



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

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

## NORTH AMERICAN CHAMPIONSHIPS

### A CHARMED LIFE AT THE NAs

#### Matt Burrridge 14834 - Yeti

Since failing miserably at the 1976 Sheboygan NAs I was privileged to sail for skippers who taught me a lot about how to make a Lightning perform well in many difficult conditions. I owe a debt of gratitude to Bill Shore, Bill Buckles, Mark Bryant, Cully Ward, Phil Grotheer and Ric Larson for inviting me onto their boats and teaching me over the years. My team of Dan and Tobi Moriarty and I used all of this knowledge to win the NAs in wide ranging conditions in 2005.

We warmed up by sailing one regatta together, the 2004 Red Flannels, and the team dynamic was just so good we had to come to Sheboygan. We stayed relaxed, felt like we were really dark horses and just let it roll. Although we were confident, our results surprised even us.

The challenge for us on 14834 was to start well and let our speed do its damage. I've sailed in Sheboygan 11 times over 31 years and felt very comfortable with what "curve balls" the lake could toss at us. We needed to be "curve ball hitters" to have a prayer in this regatta.

I was really paranoid about not being good enough to live up to the level of my teammates in this regatta. Since I could not sail much this year I had to do something different to get ready. I focused on physical training and mental visualization techniques to be ready to go sailing. When it came time to sail, I was "frothing at the mouth" ready to go and, in reality, this team did not really have a weak link.

I like to sail crew weight light and work harder upwind so the light weight can pay a speed dividend downwind. Most of the time I race in under 12 knots of breeze, so 450-460 lbs of crew weight is what I seem to do the best with. With Dan

and Tobi on board we were right in this range and everything felt just fine.

Race#1 - Dan coached us to a clean start with workable speed in the front row but we looked for a good lane and tacked to port in a traversing wave condition with about 12 knots of breeze. Somehow we snuck around the windward mark with a small lead and extended the lead downwind. The port gybe felt especially fast as the wave and wind angles allowed for some moderate surfing by our team. The next 2 legs were a blur but we were starting to realize that the local ace, Todd Wake and his team of his wife, Christine, and Ben Spiller were very fast and smart in probing the right side of the beats and then bouncing out at the proper time. The race ended 1. Burrridge 2. Stix 3. Wake 4. Fastiggi

Race#2 - We were lucky enough to have another good start but saw some transoms early as the left paid on the first beat.

In fact, we had been hung out to dry on the right but hit the top 1/3 of the beat with a big lane to leeward. I set the sails up to be a bit more forgiving so I could focus on steering the waves. During this time the main was never cleated; I played it on every wave for the rest of the beat while full hiking to see the waves (so I could steer) while Dan was holding the boat was rock solid in terms of

heel, with absolutely no arcing with the mast. My training was definitely paying off as fatigue was not a factor despite the activity level. Tobi just said, "I don't know what you guys are doing but don't stop it, we are flying." As a result we were able to pull within 5-6 boat lengths of Dave Starck's team from Buffalo as they rounded the first mark.

Dave was flying downwind and I was afraid they were pulling away but after exiting the left gate (looking downwind) we worked on climbing in altitude and started to gain. Dave tacked to consolidate and went back to the left where his gains had been made the last time upwind. We bounced right and in five minutes had been lifted over Dave. We rounded and covered to the finish for the second win. As intoxicating as this was the conditions were changing and we had to re-tune the mast blocks, etc to be ready for race #3.

*continues on page 30*



## INDEX

North American Championship  
pages 1, 30  
Chief Measurer's Column page 2  
Official Notices page 3  
Yearbook Notice page 3  
Lightning Sailors in other boats  
page 4  
Statement of Ownership page 4  
In Memoriam Bud Jones page 4  
In Memoriam Mitch Bohnenkamp  
page 5  
Minutes Governing Board pages 6-7  
Minutes General Meeting page 8  
Officers 2005-2006 page 9  
Insurance: Am I Covered? page 15  
Calendar of Regattas page 16  
Notice of Series  
Southern Circuit page 17  
One Design Symposium page 18  
Boat Ownership Changes page 20  
Women's NA Championship  
page 22-23  
Juniors' NA Championship  
page 24-25  
Masters' NA Championship  
page 26-27  
President's Cup Championship  
page 28-29  
Silver Lake Harvest Regatta page 31  
Onondaga One Day Regatta page 31  
Classifieds pages 31-32

## CHIEF MEASURER'S COLUMN

## Bill Clausen

The summer here in the US is over. There are a few diehards who will race until the water gets hard, but most of us are looking forward to Chile and then the Southern circuit.

Measurement news is a bit scarce at this point, but I want to say that Bill Faude and his group of measurement folks at Sheboygan and Milwaukee Yacht Clubs did an unbelievable job of measuring for first the Leukemia Cup as practice and the moved down to Milwaukee to do the Women's, Juniors, and Masters Regatta. Then than crew at Sheboygan took over and measured 60+ boats, sails, masts etc in two very efficient days. The measurement crew had the measurement down to when a boat pulled in to me registered and measured it was done and ready to sail in less than 15 minutes. So I do say thanks and congratulations to the Sheboygan and Milwaukee Yacht clubs for fantastically run North Americans as well as the Women's, Juniors and Masters regattas.

There are always some new ideas coming across my desk about the Lightning and its rigging and outfitting. One idea was to make a stainless centerboard of a standard thickness rather than one we have that make getting a maximum thickness board expensive and difficult to find. After some research it turns out unless we special ordered 50 + board that the board manufacturers would not guarantee that the stock for the boards would not be within 25 thousandths of an inch, so we



would still be faced with a very expensive grinding and polishing to get it to 3/8", so that is not a realistic way to pursue that situation.

The new news is that Jim Carson, Allan Terhune and myself measured a "new" Nickles model Lightning. Its basic shape measured fine and the few corrections are being made as I write this. So soon there may be a new model Lightning available.

We will be discussing the use of electronics at the Governing Board meeting at the Worlds and by the Southern Circuit we will be perhaps voting on carrying electronics for safety.

I hope the measurement process goes as well for the Worlds as it did for the North Americans.

Please feel free to contact me at any time with measurement questions or suggestions to make our Lightning a better boat.

Think warm thoughts as the snow flies and the ice forms here in North America. I hope to see you all soon.

● Bill Clausen Chief Measurer ILCA

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

Official Journal of the International Lightning  
Class Association. *Lightningflashes* is  
published monthly except January and  
November by the

International Lightning Class Association,  
P.O. Box 10747, Murfreesboro TN 37129 USA  
Notify the ILCA of change of address, giving  
both new and former addresses, one month  
before the next publishing date.

Postmaster: Send address changes to:  
*Lightningflashes*,

P.O. Box 10747, Murfreesboro TN 37129 USA

Periodical Postage Paid at Murfreesboro  
Tennessee and additional locations

\$22.00 of annual dues is for a subscription to *Lightningflashes*

Display Advertising Rates: \$14 per column inch; \$50 per  
1/6 page; \$66 per 1/4 page; \$83 per 1/3 page; \$100 per  
1/2 page; \$127 per 2/3 page; \$170 per page.

Contact office for Regatta Announcement Ad Rates.

Classified Advertisements: members 20¢/word, minimum \$5;  
non-members 40¢/word, minimum \$10.00

Send for advertising rate schedule and send all advertising  
copy to Murfreesboro office.

BECOME A  
GOLD CIRCLE MEMBER,

FOR A MINIMUM \$50

TAX-DEDUCTIBLE DONATION TO THE ILCA FUND.

GOLD CIRCLE MEMBERS RECEIVE A  
GOLD CIRCLE

WHICH GOES OVER THE

MEMBERSHIP BOAT DECAL TO

ACKNOWLEDGE THEIR GENEROUS SUPPORT.

## OFFICIAL NOTICES

### 2006 Youth Worlds

Youths will be in Jyväskylä in Central Finland right after the Europeans. The Organizing Sailing Club is Jyväskylän Veneseura (JVS) together with Finnish Lightning Class Association. The days for Youths will be 17. - 20.7.2006.

Jyväskylä is the capital of Central Finland with inhabitant of 80 000. The Sailing club is located 15 km south of downtown in tiny suburb town called Säynätsalo. The Racing Area is in the Lake Päijänne which is second biggest lake in Finland (length of 100 km). Open water area front of the harbour is approximately 5x3 km. There is very beautiful sceanaries around the racing area.

The head of Jury will be International Judge Per-Ole Holm.

The weekend after the Youths is one of the biggest inland waters journey sailing event in Europe leaving from the same place. Finnish Lightning sailors have taken part of that competition for more than 30 years and now it is good opprtunity for visiting foreigner Lightning sailors to take part of that too.

### 2009 World Championship

The Class is now accepting bids to host the 2009 World Championship on the

North American continent. The deadline for your Club to declare they want to host the Worlds is December 31, 2005. If interested please contact Bill Mauk, VP Worlds Liaison at whmpenultimate@aol.com, or the Lightning Class office.

### Pan American Games

As a consequence of a Pan American Sailing Federation request, the XLIII Pan American Sport Organization General Assembly has decided that the Lightning class will participate in the Pan American Games Rio 2007

The system for country qualification to the Games is:

2 countries via Southern Circuit (03/06 USA)

1 country via Pre-Pan Am Games (07/06 Brazil)

2 countries via North American Championship 2006

2 countries via South American Championship 2006

See the official notice on the Games website.

<http://www.pasaf.org/PASAFRIO07/panamrio2007qual.htm>

The system of determining the US team will be announced at a later date. ●

## TIME FOR YEAR-BOOK REPORTS!

Our goal for this year is to have the yearbook IN the mail before the end of March. To achieve this goal, we need everyone's help. Please submit your fleet rosters and reports NOW. Even if you need to update it for subsequent racing, the earlier you can provide us with a draft, the better off we all will be. Please submit articles in word, and rosters in Excel if at all possible.

### FINAL DEADLINES

Please submit your yearbook rosters and reports immediately: **FINAL CUTOFF DEADLINE is January 30th.** Please

submit articles in word, and rosters in Excel if at all possible. Submit to [office@lightningclass.org](mailto:office@lightningclass.org)

Note: Here in the office, we often get requests for information on the history of a particular boat, fleet, district, or regatta. It is extremely frustrating to go back to a Yearbook and find that NO REPORT WAS WRITTEN! The Yearbooks are our history - don't be left out!

## ILCA OFFICIAL POCKET PATCH

Red Lightning Flash on white circle embossed on navy background. I.L.C.A. and laurel leaves embroidered in gold. Size approximately 4"x 4 1/4".

Cost \$10.50

Send check with order to:

ILCA

P.O. Box 10747

Murfreesboro TN 37129-0015 USA

The official ILCA pocket patch is designed to provide adequate space for the wearing of insignia designating a member's official status in the Association.

### Insignia as follows:

Incumbent President - 5 Stars

Past President - 4 Stars

Vice President - 3 Stars

District Commodore - 2 Stars

Fleet Captain - 1 Star

Secretary (ILCA, District and Fleet) - Quill

Measurer (Chief, Assistant, Certified) - Square

Treasurer (ILCA, District and Fleet) - Acorn

ILCA, Fleet, District and International Officers, past & present, are entitled to wear stars designating the highest rank they have held.

Past and present Secretaries, Measurers & Treasurers may wear their insignia along with any stars they are entitled to wear.

Stars, quills, squares and acorns are available at \$2.00 each.

When ordering, specify which insignia and how many you need.





## Lightning Sailors in Other Boats

An all-Lightning crew lead by Tito Gonzalez won the 2005 Etchells World Championships in September on San Francisco Bay. Tito, with son Diego on the bow, boat owner Bill Mauk and tactician Jeff Linton in the middle, had consistently good starts to beat a field of over 70 boats. The fleet included the legendary Dennis Conner, as well as Jud Smith, Vince Brun, Iain Murray, and Samuel (Shark) Kahn. Go Lightnings! ●

### STATEMENT OF OWNERSHIP

Statement of Ownership, Management and Circulation, required by U.S. Postal Service, PS Form 3526. Filing date: 9/30/04. Lightning Flashes is published monthly except January and November. ISSN number 0746-7052; Postal Publication number 0117-190. Annual subscription price is \$22.00. Complete Mailing Address of office of publication and headquarters of the publisher is P.O. Box 10747 (2323 Hillmont Drive), Murfreesboro, Rutherford County, Tennessee 37129-0015. Contact Person is Karen Johnson, Executive Secretary, 615/893-5274. Publisher and Owner is The International Lightning Class Association, a corporation not for profit incorporated under the laws of the State of Ohio and State of Tennessee. Editor is Karen Johnson, c/o ILCA, P.O. Box 10747, Murfreesboro, Tennessee 37129-0015. There are no known bondholders, mortgagees, or other security holders. Average number of copies each issue during the preceding 12 months and actual number of copies of single issue published to filing date (September) are respectively: Total Number of Copies: 1083, 1000. Paid and/or Requested Circulation: (1) Paid/ Requested Outside-County Mail Subscription Stated on Form 3541: 686, 721; (2) Paid In-County Subscriptions: 1, 1; (3) Sales Through Dealers and Carriers, Street Vendors, Counter Sales and Other Non-USPS Paid Distribution: 101, 86; (4) Other Classes Mailed Through the USPS: 12, 12. Total Paid and/or Requested Circulation: 800, 820. Free Distribution by Mail: (1) Outside-County as Stated on Form 3541: none, none; In-County as Stated on Form 3541: none, none; (3) Other Classes Mailed Through the USPS: 59, 40. Free Distribution Outside the Mail: 106, 50. Total Free Distribution 164, 90. Total Distribution 965, 910. Copies Not Distributed 119, 90. Total: 1083, 1000. Percent Paid and/or Requested Circulation: 82.95%, 90.11%.

Publication of Statement of Ownership required. I certify that all information furnished is true and complete. (signed) Karen Johnson, Executive Secretary. 9/30/05

## IN MEMORIAM CLARENCE O. "BUD" JONES

International Lightning Class past President Clarence O. "Bud" Jones passed away last week with the same quiet dignity that he led his life. A brilliant engineer, having served as the Chief Engineer of the Niagara Machine Tool company, he used his professional skills in an important role during the critical time in the Lightning Class when the class changed from a wooden mast with jumpers to the now standard aluminum oval section, helping to preserve the integrity of the class that so many people around the world have enjoyed for decades. Bud also served as Commodore of the Niagara Sailing Club and as a Director of the Buffalo Canoe Club.

Bud is survived by his wife Audrey and sons Chris and Craig, their wives Colleen and Karen and five grandchildren. ●

## One-Design Sailboat Crew Learning to Crew on a Lightning

\$42 plus \$4 shipping.

This older video is much more basic  
and is geared to the beginner sailor

rather than the beginner racer,

as the new video is.

Contact the Class office to order

615/89-FLASH



## LOOK TO THE LIGHTNING CLASS WEB SITE www.lightningclass.org FOR ALL KINDS OF USEFUL INFORMATION!

- How to join the Lightning-L email list
- How to contact the officers (and who they are)
- Tips for optimizing exposure at your local boatshows
- Tips for Running a District Championship
- Updated regatta schedules and contact information

And much much more!

### ILCA ADDRESSING SERVICE

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

Contact  
I.L.C.A. P.O. Box 10747  
Murfreesboro TN37129 USA  
phone (615) 89-FLASH  
FAX (615) 893-5205  
office@lightningclass.org

Please note that this service is provided only to those groups who have a legitimate interest in the Lightning Class.  
We do not rent or sell our mailing list to outside interests.

## IN MEMORIAM MITCH BOHNENKAMP

Mitch Bohnenkamp, life-long Lightning Sailor dies at 76. Days on the lake will be a little quieter from now on, L. Mitchell "Mitch" Bohnenkamp died after a brief battle with cancer at his home in St. Louis. Mitch started sailing Lightnings in the mid 1950's. His first boat 1191 was succeeded by 7821, 11815, and 14136. He started racing on the river at Valley Sailing Club near St. Louis. Carlyle Sailing Association, fleet 266, was his sailing home for many years before retiring to Mobile, Alabama and the sea breeze of the Gulf Coast.

In the Deep South, Mitch represented the Buccaneer Yacht Club racing on the Mobile Bay with Fleet #135. He knew of the destruction from Katrina to many of the Gulf Coast clubs in Biloxi, Pass Christian, Bay Waveland, and Gulfport which saddened his heart but not his memories.

Dad spent the last 20 years not only racing Lightnings but racing and crewing with friends in off-shore races and casual Wednesday nights.

The Lightning was a critical component to his family and their developing bond. One of his favorite moments of the last years was racing with his grandson in the Southern District Championships. Generations have come and gone, but the friendships developed while racing his beloved Lightning will continue as long as the wind will blow.

Mitch is survived by his wife Jane of 45 years, his daughter Lori of Denver, CO., son John of Louisville, KY and 5 grandchildren. Representatives of the Lightning Class at the graveside service included long time friends, 2005 North American Champion Matt Burrridge and his father Lal Burrridge, Ralph Schmidt, Don & Betty Sue Hanneke, and Championship crew, Dan Moriarty.

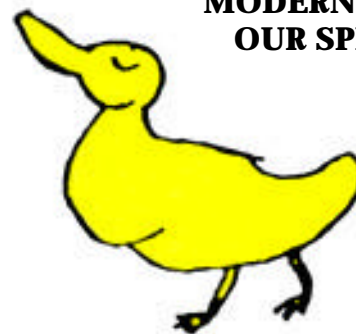
He will be missed. ●



*Mitch with grandson Harry and son John in 2004*

## F U Z Z Y S P E C I A L T I E S

**MODERNIZATION  
OUR SPECIALTY**



**Write or call  
JIM CARSON  
499 Princeton Avenue  
Brick, NJ 08724  
Telephone 732/892-1924  
FAX 732/892-1735  
jgcfuzzy@comcast.net**

SPARE PARTS IN STOCK:

MASTS  
BOOMS  
RUDDERS  
TILLERS  
SPINNAKER POLES  
ASTROBLOCKS  
BAILERS  
HARKEN FITTINGS

### **SPEED&Smarts**

The newsletter of how-to tips for racing sailors

[SpeedandSmarts@optonline.com](mailto:SpeedandSmarts@optonline.com)

[www.SpeedandSmarts.com](http://www.SpeedandSmarts.com)

P.O. Box 435

Easton CT 06612 USA

phone

800-356-2200

or 203-445-0734

fax 203-445-0735

Annual

subscription rate \$40 in the US,

\$45 in Canada,

\$50 in all other countries.

Subscriptions

outside the US include

air mail postage.

*Speed&Smarts* is published

bi-monthly,

six times per year.



## GOVERNING BOARD MEETING

### MONDAY, AUGUST 8TH

### MARGAUX RESTAURANT, SHEBOYGAN, WI

The meeting was called to order at 6:40pm.

In attendance: President Carter Utzig, Chief Measurer Bill Clausen, Treasurer Steve Davis, Secretary Brian Hayes;  
Vice Presidents: Jim Allen, Jamie Brickell, Dean Cady, Jim Carson, Jeff Coppens, Bill Mauk, James Taylor, David Sprague, Richard Walsh;  
District Commodores or representatives: Bill Allen (IN), Scott Anderson (TX), Nabeel Alsalam (DIXIE);  
Technical Committee: Ched Proctor, Tom Allen;  
Past Presidents: Bob Harkrider;

Rob Ruhlman, Amy Linton, Ric Larson, Ed Petit de Mange, Paul Taratino;  
NA Host Committee Members: Dave Bronson, Mark Wessell, Hans Graf, Jason Bemis;  
Honored Guest: US SAILING President Janet Baxter;  
Executive Secretary Karen Johnson

President Utzig welcomed everyone and thanked them for coming. He noted that later in the meeting he would present the Nominating Committee's slate of officers for the upcoming year. This slate will be voted on at the General Meeting.

Motion made, seconded and passed to accept Minutes from previous meetings as published in Flashes.

President Utzig briefly reported that the class is on target with its budget, as well as membership. He cautioned that we still need to work on overseas membership, as well as on overseas boat production. No move has been made on setting up an outside Advisory Board.

Chief Measurer Bill Clausen reported that the measurement at both Milwaukee last week and at Sheboygan went well. Both clubs were very well prepared and there was almost no wait for the competitors. Right now there are no "hot" measurement issues, although he has received some interesting suggestions, including mid-boom travelers, over tiller travelers, rope backstays. While none of these are likely to be approved, he does appreciate the input from members.

David Sprague asked about possible changes to the construction specifications to make the forward crew more comfortable, such as flattening

the splash rail or moving the jibs leads. Mr. Clausen asked for formal proposals that would be easy to do and retrofit. Mr. Sprague insisted that his goal is comfort and not boat speed. Mr. Utzig noted that he was in Finland last month and said Europe is in need of a new builder, and they are also quite interested in boat comfort.

Treasurer Davis reported that we have about \$32K in the bank. Our Funds total about \$171K: \$26K in Limbaugh, \$140K in ILCA, and \$5 in History Fund. Our uses of these Funds have been minimal. This year, we used Limbaugh for one Junior entry to the NAs. Membership level is at about 80% of our budget with the NA, Worlds and rest of the year still to be booked.

He noted that the Class has started a relationship with Layline on our inventory; Layline will hold it and sell it, and we will get a commission. Layline has already added our things to their catalog.

Budget is on track for the year so far.

Secretary Hayes introduced US SAILING President Janet Baxter, who graced us with her presence at our event and meeting. There are no fleets requesting deactivation. Fleet 109 at St. Petersburg Yacht Club, headed up by Jim Alman, is seeking reactivation. They already have 7-8 boats in their fleet. All in favor. Now we can go to the Midwinter Championship where there is an active fleet once more.

Mr. Hayes is concerned about our membership numbers. We should all go back to the fleets and focus there. Get your whole fleet signed up as ILCA members.

John Atkins, VP Youth Worlds: report attached (Attachment 1)

VP Worlds Liaison Bill Mauk reported that we already have 2 bids from clubs to host the Worlds in 2009. Our intent is to make a decision by the end of the year to announce in March. Any club who wishes to submit a bid should do so by the end of the year. This announcement will also appear in Flashes. The 2007 Worlds has already been awarded to Greece, and the 2005 Worlds in Chile. There will be a separate meeting concerning logistics for the 05 Worlds later this week. In short, we

expect shipping to cost about \$2200, out of NYC the end of the first week in October. The developmental slots have so far not been awarded, although Mr. Mauk approached the YningLings, the Americas Cup boats, and the fleets in Nigeria and Ireland. Chile does have a few good charter boats available.

VP NA Liaison Theresa Colantuono is unable to attend because she is having a new baby. Brian Hayes led everyone in a round of applause for Hans Graf and all the crew at Sheboygan, many of whom were in attendance.

Jeff Coppens from MBYC in San Diego reported that they are very excited about hosting the event next year. He and others are already looking into boat transportation and shipping points. San Diego is a great sailing venue and a wonderful family vacation location. The fleet is growing, from 5 or so boats when Jeff joined 5 years ago to about 15 now. We need to grow out west so please support them by attending. He's heard rumors of mariachis and margaritas on the docks last time the NAs were out there, and promises to make next year just as much fun. The NAs will run August 12-18, which is later than this year. The WJM will be at Southwestern Yacht Club, which is next door to San Diego Yacht Club. This is a Worlds qualifier, so he hopes to get a good turnout.

For 2007 NAs, please contact Theresa Colantuono if your club is interested in submitting a bid. Mr. Hayes encouraged the class to think about splitting the WJM away from the NAs. It may be easier for a club to host one or the other rather than both. It also gives the class greater flexibility because there is no time restriction on the WJM, which could be run anytime in the summer. The NAs are restricted not to start before the first Saturday in August.

Jim Allen, VP Internet, reports that he has provided the class with a firewall protection, but it has not yet been installed. We will soon be under new management on our host web. The forum was hacked but fixed relatively quickly.

Jamie Brickell introduced Nabeel Alsalam, the new Dixie District Commodore.



**Unfinished business:**

Please look over the changes to our documents posted on the web. These will be voted on in Chile.

**New Business:**

We are looking at options on the class office. We want to maximize the value we are getting for our money. We are considering outsourcing, using part time rather than full time employees, leaving things as they are, etc. We also have to rewrite the Constitution's job description for the Executive Secretary so that person will have some stability and security.

Boat Manufacturing in Europe: Mr. Utzig says they've lost their builder in Finland. They are looking for a new mold and someone to build it. Mr. Utzig wonders how much the class could subsidize having a new mold made, perhaps moving the mold from country to country, builder to builder, to avoid import taxes. If you have any ideas, please submit them to Mr. Utzig.

The Slate of Officers was presented. The newest offices are those representing the non-racing folks. There are thousands of Lightnings who don't race and they should also have a voice in the class.

Bill Clausen presented the Deed of Gift for the Jack Elfman Memorial Masters Trophy. A round of applause for Jack and Cindy.

The Executive Officers thanked everyone who showed up at the meeting and promised them a wonderful dinner downstairs.

Meeting adjourned 7:15.

*Respectfully submitted by Karen Johnson* ●

**Attachment 1**

2006 Lightning Youth World Championships Report - August 2005

Submitted by - John Atkins - VP Youth Worlds

The latest on the Youth World Championship in Finland is as follows:

At European ILCA meeting it was confirmed that next summer the Europeans and Youths are in Finland. The desirable time for Europeans according to meeting is in the middle of July. The Youths will follow the Europeans.

The problem right now is that the Näsijärven Purjehdusseura told us a few weeks ago that they are not able to arrange the race there. So we are now looking for a new sailing club who is willing to organize the race together with Finnish Lightning Class Association.

For sure we can arrange the race in Tuusula, located 30 km north of Helsinki. But we are still looking for other alternates since the Europeans were in Tuusula in -98.

We have soundings with a few sailing clubs in Helsinki and Jyväskylä, so I suppose that the race will be in Helsinki or in Central Finland. We will also ask some other places.

Our deadline to announce the place and time is the end of September when we have to give the official announcements of Championships of next summer to our National Sailing Organization. So if we don't get a contract with another sailing club before the end of September, then the race will be kept in Lake Tuusula.

●

## SUPPORT OUR ADVERTISERS - THEY KNOW YOUR BOAT!

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

[www.servicecanvas.com](http://www.servicecanvas.com)

Dry Sail Covers  
Mast Covers  
Cockpit Covers  
Trailing Covers

Rudder Covers Featuring  
**BLADEGUARD II FABRIC**

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



[www.servicecanvas.com](http://www.servicecanvas.com)

## Made by Sailors, for Sailors !

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

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

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

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

Outside U.S. 716-853-0558 & Fax 716-845-8071  
**TOLL FREE 1-888-388-0558**



## GENERAL MEETING

### TUESDAY, AUGUST 9TH

### LAWN OF SHEBOYGAN YACHT CLUB

President Utzig called the meeting to order at 6:20pm

In attendance: President Carter Utzig, Chief Measurer Bill Clausen, Treasurer Steve Davis, Secretary Brian Hayes;

Fleet represented or proxies held for: 5,6,12,34,36,47,50,54,69,85,99, 112,126,145,146,154,187,192,194, 204,226,257,262,266,274,279,283, 301,303,329, 415,442,488,490,502

Executive Secretary Karen Johnson

Motion made, seconded and passed to forgo reading of last meeting's minutes.

President Utzig reported briefly that we are holding our own financially. Other projects being looked at by the Executive Committee are value/cost questions concerning the Class office and an outside Advisory Board.

Treasurer Davis reported we are doing well financially, with a slight positive, and on track to meet our budget. We have about \$32K in the bank. Our Funds total about \$171K: \$26K in Limbaugh, \$140K in ILCA, and \$5 in History Fund. Our uses of these Funds have been minimal. This year, we used Limbaugh for one Junior entry to the NAs. Membership level is at about 80% of our budget with the NA, Worlds and rest of the year still to be booked.

Chief Measurer Clausen thanked Milwaukee and Sheboygan Yacht Clubs for having quickest and most efficiently run measurement process in place. He reports there are no "hot" issues on the table now.

Mr. Clausen presented the Deed of Gift for the Jack Elfman Memorial Masters Trophy. A round of applause for Cindy and for Jack's contributions over the years.

Secretary Hayes reported the reactivation of Fleet 109 at St. Petersburg Yacht Club, headed up by Jim Alman. They already have 7-8 boats in their fleet.

Mr. Hayes is concerned about our membership numbers. He encouraged everyone to go back to the fleets and make sure your whole fleet signed up as ILCA members.

Mr. Utzig reported that the venue for the 2006 Youth Worlds has changed due to problems at the original club. They will be held in Helsinki instead.

VP Worlds Liaison Bill Mauk reported that we already have 2 bids from clubs to host the Worlds in 2009. Any club who wishes to submit a bid should do so by the end of the year. The decision will be announced in March.

The 2007 Worlds has already been awarded to Greece, with the US qualifier being the 2006 NAs in Mission Bay.

There will be a separate meeting concerning logistics on Thursday evening for everyone going to the Chile 05 Worlds.

President Utzig led everyone in a round of applause for Milwaukee and Sheboygan Yacht Club for running tremendous events last and this week.

Jeff Coppens emphasized that San Diego, host for the 2006 NAs, is a great venue. The NAs will be held August 12-18. Southwestern Yacht Club will host the WJM the week before, August 8-12. You will be sailing on world class courses. Lots of vacations options abound for non-sailing family members. Within the next 60 days, they will have their web site up with housing options listed. President Utzig noted that several people are already looking into shipping boats out to San Diego.

In the future the Class may consider separating the WJM from the NAs; the split will be made to get better venues for each and better participation. Mr. Hayes says we are aggressively pursuing venues and that the financial issues incumbent on the WJM will be addressed. Contact Theresa Colantuono if your club is

interested in hosting one of these events.

President Utzig asked everyone to look over the changes to our documents posted on the web. These will be voted on in Chile.

#### **New Business:**

President Utzig has issued an RFI on Class office. This issue will be addressed by the Executive Committee and Governing Board.

President Utzig noted we have two great boat builders here in North America, but the Europeans have just lost their builder in Finland. We are looking for ideas which may help them

Bill Faude and daughter Camryn presented the Proposed Slate of Officers for 2005-2006. Motion made, seconded and passed to accept the Slate as presented. All in favor. [See following page]

The VHS/GPS issue was raised (the fog on Lake Michigan was thick today). The VHS issue is being addressed in the proposals coming before the Worlds Meetings. When it helps participation in non-sanctioned events, President Utzig feels local fleets should be welcome to use it. Right now the punishment is harsh for violators - disqualification of the race/regatta. He hopes the revised limitations will promote participation on a local level. Several people noted that they approved the use of VHS radios and felt they should be legal at the sanctioned level as well. Bill Mauk and David Sprague offered to resubmit the original proposal allowing their use. Mr. Sprague feels it is necessary at least for safety considerations.

Motion made, seconded and passed for adjournment. President Utzig says "thank y'all for coming and listening."

*Respectfully Submitted by Karen Johnson* ●



## ILCA OFFICERS 2005-2006

CARTER UTZIG ILCA President  
1951 Sterling Road  
Charlotte NC 28209 USA  
h) 704/334-6435  
c) 704/904-7943  
f) 704/371-5205 cutzig@carolina.rr.com

WILLIAM P. CLAUSEN, III  
ILCA Chief Measurer  
218 Heatherwood Road  
Glenside PA 19038-7816 USA  
h) 215/233-0835  
h) 610/291-1186  
f) 610/381-3592 claufam@aol.com

BRIAN HAYES ILCA Secretary  
896 Wheeler's Farm's Road  
Milford CT 06460 USA  
h) 203/878-5758  
w) 203/877-7627  
f) 203/877-6942 brian@od.northsails.com

STEVEN DAVIS ILCA Treasurer  
7625 South Yampa Park  
Centennial CO 80016 USA  
h) 303/699-0317  
w) 720/875-3366  
f) 720/875-9114 sdavis@cetenv.com

JOE BUCZKOWSKI, JR.  
VP Assistant Measurer  
2560 Archdale Drive  
Virginia Beach VA 23456 USA  
h) 757/416-9807  
w) 757/836-1169  
f) 757/836-1799 joebuczowski@aol.com

JAIME CALDERON  
VP Assistant Measurer  
Guayacanes #123 y Acacias  
Urdesa Central, Guayaquil ECUADOR  
h) 5934 2831045  
w) 5934 2383882  
f) 5934 2389494  
Jcaldero@interactive.net.ec

JAMES G. CARSON  
VP Assistant Measurer  
499 Princeton Avenue  
Brick NJ 08724-4825 USA  
h/w) 732/892-1924  
f) 732/892-1735 jgcfuzzy@comcast.net

ROB RUHLMAN  
VP Assistant Measurer  
13211 Lake Shore Blvd.  
Bratenahl OH 44108-1148 USA  
h) 216/249-8005  
w) 440/473-9231  
f) 440/473-9162 rgr@preformed.com

ALLAN TERHUNE, JR.  
VP Assistant Measurer  
1420 Millwood Court  
Annapolis MD 21401 USA  
h) 410/757-3690  
c) 732/644-1051 scowslr@aol.com

JIM ALLEN VP Internet  
1985 Wildbird Alley  
Walled Lake MI 48390-2170 USA  
h) 248/926-6260  
w) 248/960-6684  
lightning@jimsboathouse.com

GEORGE ANDREADIS VP Greece  
11 Vassileos Georgiou B Str  
Athens 10674 GREECE  
h) 3010-723-4511  
w) 3010-960-0641  
f) 30210-960-0645 gean@otenet.gr

JOHN H. ATKINS  
VP Youth World Champs  
2547 Oakview Drive  
Rochester NY 14617-3241 USA  
h) 585/467-6934  
w) 585/242-3228  
f) 585/242-4708 john.atkins@att.net

PETER BELLIN VP California Circuit  
9060 Meadowrun Court  
San Diego CA 92129 USA  
h) 858/538-6742  
w) 858/623-8618  
f) 858/623-8741  
pbellin@ft.newyorklife.com

JOHN STUART BENNETT VP Brazil  
Rua Fan 6  
Jardim Lido Sao Paulo 04910-040 BRAZIL  
h) 5511 55146376  
w) 5511 41979101 jsb@careplus.com.br

DEAN S. CADY VP Rules & Regulations  
4665 North Ardmore Avenue  
Whitefish Bay WI 53211-1111 USA  
h) 414/961-1507  
w) 414/276-5100  
f) 414/276-4936 deancady@aol.com

THERESA COLANTUONO  
VP NA Liaison  
55 Mill Lane  
Portsmouth RI 02871-1210 USA  
h) 401/683-5461 theresacolan@cox.net

FRANCO De REGIS VP Italy  
Viale Garibaldi  
Castiglione Del Lago 06061 ITALY  
h) 39-577-333221  
w) 39-368-953171  
f) 39-577-44707

GILBERT DESPLAND VP Switzerland  
rue des Oiseaux 6  
Grandson 1422 SWITZERLAND  
h) 41-24-4452731  
w) 41-24-258150  
f) 41-24-4555405

JOHN DeBENEDETTI VP West Coast  
3300 NE 19th Avenue  
Portland OR 97212-2405 USA  
h) 503/281-0352  
w) 503/232-8793  
f) 503 238-1649 john@steinbart.com

CAROL STOUT EWING  
VP Midwinter Regatta  
7175 SW 47th Street #202  
Miami FL 33155 USA  
h) 305/858-4791  
w) 305/665-8316  
f) 305/860-8228 lightning@cofs.com

JOHN FAUS VP Fleet Development  
P.O. Box 657  
Rocky Hill NJ 08553-0657 USA  
h) 609/921-6788  
w) 609/921-6848  
f) 609/921-6807 johnfaus@yahoo.com

ALBERTO GONZALEZ MAS VP Chile  
Centro de Casillas 2907  
Santiago CHILE  
h) 56-2-825-0050  
w) 56-2-825-0208  
f) 56-2-825-0165  
ojodelince11@hotmail.com

CARLOS LECARO VP Ecuador  
Datiles 215 Y 3era  
Urdesa Guayaquil ECUADOR  
h) 593-4-2881112  
w) 593-4-2887666  
f) 593-4-2887660  
clecaro@fondosgenesis.com

AMY SMITH LINTON  
VP Southern Circuit  
420 East Davis Blvd.  
Tampa FL 33606 USA  
h) 813/254-3455 aslinton@aol.com

HECTOR LONGARELA VP Argentina  
Darwin 1154 PB 'B' Loft "D"  
Buenos Aires 1414 ARGENTINA  
h) 541-8562224  
c) 154-4448670  
f) 5411-48562224  
hectorlongarela@arnet.com.ar

PETER MARRIOTT VP Marketing  
4430 Mullens Ford Road  
Charlotte NC 28226 USA  
h/w) 704/562-6720  
f) 704-973-7953  
pmarriott@carolina.rr.com

BILL MAUK  
VP World Championship Liaison  
1 Grove Isle Drive #902  
Miami FL 33133 USA  
h) 305/858-8855  
w) 786/586-3133  
f) 305/269-9680  
whmpenultimate@aol.com

ANTERO PUNTTILA VP Finland  
Kyllikintie 3 C 6  
Kerava FIN-04200 FINLAND  
h) 3589-2429863  
w) 3580 469131  
f) 3580 8185286 Antero.Punttila@ramse.fi

DAVID SPRAGUE  
VP ISAF/Pan Am Games  
185 Hanna Road  
Toronto ON M4G 3N9 CANADA  
h) 416/423-1117  
w) 416/399-8989  
f) 416/916-7543 sprague@rogers.com

VALERIE TARDIF VP Canada  
1 rue Claude  
Beaconsfield QC H9W 4E9 CANADA  
h) 514/428-5778  
w) 514/283-8002  
f) 514/283-3103  
valerie.tardif@justice.gc.ca

JAMES P. TAYLOR VP Internet  
7123 Zenith Court  
Hamilton OH 45011-7215 USA  
h) 513/868-6472  
w) 513/243-3408  
f) 513/552-4361 taylorjp@fuse.net

MAURICIO VALENZUELA VP Colombia  
3000 North Ocean Drive #14E  
Singer Island FL 33404 USA  
h) 561/882-9612  
w) 571-6221180  
f) 571-6221169 maisva@hotmail.com

RICHARD WALSH VP Canada  
523 Stenberg Road, Box 12 Site 26  
Dryden ON P8N 2Y5 CANADA  
h) 807/937-6376  
w) 807/223-2316  
f) 807/223-2380 richardmwalshr@aol.com

Visit Us On Our Web Site  
[www.nickelsboats.com](http://www.nickelsboats.com)



PROUD AMERICAN MANUFACTURERS OF ONE DESIGN BOATS

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

NICKELS BOAT WORKS, INC.  
 2426 SOUTH LONG LAKE RD., FENTON, MICHIGAN 48430  
 PHONE: (810) 760-1855 FAX: (810) 760-0501  
[WWW.NICKELSBOWS.COM](http://WWW.NICKELSBOWS.COM) [NICKELSBOWS@JUNO.COM](mailto:NICKELSBOWS@JUNO.COM)

WHY?

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

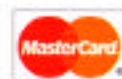
YES WE MAKE  
 spinnaker & tiller bags  
 anchor bags  
 mast covers



YES WE MAKE  
 hiking straps  
 deck covers  
 travel covers  
 rudder covers

BECAUSE:

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



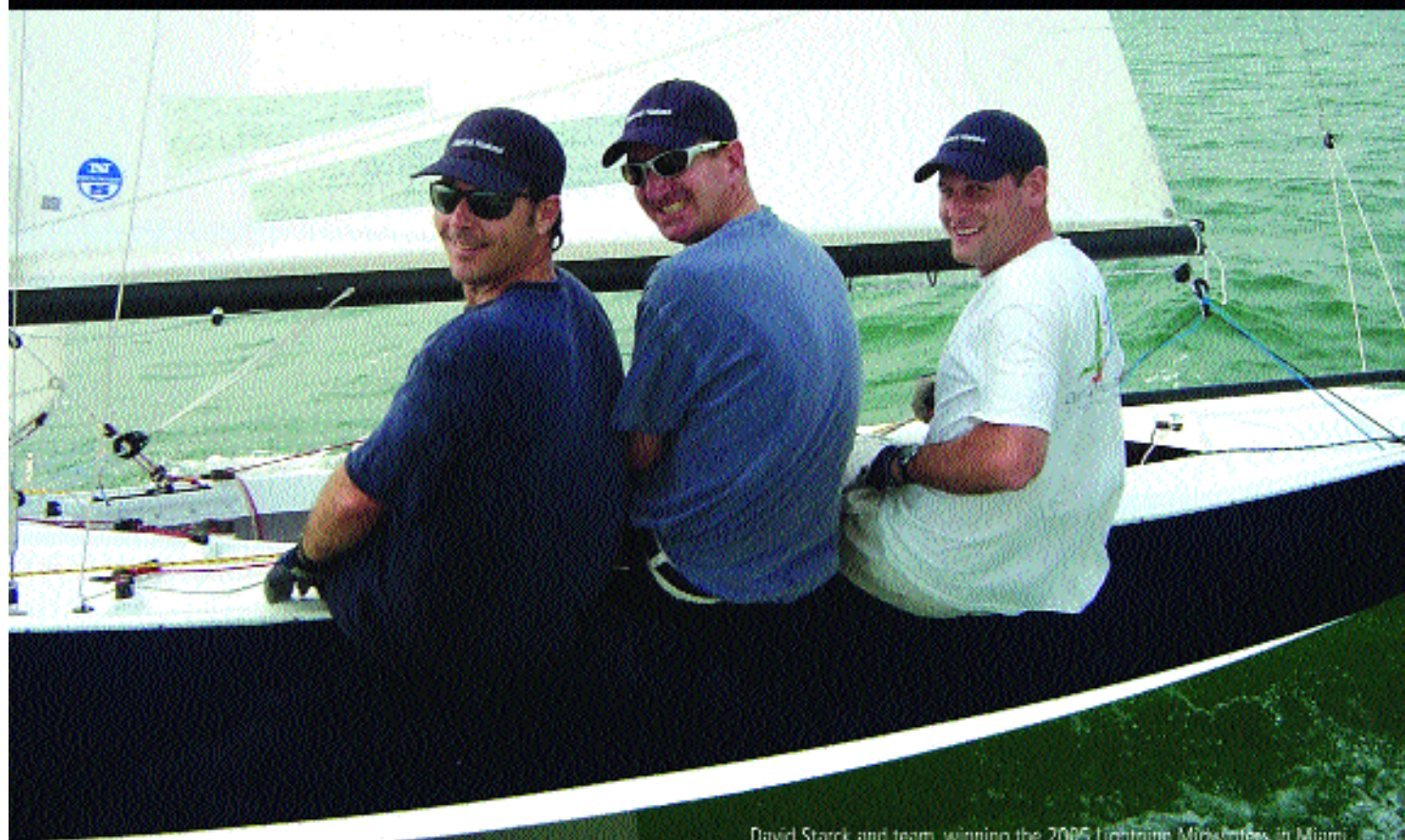
Interested in coming on board?  
 Send us a fax, email or call us today!

phone 315/458-3991 fax 315/458-3897 [fabricraft@a-znet.com](mailto:fabricraft@a-znet.com)

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



## Fast sails, big smiles



David Starck and team, winning the 2005 Lightning Midwinters in Miami.

- 2005**
- SOUTHERN CIRCUIT - OVERALL 1,2,3,5,6
  - SOUTHERN CIRCUIT - St. Pete 1,2,3,5
  - SOUTHERN CIRCUIT - Miami 1,2,3,5
  - SOUTHERN CIRCUIT - Savannah 2,3,4,5
  - PYMATUNING SPRING CLASSIC 1,2,3,4,5
  - LONG JOHN REGATTA 1,2
- 2004**
- NORTH AMERICANS - CHAMPIONSHIP 1,2,3,5,6,7,8,9
  - NORTH AMERICANS - PRESIDENT CUP 1,2,3,4,5,6,7,8,9,10
  - NORTH AMERICANS - GOVERNOR CUP 1,2,3,4,5,6,7,8,9,10
  - SOUTHERN CIRCUIT - OVERALL 1,2,3,4,5
  - SOUTHERN CIRCUIT - St. Pete 1,2,3,4,5,6,7,8,9,10
  - SOUTHERN CIRCUIT - Miami 1,2,3,4,5,6,7,10
  - SOUTHERN CIRCUIT - Savannah 1,2,3,4,6,7,8,9,10
  - BORDERLINE REGATTA 1,2,3,4,5,6,7,8,9,10
  - FRIGID DIGIT REGATTA 1
  - CENTRAL ATLANTIC DISTRICTS 1,2,3,4,5
  - CT/RI DISTRICTS 1,2,3,4,5,6,7,8,9,10
  - OHIO DISTRICTS 1,2,3,4,5,6,7,8,9,10
  - DIXIE DISTRICTS 1,2,3,4,5
  - TEXAS DISTRICTS 1,2,3,4,6

### NORTH SAILS ONE DESIGN EAST

203 877 7627 fax 203 877 6942

Brian Hayes [Brian@od.northsails.com](mailto:Brian@od.northsails.com)

Ched Proctor [Ched@od.northsails.com](mailto:Ched@od.northsails.com)

### NORTH SAILS ONE DESIGN CHESAPEAKE

410 280 3617 fax 410 626 8145

Greg Fisher [Greg@od.northsails.com](mailto:Greg@od.northsails.com)

### NORTH SAILS ONE DESIGN MIDWEST

419 729 4777 fax 419 726 7225

Skip Dieball [Skip@od.northsails.com](mailto:Skip@od.northsails.com)



[www.OneDesign.com](http://www.OneDesign.com)

All About One Design Sailing



# One Design Insurance

More than 50 classes turn to the  
One Design Program for their  
insurance needs. Optional worldwide  
navigation, charter and trailer coverage.  
Exceptional racing program.

Endorsed by



Managed by

**GOWRIE, BARDEN & BRETT**

Other programs include  
Regatta Liability, Burgee Program™,  
Class Associations and more...

**GET A QUOTE & BUY ONLINE  
BEFORE YOUR NEXT RACE!**

**WWW.GOWRIE.COM**

Boat and spar covers  
made to the North Sails  
quality standards

Contact our Lightning experts at:  
ONE DESIGN EAST  
203/817-7627 Brian Hayes/Chief Protector

ONE DESIGN CHESAPEAKE  
410/281-3677 Greg Fisher

ONE DESIGN MIDWEST  
409/294-1171 Skip Mitchell



## NORTH COVERS

Making the fun last longer



**Order Online: [www.OneDesign.com/covers](http://www.OneDesign.com/covers)**



*Many thanks to Peter Isler, Carol Cronin, Steve Benjamin, and Jody Swanson for being the newest JCD advocates!*



Please visit our website at [www.jcdcustraceparts.com](http://www.jcdcustraceparts.com), and check out all our unique and useful products for One-Designs!

203-913-0332

203-255-5388 • [jcdparts@optonline.net](mailto:jcdparts@optonline.net)

**JCD**  
CUSTOM RACE PARTS

## SCOTT SAILS

MAIN \$845 + \$30 ROYALTY  
JIB \$555 + \$30 ROYALTY  
SPINNAKER (nylon) \$925 + \$30 ROYALTY

**HIGH SPEED WITHOUT THE HIGH PRICE!**

- 1<sup>st</sup> California District Championship 2004
- 1<sup>st</sup> Long Island District Champs 2002-2003
- 1<sup>st</sup> & 2<sup>nd</sup> Long Island Districts 2005
- 1<sup>st</sup> California Circuit 2003 & 2005

CALL OR WRITE SCOTT FINKBONER NOW!

**SCOTT SAILS**

P.O. Box 7832, San Diego, CA 92167  
phone/fax (619) 222-8788  
email [scottsails@cox.net](mailto:scottsails@cox.net)

## ⚡ ALLEN BOAT CO ⚡

**Get in the fast lane with the fastest hull and the latest go-fast high tech equipment!**

**THE NUMBERS SPEAK FOR THEMSELVES...**

- TOP 10 BOATS IN THE 2003 NORTH AMERICANS
- TOP 19 BOATS IN THE 2003 WORLD CHAMPIONSHIP
- TOP 9 BOATS IN THE 2003 SOUTHERN CIRCUIT

**BOATS MADE TO YOUR SPECIFICATIONS**

call Tom Allen Jr

716-842-0800 or e-mail [tomallenjr@juno.com](mailto:tomallenjr@juno.com)

655 Fuhrmann Blvd, Buffalo, NY 14203



# **VERMONT SAILING PARTNERS**

***YOUR Partner in Lightning Sailing!***

## **Introducing the new standard in Lightning Sails!**

- **Championship Speed AND Unmatched Durability**
- **Made in the USA by Lightning Sailors**
- **2<sup>nd</sup> Place 2005 North Americans!!!**

**Contact Bill Fastiggi ~ 802-655-7245 ~ [Bill@vtsailing.com](mailto:Bill@vtsailing.com)**

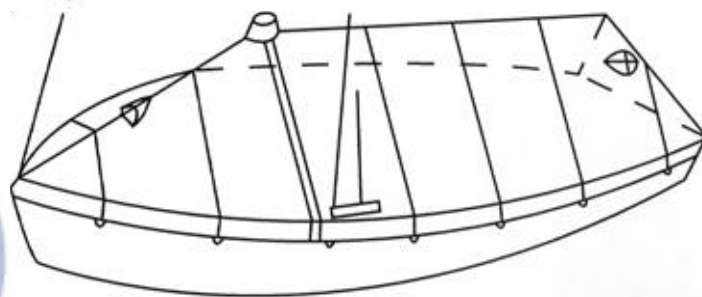
**Visit us on line at [www.vtsailing.com](http://www.vtsailing.com)**

**Vermont Sailing Partners ~ 150 West Canal Street ~ Winooski, VT 05404**

## **Sunbrella Acrylic Covers**

**now available UV proof Goretex thread!**

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



<b>Prices</b>	<b>white</b>	<b>blue</b>	<b>colors</b>
6" skirt	329	342	359
full-size	502	531	555
nap back rudder cover			58
sail # on cover			38

### **ROOKE SAIL INC.**

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

website [www.rookesails.com](http://www.rookesails.com)  
email [rooke@rookesails.com](mailto:rooke@rookesails.com)

***Flashes advertiser and cover maker for 30 years!***



## AM I COVERED? Homeowner Verses One Design

The reason you buy insurance is to give you protection in the event of an accident or mishap on or off the water where someone gets hurt, your boat gets damaged or you damage someone else's property.

Some people opt to insure their boat under their homeowner policy. Homeowner policies tend to offer limited protection. Before you have a mishap, it is a good idea to ask your homeowner agent a few direct questions to make sure you have the coverage you need.

- Does my homeowner policy cover me and/or my crew while racing?
- Does my boat have coverage while I trailer it?
- Can someone else use my boat? Or charter it?
- Does my personal umbrella policy go over my boat policy?
- Can I take my boat all over the US, Canada, & Mexico? Worldwide?
- How is my boat valued? Agreed Value or Actual Cash Value?
- Who would handle a claim, a marine specialist or a homeowner adjustor?

If you find you are not adequately insured, the One Design Program will provide you with an affordable alternative insurance solution in which:

- We know you are racing
- We know you have a lot of money invested in your campaign
- We know you trailer your boat
- We know you might charter your boat on occasion or need to charter another boat if it is inconvenient for you to get your boat to a race
- We know you have people crewing with/for you

The One Design policy was created for the Olympic classes and the needs of the active racer. We currently insure more than 85 classes. The One Design Program is managed by Gowrie Barden & Brett and is the only insurance program endorsed by US SAILING. Go to [www.gowrie.com/onedesign](http://www.gowrie.com/onedesign) to get a quote and buy a policy. It takes about 5 minutes. If we can answer any questions or be an insurance resource, please feel free to contact Gowrie Barden & Brett. Boat insurance is our specialty and we are here to help you!

The table below compares a 'typical' homeowner policy verses the One Design Policy.

COVERAGE	'Typical' Homeowner policy*	Available with US SAILING One Design Program
Racing permitted	NOT ALWAYS	YES
Agreed value on hull, NO depreciation	NOT USUALLY	YES
Charter	NO	YES
Trailer	LIMITED	YES
Worldwide navigation	NO	YES
Hull coverage over 26'	NO	YES
Marine claim specialist	NO	YES

\*All homeowner policies are different, be sure to check with your agent.

For more information on the One Design Program, contact:

SARAH DAVIDSON • (toll free) 800-BOAT-911 (800-262-8911) E-Mail: [sarahd@gowrie.com](mailto:sarahd@gowrie.com) ●

---

## REQUEST FOR ARTICLES & PHOTOS!

### *The Editor*

Remember to send an article to **Flashes** after your regatta. It's a great way to communicate with the rest of the Class; it's free advertising for next year's event. All of our articles are written by sailors and volunteers. So, after the sail, sit down and write something to share with the rest of us!

Photos, too, are greedily accepted. You can send a picture or a CD, email a jpg, tif, bmp = I'll work with whatever you send! But - to run the photos in **Flashes**, I'd REALLY like to have an article to go with them...

THANK YOU!

Remeber that Flashes is not written by anyone in the office - we simply edit whatever YOU send in.

## UPCOMING MAJOR REGATTA CALENDAR

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

### 2005 South American Championship

Vina del Mar, Chile

November 15-19

### 2005 International Masters Championship

Vina del Mar, Chile

November 15-19

### 2005 World Championship

Vina del Mar, Chile

November 19-26



## UPCOMING REGATTAS

### OCTOBER 1-2

Fall Classic, Cedar Point YC (CRI)  
51st Annual Hoosier Regatta, Wawasee YC (IN)  
Atlanta Cup (SE)  
Wadewitz Regatta, Fairhope YC (SO)

### OCTOBER 8-9

8th only Last Blast! Nyack BC (METRO)  
8th only Wandering Moose Sheboygan YC (MW)  
Leaf Peeper, Malletts Bay BC (NE)  
Snowball Regatta, Buckeye Lake (OH)  
Hospitality Regatta, Jackson YC (SO)  
Columbus Day Regatta, Chatfield Reservoir (US@L)  
9th only Frostbite, Ithaca (CNY)

### OCTOBER 15-16

Frigid Digit, Severn Sailing Association (DIXIE)  
Clam Bake Regatta, Southampton YC (LI)  
McDougall Open (MV)

### OCTOBER 22-23

22nd only Pumpkin Bash Regatta, Cherry Creek (US@L)  
Fall In Regatta, Cowan Lake (OH)  
Borderline Regatta, Kerr Lake (SE)

### OCTOBER 29-30

29th only Pumpkin Bowl, Barnegat Light (CAD)

### NOVEMBER 5-6

Lightning Fling, Hampton YC (DIXIE)  
Bluenose Regatta, Harbor Island YC (MV)

### NOVEMBER 19-20

Turkey Regatta, MBYC bay (CA)  
US SAILING One Design Sailing Symposium,  
Annapolis MD

### NOVEMBER 25-26

Thanksgiving Regatta, Davis Island (FL)

### DECEMBER 11-12

Hot Rum Regatta, MBYC bay (CA)

### DECEMBER 17-18

Sugar Bowl Regatta, New Orleans YC (SO)

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

## SOUTHERN CIRCUIT

### Hi Fleet Captains

More news from the land of hurricanes. The Southern Circuit is only a few months away, and I am happy to say we are working on a \$50 entry fee in honor of the 50th anniversary of Savannah hosting the Deep South Regatta. Rumor has it, there will also be a return of the famous oyster bbq in Savannah.

In addition, we are putting together some really neat new perpetual awards for the series -- including one for youths, newcomers, and mid-fleet trophies that will look terrific on someone's mantle next spring.

Amy Smith Linton, VP Southern Circuit

### Regatta Announcement Advertising Rates

Display advertising rates for Lightning Regattas is discounted from our regular advertising rates. There is no charge for ads for sanctioned events.

#### Display Advertising Rates:

\$12 per column inch; \$45 per 1/6 page;  
\$60 per 1/4 page; \$75 per 1/3 page;  
\$90 per 1/2 page; \$115 per 2/3 page;  
\$150 per page.

Send all advertising copy to Murfreesboro office.

There is no charge for articles, which are a super way to promote your regattas! There is also no charge for posting information to the Lightning-L list.

## NOTICE OF SERIES -- SOUTHERN CIRCUIT 2006

### REGATTAS

The Lightning Southern Circuit consists of three regattas endorsed by the ILCA, the Deep South Regatta at the Savannah Yacht Club, Savannah, GA, March 11-12, the Miami Midwinter Regatta at the Coral Reef Yacht Club, Coral Gables, FL, March 14-15 and the Winter Championship at the St. Petersburg Yacht Club, St. Petersburg, FL, March 17-19. See the Notice of Race for each regatta.

### SKIPPERS & CREWS

Skippers and crews must be in good standing with the ILCA. Co-skippers are permitted from regatta to regatta provided each helmsman (co-skipper) is aboard the boat in each of the three regattas. Co-skippers must be recorded with the Southern Circuit Committee prior to the first race of the Circuit.

### MEASUREMENT

All measurement rules will be enforced and Measurement Certificates must be available for inspection. All skippers will have the option of having their boats weighed Thursday prior to going into the water at St. Petersburg. A person designated by the ILCA Measurement Committee will be on hand to weigh and record boat weight. The first five finishers in the Midwinter Championship at St. Petersburg may be weighed immediately after the last race. Any boat not meeting weight requirements will be disqualified from the regatta and the Circuit.

This procedure will be waived if the boat was weighed in accordance with the above option and met weight requirements at that time. All boats must have some type of floatation to help keep the boat afloat after capsizing.

### SAILS

All boats must have the same number on their mains and spinnakers in accordance with ILCA Specifications. Unidentifiable boats will not be scored.

If a damaged sail is replaced with a sail that does not have the same number as that used at registration, a 12-inch-high "X" must be affixed adjacent the new number and the Race Committee advised in writing.

### SCORING

Overall Southern Circuit scoring will be based on the total score of all scheduled races at the Deep South, Miami Midwinter, and St. Petersburg Winter Championship regattas. One race constitutes a series. Provided six races have been completed in the series, each boat's worst race will be excluded. ●

## Anticipate the Shift

(Skip Dieball and Co. have  
joined Quantum Sails!



Quantum is still your source for  SHORE SAILS Lightning sails

**QUANTUM**  
SAIL DESIGN GROUP

Contact Skip Dieball at Quantum Lake Erie  
5556 Edgewater Dr. Toledo, OH 43611  
t: 419.729.4777  
e: sdieball@quantumsails.com

Contact Randy or Bill Short at Quantum Newport  
7 Merton Rd. Newport, RI 02840  
t: 401.849.7700  
e: quantumnewport@quantumsails.com

... Or contact your local Quantum affiliate



## Come within Hail! It's the One-Design Sailing Symposium Annapolis, MD November 19 – 20, 2005

*By Patty Lawrence, Inshore Chair of US SAILING and past president of the Thistle Class Association*

### **There are two basic things that must be in place in order for one-design sailing to grow: a solid foundation and good 'spark plugs.'**

Solid foundations come from three places: the class governance, yacht clubs, and US SAILING. Many one-design classes operate within a solid set of rules and have long histories of committed sailors who care deeply about the class and tend it well. Successful clubs provide strong leadership by promoting the club's events, training, and social activities. US SAILING provides sailing's backbone. It's where the rule book is generated, training programs developed, books published, race officers and sailing instructors trained, elite athletes supported, National Championships are organized, offshore rating certificates issued, insurance made available, one-design class support provided, and much more. US SAILING touches thousands of sailors every year.

The second element for class growth is successful fleets. Successful fleets get new sailors involved and keep participation high. Every fleet needs 'spark plugs.' And most emphatically this means you! Active fleets have someone making calls, planning social events, ensuring potential new sailors get a ride; helping educate the fleet, etc. Sailing grows from the bottom up so successful fleets need an enthusiastic captain at the helm.

Fleet growth takes an individual who is creative and independent. However, it is the organization that sustains the sport—I'm not sure what this means. In order for sailing to maintain itself both must be strong. The bottom line is really simple: Solid Structure + Spark Plugs = Class Growth. Two halves come together for the whole package at the US SAILING One-Design Sailing Symposium.

#### **Spark plugs plan on being in Annapolis MD**

**November 19 and 20.** Get excited, share ideas, and meet other movers and shakers in our sport. Come away with a notebook jam-packed with ideas, outlines and available programs, a brief case stuffed with goodies, and many, many fantastic ideas. Enjoy at party at Annapolis YC with well-known sailing commentator Gary Jobson and other speakers include US SAILING president Janet Baxter, Sailing World editor John Burnham, one-design sailing guru Greg Fisher (not sure about that title), Tom Hubbell, immediate past president of US SAILING Dave Rosekrans, Dana Paxton and many, many more. Sailing seasons ended might have slowed down for some of you in the northern latitudes so you're likely to be free that weekend.

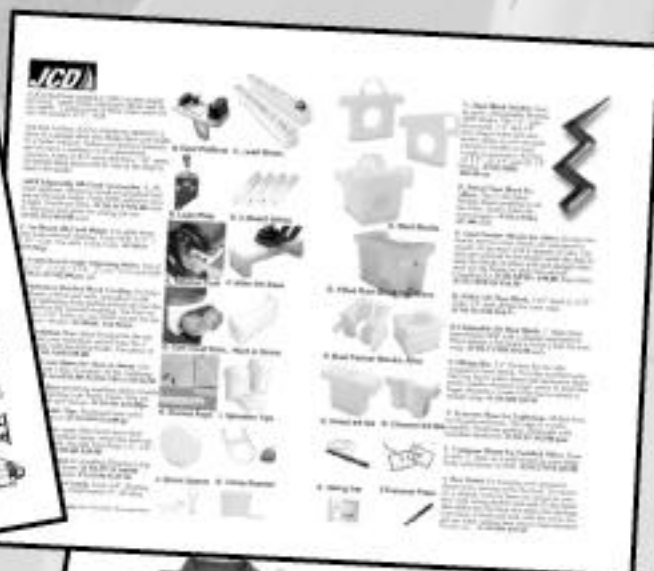
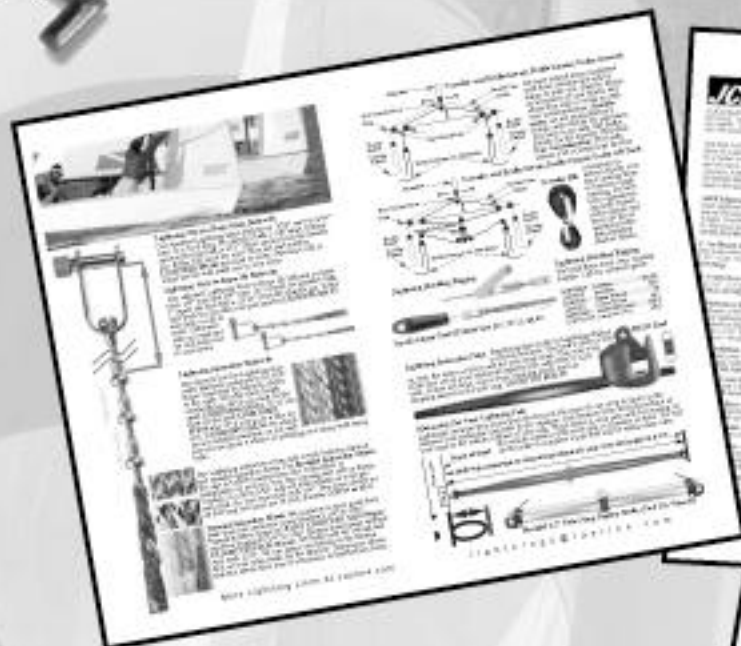
#### **Some of the 2005 ODSS topics include:**

- Rocket Around the Race Course:  
Skill improvement improves participation
- One-Design Parts and Materials for Successful Fleet Building:  
Results of the Sailing World survey and a discussion on fleet building.
- Fundamental Rules of Newsletters:  
Communication is the key for successful Growth and Promotion.
- More Boats on the Starting Line:  
One-design classes and sailing clubs working together promote growth.
- Put Insurance Needs Clear Ahead.  
Ensure your class, club, event, and self are covered.
- Speed Schmeed:  
It's the fleet with the spark plug's hand on the tiller that wins the bullet for leadership.
- The Whole Crew:  
Everybody goes sailing if the women show up.
- Sailing the Proper Course to Great Public Relations:  
Fleets all over are doing really cool things. Tell the world.
- Screaming Plane Web Pages.  
Don't let your web page ghost along in a drifter. Learn the ropes to make your web page useful for both class members and potential class members. It's one of your biggest marketing tools.
- Gather New Attendees for the Gun:  
Sure-fire methods to attract new sailors.
- To PFD or Not to PFD:  
A One-design safety workshop

#### **Register Now for 2005 One-Design Sailing Symposium**

The 2005 One-Design Sailing Symposium is open for online registration. The two-day event will feature more than 25 presenters on topics ranging from fleet building to working with clubs to grow to get more boats on the line. Gary Jobson tops the list with the featured presentation on Saturday night at Annapolis Yacht Club. For details on how to register, go to:  
[http://www.ussailing.org/odcc/2005\\_ODSS.htm](http://www.ussailing.org/odcc/2005_ODSS.htm). ●

# 6 Pages of Lightning Stuff!



January 2005, Key West Race Week, Walt visiting with a great long term customer, past class president... "Hey Walt, 1 800 542 5463... I still remember the #... however, I'm not ordering as much 'cause I have a local supplier I'm working with... but, I still love Layline... I'll call you when he does not have what I need..." Arrrgghh, that is competition and hats off to the guy who is kicking my butt... However, we are fighters at Layline and this is our answer, 6 pages in the catalog promoting the Lightning class to 100,000 sailors and trying to pull Lightning Sailors business.

Please Keep Layline In Mind When Shopping, We Value and Appreciate Your Business.

*Walt*

Photo courtesy Jim Krasberg

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

1-800-542-5463

[www.layline.com](http://www.layline.com)

Call for your 2004 Layline Catalogs!



## BOAT OWNERSHIP CHANGES BY DISTRICT

Active Class Members are published in blue type.

New Owners who have recently become Active Members are indicated by \*

"A" indicates amateur builder building own boat.

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

CALIFORNIA	*14308 Dale Bull, 421 Westbourne Street, La Jolla CA 92037 & David Lessnick	194
CENTRAL NEW YORK	6858 Charlie Santi, 6 Hickory Grove Road, Horseheads NY 14845 A15279 Jim McIntosh, 5625 Pease Road, Williamson NY 14589	U 77
CONNECTICUT/RHODE ISLAND	11400 Lyle Olson, 1 Paynes Point, Branford CT 06405	U
DIXIE	9939 Richard Moughton, 1355 Degas Lane, Christiansburg VA 24073 *13667 Douglas Fletcher, 209 Country Club Road, Coatesville PA 19320	U 192
ITALY	4967 Lukas Reimbold, Via Sangallo 18, 20133 Milano	U
JAPAN	A15277 Kunihiro Tsuchiya	
LONG ISLAND	*14025 Richard Gluckman, 463 Greenwich Street, New York NY 10013	U
MICHIGAN	15245 Kevin Morin, 4889 Ardmore Drive, Bloomfield Hills MI 48302	54
MIDWEST	*6046 Rod Anliker, 619 South Third Street, West Dundee IL 60018 15243 Jim Reiman, 1291 Asbury Avenue, Winnetka IL 60093	U 5
NEW ENGLAND	*10212 Dan Egan, P.O. Box 988, Campton NH 03223 14577 Victor Rossi, 135 Thompson Road, Richmond VT 05477	332 301
NIGERIA	*15267 Andrew Barton, Lagos 15268 Nick Woodall, Lagos 15270 Michael Herkemis, Lagos 15271 Wolfgang Stoergermayer, Lagos 15273 Ian Edwards, 3 Bayo Kuku, Iloyi Lagos 15274 Richard Willmott, Lagos	510 510 510 510 510 510
SOUTHERN	13784 Richard Scott, P O Box 2, Montrose, AL 36559	U

## Get your boat ready for summer TUNING FOR SPEED

Available in VHS or DVD format

This video features Greg Fisher of North Sails and Bill Fastiggi of Shore Sails detailing initial boat set up techniques and tuning advice, both on and off the water

\$29.95 for VHS or \$34.95 for DVD  
plus \$4.95 shipping/handling

## Get your crew ready for summer ADVANCED CREW TRAINING

Available in VHS or DVD format

This video contains actual on the water audio and video from North American Champions Greg Fisher and Andy Horton. This is a play by play video, showing techniques for tacking, gybing, crew communication, spinnaker hoists & take-downs, & much much more.

\$24.95 for VHS or \$29.95 for DVD  
plus \$4.95 shipping/handling

NOW!!! AVAILABLE FROM LAYLINE!!! [www.layline.com](http://www.layline.com) or 1-800-542-5463

Most Lightning gear can be purchased from Layline:  
clocks, hats, shirts, pins, flags, videos...  
not to mention hardware and line



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

### Sailors' Tailor

Typically lasting 7-10 years  
PTFE Teflon thread at NO UPCHARGE  
Unique waterproof Vinyl-like double-coated Poly Army Duck  
Flat-Felled seams double-stitched through 4 layers  
Double-folded hems stitched through 3 layers  
Ample reinforcing over all stress points  
Stand-up flaps that snap around stays  
5/16" elastic shock cord in the hem AND tie downs  
Supplied hardware

### Competitors

Industry norm is 5 years  
Chemically stripped polyester thread lasts 2-3 years  
Uncoated, or laminated fabric that delaminates & leaks  
Single or chain stitched through 2 layers of cloth  
Turned-Up hems stitched through 2 layers of cloth  
Little or no reinforcing over wear spots  
Gaping cut-outs or velcro closures that are shot in a year  
You secure somehow  
A trip to the hardware store



Trailing-Mooring Cover above  
We also make Skirted T-M,  
Bottom, Mooring, Skirted Mooring,  
Cockpit, Boom, Rudder,  
and Mast covers for Lightnings

[www.sailorstailor.com](http://www.sailorstailor.com) (Order Covers On-Line or Call Toll-Free)

1 (800) 800-6050

Or Call for the FREE Sailor's Pack! It includes:

FREE How to Choose the Right Style One-Design Sailboat Cover

FREE Poly Army Duck and Acrylic fabric samples

FREE Diagram of what correct seams and hems look like



## *The Sailors' Tailor, Inc.*

Tel. 1-800-800-6050

1480 West Spring Valley-Paintersville Road

Spring Valley Ohio 45370

Comprehensive Website [www.sailorstailor.com](http://www.sailorstailor.com)

## THE WOMEN SPEAK

### WOMEN'S NORTH AMERICAN CHAMPIONSHIP, MILWAUKEE YACHT CLUB, AUGUST 2005

**Christina M. M. Norris**

We went back and forward saying: "you write, no, you write" and finally here it is.

Any way, as a WJM Lightning "Crew winner" there are some things that I would like to share that made it possible for us to achieve such.

It all started 40 Years ago when my Dad had a wooden lightning on lake Guarapiranga, Sao Paulo, Brazil and I used to play with my dolls under the fore deck .....I think I still hang around at that area!

Such a honor to sail with Betsey and my friend Sara, we had a great time together. Many thanks to my husband Michael Norris, that left the boat ready for us, detailing it to such an extreme that beside the teflon buff on the hull, the weekend before he took the centerboard out to sand and polish it!

Also would like to thank great sailors that I crewed for and met during all these years, they teach me so much about how to sail the lightning: Mario Buckup, Ched Proctor and of course my husband Michael.

The class is just amazing, so many friends, there are just too many to mention them all! The best of all is that we made those friends overseas and that is what made it possible for us to be at the WJM Lightning Champ. Betsey I always competed against you and now we did it together! ●

**Joy MacDonald**

My first Women's North American Championship was a blast and I learned a lot. I hope to do it again next year. Sailing with Jody was a great learning experience and was interesting because we were racing such a small number of boats. Jody, Lauren and I worked great as a team and discovered how important it is to check the current since there was a strong one in Lake Michigan. My favourite part of the regatta was winning two races, even after we were over early in the second one. The wind co-operated with us but we really got a good work-out during hiking.

Every day after racing and after de-rigging the boat we did something fun. My favourite night-time experience was going to a really neat

## I LEARNED A WHOLE LOT

**- Joy MacDonald**

restaurant called 'The Safehouse' and dancing to the one-man reggae band.

I hope more people my age decide to sail the women's next year because it was so enjoyable and I can't wait to go to San Diego next year. ●

**Lorrie Walsh, Tina Walsh, Katrina Oostveen**  
**Thunder Bay, Ontario, CANADA**

Participating in the Women's Lightning NA's has been a goal of mine for as long as I can remember. Growing up as a third generation Lightning sailor I had ample opportunity to crew for my Grandpa, my Dad, and my brother. A couple of years ago my Dad gave me the use of my grandfathers Lightning, "The Bonbo" so I could attempt to beat the 'Good Old Boys' of Thunder Bay, Ontario myself.

Somehow I understood that the "well-used" Bonbo just wasn't going to cut it at the NA's. With a little luck and a generous brother I got my hands on his new boat and his pro crew/wife Tina. Finding a middle girl was a must so I invited my friend Kat, who has sailed on my Women's Keelboat team to join us. I believe her response was, "Sure, I'd love to!....What's a Lightning?" With 1 year of sailing experience and five hours in a Lightning, Kat was on her way to Milwaukee with us for Women's NA's.

With sweltering heat, no air conditioning and a dirty pick-up truck we finally reached the Milwaukee Yacht Club. We were greeted immediately by the regatta chairman, Steve Cushman who happily pointed us in the right direction (to the beer keg). From the moment of our arrival it was clear that the NA's would prove to be a memorable and amazing experience, and we weren't let down.

A really well organized event with great wind and awesome competition. We were so happy to not only be there, but to be up with the top boats. We tried everything to win

including sailing upside down and rounding the wrong windward mark but nothing seemed to work. It was an amazing and valuable experience for all of us. We had fun and learned a lot of "what not to do next times".

I would like to thank my crew for many things: Swimming while I stayed dry, for having a sense of humour, for being positive, but most of all for "bringing it". We want to sincerely thank everyone involved in the event and the kindness of the Milwaukee Yacht Club. Biggest thanks to my brother Richard for lending us his boat, being our biggest supporter, saving Spilly and spending an entire evening making us new mast blocks out of a cutting board.

Congratulations to all who competed. See you in San Diego. ●

**Monica Jones**

Participating in the 2005 Women's NA's in Milwaukee was a great experience! The last time I skippered a Lightning was in the 2004 Women's NA's at my new home Yacht Club, the Buffalo Canoe Club. Prior to that, the last time I skippered was when I was 17 with my Dad at the Metedeconk River Yacht Club in NJ. Needless to say, it's been a long time. Thanks to Abby Ruhlman and Kathryn Moloney for crewing. We made a great team! Abby is awesome at calling the line and Kathryn learned how to climb the mast to retrieve a spinnaker halyard. Thanks to Jody Swanson for encouraging us to do this and for putting our team together.

Growing up in a Lightning sailing family, meeting my husband, Ian at a Lightning Regatta and now exposing our two girls to Lightnings has been a wonderful thing for our family. There are so many great things about this Class. With all the sports your kids can do these days, how many can you participate in as a family? Now we're off to Chile in November to watch Ian sail in the World Championship and to do some touring around. As Abby Ruhlman says "these Regattas are our family vacations"! Thanks Milwaukee Yacht Club for hosting a great North American's. ●





Women's Champions  
Sarah Buckley, Christine Norris, Betsy Gelenitis



Runners-Up  
Jody Swanson, Lauren Jones, Joy MacDonald



3rd Kathy Lundeen, Denise Cornell, Lynelle Reak



4th Monica Jones, Abby Ruhlman, Katherine Moloney



5th Lorrie Walsh,  
Kat Oostveen, Tina Walsh



6th Maegan Ruhlman,  
Cortney O'Connor, Caroline Sundman



7th Gaby McCoy,  
Kim Petritz, Deb Petritz



## THE JUNIORS SPEAK

### JUNIORS' NORTH AMERICAN CHAMPIONSHIP, MILWAUKEE YACHT CLUB, AUGUST 2005

#### *Ian Schillebeeckx*

We came into Milwaukee Yacht Club Tuesday morning with a certain air of expectations. We had participated in the P and T regatta a month before so we were ready for the conditions and the limited parking space. The Leukemia Cup in Sheboygan the weekend before also had us trained for Lake Michigan's finest conditions. We also were expecting a big chance to qualify for the Youth Worlds. The competitors who beat us last year were to age out by the time the Youth Worlds came by automatically knocking the qualifications back several places. That night we went to sleep expecting a certain performance that we had been training for all year.

My crew, Lucas Hofmeister and Beth Ward (both from HIYC in Nashville, TN), and I rose the next morning with total excitement and activity. Scarf down breakfast, drive 15 minute to the club, prepare the boat in 45 minutes, and we were in sailing mode by 9:00. This day presented our 420 lb team with "heavy air" (to us) at 12-15 in the morning building up to 20 in the afternoon. A bad start in the first race left us fighting for a seat on the top rung resulting in a 6th place finish. In the second race, an aggressive fleet resulted in an 8th place finish. Due to incoming storms, all later races that day were cancelled. We came out of this day with the surprise that the difference between first and last was as little as 30 seconds.

Coming into the second day, the race committee clearly wanted 4 races. The heavy air presented that day gave the race committee the perfect opportunity to get their wish. My crew and I had a slow morning with a 6th and 7th place finish. Seeing that we had no bullets next to our name, we pushed to finish well. The 3rd race had us battling for 1st place, but we ended up succumbing to the 530 pound leaders. With hard work, we ended the 2nd day with a 5th place finish. This put us in a good spot to qualify for the Youth Worlds, yet it still wasn't in the bag.

The 3rd and final day came in with a light breeze from the north. Light air – this was our home turf: Beth and Lucas were experts from the squirrelly airs of Lake Hickory and I was in charge of putting everyone's knowledge into a collected effort. The

light air was also an advantage for the 2nd representative of CSA: Nicholas Beckman, Edd Burke, and Ian Moriarty. CSA was a strong contender for this day; we both took turns as the fleet leader. With an almost team racing attitude, we both had strong finishes in the first 2 races bringing Nick's boat with a 4 and 8, and me picking up a 2 and 4. The final race of the day started out in good air but we soon were forced to the back of the fleet by an unfavored tack into Lake Michigan chop. To our great disappointment we rounded the windward mark near dead last. With everyone lined up on the port layline, fighting for air, we had to make a decision. With a puff building up on the left side we decided to go for it. At first we were nervous about breaking so far away from the fleet, but we were confident that it would pay off. With a 20 degree shift we were now heading straight for the leeward mark. The boats on the right were left to head dead-downwind. With an angular advantage, we sailed right past them. Rounding the mark in the top 5, the race seemed to be ours. Sailing against the chop in puffs, and precisely predicting the wind shifts left us out in 1st around the windward mark. A nervous downwind leg kept us in the lead. Coming back upwind, our predictions served us well again. We had gained a substantial lead of over 30 sec and finished the race and the regatta with a bullet. We did our math and figured out that we had indeed qualified for the Youth Worlds! There was a sense of ecstasy the rest of the night. We packed up the boat, then onto the NA's in Sheboygan.

Even though we finished well the real heroes of the story were our sponsors. My parents and the parents of Beth, Lucas, Nick, Edd, and Ian were to be thanked for their continuous support and effort. The most noteworthy of our sponsors however was the Carlyle Lightning fleet and CSA. Their generous contributions made the trip possible. Thank you as well to everyone else who helped us get here. ●

*-Tim Jones, skipper  
-Justin Groden, middle  
-Nikki Butchart, bow*

We had a bunch of fun times at this years junior NA's. Some funny things

that happened...the first spinnaker set we did, was right before the practice race. The chute went up fine, but when we jibed we rounded up and our bow girl, Nikki Butchart, got knocked right into the water. Now we had our chute flying uncontrollably in the air, so I had to have Justin Groden, my middle man, try to get it down, while I focused on getting Nikki back in the boat. She didn't have a life jacket so I was a little bit worried. When the chute finally came down she had drifted about 20 yards from the boat. It was a close one!

The second day of racing, on the way out to the course, Justin went for the hiking strap on his way to hike out, and completely missed, and somehow grabbed it with his hand as he was falling out of the boat. He was now hanging completely upside down, and Nikki and I were laughing far too loud to save him, so he ended up falling in and we had to turn around for him.

In between races one day, we were going back downwind to the finish line, and I was sitting up on the rail of the boat. We were completely by the lee, and me not paying attention, we jibed and the boom swung over and hit me directly on the top of the head. I fell right down into the middle of the boat and passed out for a couple of seconds, and then popped right back up. I think I had a minor concussion but oh well.

These are just some of the high lights of the trip, that come to head when thinking of the funny things that happened. ●

#### *Matt Wierzbach 14005*

It was my first NA's this year, and it was certainly as great as I expected. My crew Jake Den Boer was a vetrain and made a huge difference with preparing and knowing whats going on in a regatta that is much more official than anything else in the lightning fleet.

To sum up the regatta in as few words as possible, it was a blast. The wind was the best I had all summer and although we didn't do as well as we'd have liked we were satisfied with what we did do right. It has left me waiting for another season of campaigning for Juniors. ●



Junior Champions John Newell, Joe Raite, Jamie Moran



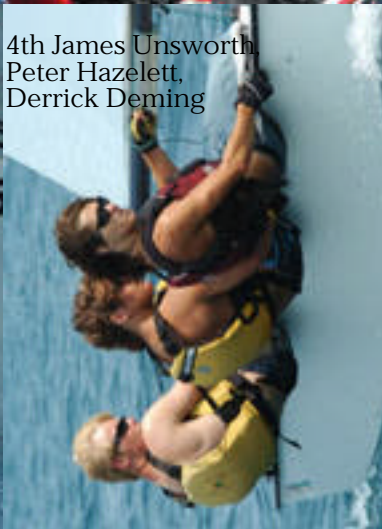
Runners-Up Billy Healy, Conor Healy, Emily Maloney



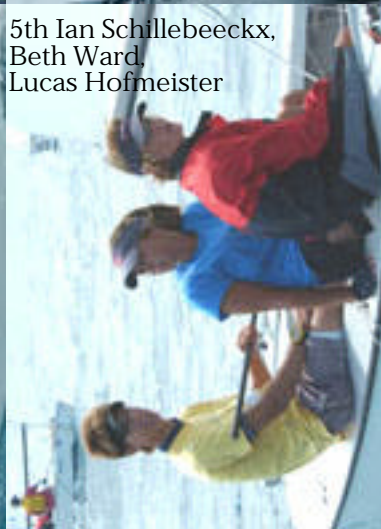
3rd Chad Miller,  
Daniel Kagan,  
Tanya Miller



4th James Unsworth,  
Peter Hazelett,  
Derrick Deming



5th Ian Schillebeeckx,  
Beth Ward,  
Lucas Hofmeister



6th Tim Jones,  
Justin Groden,  
Nicole Butchart



8th Jack Freysinger,  
Jeremy McMahon,  
Cassie Kraus



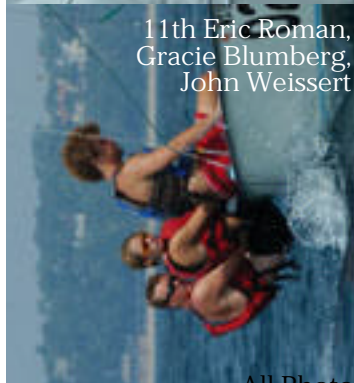
9th Nicholas Beckmann, 10th Liz Hines,  
Ian Moriarty, Ailee Cassell,  
Edd Burke Luke Franke



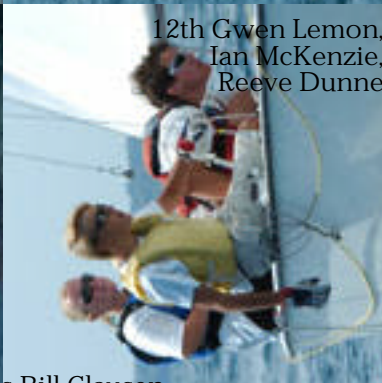
7th Nick Aswad,  
Connor Aswad,  
Max Far



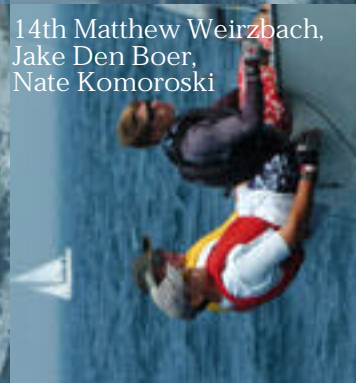
11th Eric Roman,  
Gracie Blumberg,  
John Weissert



12th Gwen Lemon, 13th Matthew Schon,  
Ian McKenzie, Michael Crann,  
Reeve Dunne Tara Schon



14th Matthew Weirzbach,  
Jake Den Boer,  
Nate Komoroski



All Photos Bill Clausen



## THE MASTERS SPEAK

### MASTERS' NORTH AMERICAN CHAMPIONSHIP, MILWAUKEE YACHT CLUB, AUGUST 2005

#### Mike Elmergreen

Sometime last winter Ric Larsen approached me about crewing at the Master NA's with him and his son Eric. He needed someone that was at least 46 to make the age limit, so being 'mature', I said yes. The regatta would only be an hour drive for me which made the decision even easier. I thought we would have a chance to do well even though there are some extremely good Masters out there. After the first race, I was a little unsure about getting some hardware. The sea breeze was fighting the land breeze, we bet on the sea, and lost. We took a 10th in the 11 boat fleet which was a little hard to swallow. Hallagan, Mauk, Fisher, and Hofmeister were all sailing very well. This would be a tough fight back, especially since there would be no throw-out.

We went into the second race of the day thinking we would try to at least get into the trophies. The breeze settled in quite strongly which worked well for us as we picked up a win by playing the shore side – we had learned our lesson in race one, no more left corner Larsen. We were in better shape except that all the good guys were ahead of us. Fisher and Mauk only had 4 and 5 points respectively, so they were the ones to beat.

Day two brought more good breeze and we received a little present in the first race of the day. We crossed the finish line in 4th but the only boat ahead of us that was not OCS was Hoffmeister. This not only gave us a 2nd in the race, but would you believe me if I told you that Mauk and Fisher were OCS? Game on! The second race of the day was physically and mentally tough. There was lots of breeze and there were shifts and holes. Mauk was really on his game, sailing well as he seemed to have it all figured out. He led for most of the race until right corner Ric worked a little of his magic. We got a little leverage, did a lift, tack, lift all in good breeze, and squeaked out a small lead in front of Mauk. He gained on us the rest of the race, but we somehow held him off just barely to take the win.

Now the game was getting really interesting. We went into the last race a point out of the lead and three points ahead of Hallagan. We went out a little early and sailed up the

Masters Champions Ric Larson, Eric Larson, Michael Elmergreen



course in the light northerly. We sailed in towards the beach and we sailed out into the lake. All three of us decided that in to the beach was not the way to go, definitely go out into the lake. We had a good start and we soon were able to head out while most of our main competition went in. We went way out in the lake while Hofmeister was having some kind of a beach party and Hallagan seemed to be having a tough time in the middle. We were in the lead but got passed by two boats just before the weather mark. We did a good job on the run and sailed well on the next beat and came into the last downwind leg in the lead. It turned into a bit of a reach, which helped keep speed up in the lighter air, and left very few passing lanes. On the last beat we covered like crazy as the good guys showed their form by making gains. We caught up to the women which made covering harder, but we held on to take the win. Hofmeister came from way deep for a fourth which secured second overall and gave us the regatta win.

It was truly a fun regatta with great competitors. If you think these 'Masters' are out for a fun sail, you will be surprised if you ever get the chance to do a Masters event. These guys all still 'got it', and our team from Sheboygan feels fortunate to compete with them. Thanks to MYC for putting on a good show. ●

#### Jim Carson's Reflections LOGICAL # 15122

Arrived with many fond memories of past NA's, particularly 1971. That year there were varied conditions on the lake, including a blown-out race.

Most willing crew, Donnie & JoAnne Schon. JoAnne had little sailing experience in the Lightning but pitched right in, learned a lot, and was invaluable off the water in keeping Donnie & I fed and hydrated (alcohol doesn't help hydration but .....).

Surprised there were so few Masters. But, there was certainly quality if not quantity, skippers and crews as well.

HOT, HOT, HOT! Long sail out of the harbor dodging moored boats. Long sail in as well. How could anybody turn over 100 yards from the hoist? Ask..... Oops, we're sworn to secrecy.

Seven of eleven boats OCS, two returned, and five unhappy with the no hail policy. Fit my traditionalist nature perfectly. I loved it! Certainly, affected the outcome of the regatta. Bill Hofmeister enjoyed his "king for a day".

Congratulations to Rick Larson, the guy you seldom notice unless he's doing a horizon job and thanks to Milwaukee YC. ●

#### Bob Starck's Random Thoughts:

Milwaukee was a nice venue. It's good to have a regatta in close proximity to a major city once in a while. Lots to see and do after hours.

Those who helped facilitate the regatta at the Milwaukee Yacht Club couldn't have been more helpful and accommodating. The regatta was an outstanding value.

This year we kind of missed the attention that Jack Elfman (God rest him) used to pay us, but Dick Hallagan showed he still cares about us.

The older Jim Eagan and I get, the more we enjoy the company of the ILCA Masters. They're not only fun to hang out with, they're a privilege to race against.

Finally, George Fisher and Jim Carson continue to amaze us - and beat us. I guess I should have taken sailing lessons when I was a kid. ●

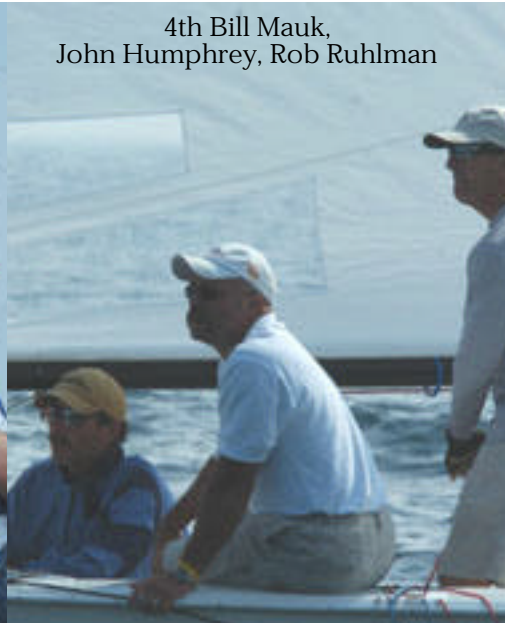
Runners-Up William Hofmeister,  
Mandy Hofmeister, Bruce Richards



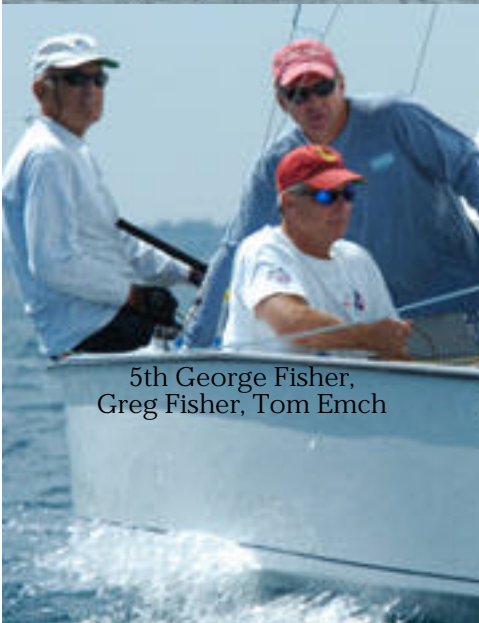
3rd Dick Hallagan,  
Steve Davis, Al McReynolds



4th Bill Mauk,  
John Humphrey, Rob Ruhlman



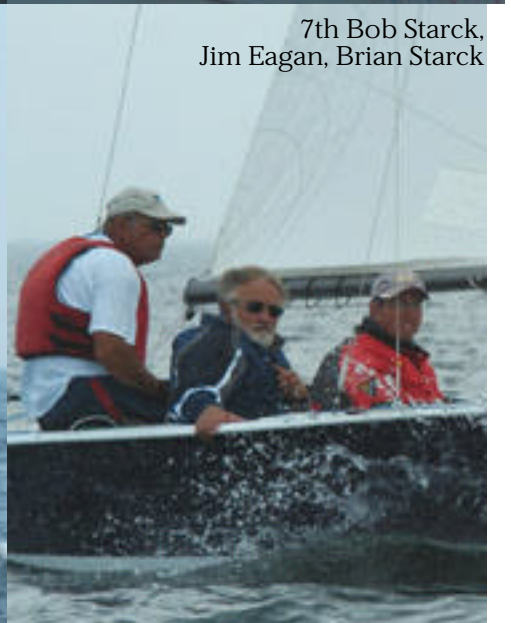
6th Jim Carson,  
Don Schon, JoAnne Schon



5th George Fisher,  
Greg Fisher, Tom Emch



7th Bob Starck,  
Jim Eagan, Brian Starck

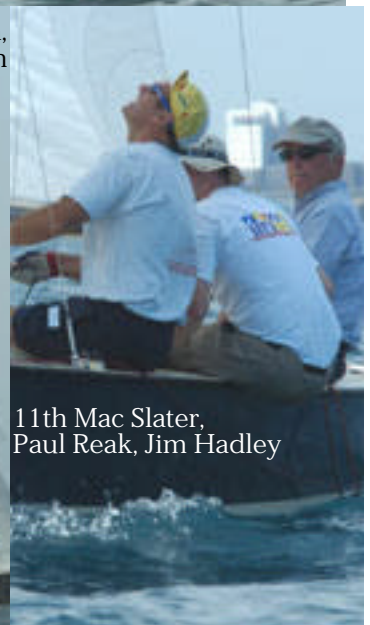


8th Bruce Finsilver,  
Salo Korn, Michael Roualet



9th Mark Dadd,  
Mark Grinder, Scott DeGolyer

10th Bill Allen,  
Peggy Lehman, Greg Johnson



11th Mac Slater,  
Paul Reak, Jim Hadley

All Photos Bill Clausen



## NORTH AMERICAN CHAMPIONSHIP PRESIDENT'S CUP

**Jason Werner**

"It was the shirts" said my forward crew Heather Dodd while admiring her embroidered crew shirts while at the banquet. Ok...so the shirts did make us look good, but do they truly help make the boat faster? I think we proved one thing, that a good mental attitude can make the boat go fast...so, yes, I'd say it was the shirts. And if there was an award for shirt coordination...I'd say we won it!

Since this was my first NA's and I expected steep competition, I was a bit nervous when arriving. Thankfully, the Sheboygan Yacht Club and all the ILCA/NA's volunteers made measurement a total breeze. I would actually say too easy...it seems we arrived in a "down time", and everyone was hot to trot to do something! Hard Hat Hank and 20+ folks converged on the boat and in minutes it was stripped, measured, weighed, and back ready to go. I barely had time to park the RV...wow! Nice job everyone!

After Heather made sure to get the correct parking space for the boat (never knew how important that was!), and of course getting the required beverages, we got parked, rigged, measured, and ready to race. So, off to find the lodging location.

A short 300 ft drive from the club was the RV parking lot. Can you say convenient? Upon pulling up we were greeted by a crazy southerner who was already set up. Can you say RV envy? He had the sexiest RV setup...wow! Of course this is Big Daddy (Bob Harkrider) who was incredibly helpful getting us parked, wired to electricity, and comfortable in our new digs. Is everyone in the class this helpful and nice? I hope so.



Team Werner leading the pack

Of course we did come up to race, and race we did. The RC had some difficult and shifty conditions to deal with, from the wind swinging 30-40 degrees even on the best days, to fog, lack of wind, and even some perfect offshore flat water sailing (with 20-30 degree shifts of course!). But they did awesome, and we were able to focus on sailing fast and know that we had good race courses. Job well done!

The first 2 days of Qualifying Races were "sea breeze" days, and that means waves. Since I am mainly a flat water sailor, it frankly kicked our butts! It was frustrating, slow, and to be honest there was a point in time where we were debating about continuing in the future. The Lightning is a great class, but sailing in waves is perhaps one of the most frustrating things about these boats! Unfortunately, we did not qualify well, and were a bit frustrated with our results so far.

Day 3 was perhaps our best day - at least mentally! We had gone out in the morning, but postponed for an hour or so. When it looked like the

calm was holding, the PRO sent us back in to wait out the calm on land. We were very happy to spend the day on shore, trying hard to forget about the qualifying races. Personally, I think a layday is a good idea! We took the time to look the boat over, found some minor things to check, and washed and waxed the boat. Of course, that was why we were slow ... the boat was dirty!

Day 4 (and the first day of Championship Races) started with a new outlook for us because not only did we have great crew shirts, but a clean boat! The first race we finished 17th. We were actually very happy with this considering we started dead last. Starting was definitely not my forte for this week! But this brought some renewed hope that we could be competitive, and perhaps have some fun this week while sailing. Race 2 was quite a bit better with a 9th. Things were looking up for sure.

Race 3 was again a weird race. With a diminishing breeze, fog, and plenty of leftover chop, it was a real challenge to even find the marks at times! I remember rounding the top mark in perhaps 20th and hoisted the spinnaker. Between the light breeze and the chop, we could not keep the spinnaker full; not even half-full. We tried sailing HOT but the waves just kept knocking the breeze out of our spinnaker. We watched one boat simply point directly downwind and pull away, even though their spinnaker was not drawing! We decided to follow suit and pointed our nose downwind, instead of following the 19+ boats reaching in front of us (we could only see 3-4 in the fog soup!). Slowly but surely, we passed boats as they gybed back, and suddenly we were



Runner-Up Team Barden

Photos Bill Clausen

right next to Pierce Barden, who was the leader! Of course, we had no clue where we were in the fog but we were in good company! Now where was that leeward mark? We sailed the compass, and ended up about 50 feet from the marks. A shortened course sent us back through the fog to the finish line. The fog was thick, but not far off the water. At one point, I had Heather stand up and she could see over the fog to one of the RC boats. We had overstood a bit, so we re-adjusted course and finished in a terrific 5th.

Day 5 (and the last day of Championship Races) started with us in contention for top 5! Wow! We were in 7th place with 31 points (and a 17 for a throwout) I thought we had a chance to pull up to perhaps 3rd or 4th with a good day. What did we know?

Race 4 started in conditions that were a lot like home. Thank heavens, that means less waves. On our way out we saw that the "right" side of the course was showing the gusts more than the left, and that the gusts were all rightys. Hmm...let's remember that. After starting poorly of course, we got bounced to the right. Perhaps they did us a favor. We found that just about everyone sailed on starboard for a bit, and suddenly we were right and in clear air. Only Maegan Ruhlman pushed further right, so we started tacking in shifts and pressure but stayed to the right. We rounded the top mark in 4th. A great downwind run saw us push to 2nd, and another great upwind saw us in 1st by 10 lengths or so. We sailed directly to the mark on the last leg to give us our first and only win of the series! We could have quit right then and been happy! Maegan finished in 2nd with Bob Bush in 3rd.

Race 5 brought similar conditions, though some "lefts" were showing. We started at the boat-end of the line during a huge left shift, went right, and as we went the wrong way real-



3rd Josh Goldman



4th Bill Mauk

ized that everyone had a huge port tack lift inside of us, but we didn't have it! "Sail to the header," is the advice in all of the tactical books, so we decided to tack, and took a LOT of transoms. A lot. We passed through the Blue Fleet spinnakers with no problems, and ended up on the left side of the course. Left? Hmm...let's hope for a lefty...and there it was! We ended up rounding the top mark in 4th, and held that til the end. Pierce had a great race leading at every mark. The most important thing was that several of our closest competitors finished behind us...we thought that 3rd was a possibility now!

Race 6 was a nervous one. We thought that 3rd place was a possibility, and with some luck we could pull it off. We once again worked the to the right, though just about everyone had figured it out by now. But we finally had a start that allowed us to sail in clear air, and with an awesome first downwind run we pulled away with Stu Nickerson and Bill Mauk. I think the lead changed 3-4 times between all of us on the last 2 legs. Stu was able to hold onto a great mark rounding and moved from 3rd to 1st, with us holding 2nd.

Sailing back to the club, we were trying to figure out the combinations, and I thought we might have got 3rd, but there were simply too many combinations. We had finished 1, 4,

and 2 on the last day, but had no idea where that would put us at the end of the tally.

We spent about 2 hrs putting the boat away, and lots of people saying "good job," but we still didn't know we had won. At least until Big Daddy and Co. came flying out of nowhere with a "What? You didn't know what a 1-4-2 can do for you?" Well, we know now!

I want to thank Heather Dodd for the great job all week, and her company Capital Logo Inc for providing the really-cool embroidered team shirts, technical shirts, hats, and bags. ([www.CapitalLogoInc.com](http://www.CapitalLogoInc.com)). [I date her so I have to say this!] And another big thanks to Jose Monteiro Mariceu, our Brazilian Navy Captain, for the past two years and wish him the best when he goes back home. These two keep the boat going fast. Also, Thank You to SYC and the folks running the boat ramp ATVs, and to Greg Fisher and the North Sails folks for answering my questions, and all the volunteers for making a great event even better! I couldn't have imagined a better run event. And of course, most of all I want to thank the ILCA community for making the Lightning the best one design class out there...and, yes, I'm sticking with it!

**Jason Werner – 15024**

**Heather Dodd**

**Jose Monteiro Mariceu ●**

Newcomer John Mollicone 5th

Swanson Trophy Winner  
Maegan Ruhlman 6thFleet 36 Winner  
Ian Schillebeeckx 7th

Photos Bill Clausen



For the third race of the day the wind died, lumpy water stayed and fog closed in. We found a good lane after the start and started slogging to "right-land" just trying to avoid tack-ing until the breeze freshened. Finally we had to tack anyway and arrived at the first windward mark behind Larry MacDonald and right behind Dave Starck. We were getting pretty good at finding Dave on the race course but he and Larry motored away and we hung on for third at the leeward gate. The course was shortened making it a 3 legger. Upwind in the fog I noticed Starck falling off and reaching across our bow to the finishing line which I suddenly saw was only about 100 yards away. Dave put us away and finished at the pin, with us 2nd and Bill Fastiggi 3rd. Larry was sailing away in the fog having missed the finish line due to little visibility. We were definitely lucky to have escaped disaster.

The next morning for race #4, Lake Michigan looked like Carlyle: flat water, puffy with big shifts. We did the "Carlyle Shimmy" between the two seams of the wind to cut the risk of making a big, painful mistake and get caught on the wrong side of a big shift. We knew this approach would not likely win the race but we needed a safe keeper, not a bullet, at this point in the regatta.

This strategy worked well and we rounded in the top group of 5 boats behind Ched Proctor's team of Doug Barlow and Katherine Josenhans who had a healthy lead. We worked the run, aggressively gybing for puffs and shifts and chose the proper gate to round 3rd. Up the beat we stretched a bit from the closing group and rounded a secure 2nd. Tito Gonzalez and Jody Swanson had been right behind us, but Dave Starck had slipped to 11th, getting caught on the left of beat two while the right enjoyed more wind. There



Matt and team winning the first race (good way to start!)

was a major dog fight setting up for overall places 2nd-6th.

After 4 races we looked pretty good with finishes of 1-1-2-2 for 6 points; Dave Starck had 25pts with an 11th looking like a throw out; Todd Wake with no bad races and 25 points (3-8-9-5), Bill Fastiggi with 28 points and a 14th looming as a throw out. Defending Champion Jody Swanson and her team of Skip Dieball and Matt Schon were looking very good (after she was overcoming a case of bronchitis) and were sailing as fast and smart as always.

Race #5 was the "run for the roses" for us. We did not have time to get nervous as while re-tuning the blocks, etc. I noticed our vang wire was breaking. We jury rigged a replacement and by the time that task was completed I had just enough time to be OCS for the start of the biggest race of the series. Way to be conservative, NOT! We restarted and starting looking for a ray of hope on the right.

Tobi saw a puff moving in from the right (where the shoreline is lower on the horizon and the Sheboygan River empties into Lake Michigan), we met it and tacked to starboard. We were not quite on the layline

when the lift started, strengthened and took us from despair to redemption. Although Darrell Peck and Tom Allen Jr were long gone, we rounded 8th. During the run we worked to 7th and realized that boats close to us in the standings were not having good races. Bill Fastiggi, Todd Wake and Dave Starck were all having races that could be their throw outs. We did the math and figured that if we held position we'd be the winners with a race to spare. Trying to race hard and stay focused was a bit difficult given this realization but I felt as though an enormous weight had been lifted just before we crossed the finish line.

The euphoria – Besides the welling pandemonium on our boat the Fisher, Swanson, Hayes, Probst and Tom Allen Jr. teams, who had finished ahead of us, ragged their sails, stood in their boats and clapped for our comeback and result. This recognition coming from our peers, friends and fellow competitors was overwhelming. It was also the most touching display of sportsmanship that I've ever experienced in sailing. I still get wobbly and goose bumps when I think of it.

My personal journey from having to be rescued during qualifier #1 in Sheboygan '76 to winning the '05 event with a race to spare is truly amazing to me, even now. I owe it all to Dan and Tobi Moriarty's expertise, raw talent and patience with me along with our collective preparation. When good luck smiled on us we did not waste it.

A special Thank You goes to Larry MacDonald for filling the trophy with champagne at the banquet. I hope everyone that wanted one got a sip to help us celebrate. Also thanks to the ladies who donated their undergarments to adorn our rigging in the wee hours of Friday morning, clearly this is a good luck gesture. And we say "See you at Mission Bay Yacht Club for the 2006 NACs" ●



Runner-Up Team Fastiggi

photos by Bill Clausen

## 2005 ONONDAGA ONE DAY REGATTA

**Onondaga Yacht Club, Syracuse,  
NY, August 27**

*David Starck*

It was my first time sailing on Onondaga Lake and I found it to be a great sailing venue. Many times I have driven by the lake on I 90 and thought to myself – that looks like a nice place to sail!

Craig Thayer & members from the Onondaga Y.C. work hard to put on a first class regatta. It's well attended by Central New York sailors. It is a pleasure to spend time at a yacht club such as Onondaga. I'll spread the word in the Lake Erie District that the 2 hr. ride is well worth it.

Many thanks to Scott Ikle and Ian Jones for sailing with me. I look forward to returning next year! ●

### MARK BRYANT

239/503-1210

mark9373@earthlink.net

Dealer for Nickels Boat Works

Personal Coaching

Seminars

Race Clinics

## THE 49TH ANNUAL HARVEST REGATTA AT SILVER LAKE

**Silver Lake Yacht Club NY  
September 17-18**

*Bill Neal*

In the late 1960's we had 60 or more Lightnings on the starting line and a Fabulous Cocktail Party. Now with only 10 boats and no Kegs, we are doing our best to have a Fabulous Youth Regatta.

To do this we changed the rules: First, any number of crewmembers per boat. For every member of a crew 16 or younger you score one place better than your finish in that race. The party on Saturday night was at the Charcoal Corral with a round of Miniature Golf, Pizza and Ice Cream (We counted the best Golf score on each boat as a race). In addition, if you can't make it both days, it can be two One Day Regattas.

We even made it possible for past Silver Lake Yacht Club members, past Harvest Regatta participants and all Our Sailing Friends to take part by playing Golf with a Sailing Friend and sending their score to us! This was a great hit with those at the Regatta that wanted news about their old friends.

With just 10 Boats, it was still a Fabulous Regatta! We had 12

crewmembers 16 and under! With the Kaleigh Wilday Award going to the youngest crewmembers, Will Aubrecht and Courtney Wilday who are both 6 years old!

Sarah and Emily Neal both shot a 44 in the Mini Golf tournament.

On the Saturday One-Day:

Peter Godfrey had a 1,1,2,1 that counted as only 1 pt. with Connor's youth credit taken and was First overall

Kevin Robinson with Lauren Jones and Jeffrey Markarian was Second with 9 pts.

Tom Allen Jr with Shelby was Third with 10 pts

For both days with 7 Races plus the Golf Score and one through out:

Tom Allen and John Humphrey as co skipper was First - 13 pts.

Skip Wilday with Courtney were Second - 21 pts.

Tom Allen Sr (with 3 firsts place finishes on Sunday) was Third-23 pts

Dick Aubrecht with Will and Ali were Fourth - 25 pts

Larissa Cox was Fifth - 28 pts

Bill Neal with Emily and Sarah were Sixth - 34pts

Mark Dadd was Seventh - 39 pts

Mike Humphrey with Maggie & Chelsy Copestick were Eighth-41 pts

## CLASSIFIED ADS

### Used/New Sails - Scott Sails

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

Bryant oval aluminum Lightning mast. Rigged and ready. \$600. Oval aluminum Lightning mast, maker unknown, rigged. \$500. Wooden Lightning masts. Rigged. \$600-\$900. Wooden booms, \$200-\$400. Wooden spinnaker pole, \$75. Sails for wooden Lightning mast, with metal track slugs, \$200. Trailer for Lightning, \$400. Motorboat trailer ~ will carry Lightning. \$250. Joel Thurtell, 11803 Priscilla Lane, Plymouth, MI 48170. 734-453-8303.

joel\_thurtell@hotmail.com

2003 North Fisher M/J R2 chute in very good condition, good for small regattas, club and daysailing. \$750. Bill Bogardus Work: 732-740-0337 Home: 732-566-7729 willambogardus@hotmail.com (NJ)

2004 Fisher North Main. One year old. Bought from the Clausen/Elfman inventory. Never used. \$450 Ron Wright Work: 803-222-4591 Home: 803-222-2333 rwright1@carolina.rr.com (SC)

7216 wooden built 1955. 2 suits of sails plus spinnaker. Trailer. One wooden mast (needs repair), one rectangular aluminum mast. Mayfield Yacht Club. Scandaga NY. Will deliver within 300 miles of Albany. \$1600. Bill Dever deverwd@localnet.com 518/374-8532

10810 Lippincott white with a light blue deck. Completely upgraded and race ready: faired bottom, flotation tanks, bulkhead, chainplates already moved, 700 lbs. Ovals, stainless steel board, sails too numerous to count, aluminum trailer, covers. Stored indoors. \$5500 Bob Harkrider 706/733-5449 or 738-3815 bob@accesscpa.net (GA)

12215 Allen, fiberglass, yellow hull, good condition, fresh water, dry sailed, winters indoors, Allen trailer, mooring & rudder covers, aluminum mast, North MJ, Haarstick MJS, Shore Spinnaker. Race ready. Dual controls. Won Summer Series 1995, Fleet #77. Only raced 3 times last 5 years. Finished third (2002) Brown Jug Race. \$1,800. Bill Wright W: 585-544-6725 H: 585-266-5114 wcg@rochester.rr.com (NY)

12283 With trailer by Nickels-Holman. White with red stripe. Oval aluminum mast and boom; S.S. centerboard, fiberglass rudder, suuntu compass with mast mount, north sails; M4 main, A2 jib, spinnaker. Boat cover. Dry sailed, indoor storage. Asking \$1500. John Flick 815-399-3850 jrf.rfd@sbcglobal.net (IL)

12603 Carson. SS centerboard. Ready to sail with practice main, jib and spinnaker. Good deck cover. Good galvanized trailer with new tires. \$1800 Harry Cline (h) 919/542-5568 (w) 919/677-6935 hecline@earthlink.net (NC)

\* Back Page Ads: Members \$10.00 includes web and printed *Flashes*. Non-members 40¢/word, \$10.00 minimum, web only, or double fee for web and printed *Flashes*. Send copy to Class Office by phone, fax, mail or email. See Class web site for details on posting ads there.



From

The International Lightning Class Association  
P.O. Box 10747  
Murfreesboro, TN 37129 USA

www.lightningclass.org  
office@lightningclass.org

**Time to write up  
your YEARBOOK  
REPORTS!**



page 32

lightningflashes

October/November 05

Classified ads begin on page 31

13230 1979 Lippincott. White with blue deck. Dry sailed. Trailer. SS centerboard, aluminum mast, practice main, jib and spinnaker. Needs minor glass work at bow. Steve Yankura (h) 203/530-4537 (w) 860/669-0339 esyank@comcast.net (CT)

13794 Allen, Only two owners. Upgraded double-ended controls fore & aft. SS board. Great condition, competitive fleet champ. \$4,750 Denny Bersch W) 414-607-8800 H) 414-257-1235 dberschjr@earthlink.net (WI)

13902 Allen, Blue hull, white deck. SS centerboard, AL mast and boom, Steel trailer, 2-Mains, 2-Jibs, 2 Spinnakers. Covers. \$2900 Arnie Tran w) 802-769-6764 h) 802-660-9028 atran@adelphia.net (VT)

14023 - 1985 Nickels Lightning with 2 suits of sails, covers and trailer. Excellent condition. Off white. \$6000. Ken Irwin 513/761-5977 kirwin@cinci.rr.com (OH)

**NICKELS DEALER + USED  
LIGHTNINGS**

**ALL PRICE RANGES**

Used Covers & Sails

Dealer for North Sails & Vermont Sailing Partners

& Gill

**Call JOE DISSETTE**

**DISSETTE SAIL YACHT SALES**

Lightning Sailor since 1945 **55th+**

**Anniversary!!**

*Sailing Carousel 35 (15233)*

6121 Thornberry Ct., Midland, MI 48640 Phone

"anytime" 989-631-2133

dissettesail@chartermi.net

The BEST Lightning Spars today!  
**Bryant Performance Spars Inc.**

1297 Bailey Avenue P.O. Box 785, Buffalo NY 14240 USA  
phone 716/893-1100 fax 716/893-1121 BryantSparsInc@aol.com

14108 1986 Mueller. Dry sailed. Fine Shape. Blue Hull, white bottom & deck. Stored undercover. New lines. 3 sets of sails. One new! 2 spin-nakers. Galvanized trailer. Mooring cover. \$6500 Roy Prescott W) 603 356-8870 H) 603 367-4417 royandj@adelphia.net (NH)

Allen 14210 white/white. North Sails. Asking \$6000. Jerry Dodge (h) 315/589-2550 (w) 585/202-9147 jdodge25@aol.com (NY)

14238 Nickels well maintained beautiful yellow hull, dry sailed, garage kept. North Sails. Race ready. Upgrades to hull and trailer. Travel and mooring covers. \$6800. Steven Wexler (h) 860/206-3192 (w) 203/573-7245 drwex@comcast.net (CT)

14309 Allen, blue. Not sailed for 10 years, stored inside. New suit sails used twice. Good club sails. Ready to race. Taktik compass. \$6500 David Kurtz (h) 305/273-9456 (w) 305/460-5333 goombay2@bellsouth.net (FL)

14600 Nickels grey hull, light grey deck and interior. Excellent condition, 703 lbs. Dual controls. Travel and mast covers. Jib and spinn new for 04 NAs, main never used. New mast. Nickels galvanized trailer. Available now \$11000. Brad Wagnon h) 765/284-3100 w) 800/875-8118 bwagnon@comnetmessage.com (IN)

14713 1995 Nickels. Well maintained. Recent upgrades to rigging, cosmetic work to haul and deck by Nickels May 04. Sails, trailer. Race Ready. Asking 10,500. Ed Seyerlein (w) 607-723-7481 (h) 607-427-0565 eseyerlein@cookcompanies.net (NY)

14737 Allen. Stiff and fast: Winner 2005 Junior NAs. Allen Trailer, all covers, One set sails, Allen spars, recent upgrades. \$10,500. Unfortunately, building a house! Leonard Phillips (w) 315-426-7781 (h) 315-445-1897 len1401@dreamscape.com (NY)

14851 built by Nickels in 1999. Boat in excellent condition. White hull and deck. Main, jib, spinnaker. Galvanized trailer, covers included. Asking \$12000. Digital pictures available at SailingTexas web page. Dennis Rhoades 937/848-2003 darhoades50@hotmail.com (OH)

14851 built by Nickels in 1999. Boat is in excellent condition. White hull and deck. Main, jib and spinnaker. Galvanized trailer, covers included. Asking \$12500. Dennis Rhoades call 937/848-2003 or email darhoades@hotmail.com (OH)

14923 Allen, white hull, grey deck, excellent condition. North mjs like new. Galvanized trailer, full trailing cover, rudder cover. Like a brand new boat. \$13000. Jed Dodge h) 585/461-9928 w) 585/722-5249 jdodge5353@aol.com (NY)

15005 Nickels white hull, light grey deck. Fresh water, dry sailed, 2003 North MJ and 2 Shore Spinnakers. Adjustable jib cars, all double ended, staymasters, Nickels wide bunk trailer & light bar, 5 Fabricraft covers. \$12,900. Bob at r.franke@att.net or call 414-476-5790 (W) (WI)

15103 Nickels, light grey hull, white deck. Adjustable jib cars, new boom, carbon blocks, gal. trailer. Covers and sails available, if needed. \$12,500. Steve Davis Colorado (can deliver to WJM or NAs) (w): 720-875-3366 (H): 303-699-0317 sdavis@cetenv.com