

# Lightning eflashes

Newsletter from the International Lightning Class Association

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## THE 2003 LIGHTNING WORLD CHAMPIONS

TITO GONZALEZ WITH  
JAY LUTZ & CLAUS ENGEL

RUNNERS-UP

STEVE HAYDEN WITH  
BARR BATZER & JAMEY RABBITT



*Tito, Claus and Jay. Photo by Mary Huntsman*

## THE 2003 INTERNATIONAL MASTERS CHAMPIONS

JAMES CRANE WITH  
LARRY BONE & KIP HAMBLET

RUNNERS-UP

BILL MAUK WITH  
JOHN HUMPHREY & CLAUS ENGEL

## THE SOUTHERN CIRCUIT REPORT

*Amy Smith Linton, Jeff Linton, & Mark Taylor*

This year's Southern Circuit was a mix of sadness and joy for the team from Tampa. Joy in the winning, naturally, but sorrow in that we left for Savannah learning that an old pal had passed away. We dedicated our series to Barb Wolf, a sailing friend from our home club whose smiling face we'll miss more than we can say.

Barb would have appreciated the funky currents and unique conditions in Savannah, which are always met and matched by the hospitality and can-do attitude of the Savannah YC. She would have gotten a big kick out of learning that a Downy dryer sheet keeps the bugs away, as well as leaving a person and his van smelling April fresh! Even with one day of racing, Savannah is darn good fun.

*continued on page 18*

## LIGHTNING LABS

Now that the season has started -  
call now before it's too late!

*Jamie Brickell*

If your District is interested in participating in the 2003 Lightning Lab Program, please advise me by e-mail or voice mail including a phone number. We had more Labs last year and hope to increase the number this year.

I would like to bring to your attention the number of fleet training tools that are available to your District ILCA members. The first is the original Lightning training film that is a wonderful starting point for people just learning to sail a Lightning, the second is a new publication that is a set of "crib notes" developed by Greg Fisher based on the North U Performance Sail Trim book and put together by Ed Michaels of the SE District. The third is the recently released Advanced Training Video featuring Andy Horton, Bill Fastiggi, Suzy Coburn, Greg Fisher, Carol Cronin and Jeff Eiber. All done with volunteer labor. The last item is the Lightning Labs. These are generally done on a District level, and it is our hope that everyone who attends a Lightning Lab will have at least viewed and/or read the three other tools before attending.

I would be remiss if I didn't mention all the work that went into the making of the Advanced Training Video. Most of the footage was taken on Biscayne Bay in Miami on the Monday between Savannah and the Miami Southern Circuit Regatta. The participants drove from Savannah through the night so they had a full day of sailing for the video work. These are good folks who gave their all so that we in the ILCA can have better sailing and racing.

My e-mail is [jamiebrickell@earthlink.net](mailto:jamiebrickell@earthlink.net), and home phone is 410-489-2619

## President's Column

Paco Solá

## Chief Measurer's Column

Carter Utzig

## LA COLUMNA DEL PRESIDENTE



Congratulations to Tito Gonzalez, Claus Engel and Jay Lutz for winning the World Championships in Miami. This was probably the toughest Worlds ever, with nine scheduled races, leads changing every day, actually in almost every leg of every race! This is Tito's third Worlds and the good/bad news for him is that he will defend his title back home in 2005!

To Steve Hayden, Jim Crane, Larry McDonald, Bill Healy, George Fisher, Big Al Boucher, Brian Hayes, David Peck, Ched Proctor and

everyone who was up there looking pretty at the weather mark, thank you! You demonstrated the strength and competitiveness of the Lightning class in the most trying of conditions, and most of all, you gave us a great show to watch for those who were back there.

Fleets 226 & 502 put on a great Worlds, just like they promised; the organization and race management was superb! On behalf of the Lightning Class I would like to tell them, once more, thank you and congratulations.

The Executive Committee has awarded the 2004 Youth World Championships to Brazil and the 2005 World Championships to Chile. We will be working with them to bring you great regattas like the one we just experienced.

At the General Meeting in Miami some people asked what is the better way to communicate with the Class Officers to voice your suggestions and concerns. I answered the one that makes you feel more comfortable! please DO write or call. We need your feedback to know if we are doing a good job and addressing the issues that our members are most concerned about.

There's lots of work to be done!

*Paco*

President@lightningclass.org ●



Thank you! Steve, Barr and their measurement team for pulling off measurement at the worlds and all the others who pitched in to make it happen, even though they were not part of the measurement team. This spirit is what makes our class the best.

This was the first time we tried our new measurement procedures for area and world championships. We have a little tweaking to do (e.g. do we really need upper shroud tension specs? Should we be checking other "d" measurements?) but in general they seem to work fine. Thanks to Jim Carson and Bill Clausen for the new measurement devices. The class still needs to replace its sail templates. Anyone interested in donating some money for Mylar? I am sure we can get someone to make them for free.

The changes to specifications passed (spinnaker pole and sail cloth weights). Jack Elfman asked us to look at adding "bearing" point to the pole specifications. Well, I thought this was a great idea since I work for BearingPoint, so we will review it.

The people at the worlds also generated a number of great ideas we will look into adopting. You will have to wait on this one.

The other thing that amazes me about the worlds is the number of Lightning Class members who come to the worlds not to sail but to just be part of it.

Everyone should now be watching for the Pan-Am games and the sailing results to see who takes the gold in the Lightning Class. Thanks also to Dave Sprague for pulling this together and going down there for three weeks run measurement and get the boats to and fro.

Have you tried the new forum on the class web site? We are going to start using it to drive more discussion on measurement issues.

Good sailing to all of you and ask Paco about Ecuadorian hospitality. I have come to the conclusion that it is right up near the top.

*Carter*

Measurer@lightningclass.org ●

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## From the Historian

Mary Huntsman



We returned from a successful worlds, boats are rigged and ready for the Long John this weekend. The season is off to a busy start. I hope everyone enjoyed the coverage. Amy (Smith Linton) and the Marks (Taylor and Gardner) kept us up to date each day nationally! For those of you who did not follow the Worlds of course the old guys got all the wind - and the "kids" got all the tricky light stuff! Check out the Web for all the details.

The Race Chairman, Ken Batzer, introduced a couple of us to a lady who sailed a Lightning in the later forties and early fifties. She had a program from the International Championships in 1949 sailed on Biscayne Bay. Thank you Phylis Buhler! It had information on Lightning #2 which is in the custody of Fisk Hayden who is renovating it. Hopefully Fisk and Steve (with Angie's help) can write us an article on the history of the boat. #2 was not build by Skaneateles Boat Company.

We showed off the half model to be presented to those who donate \$3,000 or more for Lightning #1.

Great stories were told the two weeks in Miami. Hopefully they can be retold in print so please send them to me. Jay Lutz started telling "do you remember? stories" at the Masters banquet and others followed. It was a lot of fun!

Mary  
historian@lightningclass.org ●

## OFFICIAL NOTICE

In accordance with Article IV of the Bylaws, the following Fleets are automatically suspended effective March 1, 2003. Members of these Fleets may be barred from all Lightning races until annual Fleet dues (\$25) have been paid. Fleets #: 14 Centerboard Yacht Club; 19 Chautauqua Lake Yacht Club; ~~25 Lake Mohawk Yacht Club~~; 39 Chelsea Yacht Club; 51 Crescent Sail Yacht Club; 55 Little Neck Bay; 58 Hewlett Bay; 60 Jayhawk; 62 Southern Yacht Club; 64 Maple Bay; 71 Rocky River; 95 Awosting Yacht Squadron; 115 Cuba Lake Yacht Club; 132 Lake Washington; 137 Gull Lake Yacht Club; 145 Spofford Lake; 175 Shreveport; 204 Macatawa Bay; 206 Club Nautico Olivos; 209 New Orleans Yacht Club; 212 Atwood Yacht Club; 216 Saginaw Bay; 227 Bomoseen Yacht Club; 250 Sempacher/Hallwiler/Vierwaldstatter/Greifensee; 253 Susquehanna Yacht Club; 265 Yacht Club La Punta; 273 Massabesic Yacht Club; 277 Clearwater Bay; 279 Temple Reef Sailing Club; 280 Chequesset; 312 Lega Navale Italiano Anzio; 328 Jyväskylä; 342 Higerillas; 351 Flotilha de Lightnings de Niteroi; 358 Murtensee; 368 Okanagan ; 400 St. Marys; 401 Guanabara; 424 Club Universtorio de Ragatas, La Pinta; 427 Killyleagh Yacht Club; 435 Rush Creek Yacht Club; 438 Perry; 440 Palmetto; 446 Club Universitario de Buenos Aires; 449 Marsala; 453 Flotta Del Trasimeno; 456 Tuusulanjarvi; 462 Guarapiranga Lake; 466 Flotta Del Conero; 468 Valkeakoski; 471 Casco Bay; 484 Ithaca; 486 Valley Sailing; 488 Rocky Mountain; 498 Selkirk; 499 Pointe Claire Yacht Club; 500 Tennessee Valley; 501 Club Nautico el Portillo; 509 Fishing Bay; 511 Cape Fear.

District Commodores should make sure that all fleets are paid in order for members to compete in the District Championship Regattas.

## NOTICES

The 2003 Junior North American Championship will be the qualifier for the top two US Junior teams to the 2004 Youth World Championship in Brazil.

ISAF has issued a number of racing rule 42 (kinetics) interpretations that will clarify the rule and make it easier for the judges to enforce rule 42 with consistency around the world. This can be found on the ISAF website, as well as the US SAILING web site. We have also posted this interpretation on the Lightning Class web site.

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## The new and improved Lightning Training Video

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 correct techniques for tacking, gybing, crew communication, spinnaker hoists and take-downs, plus much, much more. Send \$24.99 plus \$4.99 shipping/handling to:

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Please include a check or money order to: Above & Beyond Productions, Inc.

Above & Beyond is owned by Lightning skipper and crew, Rick Bernstein. Rick has donated much of his time and effort and video expertise to producing this project. Rick is a former North American Champion, Runner-Up World Champion, Canadian Champion and multiple District Champion.

Profits from the video go directly to the International Lightning Class Association.



## HOW FAST? Adventures in Wooden Boating

Joel Thurtell

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Plug (plug) n. 1. Anything, as a piece of wood or a cork, used to stop a hole.

2. A usually two-pronged device attached to the end of a wire or cable and inserted in a socket or jack to make a connection.

A flat cake of pressed or twisted tobacco.

Anything useless or defective.

An old, worn-out horse.

A favorable word, recommendation or piece of publicity.

A shot: To take a plug at a rabbit.

A man's high silk hat.

And so on, the Standard College Dictionary tells me exactly what my plug might be.

But it doesn't say what my particular plug is.

Plug n. A male mold for making a female form or mold used in manufacturing.

Plug Nickel n. A vessel crafted from a male mold; an industrial artifact; a figure of speech used to generate a seemingly endless stream of columns in a monthly sailing newsletter...

Okay, okay, yack, yack, yack, enough fooling around with words.

It's spring now, according to the calendar. The tail end of a long, cold winter and for several months I've only fantasized about the joys of sailing. Except for 20 minutes of high thrills risking life and limb on an ice-boat back in February, it's been a sail-less season.

Even my boat, *Plug Nickel*, is missing – sitting under double tarps at Nickels Boat Works awaiting some "improvements" which will make it easier to sail, though probably not any faster.

The question of speed I've never resolved: How fast is *Plug Nickel*? I've never answered it because I only raced it once. The cam cleat for the spinnaker halyard wouldn't hold, so we dropped way behind on the downwind leg. Upwind, we seemed like one of those definitions above: "An old worn-out horse."

But that was not necessarily the boat's fault. Racing has never interested me very much, except in the abstract. As in, how fast is my boat? I'll never find out how fast it is until I race it. Seriously race it.

But the idea of spending Sunday mornings on the water instead of sipping coffee and reading the New York Times just doesn't appeal.

I suppose I could hire a ringer to skipper it in a few races, then hand in an evaluation.

Or I could indulge in a bit of armchair speculation. In fact, that sounds like a fairly good idea. It's too bad armchairs have gotten such a bad rap. They really are a great place for judging all kinds of things.

For instance, early in my cogitation for this column, warmly ensconced in my armchair, I lifted the phone and called Nickels Boat Works. Dave Nickels was in a reflective mood, and we gradually worked around to my favorite topic, namely, how fast – in theory – is my boat?

But as I say, we had to work around to that one. First, we talked about Skip Etchells, the Connecticut-based boat builder (not Ohio, as I claimed in a recent column) who shook the Lightning class back in the 1950s first with his challenge to the poorly-established standards for defining what was and was not a Lightning

and later with his million-dollar lawsuit against the class.

Everything else being equal (skipper and crew skills, sails, rigging) the most critical determinant of speed in a boat is hull shape. And there is just enough slack in the definition of what is a Lightning for boat builders to produce craft with measurably different bottoms. And still call them Lightnings.

Etchells flattened his boats' bottoms behind the centerboard trunk, among a variety of innovations.

In the same year – 1958 – that Etchells pushed the envelope and wound up with his boats condemned as rule-breakers, the same happened to his rival, Nickels & Holman.

The problem from the builders' perspective was that the class association had not published the outer limits of design. That same year, Clarence Holman had hull number 6889 built two inches too long. Would it pass muster with the class measurers?

"They didn't know what the limits were," said Dave. "They wanted to know what the tolerances were."

"They wanted to see if it would be measured legal," Dave said of 6889. "And it wasn't."

Like the Etchells boats, 6889 had to be re-shaped. It was shortened by two inches.

The reward for pushing the envelope but staying within the rules can be a faster boat. The Etchells boats had to be re-shaped to conform to the rules, but even then they were fast boats. I've heard from two people who searched for and found Etchells boats because they believe they have a speed advantage. These folks are either racing their Etchells boats or plan to.

"As soon as the tolerances were published in late 1958, my dad (Herman Nickels) built 7207 and promptly won the North Americans with it," said Dave.

But the safe way to build a Lightning was to create a bottom that hit the average of measurements.

"The boat that is right down the middle of the tolerances is just a Lightning," says Dave.

The ideal?

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continued next page

"One that is low on the ends and high in the middle and deep in the mast step with eight-foot arcs forward – round arcs forward – makes a lot of difference. That's the difference between a fast boat and just a boat."

"Just a boat" means a Lightning, no matter how new or old, no matter what it's made of, that is not fast enough for serious racing.

Okay, okay, I admit I don't completely understand the talk about 8-foot arcs, so let's cut to the chase: How fast is *Plug Nickel*? Or rather, how fast should it be if its skipper knew how to race it?

"Your boat wasn't made until 1965," said Dave, who ought to know because it was he who built it, the last production woodie before Nickels & Holman went to plastic.

"That boat has a great shape off the wind, but it's not as fast upwind," Dave said of *Plug Nickel*. Its shape is

better -- faster -- than many of the glass boats that were made from its molds, though, because Clarence Holman changed the shape of the plug.

For the worse.

"Clarence was not interested in making the fastest boat you could make -- that's why I ended up leaving Nickels & Holman."

Readers of my early columns may recall how hard I worked to remove -- in places -- nearly two inches of plastic laid down on the bottom in a vain attempt to make boats that were faster. Dave's advice from the get-go was to get that stuff off. Not only did it remove 100-plus pounds of material from the hull, but it made for a faster shape.

But how fast?

We may never know.

The dictionary doesn't mention it, but there's another word for what I call my boat.

A plug can be a worn-out house, but so can a hack.

And a hack can also be a not-so-nice term for some kind of a writer.

So if I would just find a crew and a decent set of sails, leave the Times for the evening, pack the coffee into a Thermos, quit yarning with Dave, and --

Pull the plug on the yacking.

Quit the hacking.

And, by Godfrey, get out on the water.

Go sailing!

Find out how fast *Plug Nickel* is.

Cut the words and get real!

*Joel Thurtell can be reached at finder@radiofinder.com or at joel@thurtell.net and his telephone number is 734-453-8303 ●*

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# 1 Main. 1 Jib. 1 Gold!



- Bill Fastiggi, Heather Rowe and Andy Horton

## USA Pan Am Gold Medal Team

1<sup>ST</sup> - 1999 North Americans

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# SHORE SAILS

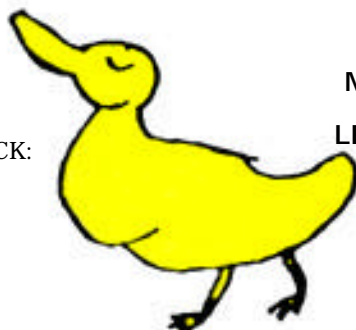
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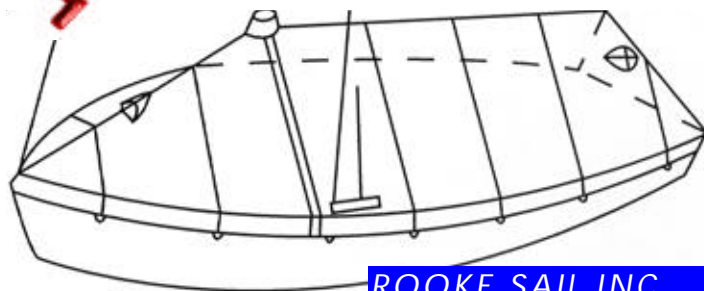
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# If it wasn't for Lightnings...

## ...Layline would not be in business!

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

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

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

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

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

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

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

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

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

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

*Walt*



A.



C.



D.

### A. Race Master

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

T040

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

### B. Bailers

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

A564133 Super Max

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

A564136

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

**Internal New Large Gasket**

A574194 For a little piece of foam

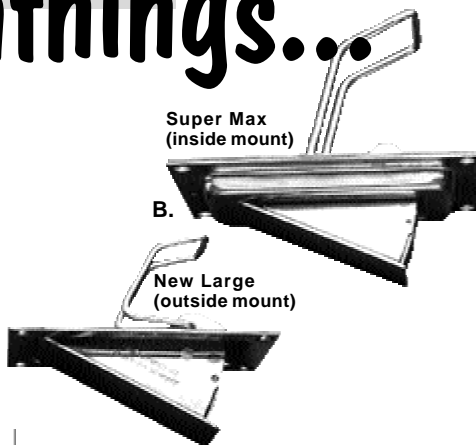
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### C. Small Harken Aluminum Cleat

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

H338

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



Super Max  
(inside mount)

B.

New Large  
(outside mount)



E.

### D. Musto Sailing Watch - Stainless Steel

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M824

Layline **\$175.00**

### E. Competitive J22 Boathandling

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

H4938

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## UPCOMING REGATTA CALENDAR

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

Please save as this will not be published in future issues - refer to website.

### 2003 NORTH AMERICAN CHAMPIONSHIPS

**August 12-15 Women's, Juniors', & Masters'**  
**Niantic Yacht Club, Niantic CT USA**  
**August 16-22 North Americans**  
**Cedar Point Yacht Club, Westport CT USA**



May 3	Tune-Up Regatta, Lansing Sailing Club	June 7	Lake Nockamixon Volvo Leukemia Cup
May 3-4	Doc Gilbert Potomac Cup, Fleet 50 near Washington DC	June 7-8	P&T, Milwaukee
May 3-4	Indiana Open, Geist Reservoir, Indianapolis	June 7-8	Vancouver Lake Regatta and PNW Championship, Vancouver WA
May 3-4	Mid-Continent, Carlyle Sailing Assn	June 14	Brant Beach Annual Spring Regatta
May 3-4	Southern District Championship Regatta, Jackson Yacht Club, MS	June 14-15	Caz Flash Bash, Cazenovia NY
May 10	Nigeria Lightning Nationals, Lagos YC	June 14-15	CT/RI District Championship, Noroton
May 10-11	Florida Junior District Championship, Edison Sailing Center, Ft Myers FL	June 14-15	Dixie District Championship, Solomons MD
May 10-11	Spring Classic, Pymatuning	June 14-15	This One's For Fun, Bay City Yacht Club
May 17-18	Early Bird, Cedar Point Yacht Club	June 14-15	Mississippi Valley District Championship
May 17-18	Great Lakes Championship, North Cape Yacht Club, LaSalle MI	June 14-15	Ohio District Championship, Indian Lake
May 17-18	Hernando deSoto, Arkabutla MS	June 20-22	Michigan District Championship, Crescent Sail Club
May 17-18	Blossom Time, Kelowna, BC	June 20-22	Midwest District Championship, Chicago Corinthian Yacht Club
May 17-18	Voodoo Regatta, Lake Norman Yacht Club, Davidson NC	June 21-22	California District Championship, Mission Bay Yacht Club, San Diego
May 24-25	PRSA Spring Regatta, Alexandria VA	June 21-22	Indiana District Championship, Wawasee
May 24-25	Memorial Day Regatta, Eugene	June 21-22	Metropolitan District Championship, Monmouth Boat Club, Red Bank NJ
May 24-25	Ice Breaker, Chestermere Lake, Calgary	June 21-22	Southeastern District Championship, Carolina Sailing Club, Raleigh NC
May 25	Commodore's Tune Up, Surf City NJ	June 21-22	Texas District Championship, Fleet 35, Dallas
May 30	Florida District Masters Championship, Edison Sailing Center Ft Myers	June 21-22	Central Atlantic District Championship, Metedeconk River Yacht Club, Brick, NJ
May 30-June 1	Florida District Championship, Edison Sailing Center, Ft. Myers	June 28-29	Champagne, Keuka
May 31	Sodus One Day, Sodus NY	June 28-29	Dave Fitch Memorial, Spofford Lake NH
May 31-June 1	Magnus Pederson, Nyack Boat Club	July 12-13	Centrals
May 31-June 1	Lighthouse Regatta, Fond du Lac WI	July 12-13	Tawas Bay Regatta
May 31-June 1	Lake Champlain Spring Regatta, Malletts Bay Boat Club	July 12-13	New England District Championship/ Brian Hughes Regatta, American Yacht Club, Newburyport MA
May 31-June 1	Wrightsville Regatta, Carolina Yacht Club, Wilmington NC	July 12-13	Kitsilano Regatta, Vancouver BC
		July 19-20	Long Island District Championship, Southampton Yacht Club
		July 19-20	CNY District Championship, Henderson Harbor
		July 19-20	Evans Regatta, Green Bay Sailing Club
		July 26-27	Atlantic Coast Championship, Malletts Bay Boat Club, Colchester VT
		July 26-27	Brotz, Sheboygan
		July 26-27	Wooden Boat Get Together, Onondaga
		July 26-27	GYA Championship, Pass Christian YC

### HEY WOODY!

Wood boat owner's get together and regatta at  
**Onondaga Yacht Club (Fleet 10)**  
**July 26/27, 2003**

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Craig Thayer [fabricraft@a-znet.com](mailto:fabricraft@a-znet.com) 315/458-3991





## 2003 Lightning EarlyBird Regatta at Cedar Point Yacht Club.

*CPYC is hosting the Charles Schwab 2003 Lightning North American Championships, so we're expecting a huge turnout for this year's EarlyBird Regatta. This is a valuable opportunity to practice for the NA's. You don't want to miss this one, so make your plans early! The dates are May 17th and 18th. For more information, please call Chris Miller at 203-849-8753.*

*charles* **SCHWAB**

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6/7-8 Greg Fisher Lightning Lab / Surf City  
6/7 Volvo Leukemia Cup / Lake Nockamixon  
6/14 Brant Beach One Day / Brant Beach  
6/14 BHYC-MBYC Tune Up / Metedeconk  
6/14-15 NJ Governor's Cup / Riverton  
6/28-29 Central Atlantic Districts / Metedeconk  
8/9-10 Down Bay Regatta / Little Egg Harbor  
8/23 OCYC Regatta / Ocean City  
9/6 New Jersey States / Metedeconk  
9/6-7 55th Annual Regatta / Surf City  
9/20 Manahawkin Bay Cup / Surf City  
10/4 Riverton Fall Regatta (Tentative)  
10/25 Pumpkin Bowl / Barnegat Light

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## BOAT OWNERSHIP CHANGES BY DISTRICT

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

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

<b>CENTRAL ATLANTIC</b>	4727 Hugh Clymer, 187 Union Street, Doylestown PA 18901	U
	5083 James Lenahan, 115 Holly Drive, Hatboro PA 19040	491
	<b>*14881 Mac deTuro, 300 East 34th Street, New York NY 10016</b>	<b>335</b>
<b>CENTRAL NEW YORK</b>	<b>15178 Dan Parietti</b>	
<b>DIXIE</b>	<b>*10215 Ted Okada, 9705 Commonwealth Blvd, Fairfax VA 22032</b>	<b>50</b>
	<b>15181 Phil Grotheer</b>	<b>329</b>
<b>FLORIDA</b>	<b>*14684 Bill Johns, 11100 SW 61st Court, Miami FL 33156</b>	<b>226</b>
<b>METROPOLITAN</b>	<b>*13380 Mario Gedzior, 91 Everdale Road, Randolph NJ 07869</b>	<b>U</b>
	<b>14514 Chris Sprole, 4100 Virginia Court, Boothwyn PA 19061</b>	<b>75</b>
<b>MICHIGAN</b>	15179 Builder	
	<b>15185 Bruce Finsilver, 4987 Bantry Drive, West Bloomfield MI 48322</b>	<b>54</b>
<b>MIDWEST</b>	9232 Jeff Fjeldheim, 710 Timber Hill Road, Deerfield IL 60015	5
<b>MISSISSIPPI VALLEY</b>	<b>*11496 Tim Ryan, 1286 Greenbrook Bend #5, Memphis TN 38134-8167</b>	<b>274</b>
<b>OHIO</b>	13318 Christopher Payne, 5310 Glenway Avenue, Cincinnati OH 45238	303
<b>PACIFIC NORTHWEST</b>	<b>*11645 Douglas Ash, 2420 Haywood Avenue, West Vancouver BC V7V 1Y1</b>	<b>90</b>
<b>SOUTHEASTERN</b>	233 Dave Murray, 2100 Bald Mountain Road, Burnsville NC 28714	U
	<b>13848 Leonard Little, 8129 Long Nook Lane, Charlotte NC 28277</b>	<b>365</b>
	<b>*14747 Alan Krauss, 900 Stonecutter Court, Raleigh NC 27614</b>	<b>481</b>
<b>SOUTHERN</b>	<b>12335 John Waskom, 400 Glen Cove Road, Brandon MS 39047</b>	
	<b>* &amp; Joe McDevitt, 112 Woodberry Place, Madison MS 39110</b>	<b>388</b>
<b>TEXAS</b>	A15177 Gregory Brown, 300 East Round Grove Road #2714, Lewisville TX 75067	U

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Age								
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6-10		\$122	\$151	\$172	\$194	\$206	\$219	\$232
11-15		\$149	\$190	\$220	\$250	\$268	\$286	\$304
16-20		\$180	\$233	\$273	\$313	\$337	\$361	\$385
21-25		\$212	\$277	\$327	\$377	\$407	\$437	\$467

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

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## BETTER LATE THAN NEVER...

### JIM ALLEN WINS MICHIGAN DISTRICTS (2002)

*Matt Princing with input from past President Colin Park*

June 29-30, 2002, Tawas Bay

Yacht Club, Tawas Bay MI,

44 boats, winds 5-15 knots

All right, the article is a little late but think of the anticipation that's been created. Also, the details are getting fuzzy, so if I have to embellish a few things nobody will know.

The largest Lightning District in the World, Michigan, held its 2002 District Championship on beautiful Tawas Bay. The Tawas Bay Yacht Club (TBYC) played the gracious host and has a rich tradition of Lightning racing including the 1985 North Americans. Tawas Bay is a small bay located on Lake Huron that offers a wonderful array of sailing conditions. The water is beautifully clean and warms quickly making it a mecca for watersports. In the absence of system winds, a steady sea breeze fills in early form the south and builds until mid afternoon. These conditions were ever



*Midline sag, and one OCS!*

present this year which offered great sailing in a variety of conditions.

This year's attendance was no doubt helped by the facts that Michigan holds an "open" regatta for districts, inviting all Lightning

Districts to compete and the North Americans were being held in the Michigan District. TBYC was packed to the gills with Lightning's, 44 registered and 41 sailed, making it one of the largest regattas in memory.

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*MI Districts continued*

The racing was intense with team Park winning the first race and Team Allen winning the next three to take the early lead followed by Charlie Hess, Ernie Dieball and Paul Wurtzebach. Day two had the Parks winning both races and shuffling the results. Final was first time District Champion Jim Allen and crew (Allen, Allen & Morley), second place Park, third Wurtzebach, Fourth Hess, fifth Diebal, sixth Fidler, seventh Hagman, eighth Klaban, ninth McCree, and tenth Nickels. The top three finishers came from three different districts: Allen – Michigan, Park – Florida, and Wurtzebach – Midwest.

Photos from the event show the tight racing and without an offset mark (TBYC didn't have enough bouys, now they do thanks to sponsors gifts such as Mannington) the leeward mark was the place watch and photograph.

The members of TBYC did a terrific job of hosting the event and will again host a regatta in the summer of 2003. TBYC's J/22 fleet is the driving force behind Lightning's in Tawas Bay, without them we wouldn't be sailing at their club. Mannington Mills was again a gracious sponsor of the event, please consider using Mannington products the next time you are shopping for floor covering, they have been sponsoring one design sailing at the TBYC for the past 2 years and can be found through out the USA at your local independent floor covering store. North Sails and Skip Dieball supplied the much needed bow numbers and door prizes. ●

*Photos courtesy Matt Princing*



*Room!? Leeward mark excitement...*



*2002 MI District Champion Jim Allen (14807) sailing upwind as spinnakers charge down*

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*Southern Circuit continued**In Savannah - photos by Mary Huntsman*

I imagine Barb, like us, would have enjoyed the Miami racing most of all this year: she, too, loved a good win, especially when the event involves lots of races and a field of really excellent competitors.

Barb would have cheered us on in St. Petersburg, where we made up for a day of postponed races by taking a crew of sailors over to the Cajun Crawfish Festival. There's not much more fun in this world than getting a gang of sailors onto the dance floor when Gino Delafosse and French Rockin Boogie start up with the zydeco. As a group, I can't say we had the traditional two-stepping thing down pat (for a while, some were doing the five-step, but that was a "who's leading?" issue), still, Frank Atkinson, Vicki Matthews, and John Humphrey cut the rug up some.

And the festival -- if the schedule works out next year, everyone should go -- had crawfish, gator, chicken, ice-cream, icy cold beverages, a climbing wall, and even a sort of bungee-jump/trampoline ride that allowed Tommy Allen to show off his gymnastics prowess. Between Kathryn Josenhans and Ched Proctor, Kathryn won the climbing contest, while Ched should get props for facing his vertigo. In the Jeff Linton-Tommy Allen climbing match-up, Tommy took an early

*St. Pete Masters Champs George Fisher, Tom Emch, JoAnn Jones - photo MH*

*1st Team Linton and 2nd Team (B) Healy in Miami - photos by Bill Clausen*



*Southern Circuit continued*

lead, but Jeff nipped ahead at the top. It was the most fun we've had off the water at a Lightning regatta since the days of disco bowling.

Of course, Barb would not forget to thank the people who make the series possible: Savannah YC, Coral Reef YC, St. Petersburg YC, Fisk Hayden and the Lightning Class, and, more personally, Jeff's partners at Masthead - Leslie Fisher and Paul Silvernail - our folks, and most of all, Mark's wife Shannon Figley-Taylor, who held down the fort while we sailed around it. ●

*Results and more photos in April Flashes and on-line*

*2nd Overall Tom Allen, Vicki Matthews, John Humphrey - photo BC*



*Brian Hayes 14688 with Carter Utzig and Laura Jeffers - 1st in St. Pete photo MH*



*Bill Mauk 2nd in St. Pete with Barr and Suzy Batzer - photo MH*



*Crowded starting line in St. Pete - photo MH*



## JYC SPRING FLING INAUGURAL EVENT

*Text by Rob Edwards, Fleet 35, foredeck on 15117; editing by John Waskom, Fleet 388, skipper 13703*

Jackson Yacht Club, Jackson MS,  
March 29-30

The 2003 JYC Spring Fling was an inaugural event on several levels. This was the first regatta hosted by the JYC in the new (\$3.5 million) clubhouse. It was also the first regatta in some years to renew an old club tradition of having a "Blessing of the Fleet" for the participating boats as they sailed out of the harbor towards the racecourse. A priest blessed each boat as it passed... and we needed all the help we could get. This was also the first spring regatta in decades to have multiple dinghy fleets including Lightning sailors from TX, LA, TN and MS participating. Fleet 388 would like to thank all the travelers for coming. Their sup-

port and participation is getting a lot of attention at the club.

The weather kept many from sailing due to the cold and high winds. Saturday morning temperature was in the 40's with the wind blowing 20-25, gusts in the 30's and 3 foot swells. Sunday was colder and windier. It was a body-pounding couple of days. The second day we did not fly spinnakers because of the wind but still had the boat on a plane with only the jib.

The strong winds provided some exciting times for all concerned. The Snipe Fleet had one capsize/turtle, all of the Vanguard 15's went over at some point, and one of the local Fleet 388 Lightnings lost a middle crew members overboard and, during the rescue of their fallen comrade, lost the skipper overboard as well. All were reunited with their

boat and, on their way in to get warm, helped rescue a crewmember who had fallen over the side of a keelboat without a life jacket (our sailors were wearing life jackets and laughed it off in the bar a little later). It wasn't enough that the weather was against us, but we were dodging J22s the whole time also.

Each race was hotly contended and the outcome was not settled until the fifth and final race. Visiting Dallas boats swept the number 1 & 2 places, with a New Orleans boat taking third. Congratulations to Scott Anderson 14817 for taking first overall, Jeff Bodkin 15117 for taking second, and Larry Frost 10812 for taking third.

Watch the *Flashes* and website; we have two more regattas this year and INVITE YOU TO COME. ●

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# INTERNATIONAL MASTERS CHAMPIONSHIP

International Lightning Masters World Championship

Biscayne Bay Yacht Club & Coral Reef Yacht Club, Miami FL USA

April 9, 10, 11, 2003

32 Boats, 4 Races

Bow	Sail #	Skipper & Crew	R1	R2	R3	R4	Total
1	31	USA14900 James Crane, Larry Bone & Kip Hamblet	2	1	2	2	7
2	02	USA14866 Bill Mauk, John Humphrey & Claus Engle	1	3	15	1	20
3	39	USA14739 Jack Elfman, Cindy Lister-Elfman & Mike Holly	4	9	1	9	23
4	14	USA14780 Colin Park, Karen Park & Cam Carlin	7	10	5	3	25
5	12	ARG11649 Fay Regan, Hugo Longarela & Hector Longarela	3	2	17	4	26
6	35	CHI11011 Manuel Gonzalez, Tito Gonzalez & Jay Lutz	9	4	6	7	26
7	55	USA14855 Richard Hallagan, Tammi Jamison & Hendrix TenEyck	8	8	4	8	28
8	20	USA14975 Paul Wurtzebach, Mike Elmergreen & Steve Davis	6	11	10	5	32
9	29	USA15130 Christopher Vann, Barbara Vann & Jay Vann	10	7	7	12	36
10	27	USA14073 Gary Hurban, John Faus & Joe McGinnis	11	6	16	6	39
11	21	CHI14838 Pablo Gallyas, Fernando Gallya & Juan P Solar	5	18	3	16	42
12	07	USA14972 Fisk Hayden, Steve Hayden & Angie Hayden	13	12	13	22	60
13	09	USA14930 Stephen Horwitz, Bob Hannau & Paco Calvet	12	14	21	25	72
14	33	USA14905 David Gorman, Mark Bryant/Jack Huntsman & Mike Littee	33\DNS	5	20	15	73
15	22	USA15122 Jim Carson, Jarrett Lynn & Keith Taboada	33\DNF	15	8	17	73
16	36	USA14275 John Hughes, Valerie Holly & Frank Atkinson	16	33\DNF	18	10	78
17	19	USA15119 Bob Starck, Brian Starck & Jim Eagan	19	13	25	21	78
18	40	USA14510 Hank Hodgson, Jim Cameron & Elissa Wyatt-Hodgson/Torsten Bojlesen	25	33\DNF	11	11	80
19	11	USA14374 Jon Ewing, Eamonn deLisser & Darcy Watson	23	20	14	23	80
20	10	USA14781 Judith Hanlon, Ron McCormack & Maud Lindsay	20	16	26	18	80
21	46	USA15016 Jamie Brickell, Susie Brickell & Jervis Dorton	17	22	12	30	81
22	15	USA15093 Joan Hurban, Gary Schneidman & Tim Millhiser	15	34\OCS	23	14	86
23	23	USA15075 Bruce Goldsmith, Rob Ruhlman & Judy Murphy/Abby Ruhlman	34\OCS	33\DNF	9	13	89
24	18	USA14706 William Hofmeister, Ted Chapin & Bruce Richards	14	34\OCS	22	20	90
25	13	USA15130 John McIntosh, Jan Davis & Eric Oetgen	22	17	27	27	93
26	25	USA14688 Georges Peter, C.H. Ritt & Gaelen Phyfe	18	33\DNF	19	26	96
27	04	USA14495 Bill Clausen, Newt Wattis & Dave Clausen	34\OCS	23	24	19	100
28	41	USA15158 Bob Stoller, David Spira & Dan Spira	21	21	30	28	100
29	03	USA14588 Charles Virgin, Edward Virgin & Spencer Virgin	24	19	29	29	101
30	26	USA15181 Dieter Grotheer, Philip Grotheer & Greg Zercoe	33\DNF	33\DNS	28	24	118
31	01	USA15052 Sandy Huntsman, Jack Huntsman & Karin Ruffus	33\DNS	33\DNS	33\DNS	33\DNS	132
32	30	USA15172 Thomas Taylor, James P Taylor & Tim Taylor	34\OCS	33\DNF	33\DNS	33\DNS	133



# WORLD CHAMPIONSHIP

## International Lightning World Championship

Biscayne Bay Yacht Club & Coral Reef Yacht Club, Miami FL, USA

April 12-18, 2003

60 Boats, 11 Countries, 9 Races

1	35	CHI	11011	Tito Gonzalez, Jay Lutz & Claus Engel	1	31	2	6	-62\OCS	5	5	6	11	67
2	7	USA	14752	Steve Hayden, Barr Batzer & Jamey Rabbitt	10	2	-20	9	9	14	6	10	8	68
3	31	USA	14900	Jim Crane, Bill Crane & Jim Allen	9	4	-26	17	2	4	11	2	26	75
4	64	CAN	15064	Larry MacDonald Jr, Debbie Probst & Ellen Starck	12	-30	14	7	10	7	1	1	24	76
5	60	USA	14682	Bill Healy, Jo Ann Jones & Nick Mercier	2	41	7	14	-62\OCS	2	2	3	12	83
6	61	USA	15045	George Fisher, Greg Fisher & Ric Bernstein	5	5	9	12	18	17	26	-62\OCS	5	97
7	16	CAN	14591	Alain Boucher, Chantal Leger & Jay Deakin	21	8	13	20	12	8	21	-62\OCS	10	113
8	25	USA	14688	Brian Hayes, Carter Utzig & Jean Palm	20	19	31	4	-36	1	16	11	13	115
9	65	USA	14971	David Peck, Nina Peck & JP del Solar	11	-45	36	1	7	10	22	12	19	118
10	37	USA	14821	Ched Proctor, Kathryn Josenhans & German Schacht	15	-34	28	27	11	20	10	5	3	119
11	47	BRA	13405	Luis Lebreiro, Marcelo Maia & Bernardo Lebrero	4	-62\OCS	1	3	32	18	28	8	27	121
12	58	USA	15111	Gianni Cuccio, Larry Colantuono & Brian Taboada	18	11	8	22	5	15	12	31	-36	122
13	55	USA	14855	Dick Hallagan, Tammi Jamison & Hendrix TenEyck	-29	3	21	16	6	13	23	14	28	124
14	56	USA	14740	Bill Faude, Ernie Dieball & Jared Drake	6	7	5	2	-62\OCS	19	9	62\OCS	15	125
15	34	ITA	14731	Mario Noto, Giuseppe Alagna & Mario Alagna	13	24	-62\OCS	10	4	24	4	15	34	128
16	54	USA	15125	Jody Swanson, Skip Dieball & Tom Starck	-62\OCS	1	11	5	62\OCS	9	14	16	18	136
17	19	USA	15119	David Starck, Joe Starck & Heidi Thoma	3	-61\ZPG	3	13	37	3	36	33	20	148
18	24	USA	15083	Jeff Linton, Amy Smith Linton & Mark Taylor	26	13	16	29	-35	31	13	13	14	155
19	69	USA	14786	Jon Schwartz, Paul Krzenski & Wade Schon	24	9	12	21	17	-35	20	32	22	157
20	67	USA	15024	Mike Breault, Harry Mattison & Elizabeth McCance	8	36	33	50	-62\OCS	6	17	21	7	178
21	21	CHI	14709	Juan Reid, Fernando Gallyas & Felipe Herman	-62\OCS	62\OCS	27	8	1	25	34	19	16	192
22	9	SUI	13790	Urs Wyler, Walter Dürr & Gilbert Dürr	36	6	46	18	3	22	-47	22	39	192
23	43	USA	14834	Matt Burrridge, John Huhn & Doug Nickel	-62\OCS	35	25	26	22	16	25	7	37	193
24	5	USA	15171	Josh Goldman, Dan Neff & William Nye	28	17	15	15	25	-39	33	39	21	193
25	2	USA	14866	Bill Mauk, Stuart deLisser & Suzy Batzer	-62\OCS	16	4	33	31	44	18	42	6	194
26	50	CAN	14326	Jamie Allan, Andrew Allan & Brent Basserman	25	40	10	11	13	37	19	43	-49	198
27	48	CHI	12925	Cristobal Perez, Cristian Perez & Francisco Perez	17	10	44	19	-62\OCS	47	3	62\DSQ	2	204
28	59	USA	14532	Bob Harkrider, Andy Buckingham & Dave Johnson	19	14	42	39	-62\OCS	32	7	25	32	210



29	30	USA	15172	James Taylor, Josh Wilus & Michelle Sumpton	34	32	35	25	-39	29	15	24	25	219
30	68	ECU	11365	Julio Velez, Gaston Vedani & Jorge Norero	30	20	6	42	26	-50	37	18	42	221
31	51	BRA	14602	Claudio Biekarck, Gunnar Ficker & Marcelo Silva	-62\OCS	21	24	62\OCS	20	36	27	29	4	223
32	63	CAN	14768	Peter Hall, JF Simard & Felix Troeger	-62\OCS	62\OCS	55	24	30	26	31	4	1	233
33	66	USA	14924	Allan Terhune, Katie Terhune & Matt Smith	22	-62\OCS	58	23	27	23	8	62\OCS	17	240
34	49	USA	15143	David Helmick, Davy Helmick & Carol Ewing	23	22	22	41	29	-42	38	28	40	243
35	70	ECU	14676	Carlos Lecaro, Jimmy Pazmino & Francisco Soriano	31	-62\OCS	43	34	8	12	32	46	38	244
36	53	USA	15168	Tom Allen Jr, John Humphrey & Vicki Matthews	14	47	-54	48	14	27	30	35	31	246
37	33	USA	14905	David Gorman, Marek Valasek & Mark Littee	40	18	30	54	16	43	29	-62\OCS	23	253
38	22	ECU	14673	Juan Santos Garces, Juan Andres Santos & Enrique Granja Rivas	16	-49	41	37	33	34	35	20	47	263
39	28	CAN	15082	Mike Holly, Jr., Valerie Tardif-Holly & Jack Elfman	-62\OCS	44	51	38	15	11	43	17	46	265
40	12	ARG	15077	Hector Longarela, Hugo Longarela & Tomas Wagmaister	38	43	52	43	19	21	-54	9	41	266
41	8	BEL	14901	Ruben Hamerlijnck, Marc Schillebeeckx & Ian Schillebeeckx	39	25	32	32	48	28	24	40	-50	268
42	45	BRA	14845	Torsten Bojlesen, Frede Bojlesen & Fabio Bojlesen	32	12	39	46	23	-55	44	26	54	276
43	38	USA	14640	Don Brush, Erica Beck & Tris Wallace	35	26	38	-53	24	52	39	37	30	281
44	18	ECU	14675	Olaf Dyck, Ada Dyck & Esteban Vorbeck	37	37	29	31	44	30	-52	44	48	300
45	17	ECU	14558	Ernesto Martinez, Mauricio Martinez & John Faus	-62\OCS	23	19	47	43	40	45	62\OCS	29	308
46	41	ECU	15094	Juan Carlos Plaza, Eduardo Arosemena & Oscar Viteri	-62\OCS	33	48	30	47	48	48	27	35	316
47	10	ECU	111	Juan Santos Jr, Juan Jose Ferreti & Bill Johns	33	28	17	-62\DSQ	45	58	53	36	51	321
48	23	USA	15075	Rob Ruhlman, Abby Ruhman & Jim Sminchak	-62\OCS	53	23	61\DNS	61\DNS	41	51	23	9	322
49	13	ARG	11037	Roberto Ricoveri, Pablo Bordino & Federico Mera	43	15	53	-56	49	33	49	30	56	328
50	1	ECU	15150	Paco Solá, Juan Carlos Casal & Jaime Calderon	-62\OCS	39	18	36	50	54	40	48	44	329
51	32	COL	14801	Mauricio Valenzuela, Alberto Valenzuela & Tomas Valenzuela	-62\OCS	29	56	40	28	38	41	47	57	336
52	26	USA	15181	Phil Grotheer, Dan Rabin & Geoff Becker	7	48	40	28	40	-61\DNS	61\DNS	61\DNS	61\DNS	346
53	52	ECU	14405	Lars Dyck, Nicolas Gonzalez & Cristian Schipper	41	-62\OCS	49	44	21	49	57	45	43	349
54	57	USA	14825	Bob Wardwell, Bob King & Michael Healy	-62\OCS	42	37	55	34	46	42	41	52	349
55	4	ECU	12338	Diego Leon, Daniela Escudero & Santiago Aguirre	44	38	47	52	42	53	-58	34	55	365
56	11	CAN	14510	Jim Cameron, David Young & Hank Hodgson	-62\OCS	62\OCS	45	35	38	45	50	38	53	366
57	39	FIN	14761	Lauri Hemming, Kimmo Aromaa & Antti Varheenmaa	45	50	-57	49	41	51	55	49	33	373
58	6	FIN	14352	Matti Jaskari, Pekka Bollstrom & Riitta Kangas	42	51	50	45	46	56	46	-62\OCS	45	381
59	44	USA	14957	Ryan Ruhlman, Maegan Ruhlman & Sean Carroll	27	27	34	-61\DNS	61\DNS	61\DNS	61\DNS	61\DNS	61\DNS	393
60	42	FIN	14936	Sakari Pesola, Sarianna Pesola & Matti Lehtinen	46	46	-59	51	51	57	56	50	58	415

Editor's Note: More results are available on the Class website: [www.lightningclass.org](http://www.lightningclass.org)  
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From

The International Lightning Class Association  
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May 03

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