



## The 1<sup>st</sup> Annual Bruce Goldsmith Regatta



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Twenty-five Lightnings and seventeen Sunfish, along with the remnants of hurricane Ike, came to Devils Lake to participate in the first annual Bruce Goldsmith Memorial Regatta. Despite five inches of rain and predictions of winds at 10–20 mph with scattered thunderstorms, four races in light, finicky but dry winds were completed. Ernie Dieball from North Cape Yacht Club, with crew wife Jacqueline and Kristen Medwid, handily won the regatta. Jim Allen (Pontiac YC) and crew Christy Synowiec and Jane Allen were runners up, with Terry Timm (North Cape YC) & crew Skip and Laurie Dieball in third. Larry MacDonald (Buffalo CC) won the three-way tie for 4th, among George Sipel (North Cape) and Craig Gabel (Devils Lake). Derrick Fries was 1st, Dan Norton 2nd & Josh Kerst 3rd in the Sunfish fleet which was a World's qualifier.

Competition was tight for the special awards. Mike Welch (Pontiac YC) won the "Better to be bad & colorful than dull & mediocre" award for his quest in obtaining the free beer and performance on the dance floor at the Saturday night party. Tom Vickers won the "Good enough for who its for" award for his wrong side of the mark "finish" in the last race. Chris Jacobsen sailed away with the mid fleet award.

There were many Bruce stories, along with Bruce drink specials and a great raffle with prizes from Quantum, North, Harken and Toledo Hospital/Pro-Medica Health. The awards ceremony ended with a song: "Little Red Riding Hood" led by George Sipel. Plans are already being made for next year's regatta. Weather will be guaranteed. See you there.

*Dave Laidlaw, Regatta Chair*

*—continued on page 3*



## President's Column

Brian Hayes, Sr.

Why does it seem that fall is the busiest time of the year? Perhaps it's because the kids are back in school, and there is fall softball and baseball to coach, and instruments to organize and make sure they practice, dance classes to be dropped off and picked up at, homework to be done and the summer chores (like painting and cleaning) that I promised I'd do "after sailing season."

Well, it's "after sailing season" in my wife's eyes, and while I enjoy doing everything listed above, I still find myself, after only a few weeks, "sailing deprived." The excitement of packing up the "regatta stuff" into the van, like tool kits, the cooler and sleeping bags (you never know where you might end up!), and hitting the road for a weekend event is still a lot of fun for me. So I'm leaving the painting, coaching, "taxi" driving and "honey-dew" list for later and hitting some of the "Fall Circuit" regattas I've become so fond of attending over the past two decades. I don't want to miss the chance to get together with old friends and meet new friends at the weekend regattas. Driving 500+ miles to sit in the rain under a pavilion or next to a fireplace or campfire to retell the same stories and make up new ones is a draw too strong to attempt to rebuff.

The allure of "Chicken Pelosi," ramp launching, breakfast at "Ye Olde Place" and Kerr Lake full of water has

me heading back to the Borderline Regatta on October 25-26. I'd be happy to meet anyone in Virginia on Friday the 24th for a pre-regatta round of golf. It was a tradition for years that several of us (Dick Hallagan, Bob



Wardwell, Dan Pope, to name just a few) got together on the drive down and showed why we are all better at sailing than nearly any land-based sport. Call or email me if you want to meet for eighteen holes. The plan is to then head west to the Capital of Country Music, Nashville, Tennessee, for the Bluenose Regatta. The racing is fun, but the real value is all the "extras" you get—like watching Billy Baxter "ramp" launch his boat with three or four Memphis buddies with a rope and gravity (scary and funny at the same time), the potential for "scootchy" races in the clubhouse, guessing how many plastic forks you'll break while eating your steak dinner (note: it's always

at least one!) and the hope that another midnight race around the lake could happen between a proven "rock-star" and an "over-confident" challenger.

While the season is just getting cranking for some of our members in other areas of the world I suppose many of you have the itch, like me, and would like to "hook up" and sail one or two more events before you slap the winter cover on. Follow your passion and support these events. Hope to see you at breakfast at "Ye Olde Place" or for a "scootchy" race.



The designer of the Lightning, Olin Stephens, passed away on September 5, months to the day after celebrating his 100th birthday.

I doubt very much that when Mr. Stephens put his pencil to paper and began the line drawings for the Lightning that he would have envisioned the impact that his work would have on so many. The idea was simple—create a stable, comfortable, family daysailer that would perform well in all sea conditions. This, as we know, was accomplished.

The real design genius is the culture that blossomed from those who owned and sailed Lightnings. Olin Stephens created marriages, families and lifelong friendships that many of us would never have had without the Lightning. He created a community of friends we could lean on in the hard times, laugh with in the good times and the knowledge that the Lightning Family would always be there. He created a vehicle for us to passionately compete against each other and then genuinely be happy when our toughest competitor wins because we know that he or she has won fairly. He created a gift that we can pass down to our sons and daughters or share with a co-worker or friend. He created a livelihood for some, a passion for many and a joy for all who are part of the Lightning family.

I, like many others, don't know a world without the Lightning being part of it and, for that, I will always be grateful. Thank you for the gift.

### International Lightning Class Association

Jan Davis—ILCA Executive Secretary

7625 South Yampa Street, Centennial, CO 80016

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

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





It is a great honor and humbling to be the first name on Bruin's Perpetual Trophy. We all knew Bruce in different ways and he meant a lot to me. Jacqueline and I had been planning on the regatta for a while, but we did not necessarily have a plan for a third crew until the last week. I placed a call to my friend Kristen Medwid, who has done a bit of small boat sailing, but never in a Lightning. She sounded excited since it was a Lightning regatta and fairly close to home. I am not sure how she felt on the drive over in the rain from Hurricane "Ike"!!

Jacq and I arrived Saturday morning, greeted by many smiling faces, all making fun of the rain and thinking there is no way the RC would send us out in this. After all, what would Bruce do? We joked that he would say "Saturday should be spent at the bar!!" At the Skipper's meeting, the RC said there was

a small weather window opening up and they would start ½ hour late. Most of us thought they were crazy and waited as long as we could to rig our boats, hoping the rain would ease. It eventually stopped as we all left the dock and stayed overcast with a few sprinkles the rest of our day.

With a multi-class fleet, we started first. We tried not to get in the Sunfish' way, but we always managed to a little bit. The racing was challenging as we had to sail on the skinny part of the Lake due to the wind direction. It was a fairly short course in light and very shifty conditions. We managed good starts and pretty clean lanes to stay with the leaders in the 3 races on Saturday. Somehow, we were able to win the last race by keeping the boat moving when most others could not. When it was time to make a decision, we would ask each other, "what would Bruce do?" Somehow, I would go back to a saying he had, "Let's go this way and see what happens". I rarely do this as sometimes it can be risky...but, what the heck. It somehow worked and also on Sunday when we were over early in the last race!!

Many Bruin stories were told during the weekend, with lots of laughs and a few tears. There were many friends who drove many miles...just because we wanted to celebrate Bruce's memory and do a little sailing. David Laidlaw, George Sipel, Craig Gabel and many others did an outstanding of promoting and organizing what turned out to be a wonderful weekend, despite the weather. Jacqueline, Kristen and I have already discussed plans for next year, to "come back this way and see what happens"...We miss you Bruin!

Ernie Dieball

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Or contact the ILCA Class Office

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# PREHISTORIC BUTTERFLIES AT THE RED FLANNELS REGATTA

*Lynelle Reak*

When asked by my skipper to write the article for the Red Flannels, I cringed. Although I hold a BA in English, I have never considered writing my strong point. I also do not have the knack of giving play-by-plays for every leg in every sailboat race in which we raced. So, here is an English teacher's perspective of one awesome regatta.

The regatta is the legendary Red Flannels hosted by Lightning Fleet 5 and the Corinthian Yacht Club in Chicago. My skipper is Todd Wake, who informs me that his wife Kristine is off in Charleston, SC sailing in a Melges 24 with Al and Katie Terhune and Dan and Tobi Moriarity. Our regular bow spot is being filled with past NA champion Matt Burrridge. After reading through a string of e-mails the previous week from Matt and Todd, I inform both of them that the butterflies in my stomach are slowly turning into pterodactyls. Could I be any more nervous?

We arrived in Chicago Saturday to gorgeous weather. It was sunny and warm, but unfortunately not much breeze. The PRO Bruce put us in a holding pattern on shore until the wind decided to cooperate. This was not typical Red Flannels weather. Absolutely no red flannels were needed much less spray tops. The seventeen competitors slowly made their way out to the course. One great aspect of sailing in Chicago is the beautiful skyline. Unfortunately, a cloud of fog hovered over downtown making it difficult to enjoy the view. The race committee managed to get four races off in spite of the dwindling wind patterns. One thing my crew noticed in every race on Saturday was how the wind always picked up the closer we got to the windward mark. The first boat that reached the wind boundary was the lead boat at the mark. Downwind seemed to be more of a challenge. With the light wind conditions and the very mixed-up chop, constant communication between spinnaker trimmer and skipper was vital to getting ahead. The more I talked about pressure changes, the more Todd was able to drive the boat deep. This tactic really paid off in most of our races. We arrived on shore after sailing four well-organized races ready to drink and dine with our fellow competitors.

This year, the social committee of William Gibson and Steven Jenkins (Pigs on Ice) decided on entertaining the Lightning sailors to an off-location party. After quick showers and an even quicker beer, we all headed to the Fireside restaurant for some cold drinks and warm food. The atmosphere was perfect: long tables for socializing on an outdoor covered patio with twinkle lights and fresh air. We earned every calorie we consumed, since Matt Burrridge made us walk 10 blocks to the restaurant. (Bill Faude's directions had a typo---there is a difference between .07 miles and .7 miles.) An early night out led us to Bill Faude's house, who generously hosted four teams. We congregated in his lovely basement, where we delved into Spotted Cows and other Bull.

We woke up Sunday to much the same weather as Saturday. Matt needed a hot breakfast, so we headed off to Pauline's with the Orlebeke team. It was the perfect morning for breakfast outside in their sidewalk sitting area. We took our time; we predicted another postponement at the yacht club. Upon arriving at the YC, we were told that we would most likely start a half-hour late,

but everyone left shore on schedule. The RC postponed once on the water, but was able to get the first race going a short time later. The weather conditions saw my team focusing on lots and lots of weight shifting, so that the boat scalloped nicely through the rough chop. Once again, our downwind strategy of constant communication paid large dividends, and we were able to leave the water at the end of the day with three bullets.

The awards ceremony commenced shortly after getting the boats put away. Our close personal friend, Bill Faude, charmed us with his wit as he presented some great prizes, picked out by William Gibson. First through fifth places received bottles of wine (William is in the wine business), but the hot item was the dry shirt with a neat "Dare to be Square" design on the back that each crew member received. Customary to the Red Flannels Regatta, the first place team also wins their very own pairs of red flannels. Maybe CCYC should make all past winners wear their flannels in next year's regatta.

To wrap this long article up, I am highlighting some of the great occurrences of the weekend.

- Crewing with "the champ" Matt Burrridge (and his jokes in the heat of the moment during races.)
- Witnessing boats racing strong 1) Craig Pomeroy from Sturgeon Bay and 2) Jeanne Ehrenberg from Chicago competing intensely and having some awesome races.
- Pete Orlebeke (with his wife Kim and Dave Bronson) from Fond du Lac YC getting a bullet in the last race on Saturday (to help make up for his OCS earlier in the day.)
- David Stix and his crew being at all the mark roundings, giving us a run for our money every single race (It's great to have you back Dave.)
- Debbie Probst and Pat Considine, both who sailed with their kids, finishing strong in the top five positions. Debbie sailed with her kids Abby and Tanner, who is only 8. Pat had his sons Kevin and Ryan on board. Their involvement with their kids in the Lightning fleet inspired us all and made us very proud. Hopefully, the presence of these young sailors predicts a solid future for the ILCA.
- Debbie and Pat getting to keep all three bottles of wine, because their kids are minors.
- Finishing off a wonderfully run and fun regatta, by not hitting major traffic jams and arriving home for supper Sunday night.

All in all, if they can promise that the weather will cooperate next year, we are definitely going back to Chicago for the Red Flannels. For anyone interested, Faude announced that if they do not get at least 20 boats for next year, registration is free. Thank you go out to Bill, William, Steven, Bruce, and all of the volunteers who made this regatta run so smoothly. Lastly, a big THANK YOU to my skipper, Todd Wake, who over the past year (with the help of his wife Kristine) has made me a stronger crewwoman and has allowed me to share in his glory as a great sailor. See you all next year.

# Red Flannel Regatta

Sept 20-21, 2008

Chicago Corinthian Yacht Club, Fleet 5

Pos	Skipper	Sail#	R1	R2	R3	R4	R5	R6	R7	Total		Net
1	Wake	15234	1	1	1	5	1	1	1	11	-5	6
2	Stix	14938	2	2	6	6	2	8	2	28	-8	20
3	Probst	15251	4	3	4	7	10	2	4	34	-10	24
4	Considine	15332	11	5	2	3	4	5	5	35	-11	24
5	Faude	15260	5	4	3	9	3	7	3	34	-9	25
6	Orlebeke	15158	3	8	18	1	6	11	6	53	-18	35
7	Skip	14975	7	6	9	4	5	4	18	53	-18	35
8	Flack	15377	6	11	5	2	7	9	18	58	-18	40
9	Ehrenberg	14613	9	9	8	14	8	6	7	61	-14	47
10	Sowden	15146	8	10	7	8	9	10	9	61	-10	51
11	Pomerooy	14106	12	12	10	13	14	3	11	75	-14	61
12	Gibson	15167	10	7	12	11	11	12	12	75	-12	63
13	Admski	15137	15	13	14	12	12	14	8	88	-15	73
14	Burke	14844	14	14	11	16	15	13	10	93	-16	77
15	Wagnon	15259	13	15	13	10	13	15	13	92	-15	77
16	Reimas	15243	16	16	18	15	16	17	14	112	-18	94
17	Franceschini	13657	17	17	15	17	17	16	15	114	-17	97

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## **2008 Ed Hinds Memorial Bow Lake One-Day Lightning Flash Regatta**



I guess others were thinking the same way we were. It had been a while since the boat had been to a regatta, and the Leaf Peeper was still a month away. And so it was, we were going to the Bow Lake One day. It was a perfect early fall day where the temperature was going to make it into the 70s by noon. Wind wasn't looking great at 0-6, and from our distance that might mean zero. I checked the NOAA site at 6:00 AM and surmised that due to the forecast of a dry crisp day, we would at least be able to race. We loaded up and hit the road—a three-hour trip. We pulled into the Grange Hall, the unofficial home of Bow Lake Sailing, to see a great turnout—eleven boats!

I hadn't been to Bow since Kika tried to make a t-bone hole in Bob Shapiro's blue Allen at the leeward mark with our new Nichols and lost. That was the rescheduled WJM of 2002? We were looking forward to a mellow, fun lake sailing day. We secured this by packing three large deli-style sandwiches made by Kika (always awesome—ask our crew) and a twelve-pack of PBR.

No issues with putting up our mast on the side of the road and into the end of the lake on the boat ramp. A little paddling to get the rudder in, and we each assumed our favorite lounge position for the slow drift/sail out to the middle of the lake. The wind cooperated, and we made it out to the race course with out being towed. The Bow Lake sailing volunteer effort was out in force—multiple tow/crash boats, two photo boats and a lunch boat!

Well, the racing was as expected—fluky, shifty, and at times lucky (capitalizing on those auto-tacks got us out a few tight spots). Everyone left the day with their own story of how their own lane of wind moved them up to first or let them overtake a number of boats. We were able to consistently keep the boat moving, be in the pressure and end up with the win with twelve points. Bob Bush and crew of Sterling and Sinan were firmly in first before the last race, where they got stuck in their own dead spot and couldn't crawl out of it. Bob Shapiro lost the tie breaker and finished third. Brian Gibbs solidified 4th with a bullet in the last race. Ned Hinds followed in fifth.

With racing over, we were all looking forward to the NE District's renowned Bow Lake Taco bar in the basement of the Grange. As usual, it was delicious, with starters of meatballs and shrimp. While eating we were treated to a great slide show of the day and awards for the Bow Lake Sailing season. My favorite was some sort of participation award for "Three Men in a Tub"—the boat weighs 1200 pounds, and they don't care—they just go out and enjoy each others company and have fun. Sounds like the essence of Bow Lake Sailing. I highly encourage you to come in 2009.



*Thanking the Race Committee*



# 2008 Ed Hinds Memorial Bow Lake One Day Lightning Flash Regatta

## Saturday, September 20, 2008

11 boats, 4 races, no throwout, wind 0-5 knots, weather 70 and sunny

Pos	Skipper	Crew	Fleet	Boat #	Boat Name	R1	R2	R3	R4	Total
1	Patrick Zachary	Kika Bronger, Greg Beshore	Malletts Bay	14972	---	2	5	3	2	12
2	Bob Bush	Sterling Bush, Sinan Yordem	Lake Spofford	14654	AmBush	1	1	4	8	14
3	Bob Shapiro	Ryan Gershuny, Kyle Gershuny	Bow Lake	15239	Miss Demeanor	7	2	2	3	14
4	Brian Gibbs	Molly Hopkins, Ty Whitman	Rowley, MA	15132	---	3	6	5	1	15
5	Ned Hinds	Karen Hinds, Nathaniel Hendrickson	Bow Lake	14296	Naut!	5	4	1	9	19
6	Joe Rosen	Ben Craig, Katharina Rooney	Lake Spofford	13972	---	6	3	8	6	23
7	Garr Corcoran	Matt Jennings, Red	Squam Lake	14955	---	4	7	7	5	23
8	Arnie Tran	Kay Tran, Frank Curran	Malletts Bay	14514	Special K	8	10	6	4	28
9	Rob Donle	Ben Schurman, Jeff Choate	Bow Lake	14577	Infinite Sloop	10	9	11	7	37
10	Josh Gershuny	Dan Cunningham, Isabel Cunningham	Bow Lake/Squam	13021	Cheap Shot	11	8	9	11	39
11	Norbert Church	Dave Sandmann, Bob Murphy	Bow Lake	14296 1/2	Three Men in a Tub	9	11	10	10	40



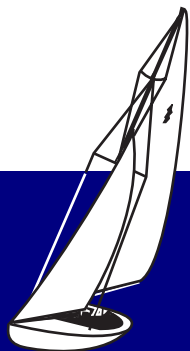
*Ned Hinds presents the Ed Hinds Memorial Trophy to winner Patrick Zachary*



*Runnerups—Bob Bush, Sterling Bush and Sinan Yordem*



*3rd—Bob Shapiro, Ryan Gershuny and Kyle Gershuny*



# Classic Lightning

Craig Thayer — [thayer@a-znet.com](mailto:thayer@a-znet.com)

[http://groups.yahoo.com/group/wooden\\_lightning](http://groups.yahoo.com/group/wooden_lightning)

Bob Astrove — [astrove@hotmail.com](mailto:astrove@hotmail.com)

## My Experience Restoring a Lightning

David Hellman



I decided to get a small sailboat as something to get the family involved in. With other hobbies(\$\$) I did not really have a budget for this, so I was looking to get my foot in the door cheap (first mistake). My boss used to race J24s and suggested a Lightning. I asked if it was fast and he replied, "why do you think they call it a Lightning."

I happened upon an ad for an old Woody about two days after it was posted in the Lightning Classifieds and was third in line to get the boat. The owner had to sell quickly as he was moving, so when the other two could not get it in time, it was offered to me. I scheduled a meeting with the owner, and he showed up an hour late. I had plenty of time to look the boat over and was about to run away when he showed up. It was a mess. After speaking with the owner, he pointed out what was wrong, how you go about fixing it. He had a friend who was a boat surveyor and he pointed a few minor things that needed to be replaced. Good thing he did not pay him because he missed a lot! After an explanation of the history of the Lightning he showed me all the original hardware he had plus the spare sails, boom and stainless centerboard. I was convinced. He got the boat two years earlier from someone who could no longer

maintain (rebuild) or sail her and who gave her away with the promise it would be fixed up and sailed again. I got the same offer. The owner refused money, so I left him with a bottle of champagne as a house warming present for his upcoming move. Like many, I overpaid. He gave me the cinder blocks and 4x6s that was the boat's cradle for the previous two years and the following two years to come.

The three friends I roped into helping retrieve the boat all suggested we give it a proper Vikings funeral and set it afire and push her out to sea. With a lot of effort, we got the boat onto my car trailer to transport it. We drove a few miles to drop off the first helper. An elderly man and his wife were driving by and he stopped and asked if it was a Lightning. I said, "yes." He just stared and smiled, until his wife asked, "can we go now." I knew I was onto something.

A lot of research and two years later I finally got the boat wet (but still not done). I learned many things on the way. I probably spent a few hundred just on paint stripper to get the boat down to bare wood to see what I was working with. I had a bag in the beginning to save every related receipt. Fortunately, it got thrown out by mistake. I read a book on boat repair, and it suggested buying everything in bulk and never



shopping at a marine store for supplies if you don't have to. Never were truer words spoken. If I decided to save money and buy two dozen of a certain size bronze bolt instead of the box of a hundred, would never fail that I would be a few short, and I would have had 50 extra for the same price. Sandpaper—buy by the 100 or you are heading back to the store. If you start noticing that sanding is going slow, it is much more economical to replace sandpaper than to spend your evening getting every last bit out of the sheet of sandpaper. I started to buy in bulk.

I stripped the inside up to the bow, during the hot humid summer nights (I limited work until after 8:00 PM once the kids went to bed). I figured the worst was behind me. I would repeat this for every task as they would only get progressively worse. I never learned. Once completed a neighbor and former woody owner mentioned you should scrape it and not use stripper. I would later figure out he was right. I discovered a few more rotted ribs, cracks in various places where there should not be cracks and a huge hole in the keel box, rotted rub rail, etc. Of course, there are a few things I did not discover, but should have.

Once the boat was stripped I decided to use CPES to prevent further rot and stabilize what was there. I did get the appropriate respirator, and good thing. One time I took it off and realized the back yard reeked. The next morning my neighbor let me know her house also reeked.

I had to use an air chisel to remove the blob of rust that used to be a centerboard pin. It's always a good thing to have friends who are mechanics.

Once the weather got colder, all the bright work became my indoor project. I used one of those non-toxic strippers. It did not work as quickly but did the job. I have not confirmed with anyone, but I think the stripper must have affected whatever glue was used. I had several seat boards that were butt joined come apart. I used biscuits and epoxy to join them back together. I should have thought about what caused the joint failure a little longer.

After losing a can or two of varnish to skinning over once the volume got low, I learned that if you keep the lid loose, open your propane nozzle from your plumbing torch into the can and close the lid quickly, the propane sinks and forms a barrier so the air does not let the varnish skin. Very cool until my friend mentioned this at dinner. My wife looks at me like I'm crazy, and my friend decides to help by assuring my wife it is no more flammable than the varnish. That did not ease her mind.

Everything got eight coats. I have done several home projects from furniture, to replacing a kitchen, to tearing down and replacing a roof. Everything came out as good as what a pro could have done. I found it near impossible to get a good finish. A wood floor is a piece of cake compared to using varnish.

Buffing all the bronze was another project in itself. Not much published on the Internet for technique, but over time I had the pieces looking new. I tossed around the idea of using a lacquer finish to help preserve the shine but thought about how it might wear through in spots, so I decided to hold off. Definitely two camps out there regarding whether to keep it shiny or let the bronze form a patina. Once the hardware got mounted, it took about a week to start tarnishing again.

The stainless steel centerboard took about a week or two to polish up. My daughter said it was very shiny and would look good if I painted it red. I decided if no one was going to pitch in with labor, then no one gets an opinion.

The weather breaks again, and I turn my attention to getting the boat ready to make the Woody Get-Together. Time to caulk, fair, and paint. Okay, so fairing was quite a lot of work, and I somewhat expected it. Painting, which I am typically pretty good at, was unbearable. Time, temp, humidity all play a part, and I never had such a hard time getting a good, smooth coat of paint on. My respect for the talent of people who can get a gloss finish on a wooden boat goes up a mile. In the end I must have put on two coats of primer and five coats of paint, sanding off the majority between coats. In the end it was painting at 5:00 AM on a nice low humidity day that got the best results. At least the worst was behind me.

Installing the canvas deck was not bad; an extra hand could have really helped. In the end, while many offers of help came in, the only assistance I got was when I absolutely needed a hand in flipping the boat over. It took nine months for my shoulder to feel better.

So the outside is painted and the deck is canvassed. Both are looking decent. Caulking was a real challenge. This is something I plan to redo once it warms up a little more. Ready to finish the interior and start putting the bright work back on and hardware! Home free!

Hmmm, parts of the chine look questionable in spots. I did not really notice this when I was stripping paint. Ugggh. To replace this means remove the sides and bottom. Checking some of the repair information I have on option. For frames if you cannot replace it, scarf it, sister it, then the last option is to drill holes every inch and fill with epoxy. The epoxy will soak into the soft sections. I was skeptical too, but five plus hours of light sailing and not even a hairline crack on the exterior finish. Will keep you posted. Worse case? It is a wood boat, at what point can it not be repaired?

It seems the summer was spent painting, not being happy and sanding it off. I decided if I could get the mast in my basement I could refinish it over the winter. I have a finished basement; I could not let that get in my way. Removing a casement window, I was able to get the mast in on a diagonal. The hard part was suspending it so my kids would not try to hang from, hit or play with it. Not sure if it was the age or stripping process, but one side of the mast came completely

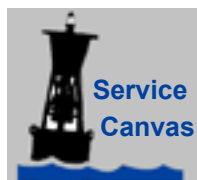
unglued. A good way to find out how many neighbors are into wood working when is you are trying to borrow as many wood clamps as possible to re-glue a mast.

My neighbor who offered advice on scarping the paint was selling two old Lightnings, so I contacted him in case someone did not want the trailer. He laughed and said I saved him a trip to the dump. I jumped at the opportunity. My friends that thought the boat would never float thought the trailer was in worse shape. A 2x4 held the two rotted halves of the axle together. Enough said. New axle, stripped and repainted, new lights, new supports and it made it the four hours to Liverpool. I did use a lot of restraint and never went over 70 mph. I also checked the tires and hub with my hand to look for excessive heat during a pit stop to make sure everything was in check.

So I got the boat seaworthy in time for the Woody Get Together, not finished, but close. In the end, if you read up on maintenance, it is suggested a fresh coat of paint every year or two and varnish every year (sooner or longer depending on UV exposure). I figure each spring I will have a chance to finally get it right.

Speaking of, after the first day of sailing, it was brought to my attention that the rudder started to split. I'm not sure if was the 70-year-old glue, or maybe it goes back to using paint stripper to remove the old varnish. The rudder is now doweled and repaired, plus the latest coats of Varnish came out pretty good. Maybe there is hope yet.

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Quantum Lake Erie  
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## SOUTH AMERICAN CHAMPIONSHIP 2008

São Paulo Yacht Club hosted the 2008 South American Championship from the 10th to the 14th of September on the Guarapiranga Lake.

After four days of boat and sail measurement, the opening regatta was won by George Rider after the first two boats that crossed the line, Cesar Hirsh and Cristobal Peres, were confirmed OCS. George went on to win two out of three races on the opening day and all three races of the second day. With Pedro Soares and Sidney Bloch his boat seemed to always have that extra bit of speed and race course knowledge that were keys to his victory.

Mario Buckup won the other two races but ended forth, behind Tommy Sumner from Brazil and Juan Santos from Ecuador. These two teams battled all the way to the final race, ending up with equal points in the Championship. Juan Santos was racing with Mario Buckup's boat. Mario as Brazilian champion had the use of the Olympic Committee boat. All of the boats available in Brazil were offered to the visitors at no charge, following a month of negotiations between the countries participating.

The new boat, manufactured in Brazil by Craftec, was presented to the Lightning Class participants and to visitors at the event, receiving praise from all and generating interest by several new and ex-Lightning sailors. This new boat is part of the project to supply competitive boats to many countries in the 2011 Lightning Worlds to be held in Buzios-Rio de Janeiro.

2008 Lightning South American Championship																
Results are final as of 16:23 on September 13, 2008																
Overall																
Sailed:7, Discards:1, To count:6, Entries:14, Scoring system:Appendix A																
Rank	Boat	Nat	SailNo	Helm	Crew	Club	R1	R2	R3	R4	R5	R6	R7	Total	Nett	
1st	11	BRA	14893	George Rider	Sidney Bloch, Pedro Soares	São Paulo YC	1.0	5.0	1.0	1.0	1.0	1.0	(15.0 DNC)	25.0	10.0	
2nd	9	BRA	15064	Thomas Sumner	Felipe Gil, Felipe Brito	São Paulo YC	2.0	4.0	6.0	2.0	3.0	(10.0)	4.0	31.0	21.0	
3rd	6	ECU	14573	Juan Santos G	Juan A. Santos, Sebastian Herrera	Salinas YC	4.0	2.0	5.0	(6.0)	2.0	3.0	5.0	29.0	21.0	
4th	10	BRA	14378	Mario Buckup	Telma Buckup, Marc Buckup	YC Itaipu	7.0	1.0	7.0	6.0	(8.0)	2.0	1.0	32.0	24.0	
5th	14	COL	14704	Santiago Uzcategui	Jochen Raute, Sergio Delgado	Club Nautico Muná	5.0	(7.0)	3.0	5.0	5.0	5.0	3.0	33.0	26.0	
6th	1	BRA	14596	João Hackerott	Maria Hackerott, Ricardo Costa	YC Paulista, YC Santo Amaro	3.0	(9.0)	9.0	3.0	4.0	7.0	2.0	37.0	28.0	
7th	5	CHI	14749	Cristobal Perez	Edmundo Perez, Andres Perez		6.0	6.0	2.0	(9.0)	6.0	9.0	6.0	44.0	35.0	
8th	7	BRA	15229	Ricardo Hackerott	Jorge Soares, Paulo Fonseca	YC Paulista	(13.0)	3.0	4.0	7.0	11.0	6.0	7.0	51.0	38.0	
9th	13	BRA	15264	Cesar Hirsh	Christian Somers, James Birkinshaw	São Paulo YC	(11.0)	10.0	8.0	4.0	9.0	11.0	8.0	61.0	50.0	
10th	3	BRA	45	Rafael Krausz	Alexandre Wissenbach, Marco Bracher	CC São Paulo	9.0	(14.0)	10.0	12.0	12.0	4.0	10.0	71.0	57.0	
11th	2	COL	14902	Gustavo Tamayo	Javier Delgado, Alejandro Baco	Club Nautico El Portillo	10.0	11.0	(13.0)	10.0	10.0	8.0	9.0	71.0	58.0	
12th	0	ECU	14871	Juan R. Santos	Santiago Garcia, Oscar Viteri	Salinas YC	12.0	12.0	11.0	11.0	7.0	12.0	(15.0 DNF)	80.0	65.0	
13th	4	BRA	15230	Marcelo Bellotti	André Ubinha, Eduardo Molina	CC Castelo	8.0	8.0	12.0	(15.0 RAF)	15.0 DNC	15.0 DNC	15.0 DNC	88.0	73.0	
14th	8	BRA	15152	Nelson Schmitt	John Bennett, Hans Ludwig	São Paulo YC	(14.0)	13.0	14.0	13.0	13.0	13.0	11.0	91.0	77.0	



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## Duck Challenge Regatta

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Pos	Sail#	Skipper	R1	R2	R3	R3	R5	R6	Total
1	15024	Jason Werner	1	2	1	(3)	1	1	6
2	15252	Dick Moyer	(6)	1	4	1	2	4	12
3	15131	Pat Phelan	3	3	3	(4)	3	2	14
4	14074	Trevor Prior	4	(6)	5	5	4	3	21
5	15118	Star Mikell	7	(17/OCS)	2	6	5	7	27
6	14222	Russ Roberts	2	4	(17/OCS)	2	17/OCS	6	31
7	14525	John Bates	(10)	7	6	7	8	5	33
8	10318	Bill Johnson	8	(17/OCS)	8	9	6	9	40
9	14629	Tom Compton	(9)	8	7	8	9	8	40
10	15228	David Thompson	11	9	10	10	10	(17/DNS)	50
11	10302	Mike Maygar	13	11	9	11	7	(17/DNS)	51
12	14037	Joe Warren	14	10	11	12	11	17/(DNS)	58
13	14366	Mark Hergan	5	5	(17/DNS)	17/DNS	17/DNS	17/DNS	61
14	9544	Peter Harsh	12	12	(17/DNS)	17/DNS	17/DNS	17/DNS	75
15	14592	John Butler	17/DNS	17/DNS	17/DNS	17/DNS	17/DNS	17/DNS	85
16	14699	Allen Crew	17/DNS	17/DNS	17/DNS	17/DNS	17/DNS	17/DNS	85



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## 2009 Worlds—"A Taste of Vermont"

<http://www.lightningclass.org/2009Worlds>

Fleet 301 and the Malletts Bay Boat Club are looking forward to hosting both the 2009 World Championship and the 2009 International Masters Championship. The planning stages are well underway, and we want to especially encourage our European and South American qualifiers, as well as our North American qualifiers, to attend. Competitive charter boats will be available.

The Malletts Bay Boat Club is located on Lake Champlain just north of Burlington, Vermont's largest city. Lake Champlain is a fresh water lake, approximately 100 miles long and 12 miles wide. You will be sailing on the same course as the 2001 NAs in 80 to 100 feet of water with no obstructions, reefs, tides, currents or commercial traffic.

Spectacular views from the race course will include the Adirondack Mountains of New York to the west and the Green Mountains of Vermont to the east.

Vermont is not only a great place to sail, it is also a great place to visit, so be sure to bring your family. The city of Burlington has many great restaurants, an exciting night life, as well as many sites and activities for non-sailors.

For those history buffs, next year the Burlington area will be celebrating the 400th anniversary of the discovery of Lake Champlain by the French explorer, Samuel de Champlain.

We will be updating our website on a regular basis. Please check there for additional information.

There are plenty of hotel and motel rooms in the area, but don't wait until the last minute. September is a very busy tourist time in Vermont. If you're looking for something special—like a Bed and Breakfast, or a summer cottage to rent—contact our housing coordinator.

We will be offering free housing for our European and South American skippers.

Keep your eye on the upcoming issues of Flashes and our website for more information. Feel free to contact any of us if you have any questions. We'll see you next September.

Regatta chairs:

Tim Ambrose – [ambr@together.net](mailto:ambr@together.net) evenings

Bill Fastiggi – [bill@vtsailing.com](mailto:bill@vtsailing.com) days

Patrick Zachary – [pz@bzvt.net](mailto:pz@bzvt.net) evenings

## Mundial 2009 – "Una muestra de Vermont"

<http://www.lightningclass.org/2009Worlds>

La Flota 301 y el Malletts Bay Boat Club están esperando ser los anfitriones del Campeonato Mundial 2009 y el Campeonato Internacional de Masters 2009. La etapa de planificación está en curso, y queremos alentar especialmente a nuestros seleccionados europeos y sudamericanos, así como a nuestros seleccionados norteamericanos que van a asistir. Habrán veleros disponibles para la competencia.

El Malletts Bay Boat Club está ubicado en el lago Champlain, al norte de Burlington la ciudad mas grande de Vermont. El Lago Champlain, es un lago de agua dulce, tiene aproximadamente 100 millas de largo y 12 millas de ancho. Estarías navegando en el mismo lugar del Norteamericano de 2001 en 80 a 100 pies de agua sin obstáculos, arrecifes, mareas, corrientes ni trafico comercial.

Paisajes espectaculares se podrán ver en el trayecto de la carrera, que incluyen las Montañas Adirondack de Nueva York al oeste, y las Montañas Verdes de Vermont por el lado este.

Vermont no solo es un excelente lugar para navegar, también lo es para hacer turismo, por lo que asegúrate de venir con tu familia. La ciudad de Burlington tiene excelentes restaurantes, una excitante vida nocturna, así como muchos lugares y actividades para personas que no realizan este deporte.

Para aquellos amantes de la historia, el próximo año en Burlington se va a celebrar el aniversario número 400 del descubrimiento del Lago Champlain por el explorador francés Samuel de Champlain.

Se puede acceder a nuestro sitio web por medio de la pagina web de ILCA (<http://Lightningclass.org>) que lo mantendremos al día periódicamente. Por favor ingresa en el sitio web para obtener información adicional.

En el sector, existe un buen número de hoteles, pero no esperes hasta el último minuto. Septiembre es un mes de temporada alta, de mucho turismo en Vermont. Si estas buscando algo en especial – como cama y desayuno, o una cabaña de verano para alquilar – contacta nuestro coordinador de hospedaje. También estaremos ofreciendo hospedaje gratis para nuestros seleccionados europeos y sudamericanos.

Mantente atento a nuestra próxima edición de Flashes y de nuestra página web para mayor información. Siéntete libre de contactarte con cualquiera de nosotros en caso de tener alguna pregunta. Nos vemos el próximo septiembre.

Comité Organizador:

Tim Ambrose – [ambr@together.net](mailto:ambr@together.net) (en las tardes)

Bill Fastiggi – [bill@vtsailing.com](mailto:bill@vtsailing.com) (en las mañanas)

Patrick Zachary – [pz@bzvt.net](mailto:pz@bzvt.net) (en las tardes)

# Lightning Pacific Coast Championship



**Tanya  
Allison  
Darrell**

This year, the Lightning Pacific Coast Championships were hosted by Eugene Yacht Club on beautiful Fern Ridge Reservoir, in Eugene, Oregon. Eugene Yacht Club annually hosts the "Harvest Day" regatta which Lightning sailors have enjoyed for nearly 40 years. Saturday morning, the club provided a great pancake, eggs and bacon breakfast while sailors rigged up on the country club style lawn.

The temperature warmed up into the 80s and the wind was blowing an awesome 8-15 knots. In the first race, Stravers won the pin end of the line and lead to the left side of the course. Peck and Parshley followed while Neuberger and Hickman went right. Both sides converged at the top mark with Peck leading followed closely by Stravers. The fleet sailed 2 reaches without the leaders changing position and finished in that order. The RC changed the course to a double windward leeward and the wind built for the second race. Peck lead Neuberger for most of the race. On the last beat, Neuberger and Peck went left while Stravers and Hickman went right. The boats converged at the finish line with Stravers winning by half a boat over Peck and Hickman taking Neuberger at the line. For the last race of the day, the wind really filled in nicely and was steady across the course. Hicks played the right on the first beat to lead at the top mark with Stravers, Hickman and Peck right behind. Peck jibed his way in to first at the bottom of the run with Hicks, Stravers and Hickman right behind. On the next lap, Hickman passed Stravers while Peck covered. On the short beat to the finish, Hickman went left and left the door open for Stravers, playing the middle squeak by for a 2nd. Father Lightning, John Debenedetti, capsized during an aggressive tack but was able to right the boat without any damage.

Saturday night, Eugene Yacht Club hosted an excellent dinner with baby backs and chicken and hot dogs available. Then the sailors got to hang out at the fire and

roast marshmallows. Sunday morning, we were treated to another great breakfast. It was warming up and the breeze was on.

On the way to the starting line, Peck's vang broke and he went under the bow to replace the broken wire with a lot of rope. The first race was a one lap sausage with Stravers playing the right at the top of the beat to round in first with a good lead. Hickman, Collins, Hicks and Peck followed him down the run. After some jibing, Stravers rounded in first with Peck, Hickman, Collins, Stong and Hicks following. On the short beat to the finish, Stravers missed a lefty that found him in a hiking contest with Peck to the finish line. Peck got it by half a length. They were followed by Hickman, Dave Collins and Jeff Stong. For the second race of the day, the race committee changed back to the double sausage course. Again, the fleet was close, with Parshley, Hickman, Stravers, Peck and Collins leading the pack. Peck got to the bottom mark first with Stravers close behind and Hickman following. The 3 boats traded tacks on the long second beat with Peck getting to the top first. Stravers and Hickman rounded together and raced down the run while Collins followed. On the short beat, Hickman got by Stravers while Peck covered for the win and Dave Collins pulled in for fourth. For the last race of the regatta, the wind really filled in. Peck played the middle conservatively upwind and extended on the run. Parshley rounded in 2nd but turned over during the jibe. They were able to right it without damage. Stravers almost lost it on the jibe but recovered and sailed to a 2nd with Hicks, Neuberger and Collins following.

We had a great regatta! The conditions at Fern Ridge were better than the best Biscayne Bay Miami regatta and everyone is looking forward to returning next year.

*Darrell Peck  
14453 "Blue Bayou"*



## 2008 Lightning Pacific Coast Championship

Fern Ridge Reservoir, Eugene Oregon  
September 6-7

			# racers	11	8	10	11	7	7		
Owner	Club	Sail #	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Out	Total	Place
Darrell Peck	VLSC	14453	1	Toss Out	1	1	1	1		5	1
Kevin Stravers	VLSC	4453	2	1	2	2	Toss Out	2		9	2
Doug Hickman	VLSC	14079	4	3	3	3	2			15	3
Jerry Neuburger	VLSC	13788	3	4	5	7	Toss Out	4		23	4
Roger Hicks	VLSC	14040	7	5	4	6	Toss Out	3		25	5
Dave Collins	VLSC	15255	6	Toss Out	8	4	4	5		27	6
Philip Parshley	VLSC	14288	5	6	6	8	5	Toss Out		30	7
Jeff Stong	VLSC	13869	8	7	7	5	Toss Out	6		33	8
John DeBenedetti	VLSC	13896	9	8	DNS	9	6	Toss Out		32	8
Gary Kokstis	VLSC	1246/1207	10		10	11	10	7		48	10
Dale Drevdahz	VLSC	6725	11	9	9	10	11	Toss Out		50	11



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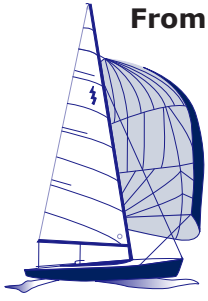
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7625 So Yampa St  
Centennial, CO 80016**

## Classifieds

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

**15351 Nickels**, new Nov. 2007. Sailed in 3 regattas & meticulously maintained. Tacktick digital compass. Nickels galvanized long tongue trailer with covered spare tire & aft kickstand. One set of North Fisher M/J & R2 club racing sails. Available w/o sails & covers, or as a complete package. Pierce Barden Wilmington, NC 910-612-7224 piercebarden@hotmail.com

**15047 Nickels**, 2001, 401-723-1579 Contact Christian. (Rhode Island) \$12,500 This boat is pristine!

14890 Nickels white hull with blue and gold trim in fast race condition. Galvanized trailer and North 2 piece cover with light bar. 1 main, 1 jib, 1 spin North Fisher sails. Fiberglass rudder w/mast cover. NJ, contact John Townsend, townsend@drs-c3.com. \$11,000

**14743 Nickels**. Excellent condition, all white with blue stripe, fast and ready to race. North J-M & S - very light use and very crinkly. Mast cover and Sailors Taylor deck cover. Galvanized Nickels trailer, new tires, bearings, & bearing buddies - \$9,900. I also have many other preowned Lightnings. Call to see what is in my barn. Contact Joe Dissette MI. 989-631-2133

**14652 (1994 Nickels hull)** is "race ready". Galvanized trailer, Trailer cover (good condition), Dry mooring cover (average condition), Tack-Tick Micro Compass. Price is \$8,500. \$10,000 - If sold with newest set of sails. Very clean boat always sailed in fresh water and stored indoors during off season. Contact Paul Nagel at Nagel@tir.com or (248) 334-1959.

**14650 Intermountain**. Good Condition. White hull with grey deck. Race equipped, three sets of sails, ss centerboard, covers, Nickels galvanized trailer with spare tire, \$6500.00. Contact Phil (H) 905-829-9675, (Cell) 416-779-0857, pj.huntex@gmail.com

**14622 Nickels** in fantastic shape. 2 full sets of north fishers, 2 spin poles and brand new VSP travel covers. Mooring cover and a tack-tick race master compass. Trailer in fantastic shape. \$9000. Contact Jared at: (910) 686-9972 jared.lathrop@ge.com

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

**14479 Allen**, White hull. In good condition and ready to race. SS Centerboard, Allen Trailer, 2 Sets of North North Sails, one in good condition. Trailing Cover, 2 Mast Covers, Drysail Cover, Rudder Cover. All lines have been upgraded. \$8,500. Located in Buffalo, NY. Contact Kevin Robinson kbjrobi@roadrunner.com or (716)875-4512.

**14445 Allen**. In good condition and race ready. SS Centerboard. Custom Trailer. 2 sets of Fisher Main and Jib + R2 Spinnaker in great condition. Trailer Cover, New Sailor's Tailor Mooring Cover. New mainsheet, spinnaker sheets, outhaul assembly, lower shrouds. Tack-Tick Micro Compass. \$7,900. Nyack, NY. Contact Charles Taus cataus@optonline.net (845) 528-2665

**14366 Nickels**, off-white hull and deck, very good condition, ready to race. Travel, mooring, mast and rudder covers. Tacktick Micro compass. Galvanized Nickels trailer with two dock boxes. Like new North Fisher Main, jib and R-2 spinnaker. New mainsheet, spinnaker sheets and halyard. Located in Havre de Grace, MD. Contact Mark Hergan markhergan@comcast.net 443-756-1670 - \$7,800

**14275 Allen**, very good condition. White hull, grey deck. Shore & 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.

**14139 Nickels**, white hull, deck with green stripe, very good condition ready to race. Travel, mast and rudder covers. Brand new rudder. Nickels trailer. 1 yr Fisher Main & jib. \$7000.00. Contact Bob Harmon 410-647-8937, boatbox@yahoo.com

**14134 Nickels**, white, good condition. Indoor storage since 2001. Two piece travel cover, sails, race rigging, trailer with spare tire. \$7,500 OBO Contact: Duncan 905-333-9671

**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**. Excellent competitive racer. Cream colored hull with red and blue stripes. Stainless steel centerboard, mint condition sails, with red boat cover (2 years old) Recently purchased Nickels built galvanized trailer. Price: \$3900.00 Phone: 216-991-8250 E-mail: JSeppelt@aol.com

**13983 Nickels**, Off white light green boot strip. 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, new bunks, tires, just replaced bearings and races. Good over all condition, Columbia, S.C. \$5300.00 Contact: David Wrisley 803-767-4518 e-mail wmbz@bellsouth.net

**13869 Nickels**—I took a very good hull and re-rigged it to modern race standards. 2 ½ sets of North Sails. 2 rudders. New full hull cover, travel covers. Spartan trailer in good condition. \$6000.00 Peter Beecher San Francisco, CA. 415-495-6364 peterbeecher@comcast.net

**13370 Eichenlaub**. Mint green hull with white deck. 2 mains a jib and a spinnaker. Stainless centerboard. Blue cover. The boat needs some tic but will clean up nice. Trailer and a lifting bridal for boat hoist. \$3300 Nashville, TN. 615 400-9534 alightning@aol.com

**13232 Lippincott**, blue fiberglass hull, wood tiller/rudder. Full set of north sails, like new, plus spare set of sails, includes spinnakers. stainless steel centerboard, full boat cover and mooring cover. trailer usable, could use new tires, wiring needs minor work. bob, cape vincent, ny, grumoll@hotmail.com, \$1500/bob

**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 kck.2301@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, reyn685@yahoo.com.

**12400 Nickels**, Gray with off white topsides. SS center board, Ready to race, has some rigging upgrades, including twings. North M&J in good shape. Boat Covers. Galvanized trailer. \$2600 Andy Smith, Rochester, NY. 585 482-1467, apsmith@rochester.rr.com

**11458 Allen**, with trailer. Two masts (1 original wooden mast and 1 aluminum mast) Boat in very good condition. Asking \$3800. Montreal, Canada Call Louis Semeteyts H 514-425-4773 or C 514-972-4244 monique.sem@sympatico.ca

**11092 Free**. I believe it is a Lippincott. St. Louis, MO. Please read carefully. No mast, no rudder, centerboard is rusted around hinge pin. I don't think any of the hardware is salvageable. Quite literally all that is left is the fiberglass hull and deck. The ribs are all rotten and the seats are missing. The trailer is not correct for the boat and was taken from a fishing boat. The trailer is beyond repair. Needs axles, bearings, tires, bunkboards, and lights. E-mail rwsandersii@hotmail.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

**10410 Lippincott**. Good condition and one of last with full mahogany seating, floor boards and trim - recently refinished. Bryant aluminum mast, galvanized steel centerboard. Murphy Nye main and jib, old but still raceable. Dry boat. Needs roadworthy trailer. \$1500 or best offer. Terry Pindell - 603-358-6322 - terrypindell@yahoo.com

**9464 European-built**, needs some restoration. Double-planked bottom has a few cracks, all repairable; plywood sides and deck. Deck needs new canvas. 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. Contact Stephen Longmire 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

**9075 "Goddess" Total Restoration 2007**. Interior Restored stained bright. New Canvas deck. Great Wood Mast, New wood tiller and boom. 1 set of Sails. Galvanized board. Older trailer in great shape. Full new FabriCraft Mast up Cover. Central Iowa. \$2500 obo. Su Sunday 641-752-1064, sundaysu@mchsi.com

**7216. Wood Lightning** sailed since 1955 on fresh water. Blue hull 2 suits of sails, spinnaker. Pictures available. Loads of other stuff. Trailer & dry storage cradle included. 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. Hull fiberglass-sheathed and the decking repainted. 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 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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