



2010 LIGHTNING NORTH AMERICANS

Toms River Yacht Club — Toms River, New Jersey

August 7–13, 2010



Toms River Yacht Club and the CAD welcome you to the Lightning Class North American Championships! This is a great event on its own and now has the added prestige of being a sanctioned Pan Am Games Trials Qualifier as well as a qualifier for the 2011 Worlds in Buzios, Brazil.



The Jersey Shore is great in August, and we have a full slate of events for you. There is a lot for your family and support team to do while you are sailing. The beach and boardwalk are close by. A day trip to Island Beach State Park or to historic Barnegat Light House can be fun!

Please look into housing if you haven't already. We have secured good rates at several hotels. Check out the Holiday Inn at Toms River on Route 37. It's close to the Club and will be hosting the banquet. The website has other housing options, and some teams have already reported their success in renting houses at the beach!

The parking lot will be sectioned off, and each competitor will have a spot coinciding with their bow numbers. With three hoists, a kitchen, and a well staffed bar, we will be able to get you in and out of the water and on to the festivities efficiently.

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Sunday evening the Opening Ceremony/Skippers' meeting party will be held at the Club. This looks to be a fine affair and the beginning to a great week; please wear summer casual, non-sailing attire.

Monday starts the qualifying series and leaves you and your team an open evening to enjoy the Club, local restaurants and the boardwalk. There will be coupons in your arrival package to help steer you in the right direction. We also have an event Concierge to help with suggestions.

Tuesday after sailing, there will be beer and soda when you get in. TRYC will host a barbeque with a DJ. It should be fun! Karaoke anyone?

Wednesday after sailing, the post race beverages and debrief, we have a special treat! We have reserved space at the famous Saw Mill on the Seaside Boardwalk. Famous for its pizza, it's the best at the shore! Then it's off to the boards for all the games and rides!

Thursday after sailing is an off night to regroup for the last day of racing and to sight see around town.

Friday is the day! The Class gets to crown a new North American Champion! The banquet at the Holiday Inn will cap off a great week. Please be sure to sign up for this when you register so we can get the space count accurate.

All in all it looks like a great week. The Club will be open for breakfast each day. The TRYC Auxiliary is preparing lunches that you can order at registration. This may help out your logistics and budget! We have the ability to run a tab at the Club for the day or week and all credit cards are accepted.

Sailing on Barnegat Bay in August is great. Power boat traffic should be minimal during the week, making the venue really nice. Keep in mind there

—continued on page 2



President's Column

Brian Hayes, Sr.

This month will feature "random thoughts":

Whenever I think...

...the ILCA, and more specifically me, are a bit disorganized. When I begin to doubt how effective we can be running our organization, I am blasted back into reality when I see some of the alarmingly goofy things other organizations do. I'm not pointing any one out, but I have had dealings with a few organizations lately—not all marine related by the way. Anyone else coach little league baseball or softball? It is then I am often just blown away by the effects that the thought processes and actions or inactions can have on an organization. I am very grateful that the ILCA has, by and large, level headed, caring and dedicated people whose only goal seems to be to make the Class, and any events associated with the Class, succeed. To all of you who host an event, pay your dues, run one of our highly successful programs, run a regatta, help a someone rig or tune their boat, buy a fellow competitor a beer or soda, talk up Lightning sailing, respond to Class requests or contribute in any other way, please accept my heartfelt thanks. I know all these can be thankless jobs, and if you don't think that anyone appreciates, it let me be the one to tell you, I do.



...people are losing what sailing is all about. Then I get lucky and travel to a place like Green Bay, Wisconsin. I just finished a Lightning Lab there, where there were enthusiastic, fun, capable people fleet racing Lightnings, enjoying each other's company and basically just having fun. Oh, the fleet has issues. Seems beer went from \$1.00 a can to \$1.25 this year at the clubs self-serve bar, and the

channel to get to the race course rivals the channel width at Squam Lake, New Hampshire, (if you don't have a reference you will need to go to Green Bay or Squam Lake and sail an event there to figure out just how wide the channel is), but they get 8-14 boats out racing two nights every week and have a ball doing it. Just a great fleet and group of people who "get" what Lightning sailing is all about.

...I'm never going to pull it together to sail Districts or NAs or a local regatta because I don't have crew or have a project to do at home or some other hurdle gets thrown in front of me. But it always seems it comes together. I am writing this because I am totally disorganized with crew, lodging and various logistics for several events I want to sail this summer, and I figure if I write it down, the prophecy will come true and it will all come together. Keeping fingers crossed.

...someone throws a curveball at the ILCA and is trying to test us our member volunteers. But then they seem to hit it out of the park. Many thanks to all those who worked on relocating the ACCs and to Severn Sailing Association for filling in to host this important event.

...all the housework is done Kelley finds more things for me to do. I firmly believe that this only happens to me.

...I have it tough as ILCA President. I just thank the sailing gods that I'm not VP US PanAm Trials James Taylor. Thanks, James. The beverage of your choice is on me next time we get together.

Enjoy your spring sailing. See you on the water!!

—continued from page 1

is seaweed this time of year, so if you are going slow, check your board and rudder!

In the AM the breeze is usually light and westerly, but as we get to the course, the breeze will head south due to the sea breeze influence. Generally you can dial in at 180* at 12-18. As the land heats up and you get closer to the western shore, you may see the breeze move a bit southwest.

Keep in mind we are only about five miles from Barnegat Inlet, so you will get current affects.

If we see light easterlies, it becomes an RC nightmare, but the breeze usually moves right as the day goes on.

If the breeze stays west, count on shifty, and we'll keep our eyes out for the thunder storms that could roll in.

Good Luck in your Districts! We have put together an event you won't want to miss. We look forward to seeing you and being good hosts. If you have questions or concerns, feel free to contact any of us.

Allan Terhune, Sr

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Bill Demand

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Bill Warner

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Thank You to Lake Michigan Sail Racing Federation

The Lake Michigan Sail Racing Federation's Grants-In-Aid program recently awarded Andy Carmada and his team a grant of \$800 to assist them with some of the expenses that they will incur campaigning the boat being used in connection with the 2010 Boat Grant Program. This will help fill the gap for expenses incurred after the generous ILCA contribution for entry fees and gasoline. Dean Cady is chairman of the LMSRF GIA Committee, and the members of the committee were pleased that we were able to help Andy.

Pan Am Games

US Qualification Events and Trials Information Update

Lightning Class Qualification:

The events listed below under a, b, and c are all open events, provided sailors are members of the Lightning Class. Entries to the North American Championship are regulated by the Lightning class and competitors should consult the Class website for requirements (www.lightningclass.org)

- Top 2 eligible finishers from the 2010 **Pacific Coast Championship**, June 5-6, 2010 Vancouver Lake, Oregon.
- Top 3 eligible finishers, not already qualified, from the **Great Lakes Championship**, July 10-11, 2010 North Cape, Michigan.
- Top 4 eligible finishers, not already qualified, from the **Atlantic Coast Championship**, July 24-25, 2010, Annapolis, Maryland.
- Eligible finishers by rank, not already qualified from the **North American Championship**, August 8-12, 2010, Toms River Yacht Club, New Jersey, until all 20 slots for the Tryout Event are filled.

Upon qualifying, a team must accept a starting position in the final Tryout Event within 10 days. Sailors must notify James Taylor, Vice President Special Projects, Lightning Class: james.p.taylor@ae.ge.com

Trials:

US Lightning Pan Am Trials: October 24-26, 2010, Davis Island Yacht Club, Tampa, Florida. This Tryout Event will have a maximum fleet size of twenty boats.

All qualifying teams must be members of the ILCA and US SAILING prior to competing in a Qualification Regatta.

ICSA Inter-Collegiate All-New England Team

The Lightning Class was well represented with Will Brown from Brown University and Clinton Hayes from University of Vermont making the first team and Fred Strammer of Brown University on the second team.

SAVE THE DATE



One-Design Sailing Symposium
Balboa Yacht Club, Newport Beach, CA
November 13-14, 2010

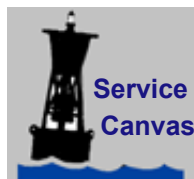
2010 ODSS Questionnaire

US SAILING will hold its 6th One-Design Sailing Symposium at the Balboa Yacht Club on November 13-14, 2010. In order to present the topics that are of the most interest to sailors, we need your input. Our goal is the help one design grow. We need to know what are the main issue facing your class or fleet.

Please answer a few quick questions or submit your own topic by July 30, and your fleet will be entered into a chance to have a one-day, go-fast clinic by one of four sailmakers: North Sails, Quantum Sails, Ullman Sails or Glaser Sails. Thank you.

Link to survey:
<http://www.surveymonkey.com/JRJX>

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Lightning Family News

Welcome New Member Martin Armstrong Kobrich



I am thirty-two-year-old independent architect. My parents bought a Laser II when I was ten, and we all fell in love with sailing. Then they bought me an Optimist. I soon started racing and have continued to do so since that time. From Optimist to Laser, from Laser to IMS, always with a familiar crew, and now a Lightning.



Some of my most memorable sailing experiences have been at the "Circuito Islas de Chiloe" regatta, in which I have participated since I was ten. I have always sailed in my father's IMS 35-foot boat. This year we were fourth in our category, a very good achievement for us.

I few years ago I had my first experience with the Lightning, and it captured my heart. I was invited to a regatta sponsored by the new Fleet in Concepcion, and that same day I decided that I have to get a Lightning.

In August 2008 I got my first Lightning from Sandy Sheda, #14428, and have raced ever since. Recently I bought my second Lightning from George Koch, #14850, and I'm anxiously waiting to race it.

Since I became a member of Fleet 514, I am doing all I can to help the development of Fleet activities and to motivate people to sail in Lightnings.



Youth Worlds

If anyone has a compass that they would like to donate for use at this summer's Youth Worlds in Ecuador, please contact John Atkins at: jhatkins@frontiernet.net



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RELEASE - MAY 2010

Web site for the 2011 Worlds

The Brazilian Lightning Class Association has now released the preliminary version of the web site that will inform ILCA members about the 2011 World Championship.



The web site <http://lightningbrasil.org> is now up and running with photographs, maps, contact information for shipping your boats, links to the main tourism sites and initial arrangements made with local hotels.

Also on line is a preliminary NOR for the Worlds, Masters and the South American Championship that will all be held in July, 2011 in Búzios, Rio de Janeiro, Brazil.

The event will be hosted by the Iate Club de Armação de Búzios, which is within walking distance of all the major hotels in the area.

The city of Búzios Mayor, the Rio de Janeiro State Government, the Brazilian Sailing Association and ABCLi, the Brazilian Lightning Class Association are all very happy to receive this event and we are sure that ICAB will be a place that will never be forgotten.



Armação de Búzios

Ranked as one of the best sailing waters in the world and having recently hosted the Volvo Youth Worlds, Búzios is a beautiful tourist city, with charming Hotels, Bed and Breakfast, Restaurants and a activities available to everybody's taste.

ICAB the club that will host the event is a family club that because of its excellent location, right on the edge of the blue sailing waters, is prepared to receive the Lightning Fleet of as many boats as we can throw at them.

All the Hotels of Armação de Búzios are within walking distance of the Club, and downtown restaurants, dancing and shopping is a 10 minute stroll along the Bardot board-walk.



Pymatuning Spring Classic

Pymatuning Yacht Club, Fleet 36, Jamestown, Pennsylvania

May 15–16, 2010

David Starck

The 2010 Pymatuning Spring Classic regatta lived up to its slogan—"Cool Breezes, Warm Friendship, Hot Competition." It's an event that every Lightning sailor should attend. The PYC sailors take care of everything themselves, including housing (your own trailer!), home-cooked meals, and great entertainment.

The winds cooperated both days, beginning with a sunny 8–15 on Saturday out of the north (well, sometimes northeast, sometimes northwest). A very competitive thirty-nine boats were at the starting line, with a high percentage of the fleet representing previous North American and World contenders (plus a few champions).

Changing gears was critical all day, with the wind varying in both direction and velocity. Bill Faude and his crew of Matt and Amanda Fisher won the first race, with Bill Buckles and team Nancy Mueller and Caroline Sundman second, and Larry MacDonald and crew, ten-year-old Kevin and Robbie Robinson, rounding out the top three. Race 2 began with a relatively short weather leg, bringing the fleet into the top weather mark in very close quarters. Once again, Bill was able to escape the pack and went on to win. We finished in third, right behind Jamie Allen, Jay Deacon, and Chantal Leger.

After a break for lunch, the afternoon saw slightly fresher breezes. My crew, Jody Starck and Ian Jones, worked magic in the third race, as we were able to pull ahead to victory. Ched Proctor, Jay Mueller, and Sarah Paisley followed in second; John Faus, Matty Schon, and Tyler Menninger came in third. The final race of the day went to Dan Moriarty, Tobi Moriarty, and Stu Fisher. Our team came in second and Larry MacDonald and team in third.

Saturday night's cocktail party featured a wide array of meatballs and sunburned-yet-smiling faces, followed by a spaghetti dinner. A live band continued the revelry. The dance floor was filled and even saw the likes of some over-thirty members of the Class—myself and Ched Proctor included. It's exciting to see so many young folks in the Class, and after the band finished in the wee hours, many of them retired to the "traditional" fire at Ryan Ruhlman's place for just a little bit more fun.

For those of you familiar with the Spring Classic, you'll know that they've had difficulty getting races off on Sundays for the last several years—either too much wind, too little wind, or stormy weather. Finally, that streak was broken, and we actually sailed two races on Sunday! The wind was out of the east at 5–8 mph and quite shifty, which made for some big gains and big losses up and down the fleet. Ryan Ruhlman and his crew Nick Turney and Martha Fisher started the morning with a bullet, followed by Dan Moriarty and ourselves. In Race 6 our team was able to stay ahead of the big wind shifts and inverting fleet, and we finished first to win overall.

A big thanks to my crew, Jody and Ian, for another excellent job. Had they skippered, they would have added to the difficulty of the fleet, and I'm very lucky to have them choose to be on my boat. Also, thanks to Bob Baumgardner, Bertie Werley, and the entire group at Pymatuning. Finally, it was great to see two Boat Grant teams sailing, skippered by Rob Linden from North Cape and Andy Camarda from Chicago. I met all of the sailors. They are a super group of young talent!

Mark your calendars now for the weekend after Mother's Day in May 2011—plan to sail the Spring Classic—you will be happy you did!



Spring Classic Champions—David Starck, Jody Starck and Ian Jones

Spring Classic Results

Pos	Boat #	Home Club	Skipper	Crew	Crew	R1	R2	R3	R4	R 5	R6	Total
1	15399	Buffalo Canoe Club	Dave Starck	Jody Starck	Ian Jones	8	3	1	2	3	1	18
2	1524	Buffalo Canoe Club	Larry MacDonald	Robbie Robinson	Kevin Robinson	3	8	8	3	5	3	30
3	15420	Pymatuning YC	Ryan Ruhlman	Nick Turney	Martha Fisher	5	4	10	5	1	6	31
4	15364	Carlyle Sailing Assn.	Dan Moriarty	Tobi Moriarty	Stu Fisher	6	9	11	1	2	8	37
5	14905	Beaconsfield YC	Jamie Allan	Chantal Leger	Jay Deakin	12	2	4	6	10	7	41
6	14821	Cedar Point YC, CT	Ched Proctor	Jay Mueller	Sarah Paisley	11	5	2	4	11	11	44
7	15345	BLYC	John Faus	Matty Schon	Tyler Menninger	7	6	3	13	6	13	48
8	14880	Buffalo Canoe Club	Tom Starck	Jim Starck	Coren Jones	20	15	6	10	4	4	59
9	15260	Chicago Corinthian YC	Bill Faude	Amanda Gisher	Matt Fisher	1	1	7	14	25	14	62
10	15317	CLSA	Steve Weeber	Donna Weeber	Stanley Cummins	16	12	13	12	13	9	75
11	15202	Edgewater YC	Bill Buckles	Nancy Mueller	Caroline Sundman	2	11	12	28	20	10	83
12	9	Buffalo Canoe Club	Tom Allen	Michael Holly	Valerie Tardif-Holly	10	7	9	11	26	20	83
13	15257	Pymatuning YC	Rob Ruhlman	Abby Ruhlman	Courtney O'Connor	4	13	18	8	15	29	87
14	15000	Pymatuning YC	Tim Werley	Ben Goldberg	Beth Werley	13	16	29	15	9	12	94
15	14727	Monmouth Boat Club	Paul Luisi	Cole Barney	Ian Sandersond	17	10	16	9	24	19	95
16	14249	North Cape YC	George Sipel	Jeff Hagman	Steve King	29	21	5	7	17	23	102
17	15259	Wawasee	Brad Wagnon	Bryan Bahler	Stewart Fosecco	19	14	20	17	31	2	103
18	15112	Pymatuning YC	Dave Werley	Emma Werley	Greg Maras	18	23	15	16	22	16	110
19	14510	North Cape YC	Rob Linden	Ryan Lashaway	Meghan Walther	28	19	17	20	28	5	117
20	15417	Buffalo Canoe Club	Peter Godfrey	Sean Hislop	Kayleigh Godfrey	14	17	22	19	23	26	121
21	14416	Buffalo Canoe Club	Connor Godfrey	Griffin Orr	John Ring	23	28	23	29	7	15	125
22	15800	Sailing Anarchy YC	Andy Camarda	Mike Barry	RJ Trejo	9	24	19	21	30	30	133
23	14580	Silver Lake	Steve Cox	Mark Grinder	Kelly Papke	33	27	14	24	14	24	136
24	14895	Buffalo Canoe Club	Adam MacDonald	Rhys Cameron	Danny Robinson	27	32	24	22	8	25	138
25	14923	Henderson Harbor	Jack Jones	Barb Hill	George Auer	15	20	28	31	12	33	139
26	14573	Pymatuning YC	John Woodall	Steve White	Tom Petroski	24	18	34	27	18	21	142
27	15015	Pymatuning YC	Katie Werley	Bertie Werley	Shelley Butters	22	22	25	32	27	17	145
28	14897	Hoover Sailing Club	Nate Ireland	Ivan Baker	Bridget Ireland	21	26	30	25	33	18	153
29	14779	North Cape YC	Jim Davis	Chris Davis	Kate Peterson	26	25	32	26	21	34	164
30	14445	Pointe-Claire YC	Stephe Waldie	Stephanie Boucher	David Gelston	38	30	33	23	16	32	172
31	15246	Buffalo Canoe Club	Jay MacDonald	Maddie Waldron	Kathryn Moloney	31	34	21	30	34	22	172
32	14420	Pymatuning YC	Dean Caley	Andy Sees	Scott Blackburn	35	35	27	18	35	28	178
33	12593	Pymatuning YC	Bob Baumgardner	Cody Signor	Nate Signor	32	37	26	34	19	31	179
34	14546	Pymatuning YC	Vic Maras	Samantha Maras	Adam Maras	25	31	31	DNS/ 40	29	27	183
35	14914	Pymatuning YC	Tristan Jackson	Jason Limbach	Dustin Graef	37	39	35	33	32	36	212
36	14390	Mansfield	Jim Stone	Ed Auer	Marty Calabrese	30	38	DNS/ 40	DNS/ 40	36	35	219
37	15022	Pymatuning YC	Garry Condon	Maura Condon	John Dunne	36	29	DNS/ 40	DNS/ 40	DNS/ 40	37	222
38	15439	Pymatuning YC	Justin Proctor	Christian Proctor	Gwen Proctor	34	33	DNF/ 40	DNS/ 40	DNS/ 40	DNS/ 40	227
39	14433	Cleveland	D. Samanich	R. Graebert	J. Christopher	39	36	36	DNF/ 40	DNS/ 40	DNS/ 40	231



1st Outing for Illinois Boat Grant Team

Spring Classic Regatta

Andy Camarda



Psycho Killer's Sailing

I just got back from racing at the Pymatuning Spring Classic, which was held at the Pymatuning Yacht Club. The lake is located just over the Ohio border in Pennsylvania. Let me just start out by saying it was a great time, and the guys in the Class and a few people outside of it are extremely helpful. If you have never been to Pymatuning, I suggest you go check it out ASAP. It is a very cool little lake full of wonderful people and great sailors. The Yacht Club put everybody up in one of the many trailers just a few minutes walk from the water. The racing was excellent, with world and national champs to spar with, and the weather cooperated the whole time.

For those of you who don't know us, we are team Psycho Killer, recipients of a brand new Nickels Lightning from the Lightning Class's Boat Grant Program. The only catch to receiving the boat is that we have to race it all summer. If only all my boats came with such a stipulation. My name is Andy Camarda, and I will be holding the tiller. I have two guys who have sailed with me for years crewing for me. Mike Barry is in the middle trimming the kite, and R J Trejo is running the pointy end. We have a lot of sailing to fit in this summer, and the Spring Classic was an excellent way to kick off the summer.

With a brand new boat and trailer and a 96 Dodge van fresh from a full overhaul, we were optimistic that we could go a whole weekend without breaking anything major. We ended that streak about an hour or two from Chicago when our van went from normal to vibrating funny to not working in about two minutes. By the time we got pulled over on the exit ramp, smoke and steam were pouring out of the engine, and the heat gauge had gone through the roof. After a few phone calls with Mark, who not only sold us the car but is a stellar mechanic, we diagnosed a blown head gasket. The van wasn't going anywhere fast. Just as we were about to call AAA and get the van towed back home, Mark called us back. Not only

was he going to fix the van for us, but he drove down from Holland, Michigan, to pick up the van on a flat bed. Holland is over a two-hour drive from where we were. That's the first piece of good news. The second was that Mike's uncle was going to let us use his very nice pickup to get to the event. Not only that, he gave us the key to his lake house and told us to stay the night. Some days it pays to have friends in high places.

After a good night's sleep, we continued on to Pennsylvania, which was an uneventful trip—minus R J's speeding ticket. He probably would have gotten away with a warning if we hadn't given him the registration for Uncle Dave's Porsche instead of the pickup. It's hard to play the poor college kid's card when the cop thinks you have a sports car.

We arrived in Pymatuning about twelve hours late, and were ready to get the boat out on the water. We set out for our first sail in our brand new boat in about 15 knots of breeze. Just as we got settled in on our first tack, we hear a bang and the clew of the main goes flying. Once we got in, we realized the nicropress on the outhaul had blown. Not a major problem, but it ended our sailing for the day. We fixed it up with a handful of borrowed tools, and the boat was ready for racing the next day. We headed to the party and were met with a pitcher of margaritas and a keg of beer. Did I mention we really liked this place?

We headed out to the race course in a shifty 10-18 knot inland lake breeze. We threw in a few tacks and gybes and headed to the line for the first race. We set up for a middle-of-the-line start when the wind took a big left turn a minute before the start. We were able to slide down the line enough to put us in the front pack headed up the first leg. In our first race and only our second sail on a brand new boat, we rounded the top mark around fifth, and downwind we even passed two boats, one right to leeward! If that doesn't get the confidence

up, I don't know what will. A poor take down and a few missed shifts knocked us back a few places (it doesn't take much in this fleet; every bad wave seemed to cost us two boats). We finished in 9th. It ended up being the best finish of our regatta, as our lack of experience in the boat did not get along with the shifty inland lake sailing. We did have another great start in our third race, coming into the top mark in the top five again, but a funny shift and a poor tack saw us fouling, and the 720 dropped us nearly twenty spots (I told you, it was tight racing). Nothing too exciting happened in races two and four, as we hovered around the middle of the fleet and struggled to keep the boat in the groove in the shifty and puffy conditions.

The Pymatuning Yacht Club threw a great party Saturday night, with an open bar and more types of meatballs than I knew existed. Seriously, they had meatballs done at least five different delicious ways. After the band wrapped up their last set, the after party moved to the trailers, which were a convenient two minute walk away. When we left sometime after midnight, some of the guys seemed to just be getting warmed up.

Day two saw winds coming out of the short side of the lake. The windward mark had to be set just off the far shore. This meant 30+ degree shifts and some crazy puffs. The Race Committee, amply named the three amigos, got both scheduled races off. In the first race we never seemed to get out of the pack and just were not in tune with the wind. We chased a shift to the left side on the second windward leg, and it never materialized. We dropped to 30th, for our worst finish of the event. In the second race we got off the line a little better and

played a few shifts up the leg. We rounded the first mark somewhere between 10th and 15th. About thirty seconds after we set the chute for the way down, our spin half-yard silently came untied, and we proceeded to floss the centerboard with the sail as the fleet sailed past us. This rookie mistake knocked us back to the rear of the fleet, and we never came back.

We finished the event in 22nd, which is almost perfectly in the middle of the fleet. We had really hoped to do a little better, but I feel we really got a lot out of it. We now know where we need to improve and some ideas on how to do it. Our boat handling left some to be desired, and we need to work on shifting gears a bit. A lot of this will come with more time in the boat.

We also learned that the Lightning Class is one of the best out there in terms of competition and the free flow of information and help. Everyone from top sailors to sail makers to the boat builders were not only there, but offering help and advice. All of them told us to ask any questions we had. Big thanks go out to Mark Vanderburg and Dave Wagner for helping us get to the event when the van broke down, to John Faus for tuning our rig, Bertie and the PYC for putting on a great event. Finally, big props to Dave Stix, Debbie Probst, Bill Fastiggi, Bill Faude, Nickels Boat works, and everyone else who worked on the Boat Grant Program. There is no other program like it, and we are honored just to have been chosen. We are headed out to the Green Bay Clinic this weekend, (if the van is up and running by then) before we jump into the heart of our schedule. I'll try to keep everyone updated on our progress.



2010 Boat Grant teams at the Spring Classic: R J, Mike, Andy, Ryan, Meghan and Rob

Doc Gilbert Potomac Cup

Potomac River Sailing Association, Fleet 50, Washington, DC

May 1–2, 2010

Ed Adams



Some highlights from the 2010 Potomac Cup/Doc Gilbert Memorial:

- A tight, twenty-five-boat regatta, with only two points separating the top three;
- A surprise winner, only after learning that Dick Hallagan was OCS in the final race, saving us an extra point in the final tally. A disappointed John Faus and crew, who sailed a great regatta;
- But the real “winner” was Justin Coplan, a product of the ILCA Boat Grant Program, now with his own boat and a very young crew. Justin won the first four races and was leading the last race—until we finally got around him. If it wasn’t for an OCS in Race 1, he would have run away with the event. Kudos to this burgeoning young talent!
- Near perfect weather—sunny and warm both days. 5–12 knot southerly on Saturday and 8–14 on Sunday;
- Crack RC, headed by Bruce Bingman of Annapolis, who ran five great races, on time, and got us back on the road to beat the Sunday evening traffic;
- Easy logistics: noontime start on Saturday. A short sail to the starting line, lots of space for rigging, camping, hoisting and docking. For those not camping, WyteStone Suites had three-person rooms for \$120 a short drive away;
- Plenty of free (my favorite price) beer, courtesy of sponsor Michelob, with a nice, family-style barbeque.

I drove down on Friday with new crew Pete Largess, a tree surgeon and Laser sailor from Newport. Pete is a competitive tree climber and has a bit of Lightning experience as well (3rd in the Sears Cup). Super enthusiastic. Always happy.

We met up with Nancy Haberland Heffernan, our third, in Annapolis on Friday evening. I sailed Snipes with Nancy many years ago and had lost track of her when she remarried. But I saw in Scuttlebutt that she had just won the Sunfish Masters Championship and decided to look

her up. Nancy represented the US in the Athens Olympics in the Yngling and is one of the toughest competitors, male or female, I have ever known.

The venue, Leesylvania State Park, is beautiful, logistically easy, and a real tactical challenge. The current is strong on the Potomac River, especially the ebb. The typical summer gradient southwest wind lines up nicely with the axis of the river, but it also competes with the southerly Chesapeake Bay sea breeze. This tends to turn the southwest morning wind into a south wind in the early afternoon, relaxing back to southwest in the late afternoon.

On Saturday, this left trend and a building ebb, flowing upwind, favored the left side upwind until late in the afternoon and made the runs really difficult. On Sunday, the southwest gradient was stronger and held the sea breeze out. Combined with an earlier start and weaker current, this made the right generally favored upwind.

We had good starts and great upwind speed but struggled on the runs in the lighter races. Thankfully, we only had one downwind finish, or we would have had a lot more points. The problem was simple. The long jibe was often against the worst current. If you jibed early to get out of the current, that was OK. If you went straight on the long jibe against the current, but with clear air, that was OK. If, like me, you muddled in the middle with no clear strategy, you got creamed!

To add to my misery, I have yet to learn what the correct angle is in the Lightning in light air. As Bill Shore has tried to teach me, you either have to sail hot to get to the new wind, or you have to push as low as possible for maximum VMG. If you waffle in between, you lose.

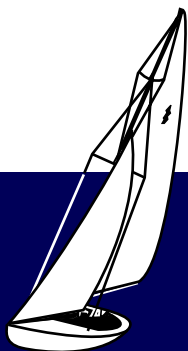
Nancy had little patience for my incompetence. She would continually call out the angle that “made the most trees” on the competition, and then I would drift higher to make the kite fly easier. She would bark, “You’re too high! I told you not to come up. If you won’t sail the angle I call, I’m getting off now!” Man, is she tough or what?

I wouldn’t have it any other way.

Doc Gilbert Potomac Cup Results

Pos	Sail #	Skipper/Crew	R1	R2	R3	R4	R5	Ttl
1	14950	Ed Adams, Nancy Haberland, Pete Largess	3	6	2	3	1	15
2	15345	John Faus, Tyler Menniger, Ian Sanberson	2	2	5	2	4	15
3	15240	Steve Constants, Dave Constants, Mike Constants	1	3	9	4	2	19
4	14036	Justin Coplan, Mike Carney, Danielle Prior	26\OCS	1	1	1	3	32
5	15276	Philip Lange, Alistar Thomson, Alexandra Lange	13	4	4	8	7	36
6	15016	Jamie Brickell, Susie Brickell, Todd Johnson	6	11	7	7	6	37
7	15159	Frank Hanson, Bob Slattery, Taylor Hanson	12	10	6	9	5	42
8	15084	Joe Buczkowski, Geoge Nagy, Rachael Blake	19	8	10	5	11	53
9	14566	Frank Gallagher, Mladen Karcic, Brenna Copeland	9	15	12	16	8	60
10	7603	Bob Astrove, Laurie Duncan, Peter Lallas	5	18	15	17	9	64
11	15024	Trevor Prior, Mike Gron, Daniel Lau	7	5	13	14	26\OCS	65
12	14485	Ron Buchanan, Jeff Ullman, Karen Higgins	15	12	16	10	12	65
13	14553	Rick Welch, Aaron Boesenecker, Piercarlo Brunino	14	13	14	15	10	66
14	15255	Richard Hallagan, Rick TenEyck, Lori	10	9	3	26\OCS	26\OCS	74
15	14969	Chandler Owen, Rose Gentile, Charles Gilbert	8	16	23	12	15	74
16	15181	Pat McGee, Paul Maher, Michale Gouday	17	7	17	11	26\OCS	78
17	15142	Nabeel Alsalam, Craig Huzway, Stefano de Leo	11	26\OCS	11	6	26\OCS	80
18	15054	Jonathan Lange, Bob Muelencamp, Emily Asmus	18	14	20	21	14	87
19	15386	Mark Boaz, Katie Zeglis, Lisbet Kugler, Dan Parietti	20	17	19	18	18	92
20	14222	Russ Roberts, Kin Elliott	4	19	18	26\SCP	26\DNS	93
21	14900	Gary Hurban, Joan Hurban, Barb Hill, Anderson Weaver	16	26\OCS	8	19	26\OCS	95
22	14902	Carol Park, Mary Keppel, Sue Norton	23	20	26\DNS	13	13	95
23	15311	Jim Dillard, Gordon Kellogg, Elizabeth Morris	22	22	22	20	17	103
24	14932	Will Phillippe, Alex Thomson, Brian Ganjei, Jessica Hovick	21	26\OCS	21	22	16	106
25	15228	David Thompson, Joe Kimak, Janell Herring, Tarey Lea	26\DNS	21	24	23	19	113





Classic Lightning

Bob Astrove — astrove@hotmail.com

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

Lightning No. 8

Email to Bob Astrove from Wright Lankford, III

Original sail



Researching the provenance of Lightning No. 8 reached its pinnacle when I met the grown and retired man that sailed her during his childhood. His grandfather, Henry Backus Sr., used to build Scows and was well respected for his craftsmanship—so much so that one of the original designers gave him three of the first ten hull numbers to build.

If memory serves me correctly, it was Olin J. Stephens and the hull numbers were No. 7, No. 8 and No. 9. Henry Backus Sr., Henry Backus Jr. and the very young Henry (Len) Backus III built these three Lightnings in their back yard on McAlpin Drive in Savannah over the span of several years, finally choosing to keep No. 8 for themselves.

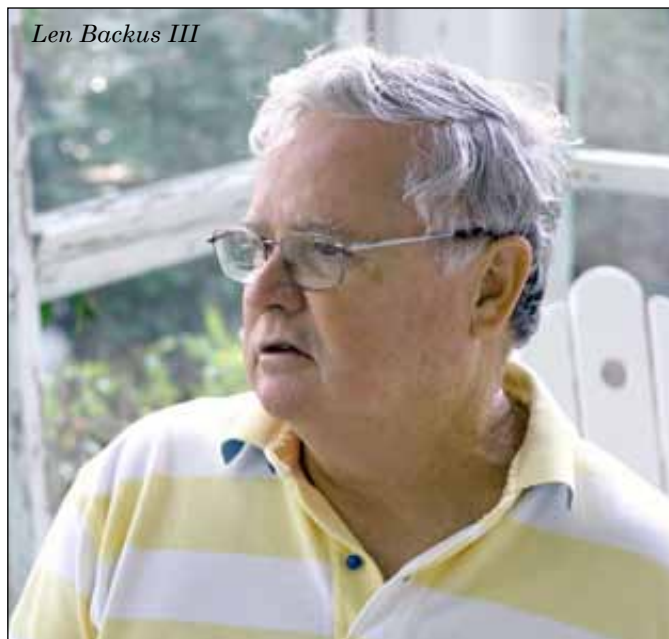
There were already other Lightnings racing in the water by the time she was completed. Ted Turner's family lived on the same riverfront street just a few houses down, and he probably had his Lightning finished a little before No. 8 made it into her moorings.

Still, nobody's Lightning was crafted any better than No. 8. The mahogany splines were added after she left the Backus family. It stayed in the river behind Len's house when they had it. My guess is that Ed Carson of Carson Boat Mfg. is the one who did it for the new owner so that they could haul her in and out of the water without stressing the seams. Maybe that would account for his name being placed on some of the early paperwork.

When he was around ten years old, Len Backus and his best friend frequently raided the kitchen pantry, and with cans of baked beans and Vienna Sausages in tow, they would swim out from his backyard to Lightning No. 8 and disappear for days.

Whenever they found a bottle floating in the water, they would snatch it up, stick a message claiming their well being and intentions, addressed it to Mrs. Backus and then leave it on the next dock that they passed. Once they even made it as far south as Butter-milk Sound, but their ill-fated trip to the Florida Keys was cut short when a fisherman from Little Saint Simons intercepted them with a bag full of groceries and a note from Len's mother instructing them to turn Lightning No. 8 about and come home. "We would have made too!"

Len Backus III





Len Backus is now retired and a widower. His parents have passed away as well, and after finishing his career in Florida as a boat wright, he returned to his old home overlooking the river on McAlpin Drive in Savannah. He invited my mother and me to sit down with him on his screened in porch after we managed to track him down. We discussed the early life of Lightning No. 8, how she sailed, as well as the hull colors that were of his mother's choosing. Each year they would squirt a tube of Prussian Green pigment into a bucket of plain old Dupont white, stirring until his mother said it had reached her favorite color. At one point, I looked up to the ceiling of his screened in porch and there it was—the same color that was hidden under all of the pink paint that Lightning No. 8 was covered in after she left her moorings with the Backus family.

The very best day of 2008 ended with a sharp drop kick straight into the chest when we discovered on the way home that the microphone was turned off during the entire visit.

Although asphalt is all that you can see, we did manage to record the audio of my initial seven and a half minute call to Len's house. It really took the wind out of my sails though, and Lightning No. 8 has hardly been touched since. I suppose working on it alone after that is just not meant to be.

There is a good possibility that I will be leaving the country by the year's end. Selling her is not out of the question, but just putting her up for sale outright doesn't really set well with me. As a matter of fact, it is pretty much out of the question. Len spends a lot of his time touring the world on international cruise

ships these days and probably wouldn't be all that interested in day sailing anymore. Otherwise, I would just give it to him, in the hopes of being able to crew on it in Savannah someday.

Lightning No. 8 is a treasure to sailing. Handing her over to someone else is not just a transfer of ownership; it is passing on of stewardship. Stripping her of all that pink paint and doing the research to establish her provenance has been my main contribution to Lightning No. 8. She is ready for her next skipper now. Hopefully, someone who would be willing to put her back into the soft green colors that she was in when they first christened her.

Her trailer is sound enough to be hauled anywhere in the country, but my vintage Cadillac is not up to the task of pulling it outside of Augusta. She has a couple of brand new custom-made canvas sail bags with Lightning bolts and 8s templated off of her original sails. This sailboat has never been pushed by anything other than the wind, but a couple of antique motors and one of Spartan Marine's high-dollar, two-piece bronze motor brackets will go with her. Her hardware was stock from that era, and it's all still there. Most of it is as serviceable now as it was when it was new, and if something jumps ship along the way, there will be no trouble to find a replacement. She has never been left out or even under a tarp since leaving Savannah thirty some odd years ago, and all of her timber still appears to be sound.

If you have any comments or creative suggestions on how I should proceed, they would be more than welcomed.

Lightning.NO.8@gmail.com

If you are interested in this boat, contact Bob Astrove: astrove@hotmail.com

Wright Lankford, III



2010

Spring Classic **1,2,3,4,5**

Long John **1,2,3,4,5**

So. Circuit - Miami **1,2,4,5,6,7,9,10**

So. Circuit - Savannah **1,2,4,5,6,7,8,9,10**

So. Circuit - St. Pete **2,4,5,6,8,9,10,11,12,13**

So. Circuit - Overall **2,3,4,5,6,7,8,9,10,11,12,13**

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What to Expect at the WJM North American Championships

Jody Lutz



This “what to expect” at the regatta site report will be a little different than what you are used to reading. I’m not going to get sucked into going into exact wind readings, strength, shifts expected and at what time of day like Dave Starck does every time there’s a regatta at the Canoe Club. We all know the punch line when we show up at a regatta and encounter wind conditions that cause the regatta chairperson or the locals to say, “It’s never like this here!”

Instead, let me try and paint a picture for you what the racing days may be like and the routine we’ll all go through on each sailing day at Metedeconk River Yacht Club. As many of you know, our club is situated on a river that runs east to west. The north-south distance is very limited, so setting up a race course for 20+ boats is not the best case scenario. Instead, like we have done for past Junior North Americans, Junior Worlds and Sear Cup finals, we tow down to what is considered the Bay, or the actual Barnegat Bay waters. This tow takes about forty-five minutes and is mostly in protected water with no inlets or small, narrow channels that cause towing issues or create large loads on the tow boat. We do go under a bridge called the Mantoloking Bridge, which was modified a few years ago, and the new height allows a Lightning to pass under without the bridge having to be raised.

Tows are leaving the Club at 9:30 AM each morning, and we can’t wait for stragglers. So please be on time. The plan is to get us to the race course by about 10:15 AM, which will give everybody enough time to raise sails and go sailing before the first signal at 11:00 AM.

Most likely there will be a light westerly in the morning as we tow down. It may be enough for you to be thinking we can race in it. If it’s sunny and the land is heating up, the westerly will die pretty quickly. This morning breeze will be replaced by an east to southeast breeze directly off the ocean. Since the ocean is within a mile of our race course (separated by a barrier island—no sharks in the Bay!), you will see the breeze coming, and it won’t be a complete surprise. This can and should happen

around 11:00 AM, so the first race of the day will be a lighter breeze race, although it will build throughout the race and day. Depending on the exact weather pattern during race days, this southeast sea breeze could build to 15–18 mph by late afternoon. It happens pretty fast too, and before you know it, all three will be up hiking.

We’ll be having an opening party and skippers meeting on Tuesday night. At this time I will be able to brief everybody on what I think the weather will do for the remaining three days. It’s at that time I will utter the famous words “it’s never like this here,” although I have faith in my New Jersey weather to come through for me!

The plan is to have plenty of fun both on and off the water. We have some social activities planned, and it’s our goal to provide you with maximum bang for your entry fee. Besides the opening night party, which should provide you with enough food to satisfy your appetite, we will also have a pool party and pizza on Wednesday night with an outdoor bar for the adults. Thursday will be an open night for you to enjoy the Jersey Shore, and Friday night will end the regatta with a sit down dinner and awards party.

We are casual at Metedeconk, so don’t worry about any fancy clothes for the activities. However, I do request no Speedo’s at the pool party for any male Master participant!! We don’t want to scar the youth.

On measurement days, we’ll be checking all the standard items. Please make sure to come to the regatta with your Class approved tow line. We will definitely be checking these for length and diameter, and if your tow line does not pass inspection, it will have to be changed. Another measurement area that could save us all time checking is that your sail numbers match on both the main and spinnaker.

If you have any questions about the regatta, please feel free to contact me. Look forward to seeing everybody in August in New Jersey.

You Can Be Jersey Too!

Jody Lutz

As we welcome visitors to the Metedeconk River Yacht Club this August for the WJMs, we wonder, given our state's reputation, about the jokes on late night TV and the thoughts that the state's biggest exports are pollution and mobsters. Do they really know what our state is about? Please take the following quiz and learn more about New Jersey, along with its rich sailing heritage and a great vacation spot.

New Jersey/Jersey Shore/Jersey Sailing Quiz

1. New Jersey has on its license plates:
 - a) Sinatra's Birthplace
 - b) Home of the Boss
 - c) You from Jersey?...what exit?
 - d) The Garden State
2. True or false: The 2010 North Americans at Toms River will be the first Lightning North Americans held in New Jersey.
3. Who of the following did not grow up sailing on Barnegat Bay, site of the 2010 NAs:
 - a) Two time NA Champion Allan Terhune
 - b) US Sailing President Gary Jobson
 - c) ILCA Class Measurer Bill Clausen
 - d) Multiple Yachtswoman of the Year, Betsy Allison
4. True or false: On the television series, "The Sopranos", which was based in New Jersey, Tony's boat, The Stugots, was docked at Mantoloking along the Jersey Shore. It was from this location where Tony left to kill former aide "Big Pussy" via gunshots and burial in the Atlantic Ocean. Mantoloking has one of the yacht clubs based on Barnegat Bay, and lies between Metedeconk and Toms River.
5. Which one of these Springsteen lyrics does not refer to the Jersey shore area?
 - a) " Billy slammed on his coaster brakes and said anybody wanna go up to Greasy Lake, it's a mile down on the dark side of route eighty eight, I got a bottle of rose so let's try it"
 - b) "sparks fly on E Street when the boy prophets walk it handsome and hot, all the little girls' souls grow weak when the man-child gives them a double-shot"
 - c) "At night we ride through mansions of glory in suicide machines; sprung from cages along highway 9, chrome wheeled, fuel injected and steppin out over the line"
 - d) "down on the boardwalk they're getting ready for a fight gonna see what those racket boys will do"
 - e) "my machine, she's a dud, I'm stuck in the mud, somewhere in the swamps of Jersey"
6. On the Metedeconk River Yacht Club burgee, there is an Indian, as first settlers in the area were Indians – what does Metedeconk translate to in Native American speak?
 - a) River with good fishing and hunting
 - b) Name for Jim Carson meaning "fast fuzzy", first time Jim tacked to a safe leeward off tribe member's canoe
 - c) We don't know—can someone develop a good story?
7. The Jersey Shore Sea Breeze refers to:
 - a) Breeze which develops when land heats up, and cooling winds develops off the Atlantic Ocean to produce perfect 12-15 southeast knots on Barnegat Bay
 - b) Metedeconk River Yacht Club's favorite rum drink
 - c) Hottest band playing along the bars at the Seaside Boardwalk
8. True or False: The Statue of Liberty is in New Jersey.
9. Which of these sailors won a national/international Lightning event held at Metedeconk River Yacht Club?
 - a) Jody Swanson
 - b) Jody Lutz
 - c) Larry MacDonald
10. True or False: On the fabled MTV Series, "Jersey Shore", none of the participants was from New Jersey.
11. During the WJMs, when will the Metedeconk River Yacht Club bar close?
 - a) When the fat lady sings
 - b) When Race Committee Chair Jim Carson's Schnitz pulls into his boat slip the next morning signaling start of the race day
 - c) When Rob Ruhlman says it's time to close
12. What should one bring to the Jersey shore to enjoy two wonderful weeks of sailing this August?
 - a) A regulation, bonafide Lightning sailboat
 - b) Three individuals per boat who bask in sailboat races with great conditions and excellent competition
 - c) All one's hopes and dreams
 - d) All the above

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Answers:

1. D. New Jersey is the Garden State. Believe it or not.
2. False. New Jersey has hosted 5 NAs, although none since 1965. Bay Head Yacht Club, which is situated across the river from Metedeconk, hosted the event in 1965 as well as the first NAs, held in 1943.
3. C. While Bill Clausen has been a long time friend on Barnegat Bay; alas he did not spend his formative sailing years there.
4. False. Though never explicitly said on the Sopranos series, Tony's boat was believed to be docked in Sea Bright, which is a bit north of Mantoloking and the Brick/Toms River area. James Gandolfini, the actor who plays Tony and is a New Jersey native, often spends summers in Mantoloking however.
5. E. Bruce is a treasure of the Jersey Shore, as he cut his teeth playing in its local bars and clubs. His hometown of Freehold is a few miles away and the clubs where he got his start like the Stone Pony, still remains as a vibrant club in Asbury Park with original music—Bruce has been known to make surprise appearances, joining local bands. Might be worth a trip on an off night during regatta week. Back to the question, Bruce's lyrics are filled with Jersey connotations. There are swamps in Jersey, with the largest ones being the Meadowlands area in Northern Jersey. But the beautiful Jersey Shore does not have swamps!
6. C. No idea what Metedeconk means.
7. A. Though less developed sailors may vote for B.
8. True, but...the Statue of Liberty is under the "territorial jurisdiction of both the states of New Jersey and New York". But the only way to visit the Statue of Liberty via Ellis Island is to board a ferry boat in New Jersey.
9. A. and C. Jody Swanson won the 1984 Youth Worlds at Metedeconk, and Larry MacDonald won the 1978 Junior NAs at Metedeconk.
10. False. Only one, Sammi Sweetheart was from New Jersey, though she was not from the Jersey Shore. None of the other characters, who have shaped a notorious image for the Jersey Shore, are from NJ. Not Snooki, not the Situation (though with his abs, maybe he could be a good middle crew and hike) and certainly not J-WOWW.
11. C. There's a certain respect for the Last Man Standing and no one does it better than Rob.
12. D. All the above. New Jersey is filled with champions. We will add a few more in the first few weeks of August.



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Florida District Championship

Biscayne Bay, Florida, Fleet 226

May 8, 2010

Bill Johns



The 2010 Florida District Championship was sailed on May 8, 2010, out of the U.S. Sailing Center in Miami, Florida. Four races were sailed in beautiful Biscayne Bay conditions, with a steady southeasterly increasing from about six knots to twelve knots by the end of the day. All courses were modified windward/leeward.

Dr. Steve Horwitz came out of the box fast, winning the first two races. Former college All-American sailor and Lighting newcomer Brian Kamilar eventually prevailed with bullets in the last two races, winning by one point over Dr. Steve.

Third place went to college sailor David Hernandez and team from the University of Miami, also competing in a Lightning for the first time. The Florida Master's Championship was won by Steve Horwitz, based on the scoring from the first two races. Congratulations to 2010 District Champion Brian Kamilar and Masters Champion Steve Horwitz.

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Supplied hardware	A trip to the hardware store



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Florida District Championship Results

Pos	Sail#	Skipper/Crew	Race 1	Race 2	Race 3	Race 4	Total
1	83301	Brian Kamilar/Frank Atkinson/Eric Arensohn	2	2	1	1	6
2	14930	Steve Horwitz/Eric Rodriguez/Gui Castelao	1	1	3	2	7
3	14684	David Hernandez/Liam Munzenmaier/Ben Jassin	4	3	2	3	12
4	14752	Fisk Hayden/Enrique Quintero/Jeanice Young	3	4	4	4	15
5	13848	Patrick Ellis/Freddie Sambolin/Dorian Goldberg	5	5	5	5	20
6	8330	Frank Atkinson/Pat Atkinson/Bruce Atkinson	DNC	DNC	DNC	DNC	24







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2010 Lightning Great Lakes Championship

North Cape Yacht Club—La Salle Michigan

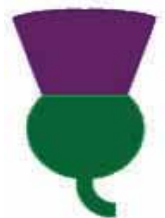
North Cape Yacht Club is proud to present the
2010 Lightning Great Lakes Championship
July 10–11, 2010

This years regatta will serve as a qualifier for the
2010 US Sailing Pan Am Trials

*In conjunction with the
2010 Thistle Great Lakes Championship!*



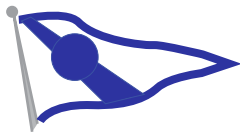
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Two Race Courses
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For more information contact:
George Sipel—419-466-3442
www.ncyc.net
2010 Great Lakes Facebook Fan Page

2010 Lightning Atlantic Coast Championship

Qualifier for 2011 Pan Am Games Trials



Hosted by Annapolis Fleet 329 and
Severn Sailing Association

July 24-25, 2010
Annapolis, Maryland

Check the website for more information as it becomes available:

<http://lightningfleet329.blogspot.com/2010/05/2010-lightning-atlantic-coast.html>



Regatta Co-Chairs: Jamie Brickell, jamiebrickell@earthlink.net
Jason Werner, jwerner@claimsbridge.com

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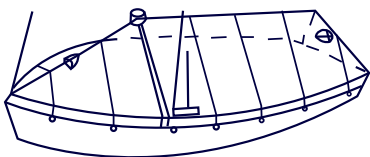
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nap back rudder cover			58
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Show your support. Become an official member of the organization that was successful in helping to get Women's Match Racing into the 2012 Olympic Games and enjoy all the benefits and privileges exclusive to our members. Join at wimra.org.



All Four Lightning Training DVDs

Packaged set: \$99.95

Packaged in a special keepsake quad DVD holder:

Taming the Spinnaker Beast: "Taming the Spinnaker Beast" is the newest training video from the International Lightning Class. Featuring Rolex Yachtsman of the Year and Lightning World Champion Jeff Linton, this new video illustrates useful techniques from basic to advanced work with the spinnaker. Crew members Bill Fastiggi and Amy Smith Linton demonstrate how to set and trim the spinnaker in a variety of conditions, how to recover from common mishaps, and how to douse the spinnaker.

Additional perspective is offered by the North American-Championship team of Skipper Matt Burridge with Dan Moriarty and Tobi Moriarty. This valuable training aid features analysis and instruction by Skip Dieball.

Better Boat Handling: This one-hour video includes light, medium and heavy air boat handling lessons shot on the water over two days of filming in Annapolis. It is narrated, in detail, in a question-and-answer format by North American Champions Greg Fisher and Rick Bernstein. In addition, Greg Fisher and crew were microphoned during the filming, so you'll hear real race simulated lessons and gather important insight into championship caliber crew/skipper communication. This video features extraordinary video scenes shot by Rick, an award winning video producer by trade and producer of the previous two ILCA training videos.

Skipper/Crew Training: Champions Greg Fisher and Andy Horton show you step by step techniques for fast boat handling. Tacks, sets, gybes, take downs... Directed by Rick Bernstein. Quotes from the Boys: Fisher "When it comes right down to it, it really does come down to the basics, this video is a great starting point for beginners to the experienced" Fastiggi: "The great thing about the Lightning Class is the available help from sailmakers to the weekend racer, this video is another must have tool to help improve performance."

Tuning For Speed: Bill Fastiggi and Greg Fisher "show and tell" how to rig & tune a Lightning. They then show "what to look for," with on the water examples.

To order, go to: <http://www.lightningclass.org/marketplace/store/cdDvd/index.asp>

CONSIDER DONATING TO THE ILCA

You Can Make a Difference

As we move into 2010, please consider making a donation to one of the three ILCA funds. Listed below you will find descriptions of all of our funds. The Class Office will send you a receipt when you make a tax-deductible contribution. While we really like large donations, any amount is welcomed and truly appreciated. Currently, all donations to the Boat Grant program are deposited into the ILCA fund with a notation that this money is to be used only for the Boat Grant program.

John Faus, ILCA Treasurer

The ILCA has established many alternatives to enable members and friends to make special gifts and bequests of lasting significance to help ensure the long-term viability, vitality and mission of the Class:

The ILCA Fund

The ILCA Fund was established in 1981 as a way to guarantee the long-range operations of our Class. Contributions to the Fund may be used to pay for the ordinary operating expenses of the ILCA, to advertise and promote the sport of Lightning Class sailing or for any other purpose approved by its Board of Directors.

The Boat Grant Program

You can donate cash, boats, covers, sails, trailers, etc. to support this innovative program to attract young racers to the Lightning. Designed to help young sailors experience the high level of competition offered by the class, this revolutionary program offers a unique opportunity among one-design classes. While many one-design classes struggle to attract and retain young sailors, the Lightning Class is taking active steps to give young adults a leg up: the past two summers the class provided fully rigged, insured and competitive boats for worthy teams for the sailing season. The recipients participated in Fleet, District and National regattas.

The Limbaugh Fund

The Limbaugh Fund was established in honor of two of our most avid supporters. Helen was our Executive Director from 1965 to 1982. Jay was our Class President in 1964. Both remained strong supporters of the Class long after their tenures were completed. Because of Helen and Jay's strong interest in Junior sailing, and their belief that our Juniors are the future members and officers of our Class, the organizers of the fund have dedicated these funds toward Junior activities.

The available monies in the Limbaugh Fund are restricted to support of education, training, and the promotion of Junior sailing. Only income generated from Limbaugh Fund investments may be used. The principal may not be spent. Uses of these funds have included support for the Youth World Championships, the Sears Cup, funding Junior racing clinics, trophies, promotion of youth regattas, etc.

The Mary Huntsman History Fund

The Mary Huntsman History Fund was formed in 2004 with the primary objective of recovering and properly preserving the Lightning Class heritage. The fund is named after Mrs. Mary Huntsman, Past President and Officer of the Class and who was the first to hold the Historian Vice President position when it was established. Under her Presidency, Mary secured the purchase of Lightning Number One and subsequently coordinated its donation to the Mystic Seaport Museum, where the boat has been restored and is displayed.

Follow the ILCA on Facebook and Twitter

International Lightning Class Association

Jan Davis—ILCA Executive Secretary

7625 South Yampa Street, Centennial, CO 80016

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

www.lightningclass.org

Please Donate and Support the Lightning Class

You Can Make a Difference

ILCA Fund: The ILCA fund was established in 1982 as a way to ensure and enhance the long-term operations of our Class. The ILCA fund is directed by a committee of five ILCA members and is supporting the Boat Grant Program and the International Fleet Development Initiative.

The Helen and Jay Limbaugh Fund: The Limbaugh fund was established in 1999 to further an appreciation of the joys of Lightning sailing among junior members of the ILCA.

The Mary Huntsman Fund: The Mary Huntsman History fund was formed in 2004 to preserve the Class heritage.

The Boat Grant Program: The Boat Grant Program provides boats and funds to young sailors who want to experience the high level of competition in Lightnings. The goal is to expose more youth racers to the Lightning.

* Name: _____ *Address: _____
* City: _____ State: _____ * Zip Code: _____ * Country: _____
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Donations are tax deductible. A Donation of \$50 or more entitles you to a Gold Circle membership.

ILCA Fund \$ _____ History Fund \$ _____ Limbaugh Fund \$ _____ Boat Grant Program \$ _____

Total: \$ _____

* Card Number:

* Expiration Date: /

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*** Required for credit card processing.**

Send your membership form and credit card information or check to:

International Lightning Class Association
7625 South Yampa Street
Centennial, Colorado 80016 USA
Email: office@lightningclass.org
Phone: 303-325-5886 • Fax: 303-699-2178



It's time for you to join the **International** **Lightning Class Association!**

MEMBERSHIP DUES for the 2010 Season

Active Membership with Paper Flashes & Yearbook on CD	\$ 57
Active Membership with e-Flashes & Yearbook on CD	\$ 45
Associate Membership (non-Boat owners) with Paper Flashes & Yearbook on CD	\$ 38
Associate Membership (non-Boat owners) with e-Flashes & Yearbook on CD	\$ 26
Crew Membership with Paper Flashes	\$ 22
Crew Membership with e-Flashes	\$ 10
Hardcover Yearbook(s): Number of copies: _____	\$20 before June 1, 2010 \$25 after June 1, 2010

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 Boat #: _____ Boat Name: _____
 District: _____ Fleet#/Sailing Waters: _____

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 District: _____ Fleet#/Sailing Waters: _____
 Name: _____ Type: _____ \$ _____
 Address: _____ City: _____ State: _____
 Zip Code: _____ Country: _____ Home Telephone: _____
 Work Telephone: _____ Email: _____
 District: _____ Fleet#/Sailing Waters: _____

Donations are tax deductible. A Donation of \$50 or more entitles you to a Gold Circle membership.

Donate to the **ILCA Fund** \$ _____ Donate to the **History Fund** \$ _____
 Donate to the **Limbaugh Fund** \$ _____ Donate to the **Boat Grant Program** \$ _____

Total Due to the ILCA: \$ _____

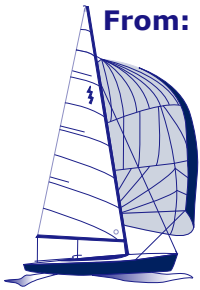
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From: The International Lightning Class Association 7625 So Yampa St Centennial, CO 80016

Classifieds

[SEE THE WEBSITE FOR MORE DETAILS ON BOATS, SAILS, OTHER](#)

15379 Nickels. Fully loaded. Light grey deck with white hull. Full set of North Fisher Main and Jib and R2 Spinnaker, set of North travel/ mooring (top and bottom) and mast covers, an extra Sailor's Tailor Mooring cover with full skirt, full rudder cover, Nickels galvanized trailer with all options. Tac Tic Micro Digital Compass. Suunto compass. JCD Carbon Tiller Extension. Denver. 303-321-1350 jerry@crestintl.com

15279 Allen. "Blue Jacket" 2 suits North sails, 1 used only for 2009 Worlds. Bryant Spars. Fabricraft 2 piece traveling cover. Carbon fiber hiking stick, mini tac-tick compass/timer. Custom Allen trailer - 3,500lbs axle - 15 in tires, mag wheels suitable for double decking. Full deck mooring cover, rudder and mast covers. \$18,000 Jim McIntosh 315-589-8138 jmcintosh2@rochester.rr.com

15221 Nickels fully loaded and rigged. Excellent condition. Always dry sailed. Light grey deck with white hull and white rubrails. Dual side controls. Main sheet internal/ external. North Sail Fisher sails, R2 spinnaker. Second set of North Sail sails. North: (i) Travel/ Mooring Cover (top and bottom), (ii) Mast Cover, and (iii) Full Rudder Cover. Galvanized Long Tongue Trailer with front mast stand and aft kickstand. Hampton, Virginia. \$14,500.00. Greg at 757-754-2389 or vasail@yahoo.com

14927 Nickels. Fully loaded. Excellent condition. Dry sailed only in fresh water, stored indoors in winter. White deck with white hull. Dual side controls with color-coded lines. 2 full sets of North Sails. Fully rigged. Four (4) padded hiking straps. Tacktick compass. Travel/ mooring cover (top and bottom), mast cover, rudder cover. Galvanized trailer with front mast stand, steel fenders, lights, extra tire. New Jersey. \$10,000. Milan at 609-240-4649 or milan.tweardy@comcast.net

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

14786 Allen. Good Racing record and Excellent Condition. Full racing equipment included. North Sails Main, Jib Spin, cover, Trailer. #705 since new and has extra fiber glass on bottom for stiffness plus extras etc. \$12,000 Contact: Jon Schwartz smoothsalin@hotmail.com 732-241-6660 Red Bank NJ

14781 Allen. White hull, grey deck, galvanized Allen trailer, stainless board, excellent condition, North Sails, fresh water sailed, low mileage, stored indoors, minimum weight, price reduced to \$10,500, contact Kirk @ 315-685-5149 or reyno685@yahoo.com

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

14684 Allen. White hull, bone deck, black rails. Fully race rigged. New mast 2008, bottom faired 2008. New North sails (M5, 5A+, R-2) lightly used. SS board, practice sails, trailer, trailing covers, mast cover. Minimum weight. \$9,500. Bill Johns (305)495-3832 bjohns@rsmas.miami.edu

14680 Allen. White hull, grey deck, speckled red stripe at non skid. Good condition. New trailing cover. Mast cover. Tacktick Compass. Galvanized Allen trailer with wide bunks. Rigged for racing, stainless board, 2 sets North sails (M-5, 5A+, R-2) one good one almost new. Mast 5 years old. Boat is in Nashville, TN \$9,500 Bill Killbrew 615-604-1684 billkillbrew@bellsouth.net

14657 Nickels. White hull with grey deck. New Bryant mast. Foredeck controls, twings and hooks, outboard and inboard jib tracks. Full set of sails in good shape. Mooring cover 3 years old, and bottom cover in excellent shape. Excellent race record. \$8500 Contact Justin Proctor, jproctor@zoominternet.net or 330-421-2650

14652 (1994 Nickels hull) is "race ready". 1 jib and 1 main well used, 1 jib and 1 main club raced, 2 chutes club raced, 1 main excellent condition (delivered fall 2006, light use during summer of 2007) and 1 spinnaker never used. Galvanized trailer, Trailer cover (good condition), Dry mooring cover (average condition), Tack-Tick Micro Compass. \$8,500. Sailed in fresh water and stored indoors. Phil Nagel at Nagel@tir.com or (248) 334-1959

14650 Intermountain. Composite hull, stiff & light, white hull with grey deck, stainless board, 700lbs with correctors, sail sets from North and Shore, new hiking straps, new Sailors Tailor cover, tapered glass spinnaker pole, tiller with x-10 extension, rudder/tiller bags, mast cover, all go fast controls, Nickels galvanized trailer with wide bunks, excellent condition, ready to race, \$7300, located in Toronto, Ontario, delivery to Buffalo possible, Phil 416-779-0857, pjager@htxgroup.com

14505 Nickels, light gray, red and blue boat", excellent condition with all the latest go fast controls. Lightly used North-Fisher Jib and Main, still very crinkly. Goldsmith spinnaker, rudder cover and new mast cover. Nickels galvanized trailer with excellent tires and new wheel bearings with bearing buddies. Photos available. \$8,500 also

have any other preowned Lightnings, call to see what's in my barn. Contact Joe Dissette, Mich. 989.631.2133 dissettesail@chartermi.net

14438 Allen - White hull, in very good condition. Mast cover, boom tent, rudder cover. SS centerboard. 2 full sets of Shore sails, a club racing set and a 2nd newer set with only light use. Fresh water boat from Fleet 301, Lake Champlain VT. Light use for infrequent fleet racing. Nicely rigged, many double-ended controls. Galvanized Allen trailer with wide bunks. \$6600 Peter Tourin ptourin@sover.net 802-899-4008

14434 Nickels. Very good condition. Custom extended galvanized trailer. Mast cover boom tent. Rudder cover. Special pin striping. Two full sets of sails. One newer set of North Sails. Boat has been sailed in fresh water. Asking \$6,000. Rhode Island. Rick 401.749.3165

14397 Nickels. Race rigged. Slightly faded aqua deck with white interior and white hull, SS centerboard. Dual side and deck controls. North Sails Main and Jib, Shore spinnaker. 4 padded hiking straps. Envelope style travel cover, a mast cover and cockpit style mooring cover. Galvanized trailer. Bottom re-faired by Guck in 2001 700lbs w/ 5-8 lbs of correctors. Rochester, New York. \$5,500 or offer. Contact Alan at 585-734-8742 or alanm_at_miletrax.com (change _at_ to @)

14388 Nickels. SS centerboard. Always dry sailed. Light beige deck with white hull and white rub rails. Dual side controls. 2 sets of North Sail Fisher sails. Fully rigged. Recently replaced uppers and lowers. Handi lock adjustable turnbuckles (on lowers). Tapered spinnaker lines. Deck compass. North aluminum mast & boom. Spinnaker pole. Tiller with extension. Mooring Cover Full Rudder Cover. Galv Trailer. New tires. Bunks on trailer need replacement. Mooring cover is serviceable. Milwaukee, WI. \$6,800. Contact Tim Hayes at 414-477-9000 or tim@hayesengr.com

14310 Nickels. white, bottom refaired and painted 2001, Allen galvanized trailer, custom top trailing cover, full drysailing cover, 2 suits of North sails, boat has not been sailed for 5 years, in good shape MA \$5000.00 Phone Eric: 978-424-5835 or ericcutting@yahoo.com

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

14147 Nickles Three sets of sails. One racing and two practice. Two spinnakers. Mooring cover (one year old) Travel, mast and rudder covers. Light bar. Trailer. Race ready. \$6000. Contact Mike Moody ph# 517-974-3549 email: turfineservices@gmail.com

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

14044 Nickels. Fast boat, fully rigged for racing. White hull with black boot stripes and a grey deck band. VSP sails in good condition and an older practice set. Two spinnakers. Allen trailer, galvanized with wide bunks. Top, bottom, mast & mooring covers. Roanoke, VA. \$6,400. Charlie ph# 804-986-3353 or email: charles.wardwell@advance-auto.com.

14008 Nickels Light Green hull and buff deck. Sails -- Main, jib, two spinnakers, Bryant Mast, beautiful wood rudder with cjb. Mooring cover, mast cover and travel cover. Many new lines and rebuilt trailer. Good fast boat in super condition. \$ 5,200 Chuck Parry --Gardy3@verizon.net 410-778-4560

13667 Allen, good condition. white hull, white and yellow deck. Stainless centerboard, Mahogany rudder/tiller. Two sets used sails and spinnaker. new main halyard all lines/rigging good condition. And Self Bailers need re-rigging. Dual side controls, compass, padded hiking straps - Lowboy trailer good condition, not registered. Newer Mooring cover, dry stored. \$3,200.00 Chesapeake Md. Contact Douglas Fletcher 610-724-5247 fletchdins@aol.com

13624 Carson, the boat is in good condition for its age. The bottom is sealed with VC17. 3 suits of sails and 2 Spinnakers. Covers for: cockpit, mast, rudder, and deck. Trailer in good condition. Title for the boat and trailer. Measurement Certificate for the boat. \$3,000 obo. 215-675-2416 or cell 215-317-9407. blenahan@verizon.net

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

12428 Eichenlaub New Bryant Spar New rudder, stainless centerboard, heavy duty trailer, sails and 2 spinnakers, dry-dock/mooring cover. Hull was fast (still is) Needs glass work - deck is bubbled, dings in hull, self-bailers need to be replaced. Denver, Colorado. \$3,000. Brad Hamilton - 720-635-5655. brad_hamilton@hotmail.com

11278 Allen. Light blue hull white deck. This is an active racer in great condition. Lots of rigging upgrades including new mast last year. 2 sets of North sails, one excellent including spin one day sail/practice including spin. A superb lightning trailer with spare. New North travel cover (top and bottom) and additional mooring cover. Price \$2500. Croom Maryland. Contact John Gastright at (301) 579-6455

11117 (fiberglass) Allen, with Allen trailer. White hull and deck. Bryant Performance spars Oval Aluminum mast, boom and spinnaker pole. Mahogany rudder and stainless steel centerboard. Rolled deck, quick release turn buckles, port and starboard compasses, cherry splash rails, below deck jib, new dolly wheel. 4 jibs, 3 mains, 2 spinnakers(fisher, north, FOGH). Stored indoors since 2003. \$2,750. Contact Chuck Ackerman Grand Island, NY.(h) 716-773-4246 (c) 716-861-3632 E-mail: bearship153@verizon.net

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

10776 Lippincott. Fiberglass Hull. Sitka Spruce Spar and Boom. Beautiful Cockpit with Teak Deck / Mahogany Seats/Trim. Mahogany Rudder / Tiller. 3 Mains, 4 Jibs, 1 Spinnaker. Cockpit Cover. Galv. Trailer w/ Swivel Jack Winter Cover Frame. \$2500 obo. Stamford, CT.Contact: Captain Al Papp 203-322-5851.

10705, glass /wood seats/ss cb/ 3 suits of sail/trailer/oval rig and boat cover. Many upgrades and water ready. \$2500. Contact: John (Mick) Barnes at Jabarnes1@aol.com.

10481 Allen. Retrofitted in 2008-09. New floor and seats (with floatation), new hardware, new lines, new paint. 735#. New sails as well as a few sets for practice. Trailer is in great condition - including new tires. New "sailors tailors" cover. San Francisco bay area. \$5,000 OBO Call Terry 707-363-3606

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

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

7286 Wooden Lightning built in 1959 made by J J Taylor and sons in Toronto, Ontario, Canada. Custom width Allen trailer made in 2005. Only used the trailer twice and the trailer and boat have been kept in a garage. 2006 Allen Boat Co. did all the deck hardware. 2 sets of sails. Over \$11,000.00 invested and asking \$6000.00. Ken Lambert, Ontario, CA 905-894-3452 klambert@bell.net

7216. Wood Lightning sailed since 1959 on fresh water. Blue hull 2 suits of sails, spinnaker. Raced until 90. Pictures available. Trailer & dry storage cradle included. Saratoga Lake Sailing Club. \$1500 obo Bill Dever 518-374-8532 (h)wdever@nycap.rr.com(NY)

6378 Cedar and spruce on low allen trailer, with two mast/boom set ups. Boat needs rub rails, minor decking and some keelson work. SS c. b. good club sails. \$1200 Obo. Jamie Perkins, Stamford, CT sailskl54@yahoo.com 203-687-6959

2777. "Jackie Sue", a Skaneateles boat, last sailed 1960 stored inside since then. All gear and sails original. Bow lights and hand operated pump. She is sitting on a wagon made out of an old World War 2 bomb carrier. In exceptional condition for all original. The canvas/painted deck is frayed some at the forward port rub rail. Soak her and sail her. \$2,500 Dave Wilson. bludux4@verizon.net 260-672-8673

Classified Advertising Policy for ILCA Flashes and website

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

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