struggling to get breeze. We were able to squeeze in two short races in fluky wind before the lake turned into a mirror. The big winner of the event was Richard Walsh who came all the way from Thunder Bay. The reward for his 10 hour drive was two first place finishes. Second place went to Todd Wake from Sheboygan and third went to Dan Moriarity from St. Louis.

PI	Sail #	Skipper	Crew	R1	2	Ttl
1	15119	Richard Walsh	Alex Smith Alex Cox	1	1	2
2	15234	Todd Wake	Kristine Wake Tony Orlebeke	4	2	6
3	15364	Dan Moriarity	Toby Moriarity Carson Menges	3	3	6
4	15260	Bill Faude	Jared Drake Cortney Menges	2	6	8
5	15158	Pete Orlebeke	Kim Orlebeke David Bronson	5	4	9
6	14938	David Stix	Mark Wessel Amy Simonson	8	5	13
7	11589	Brad Gruneberg	Carol Dewiler Rob Koenig	7	7	14
8	15167	Bill Gibson	Steve Jenkins Erin McReynolds	6	DNF	17
9	15332	Pat Considine	Kevin Considine Ryan Considine	DNS	DNS	20

Lightnings Strike Algarrobo

Francisco Perez Spencer Perpetual Cup 2008 North American Qualifiers

In memoriam to Francisco Pérez Spencer's recent death, his brothers and family decided to create a Winter Championship to be held in Algarrobo every year. They presented a perpetual trophy, and the rest is part of one greatest sailing I've experienced in Algarrobo.

It started as a two Saturday events, hoping for seven races, but it ended as two different events, the last of which was valid for the cup and the NAs qualifier.

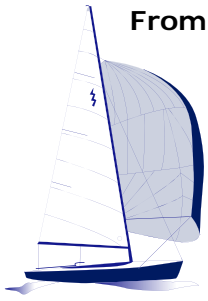
A cut bridge stopped the eager new Fleet 514 which is the reason for which the instructions were changed. Anyway seven boats sailed four regattas on a beautiful winter day.

On June 14th the whole new Concepción fleet arrived early, adding five more boats, to make a total of eleven. This made it the largest Chilean regatta since the worlds in 2005. The weather forecast was southerly breeze climbing from 10 to 20 knots. It was a "typical" Algarrobo day; start on the buoy, shoot fast towards the left header and tack on a good layline. But the day had something else prepared for us. The wind blew in from the south, yes, filling in the course just during the last two legs of the first race and the second race. After that, the wind became scarce, and you could have all men out on the rail, or the other way around. Pressure became vital, and places during races were shifting constantly.

Finally, Tito and his crew imposed themselves, not without stress, especially after coming in fifth in the third race. They were closely followed by Felipe Robles, Cristobal Pérez and Alejandro Pérez in fourth place.

The cup was presented by Cristobal and Alejandro Pérez during a heart felt ceremony, where the Lightnings confirmed that there is no better feeling than sailing with family and friends—something Francisco Pérez Spencer felt and taught wisely.

Edmundo Pérez V., Chile District Commodore



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

Classifieds

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

15233 Nickels, White with black rub rails, Light Gray non skid pattern on deck. Like new, beautiful and fast! \$19,500 "Carousel 35" Pictures available. I also have many other preowned Lightnings. Call to see what is in my barn. Contact Joe Dissette Mi. 989-631-2133

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

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

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

14940 Nickels, White hull and rub rails, with light blue in the deck pattern area. Boat is fast, in excellent condition, rigged right for racing, and priced to sell. The boat is located in Annapolis, but delivery arrangements can be made to the Midwest. Please contact me if you need additional information or pictures. Contact: Craig Cobbum – craig@vanquadrtrials.com phone: 317.340.1192

14817 Nickels, white with light blue deck. Perfect condition, bottom faired 2005, new rubrail 10/2007, brand new min. weight rudder. Stored indoors year round, race ready with new lines, halyards, standing rigging. \$10,000obo located in Dallas, Texas. Contact Scott Anderson 214.544.5878 or usat14817@hotmail.com can deliver within reason.

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

14743 Nickels. Excellent condition, all white with blue stripe. Quantum J-M & S used 3 times and North J-M & S -very light use. Ready to race. Mast cover and Sailors Taylor deck cover. Galvanized Nickels trailer, new tires, bearings, & bearing buddies - \$11,500. Contact Joe Dissette Mi. 989-631-2133

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

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

14597 Allen with VSP sails in good condition. New VSP trailer cover. Allen trailer. White hull with Teal deck. Needs some TLC. \$7000 firm. ktaboda@pattersonsheridan.com

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

14275 Allen, very good condition. White hull, gray deck. Shore and VSP sails. Covers. Trailer. SS board. New Hampshire. John Hughes (h) 603-898-1862 (c) 603-548-5648 \$6,500

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

14012 Nickels, white with red stripe, 2006 M-5 main and 5A jib; 2 spinnakers; practice sails; S/S board; new mooring cover; Nickels trailer; race equipped. \$5,500.00 217-429-5237 or 217-429-1179. (IL) rwo58@aol.com

13989 Nickels and 1999 Nickels Trailer. Stainless board, Full cover. Race Ready. Well maintained. \$3900. 216-991-8250. Cleveland, Ohio

13983 Nickels Hull. Off white light green boot stripe .2007 North main&jib two older spinnakers '97 mast, updated bow stem, new rub rail, various new sheets and lines. New boom, travel cover, mast cover one season old. Galvanized trailer. 680 w/o weight. Ready to race. Located: Columbia,S.C. \$5300.00 Contact: David Wrisley 803-767-4518 e-mail wmbz@bellsouth.net

13877 Nickels. Creme with Kelly green stripes. Race equipped. 2 full sets sails (M-5). Newer set used 2 seasons. SS board. Galvanized Allen trailer in very good condition. New 2 piece full travel cover. \$4500 negotiable. Michael Reis 919-782-1866. msreesmd@aol.com.

13869 Nickels—I took a very good hull and re-rigged it to modern race standards. 2 ½ sets of North Sails. 2 rudders, one "new" or barely used. New full hull cover and one set of hardly used travel covers. Spartan trailer. \$6000.obo Peter Beecher San Francisco, CA. 415-495-6364 peterbeecheer@comcast.net Photo.

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

13848 Allen-Light gray hull, race rigged,2 sets sails and spinnaker, ss centerboard, trailer with cover. Located Southport, NC \$3200. Contact Jim Cofer -910-253-7173 e-mail: jcofer@aol.com

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

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

13218 Lippincott, White Hull w/Boot Stripe, 2 each main/jib, 1 spinnaker, PA registered trailer and green mooring cover, \$2,200 Contact Ken Kuzdro, Lancaster, PA, Phone 717-394-9196, e-mail kck2301@verizon.net or kenk@tahconstruction.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, revn685@yahoo.com.

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

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

10443 Lippincott. Light blue, oval spars, backstay and traveler side controls, painted galvanized board, trailer with new bear-

ings, cover, many sails, owned 30 yrs. \$3,000. Tom Hennessy 708-687-4760 Oakforest (IL)

10410 Lippincott. Good condition and one of the last with full mahogany seating and trim recently refinished. Bryant aluminum mast. North jib and main, old but still raceable. 2 spinnakers. Light lilac hull, red boottop and white bottom,. Old boat cover, functional. Dry boat. Has ancient drysailing trailer but needs roadworthy trailer. \$2000 or best offer. Terry Pindell - 603-358-6322 - terrypindell@yahoo.com

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

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

9332 \$1000, firm. Includes Shore Main and North jib in serviceable condition. Boat is fiberglass (seats, too) with some wood trim that could use TLC. In great shape considering its age (mid 60's). Nickels trailer with good tires, but requiring new bunks. Oval Spars, nice rudder and tiller. Mild steel c/b. Aluminum CB. Plastimo compass. Past its prime for racing. Philadelphia, PA. ascache@comcast.net 267-496-7180 (Ash Scache)

7216. Wood Lightning sailed since 1955 on fresh water. Blue hull 2 suits of sails, spinnaker. Raced until 90. Pictures available. Loads of other stuff. Trailer & dry storage cradle included. Boat can be seen at Saratoga Lake Sailing Club. \$1500 obo Bill Dever 518-374-8532 (h) deverwd@verizon.net(NY)

I have an early-model **wooden Lightning (#2606)** available for free to an interested sailor/refurbisher who will arrange for pickup and trailing from the South Bruce Peninsula area near Wiarton, Ontario Canada.The hull was fiberglass-sheathed some years ago and the decking repainted. Since then water levels have been so low that we've not been able to launch/moor her so she and her sails have been in dry storage.Interested parties should contact 416-346-4540 or bmckie@tectran.com

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

2 Wood Lightning As seen and raced at the 70th Anniv. Regatta. Alum. Spars, stainless board, new Harkens and rigging. North main, jib and spinnaker. Covers. Single plank built by Bearce in Mass. Galv. Trailer. Still needs more TLC. \$4000.00. Fisk Hayden 407-339-8697 (evenings)

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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.