



Changing of the Guard!

Class Office Moves from Colorado to Tarpon Springs, Florida

Laura Jeffers



In the beginning of November, I flew out to Colorado to train with Jan and transport the Office back to Florida. Jan and Steve have done an outstanding job over the past five years. Thank you both for giving so much to the Class. Your guidance has been wonderful during the transition, and I look forward to continuing your momentum into the future.

For those of you whom I haven't had the pleasure of meeting yet, I am from the beautiful state of New Hampshire. I was introduced to the Lightning in the fall of 1987. I had just gotten in from my first sail ever on a Cal 21 and thought that was the coolest thing ever until I walked up the dock. There were four or five Lightnings that were just getting in from an evening sail. My friend Amanda and I stopped to look, and we were "invited" to join them the next Sunday to race. I remember hearing, "Come on down, someone always needs crew!"

Every Sunday that fall we sailed Lightnings on Lake Massabesic with Fleet 273—we were hooked. The Deyett Family took us under their wings. The following summer we sailed every afternoon during the week, training for the Junior Districts and then

the Women's Districts. On most weekends we traveled all over New England sailing in various regattas. I have so many wonderful memories from sailing Lightnings. I remember how excited I was to go to my first North Americans and first Southern Circuit. My "Lightning Story" illustrates the fleet development that our Class continues to be built upon.

My husband Will is life-long Lightning sailor from New Jersey, and like many other Lightning couples, we met at a regatta, the Winter Championships at the St. Petersburg Yacht Club. We have a nine-year-old Labrador Retriever named Salty, who loves the water.

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It has been five years since Steve and I drove to Tennessee to "pick up the ILCA Office" from Karen. What an adventure this has been! We traveled the world attending Lightning events, making friends, and becoming a central part of the global Lightning family.

I sat here in my home office, talking, Skyping and e-mailing with all of you—it was a joy. Thank you Steve, Brian, John, Bill Fastiggi, Bill Faude, Bob Astrove for your guidance, support and encouragement over the years.

Along the way I have undoubtedly become a better crew. I saw those photos daily, Ched coming into the weather mark in Miami with his boat FLAT, those behind him struggling to hold the boats down—just a fraction of a second slower. HIKE!!

There's also something to be gleaned from looking at thousands of Bill Clausen's wonderful photos from Southern Circuits, North American Championships, and Worlds. Flashes, ten per year, yearbooks, year after year, a new membership database, a new website—I have learned a lot, worked a lot.

Jan Davis



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President's Column

Robert Ruhlman

A few weeks ago, Abby and I spent a couple of days in Centennial, Colorado, at Jan and Steve Davis' home, also formerly known as the Lightning Class Office, along with Laura Jeffers, our incoming Class Executive Secretary. Laura spent nearly an entire week there "learning the ropes" from Jan and Steve, along with loading the office into a U-Haul in order to relocate everything to Tarpon Springs, Florida. Steve and Laura drove to Nashville for the Bluenose Regatta, and then Laura finished the trek to Florida. Everything went smoothly, and Laura has reestablished the Class Office in her home.

I have been involved with the Lightning Class my entire life, and I knew there was a great deal of work involved with maintaining this wonderful organization. However, after watching the office "in action" for a couple of days, I now have a much greater appreciation for what truly is involved. I was also overwhelmed by the historical aspect of it all. The Class Office is a museum unto itself, in addition to being our collective nerve center.

Jan Davis has done an extraordinary job over the past five years in truly reconfiguring and redefining the Class Office. Her accomplishments, building on the foundation established by her predecessors, have resulted in a streamlined and well-oiled machine. As a Class, we talk generously about how the Class Office is one of our great strengths as an organization. Now I know with certainty that, as many times as I have said so in the past, I have to a certain degree, taken both the importance of and the effort required to be the best organized one-design class in the world for granted. So, with a much greater appreciation for all that is involved and that has taken place these past five years, personally as well as on behalf of the entire Class, I thank Jan for her dedication and wish

her great success and fulfillment as she takes advantage of her newfound "freedom" to pursue a diverse range of interests outside the sailing world. Fortunately for all of us, Jan and Steve will still be very involved in the Class. They'll just have more time for other passions when they aren't regatta hopping!

We welcome Laura Jeffers as the new Executive Secretary. Laura and her husband, Will, have been regulars on our regatta circuit from the local to world level for more years than they might like to admit. As the Class Marketing VP in 1998, principle organizer of the fund raising raffle for Lightning 15000 and the Southern Circuit VP in 2010 and 2011, Laura has a strong foundation in the mechanics of the Class organization. After a week with Jan, she is ready to take on the challenges of the Office with her characteristic energy and enthusiasm. However, as talented and energetic as Laura is, we are still a Class that owes much of our success to our volunteers, so please don't hesitate to step-up and give Laura a hand whenever possible.

And I am beginning my term as Class President writing this article at 37,000 feet en route from Bangkok, Thailand, to Auckland, New Zealand. My career as President of Preformed Line Products, a hardware manufacturer for the energy and communications industry, takes me and my wife, Abby, all over the world on a regular basis. As I begin to set our travel schedule for the coming year, I am doing so with an eye on Lightning regattas throughout the world in hopes of being able to combine my passion for my job with my passion for the Class. In spite of a lifetime competing in the Class on a world, national and local levels as a member of Pymatuning Yacht Club's Fleet 36 in the Ohio District, there are plenty of fleets in countries around the world we have yet to experience and still others that we look forward to revisiting. In this Class there are no strangers, only friends we have not met.

My focus during the coming year will be on the Class' number one priority: growth. We have a great boat, a rich history, a support organization second to none and a diverse and colorful membership worldwide. Despite all our strengths, in this day and age no class really "sells itself"; there are simply too many competing products in the sailing world as well as recreational diversions in general. We all need to actively tell our story: continually promote the Class to prospective new members as well as former members who may "have lost their way" over the years. Laura and I, along with the rest of the Executive Committee, John Faus, Victor Lobos, Bill Clausen and Debbie Probst look forward to working with all of you in support of any and all ideas you have for our ongoing development as the greatest one-design class in the world.

From my family to yours, our very best wishes for a happy Holiday Season.

Rob



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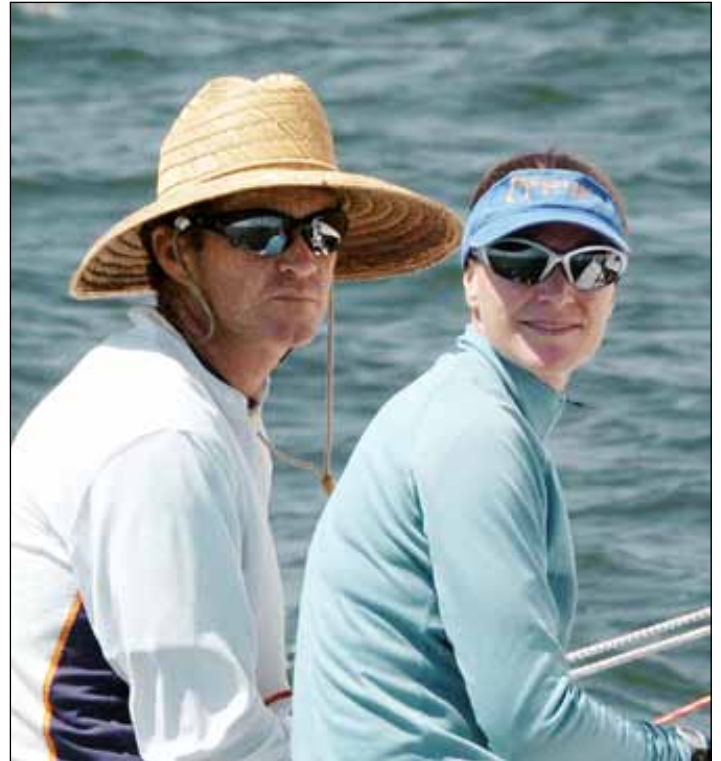
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Jan and Steve Davis

Now I am ready for a new chapter in my life. My parents are aging, I have become a grandmother, and my priorities need to change. I will miss each and every one of you. You are in good hands with Laura. She is a hard worker and dedicated to the Class. Please help her through this transition year.

Steve and I look forward to seeing you all at upcoming regattas. We will not disappear. Keep sailing, enjoy the friendships and camaraderie of the Lightning family—it's a very special group of people, and I feel privileged to have spent this time with you.



Will and Laura Jeffers

Our beloved square bottomed boat unites us all and keeps us coming back for more. I am very excited to be in a position to give back to an organization that has provided me with so many wonderful friends, memories and opportunities over the past twenty-three years. I look forward to serving as the Executive Secretary to such an amazing organization.

I hope you are all making plans to come to Florida in March for the Southern Circuit! If anyone would like to take a trip down memory lane with any of the 15,000+ measurement certificates or boat records or flip through a complete set of Yearbooks and Flashes, you are welcome to stop by! Hope to see you during the Southern Circuit.



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CAMPEONATO NACIONAL DE CLASE LIGHTNING ANTOFAGASTA – CHILE 2010

ANTECEDENTES GENERALES

EL 50° NACIONAL DE LIGHTNING SE DESARROLLO ENTRE EL 7 Y 11 DE OCTUBRE EN EL CLUB DE YATES DE ANTOFAGASTA CON LA PARTICIPACIÓN DE 22 EMBARCACIONES DE DIFERENTES CLUBES DE YATES DE NUESTRO PAÍS: ARICA, ANTOFAGASTA, ALGARROBO, CONCEPCIÓN Y LAGO RANCO.

FUE UN GRAN DESAFÍO PARA EL CLUB DE YATES DE ANTOFAGASTA LLEVAR A CABO ESTE IMPORTANTE EVENTO DEPORTIVO. LAS PRÓXIMAS IMÁGENES SERVIRÁN PARA ILUSTRAR LA GRAN FIESTA NÁUTICA QUE SE VIVIÓ EN EL NACIONAL.

QUEREMOS AGRADECER COMO CLASE LIGHTNING DE ANTOFAGASTA AL CLUB DE YATES DE ANTOFAGASTA POR HABER SIDO SEDE DE TAN IMPORTANTE CAMPEONATO.

TAMBIÉN AGRADECER A TODAS LAS EMPRESAS E INSTITUCIONES QUE CONFIARON EN EL PROYECTO.



50° Campeonato Nacional de Lightning 2010

This year the Chilean fleets got together in Antofagasta for the 50th National Championships, a memorable anniversary with a memorable turnout. Antofagasta is our northernmost fleet, located in the Atacama dessert (close to where the miners were trapped), separated more than 1,000 miles from our southernmost fleet. Getting there was an issue because in Chile we are not used to travelling long distances by car. So Andres Gomez and his organization took matters in hand and solved the problem by shipping the boats by truck. That left no excuse not to be there.

The result was twenty-two boats at the line, record number that had not been seen since the early 80s. The regatta was perfect. Everybody stayed either at the club or at the hotel next to the club, so the atmosphere was great. There was lots of good food, drinks, and, yes, a nightclub that was right next door, which was sight of some great stories.

The racing was challenging and close. Winds were 6 to 14 knots with a chop that really made everybody work hard. From day one Tito Gonzalez, again, took line honors and was leading the fleet, but the battle for second was fierce. Cristobal Perez and Felipe "Flecha" Robles would fight it till the last race.

In the end, Tito took the championship with one regatta to spare, and Cristobal was able to keep Flecha out of second place.

The Story of the "Enjoy Pact"

After the last race, the regatta organizers had something special set for everyone. Following a short race back to the club, the winner would take \$1,000 USD. Nice! But since Tito was taking part, a bunch of sailors with some drinks under their belts made a pact at the Enjoy Casino—hence, the name of the pact. The goal was to keep Tito from winning the money while staying within the boundaries of the rules. The money would be used for something that would give something back to the community. A party!

We had everything set for the downwind start, along with the blockers and the runners (similar to US football), but to our surprise, the organization had changed the start, and it would be a short upwind first. That's when the problems started. It would not be that easy to catch an experienced match racer like Tito. The pre-start came. Tito was defending his leeward side with everything. On one side Diego was promising hell if we got close, and on the windward side Cristian was grabbing on to the spinnaker pole to keep Flecha off. It was war!!

To make a long story short, Tito won **again**, and we where left empty handed. But Tito, being the good sport he is, and seeing our bunch totally defeated, promised to cook one of his famous pigs for the next regatta.

Well, the 50th National Championship has passed, but it left us with a great feeling, good racing, good times, and an excellent future for the Class.

RESULTADOS

50° Campeonato Nacional de Lightning 2010															
INSCRIPCIONES					Resultado							Valor Leizaola	TOTAL S/DESC.	DESC.	TOTAL C/DESC
LUGAR	CAPITAN	EMBARCACIÓN	N° DE VELA	N° de Proa	1 REGATA	2 REGATA	3 REGATA	4 REGATA	5 REGATA	6 REGATA	7 REGATA				
1	Tito Gonzalez	Ojo de lince	11011	1	1	1	2	1	1	2	1		9	2	7
2	Cristobal Perez	No Desesperez	15355	37	2	2	1	6	2	3	5		21	6	15
3	Felipe Robles	Tres trenes	11811	28	4	3	4	2	DNF	1	6	23	43	23	20
4	Cristian Barahona	El Bulla	14709	4	8	9	6	8	3	4	2		40	9	31
5	Ignacio Perez	Peligro	14795	8	3	4	7	3	8	8	8		41	8	33
6	Sebastian Castaño	Linda Máquina	14742	9	7	5	5	4	4	12	9		46	12	34
7	Victor Lobos	Memphis mas vida	14740	5	BFD	6	3	10	9	5	3	24	60	24	36
8	Jorge Salgado	Damela en dos Vasos	14307	23	9	8	8	5	5	6	4		45	9	36
9	Mario Fumagallo	Fugitivo	15057	81	6	7	9	9	7	7	7		52	9	43
10	Alberto Gonzalez Parro	Tiburón de acequia	1101	0	10	11	12	13	6	11	10		73	13	60
11	Andres Gómez	Don Chamy	14609	22	16	12	14	7	10	13	12		84	16	68
12	Angel Luis Fantuzzi	Magic Senna	14821	10	6	DNF	11	11	DNF	9	11	45	94	23	71
13	Harold Novoa	Requin	11023	371	11	21	13	15	12	10	14		96	21	75
14	Enrique Ullca	Yeah Baby	14787	18	13	15	10	17	13	15	16		99	17	82
15	Marcos Montalbetti	Esta pedido	14454	27	12	10	OCS	12	14	14	DNF	47	109	24	85
16	J. Cristobal del Solar	Bluewind	15252	11	15	13	15	16	11	16	17		103	17	86
17	Martin Anstrong K.	NN	14850	48	14	14	16	14	15	18	15		106	18	88
18	Matias Daroch	Sonest	14655	70	BFD	17	DNF	10	20	19	13	47	126	24	102
19	Ricardo Gómez	Verdgris	12680	12	19	18	17	18	18	17	21		128	21	107
20	Pablo de Ugarte	Huracan	14768	40	17	16	20	DSQ	16	22	19	24	134	24	110
21	Maria Veronica Arcos	Second Chance	14293	6	18	19	19	19	17	21	18		131	21	110
22	Sebastian Gómez	Alcapone	11040	2	20	20	18	21	19	20	20		138	21	117

50° Campeonato Nacional de Lightning 2010







Lightning Family News

Just Launched



Mississippi Valley District welcomes its newest member! **Molly Danielle Moriarty** was born November 1, 2010, weighing 7 pounds, 9 ounces and measuring 20 1/4". Congratulations Dan and Tob!

We look forward to meeting her!

Charles "Chuck" Perry

It is with sadness that we report the passing of Charles "Chuck" Perry. Chuck was a member of the Rock Hall Maryland Fleet and was an ardent supporter of the Lightning Class.

Chuck's influence on the Rock Hall Yacht Club is but one example of his infectious enthusiasm for the sport of sailing. Soon after he and his lovely wife, Linda, moved to Chestertown, Maryland, he embarked on a number of major initiatives that had a transformative effect on the Club. Principal among them were the development of a junior sailing program and the establishment of a new Lightning fleet. He also hosted the Lightning Atlantic Coast Championship at the Rock Hall Yacht Club in 2008. Some of you will remember the warm hospitality we received at that event and the great job that he and Linda did.

His obituary is posted at www.fhnfuneralhome.com under his name.

Dick Moyer

Congratulations to Debbie Probst on Being Elected to the Executive Committee



In accordance with Article XII 1. (b) of our Constitution, Debbie has been elected to the Executive Committee by the Governing Board as Member at Large, effective November 15 of this year.

Debbie has been a regular on the regatta circuit for many years, hailing out of both Fleet 154, Lake Wawasee, Indiana, and Fleet 12, the Buffalo Canoe Club, where she spends the bulk of the summer with husband Adam and their three children, Abbie, Tanner and Jenna.

An avid promoter of junior sailing, particularly in the Lightning Class, Debbie has also been a member of the Boat Grant Selection team since 2008, serving as co-chair for the past two years.

Welcome to the Executive Committee, Deb. We look forward to working with you!



US Sailing Lightning Pan Am Trials

Jody Lutz



In late October, Davis Island Yacht Club in Tampa, Florida, was gracious enough to host the qualifying event for the Lightning US Class Pan American trials. Twenty qualified boats from across the country descended on this wonderful club for two days of intensive, action-packed sailing. For those of us that have not been to Davis Island Yacht Club recently, we were wonderfully surprised at the new, modern facility, built for "The Sailingest Club in the South!" You would be hard pressed to find a better location with great access to an awesome sailing venue (New Jersey clubs excluded!) than Davis Island Yacht Club. To top it all off, the membership was extremely helpful and very nice to all of us.

I was lucky enough to enlist a top team for this event with my brother Jay and Derek Gauger. Since the three of us had not sailed together in a Lightning since the 2005 Worlds in Chile, we were hopeful to get a couple days of practice in before the event. Since the regatta was being held on a Monday and Tuesday, we took the opportunity to get there Friday night so we could practice on Saturday and Sunday. The only problem was that since Jay is getting old, he tires very easily. With that in mind, our good friend and self proclaimed "super crew," Michael Schon, agreed to fill in for Jay so he could be fresh for the first day of real racing. While Jay played shuffleboard onshore, Michael was awesome and really helped us get up to speed during two great days of practice. Only one time did Michael go the wrong way on a roll tack. Not bad.

As we headed into the regatta, we talked about our strategy and sailing style and how it needed to be modified for this regatta. Since the Pan Am Trials is a winner-takes-all regatta, being ultra conservative while keeping you in the hunt probably won't win the regatta. We needed to win some races and take some chances, especially in the last quarter of the windward leg. It was a tough entrant list and any of the handful of competitors could win the regatta. Plus, Dave Starck was there. It was a daunting task to think we could beat Dave and his

all-star team since he hasn't lost a regatta in what seems like five years. I'm simply psyched out when I see Dave rigging his boat in the dry sail area. Thank goodness I did not see him at breakfast or I might have gotten sick. Why did I drive all the way to Florida just to lose to David, Jody and Ian again? Since we were already there, we decided to sail anyway.

Both days were similar in wind velocity and trends. There was a good breeze as we went out for the 10:00 AM start with the breeze slowly dying and going right in the early afternoon. Edges worked both upwind and down, so it was important to pick a side and commit.

Four races were completed the first day with us holding a one-point lead over Super Dave (could the scores be right?). Dave tried to get me drunk that night, but I've been down this road before and did not fall for it this time. On Tuesday we got in three races and we were lucky enough to have things fall into place and clinch the regatta without sailing the last race. Allan Terhune won the last race to finish second with Dave third. A tough last race for Will Brown dropped him from second to fifth overall, but Will's team sailed very well despite the size and inexperience of his front crew. Thankfully his middle crew, John Faus, was able to keep Will in line. Skip Dieball's sailing was excellent, and he won the last day but could not overcome some early OCSs.

It's a great honor to be able to represent the US Lightning Class at the Pan Am games in Mexico next October. We've been second twice in the trials before. Interestingly, the first time was about twenty years ago when the trials were also held at Davis Island Yacht Club. The PRO from 1991, Henry Moore, was also the PRO for this year's event. In addition, about half the Race Committee from this year were also involved in the trials from 1991.

On behalf of all the competitors at this year Pan Am Trials, I would like to thank the volunteers of Davis Island Yacht Club for giving their time and energy to hosting and running a great event.

US Sailing Lightning Pan Am Trials



Sail #	Skipper	Race 1	Race 2	Race 3	Race 4	Race 5	Race 6	Race 7	Drop	Total
15166	Jody Lutz, Jay Lutz, Derek Gauger	1	7	4	1	3	1	5	7	15
15449	Allan Terhune, Katie Terhune, Jeff Linton	4	2	6	5	6	4	1	6	22
15399	David Starck, Jody Starck, Ian Jones	5	4	1	4	4	5	10	10	23
14821	Ched Proctor, Jay Mueller, Jamie Ewing	8	3	5	3	11	6	2	11	27
15345	William Brown, John Faus, Matthew Schon	2	11	3	7	2	3	12	12	28
15420	Ryan Ruhlman, Nick Turney, Martha Fisher	6	6	7	2	7	7	4	7	32
14880	Skip Dieball, Tom Starck, Kristin Medwid	22	13	2	15	1	2	3	22	36
15412	Tim Scanlon, Christine Maloney, John Peirce	3	5	10	9	5	8	9	10	39
14249	George Sipel, Jeff Hagman, Steve King	11	14	8	6	16	9	6	16	54
14036	Justin Coplan, Mike Carney, Danielle Prior	7	8	9	8	10	15	15	15	57
15430	Andy Carmarda, RJ Trejo, Michael Barry	13	1	17	11	8	10	17	17	60
15202	Bill Buckles, Greg Florian, Ed Edgell	10	9	19	14	9	17	7	19	66
15211	Larry Frost, Cal Herman Sr, Chance Miller	9	10	18	12	12	16	8	18	67
10810	Will Tyner, Henry McCray, Reese Wilkins	18	16	11	10	15	11	16	18	79
15093	Gary Hurban, Joan Hurban, Peter Jadrosich	14	20	12	18	14	14	11	20	83
15131	Patrick Phelan, Jason Phelan, Brian De Brincat	12	19	13	17	13	12	19	19	86
15315	Bill Cabrall, Brian Blackman, Rebecca Bevirt	16	15	15	19	17	13	18	19	94
10922	Brad Neville, James Neville, Anne Neville	17	12	16	16	20	20	14	20	95
15276	Philip Lange, Jonathan Lange, Alexandra Lange	19	17	14	20	19	19	13	20	101
15313	Matthew Morin, Kevin Morin, Trey Rose	15	18	20	13	18	18	20	20	102



Lightning Pan Am Trials Toga Party



*Cameron says, "Silver is yummy,
but I wonder if gold is even better?"*

US Pan Am Trials Regatta Poll on the Race Course

Over the last few years, the ILCA has seen a steady increase in the length of our courses at championship events (ranging from 1.2 to 1.8 windward legs). For the US Pan Am Trials we worked with the RC to keep the courses tighter (0.7 to 0.9). It was fun to get seven races in over two days. The distance at the finish between the first and last boat was very close in almost every race.

Arguments can be made for both sides, but the recent rumblings I have heard from members is to shorten the courses to some degree and get more racing in. A quick survey shortly after the regatta was taken by participating skippers, and here are the results. Thank you to those that responded!

John Faus

- I agree with the tighter scale race course like we had at the Pan Am Trials. I feel like it really keeps the fleet tight together, which makes it much more fun and competitive. I would say 0.7 to 0.9 is a good range for any fleet, whether its ten boats or thirty.
- We were delighted to get seven races in so fast. Even in the light air, I noticed that each race lasted 45 to 50 minutes, whereas a longer course takes around 90 minutes. However, I think the 0.7 mile legs were a bit short (we got to the laylines very quickly). At the North Americans, however, I thought the 1.9 mile courses were much too long. I would shoot for race durations of 55–60 minutes, based on wind strength. Then, in four hours you could run three races if the finish was downwind. I did think we should have had some upwind finishes. The last race of the day, for example, should have finished upwind. Note that I am not complaining—it was a fantastic event.
- I thought the 0.7 was great. The fleet still was pretty spread out, even during the windy races. It makes for much more fun racing when everything is close together and you need to make way more decisions during the beat. Its cool that coming into the first windward mark you can be 1st or 7th. It makes the top of the beats way more interesting and, in my opinion, way more fun. It also allows for more racing, especially at a longer event when you never know if one day you may get zero races. It allows you to make up some races rather than having hour and half plus marathons. In all aspects the Lightning is a dinghy, no keel. Unless they start allowing more than 35 boats per fleet at NAs, I think the short courses are great. If its a 50+ boat fleet, you have to stretch it out longer to a mile+. I thought this regatta was a great showing of how well shorter courses would work.
- My vote is for the lengths that we saw at Pan Ams. The tighter group is exciting and puts a premium on good boat handling and minimizing mistakes. Plus, it allows for more races which has a leveling effect on finishes.
- I think for regattas like the Pan Am Trials races that are 0.7 to .9 are great, especially when the wind is only 6–8 knots and there are twenty boats. For regattas like the NAs, Worlds, etc., races should be no shorter than 1.25 or 1.5. In my opinion, we are not sailing in college anymore and should be doing big boy length courses in the big events.
- I think “it depends.” The racing demographic of the Trials is not the same as the NAs. We all showed up to race. On the flip, not everyone wants to spend their vacation doing more than two races per day. If the Class finds that two races per day is the max (and it might not), then stretch the races out. If folks want more races (and I feel you have to ask the participants), then shorten them up. Just make sure you have good judges and protest committees because not everyone plays as nice as we all did at the Trials.
- I really liked it. The action was very tight, and a bit of the luck of nailing a corner was taken out. I don’t think it would work well for a larger fleet because the marks were so tight, but for twenty boats it was perfect.
- I agree that it was a fun event. They did a nice job. I like the longer courses of the NAs when the wind is up. I feel the short weather leg of the Trials made the leg shorter than the cycle of the wind shifts, so it tended to favor one side or the other. With more than one cycle of shifts, it makes the tactics more interesting. I think the 0.7 mile weather leg is fine when the wind is light. The extra course length doesn’t take much time if there is more than ten knots of wind. What takes the time is the time between races. With the course length as it was, we were in pretty early on both days. We could have easily sailed 1.2 mile legs and gotten in seven races.
- I think the shorter courses are better. Although, we only had twenty boats at the Trials, so the shorter course was definitely better. I would think for a World or North American championship the legs will have to be slightly longer but in the range of one mile. All regional regattas should have shorter courses of 0.7 to 0.9.
- I have mixed ideas. I feel with shorter distance the start means everything, less chance to move up. So I prefer longer races and less of them. Wind conditions must be a factor in this as well, but I like five legs instead of four. Just a first thought and thinking out loud here. It also gives us time to chill going back to start. I never felt there was enough time between to relax.
- I thought the course length for the Pan Am Trails was great for the amount of boats and the breeze strength. I felt that 1.5 miles legs at the NAs was a little much, but with larger fleets I feel .08 mile to 1.2 mile length legs is a good range, depending on the wind strength.
- We had a great time at the regatta. I think that courses should be determined by wind strength and venue. I don’t have a problem with one-mile + legs, but the conditions and the location need to warrant them.
- I felt that in the format we had, 0.7 to 1.0 mile, was fine. If we are going to have more than two races a day, NA’s two races a day at 1.0 to 1.5 mile is sufficient. Is there any chance that we as a class would try gold cup or Olympic courses again?
- I think the use of smaller races has a lot of benefits. 1) You keep the fleet closer overall. I think when you can keep the fleet in a tight bunch, the racing is that much more exciting, and when it’s more exciting people want to do it more. 2) You increase the overall number of races in an event (possibly). This is

as good as anything you can do for the sport. I would much rather race seven close races in two days than two long ones. 3) You keep everyone involved. This is a similar point to number 1, but when the guys trailing the pack get further and further back because the leg is 1.8 miles long, factor in they have to make it to an edge for any breeze probably doubling the length of the course. These people end up finishing a race/day feeling totally beaten and defeated. This will not encourage participation. Overall, I think the race length in the Pan Ams was perfect. The breeze was up and down and at times downwind took some considerable effort, but, for the most part, I think they were sized appropriately. I really want to race two races a day instead of the one long one, for the same reasons I mentioned above. Getting double the starts, mark roundings and maneuvers is only going to help all of us become better. I think the same holds true for the Lightning Class as well.

- I liked the short courses for a change of pace, but I think I prefer somewhat longer courses. I'm not sure if it was simply the venue, the course length or a combination of both, but I found that most of the beats tended to be dominated by a single shift. A longer course tends to allow for more windshifts to role through and both sides of a beat to equalize, where a shorter course tends to see one side come out strong with the other hung out. I think that shorter courses tend to downplay differences in boat speed, as there is less distance sailed and so it becomes less of a factor. Given the choice, I'd pick somewhere in between the two. Long enough to see more shifts per beat but short enough to encourage getting more races off.



10

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CCYC Red Flannels Regatta

David Stix



The 2010 Red Flannels regatta was hosted September 25 and 26 by the Chicago Corinthian Yacht Club. In addition to boats from the Midwest Lightning District, boats traveled to compete in the regatta from Missouri and Indiana, and incredibly four teams of road warriors drove thirteen hours to attend from Thunder Bay, Ontario, Canada. Over the past fifteen or so years, the late September weather on the traditional date for the Red Flannels has moderated to the point that competitors have begun to refer to it as the "Red Bikini" or, even worse, the "Red Thong." Things have gotten entirely too warm and altogether too mild compared with our memories of the past. Apparently, gone were the epic north easterlies of years gone by with 6-8 foot breaking waves and capsizes where boats would be retired early for the winter with broken masts. The Red Flannels, it appeared, was toothless.

That's why it is so nice to report that even in the globally-warmed era, we can still have a Red Flannels where a few competitors might actually consider wearing Red Flannels under their foul weather gear!

Saturday dawned partly cloudy with a northerly blowing 18-26 at the Harrison Crib. PRO Bruce Thompson assured the fleet that we would have racing that day, but that he wouldn't send us out onto the lake until he was absolutely sure conditions were sailable and safe. After he personally went out to check out the situation, we were off the dock. The breeze had begun to moderate and was from approximately 20 degrees at 14-17 with 4-5 foot waves and challenging chop just waiting to grab hold of the Lightning's hard chine and send it spinning.

Thompson has been running the Red Flannels for more than ten years, and he knows how to keep sailors racing and from the endless reaching behind the starting line between races you sometimes encounter at other events. On Saturday, he provided the fleet with five races, totaling twenty miles in a four-hour period.

The fleet dragged itself back in to the club. On the day, only a single boat had capsized. Tired smiles were everywhere. Long time veterans of the regatta were glad the





regatta had lived up to its name once more. The regatta organizers were pleased to have provided so much racing, given the conditions. There was actually a chill in the air in the boat park after sailing. The Thunder Bay sailors, familiar with sailing in big breeze and seas from sailing on Lake Superior every week, were feeling right at home.

Overnight, Carson and Courtney Menges from Carlyle Lake, sailing 15045 and joined by one-third of the 2009 World Championship team, Dan Moriarty, were leading the event. Their performance was remarkable for a couple of reasons. 1) It was the first out-of-town Lightning regatta to which Carson and Cortney had ever brought their boat, and there are not normally 4–5 foot waves on Lake Carlyle. 2) Carson and Cortney are not large humans. Together, they probably weigh less than 250 pounds. That made their total team weight somewhere in the neighborhood of 435. They ignored all of this to win the three middle races and lead by two points. In second place were Bill Faude, Jared Drake and Mary Corkell from the host club, who won the first and fifth races. Following those two teams were team Stix from Chicago, team Richard Wash from Thunder Bay with Chicagoan Amy Neill flying the kite and the Orlebeke family in town from Wisconsin, including their twelve-year-old son Cole.

A lovely evening inside CCYC ensued with the fleet enjoying the properly-priced libations and the fast, friendly and tasty food for which CCYC is becoming well known amongst sailors. It was especially nice that Kristine Wake and boys made the scene, having traveled down from Sheboygan, Wisconsin, to visit Tobi Moriarty who is temporarily out of sailing condition but in absolutely amazing 'about to be a mom' condition. We had fun!



The Sunday forecast was for 5–10 knots of breeze from the North East. We were actually concerned that there might not be any racing at all as the breeze died. But the fleet found about three times what NOAA was calling for as we ventured out past the Montrose point. The waves had had the whole evening to become more regular, but they'd ignored the opportunity and retained their random chop between the crests. It was again vintage Red Flannels weather. There were actually opportunities to lose your competitor in the next wave trough. Just like the old days.

It was so windy that to ensure safety and therefore continued fun for all competitors, the Race Committee declared the regatta complete after the sixth race was completed. The most sailing fun of the day was the wild ride in from the course. Let's just say that the inside of all the boats were thoroughly cleaned out after this regatta—even those who had been visited by lunch-seeking raccoons at various times on Saturday night.

A special thanks goes to all the crash boat drivers and the intrepid members of the Race Committee. Sitting an anchor in big seas is absolutely no fun, but you guys ran great races, and we appreciate it. Thanks also to Bill Gibson, Lightning Fleet 5 Captain, for organizing a great event without much volunteer power.

Let us be the first to invite you to the 50th Red Flannels happening next September at Chicago Corinthian. We can't promise vintage big breeze every year, but we can promise the regatta fee will be small and the food will be inexpensive, and the beer will be dirt cheap too. We look forward to seeing you next September.



Pos	Team	Fleet	R1	R2	R3	R4	R5	R6	Drop	Total
1	Faude/Corkell/Drake	5/CCYC	1	4	2	3	1	1	(4)	8
2	Menges/Menges/Moriarty	266/Carlyle	4	1	1	1	2	5	(5)	9
3	Stix/Diaz/Barry	5/CCYC	3	3	3	5	3	4	(5)	16
4	R.Walsh/Cox/Neill	279/T. Reef	6	2	4	6	5	2	(6)	19
5	Orlebeke/Orlebeke/Orlebeke	442/F. Du Lac	2	7	5	2	6	DNS	(DNS)	22
6	Considine/Considine/Corkell	5/CCYC	5	5	7	10	7	3	(10)	27
7	L.Walsh/Oostveen/Corness	279/T. Reef	7	6	6	4	4	7	(7)	27
8	Gibson/Jenkins/Waterbury	5/CCYC	8	DNF	DNS	8	8	6	(DNS)	44
9	Steffenson/Holton/Andersson	5/CCYC	10	9	10	9	9	8	(10)	45
10	Franceschini/Luken/Fossceco	270/INDY	9	8	9	11	11	9	(11)	46
11	Cox/Broll/Henry	279/T. Reef	11	11	8	7	10	DNS	(DNS)	47
12	Hansen/Cano/Kidwell	279/T. Reef	12	10	11	12	12	10	(12)	55
13	Ehrenberg/Mercer/Peters	5/CCYC	DNS	DNS	DNS	DNS	DNS	11	(DNS)	67

Red Flannels



1st: Faude, Corkel and Drake



2nd: Menges, Menges and Moriarty



3rd: Stix, Diaz and Barry



4th: Walsh, Cox and Neill



5th: Orlebeke, Orlebeke and Orlebeke

Andy Camarda: Boat Grant Recipient

A Testimonial to the ILCA's Successful Boat Grant Program



Team Carmarda, Spring Classic, Pymatuning Yacht Club, May, 2010

The ACCs

The Atlantic Coast Championship was our first trip to east coast with the Lightning. Not many teams from the Midwest made the trip, so we got to see a whole bunch of new boats.

We arrived in Annapolis on Thursday to set up and get some practice in before the races started. We noticed one thing immediately. It's hot down there. Even though we arrived in the evening, we were sweating. On Friday we got out on the water, where we got our first taste of the light shifty breezes.

We set out Saturday in a solid 10–15 knot breeze. The first race started with a beat back up towards the harbor. We started near the pin and looked really good until the Race Committee informed us we were over early. We were so far up the leg that we had to put the kite up to get back to the start. We never dug back after giving the fleet a thirty second head start and ended up in twenty eighth. The rest of the day turned into a swimming lesson as the wind died.

After a night of checking out the sites of Annapolis, we were ready for Day 2. With nowhere to go but up, it was pretty easy to relax. We again headed up the beat

towards the harbor; this time we started with the fleet. Big shifts and puffs were the name of the game, and we went from somewhere around tenth to third in the first downwind. We ran with the top pack for most of the race, only dropping to fifth on the final leg on a not so nice lefty.

Now that we knew we could hang with the top guys, we set off for Race 2. We led the pack out left and caught the edge of the sea breeze to bring us to the first mark on a nice lift, and we rounded the mark in first. The rest of the race was a test of our patience. We barely held on the downwind leg this time, as the whole lead pack hit a huge hole. Luckily, we managed to gybe out of it before we lost any boats. Another hole at the final leeward mark stopped the fleet again, and we finally gave up the lead to Steve Constants, who got into the sea breeze and took off. It was the least we owed him after he put our whole team up in his house (along with half of the fleet). We finished in second that race. We were pleasantly surprised to see ourselves eighth in the standings, with scores all over the place for everybody.

We managed to get the boat packed up and leave just before a giant storm rolled through.

The NAs



What do you get when you combine a brand new Lightning, three guys who are more than a bit crazy, a whole fleet willing to help, and a 1996 Dodge van? Why, the best summer of my life, of course. I started doing some math today. We travelled to seven events, two of which were on the east coast, drove close to 4,000 miles, towed the boat with four different vehicles, and paid the mechanic more visits than I care to count. This was a once in the lifetime experience for our team, and we are so thankful for everyone in the Class who made it possible.

We finished the season with one of the most fun and competitive events I have ever raced in, the Lightning North Americans in Toms River, New Jersey. We had never been to Jersey, but had all heard the rumors. The TV show did not help much for our perception either. Were we pleasantly surprised when the people there were normal and very nice too. The sailing area, how-

ever, was anything but. I have only sailed in a river a few times, not to mention one with a max depth of just seven feet. I'll let that sink in for a second, just seven feet. The Lightning draws close to five feet. Oh, and it's windy almost all the time there. This was going to be interesting. We hadn't seen much breeze this summer. Most of the events we had done struggled to finish more than three or four races due to light air.

It was blowing hard the first day. We were deceived by light air on the tow out, but it was breezy while we were racing. Our lack of heavy weather experience in the Lightning showed in our upwind speed, and we struggled for the first day with two deep finishes. The second day the wind gods were merciful to us and dropped the breeze down some. One race had some crazy shifts, and we were lucky to hold on for a middle of the pack finish. We finally hit the groove in the second race of the day and caught a few shifts to pop us up to fifth. We hoped that was enough to get us in the top fleet. Unfortunately, we missed the blue fleet by two points, so we were racing for the best of the rest. Though a bit disappointed, we knew we could finish near the top of the green fleet.

The first day of racing in the green fleet was our best of the event. Moderate winds and a good start helped us to win the first race after a tight battle with Larry Frost from New Orleans. We had a solid performance in the second race and pulled out a sixth, allowing us to take an early lead on the fleet. The second day had a lot of potential. We were running in the top five all the way around in the first race of the day, but we got greedy and got too far out on the right corner on the final beat and lost a handful of boats.

The second race also started very well until I made a huge mistake. We were coming into the mark on port tack in third place. I got little too aggressive and tried

to tack inside Bill Buckles at the mark. It turns out that you can't fit a nineteen foot long Lightning in a five foot hole. Lessons on this race course are learned with 720s and fiberglass repair (big thanks to Tom Allen for patching the hole that night). Even after our mishaps, we were still just a few points off the leaders and ready to make a run at the lead on the final day. That was until Mother Nature got in the way. The breeze kicked back up the final day again, and our struggles in the breeze became painfully apparent. I felt like someone had tied a bucket to our centerboard all day. After the final two races, we had dropped to eighth. But I am not complaining. We still beat a lot of really good sailors. Even more importantly, we learned a lot, and had a damn good time.

Toms River Yacht Club put on an excellent event. Races were well run, despite the full gauntlet of conditions thrown at them. There was some excellent food, including some Jersey style pizza (slices bigger than your head!). And, of course, there was the world-class hospitality of the Lightning Class.

Looking back at this summer now, I can't believe we fit this much fun and sailing into one summer. The worst part was that it had to end, and the boat had to be returned. Big thanks to everyone who helped us this summer. I would list them all, but this article would not fit in the Flashes. A special thanks to all those involved in the grant program, the Chicago fleet, anyone who let us use their car, Fred Wiedeke, who basically gave us a whole floor of his house, and the entire Lightning fleet. It is the best in the world.

On a side note, Team Carmarda was able to participate in the US Pan Am Trials that were held at the Davis Island Yacht Club in Tampa, Florida. They finished 11 out of 20. Thank you to Nickels Boat Works for graciously allowing them to use the boat for another regatta.



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Leaf Peeper

Jamie Allen

It's always a pleasure to sail in Mallets Bay, especially with the all the colors of fall in full display on the surrounding mountains. Jay Deakin and I have made a point of making down to the Leaf Peeper for as long as I can remember, and this year we were happy to be rejoined by Marc Littee who had been out of commission since the Worlds last year with a bum knee.

Malletts Bay is a challenging place to sail at the best of times, and Sunday we were fortunate to have some steady breezes to accompany the rather frigid temperatures. The Race Committee did a great job of getting off three races, and all the competitors were pleased to be back in the confines of the warm clubhouse sipping on hot spiked apple cider!

Sunday we awoke (Thanks to Bill Fastiggi and Suzi Coburn for putting us up) to sunshine and 5-10 knots of wind. We were lucky to hold off Bill, who usually gets the better of us, and two charging Peters through four races and take the title! Thanks to all the organizers and competitors for making Burlington our sailing home away from home.

Pos	Sail No.	Skipper Name	Crew 1	Crew 2	R1	R2	R3	R4	R5	R6	R7	Ttl	Discard	Final
1	14905	Jamie Allan	Jay Deakin	Mark Littee	2	2	1	3	1	3	6	18	6	12
2	14584	Peter Hazelett	James Unsworth	Derek Demming	1	3	8	2	4	12	1	31	12	19
3	15210	Peter Hall	Chantal Leger	Megan Armitage	4	5	5	1	3	1	11	30	11	19
4	15381	Bill Fastiggi	Suzu Coburn	Stephen Widdis	3	1	3	7	2	4	8	28	8	20
5	15132	Brian Gibbs	Mike Boardman	Beth Holland	7	4	2	16	12	5	3	49	16	33
6	14056	Erik Johnson	Kate Brush	Nate Owen	5	16	11	4	7	7	2	52	16	36
7	15060	Heather Ambrose	Tim Ambrose	Greg Beshore	9	10	4	8	9	2	5	47	10	37
8	14876	Allen Baker	Russell Robinson	Roxanne Royce	8	11	14	5	5	10	4	57	14	43
9	14972	Patrick Zachary	Kika Bronger	Joan Shannon	12	8	7	6	11	8	10	62	12	50
10	14520	Todd Cox	AJ Stephens	Jeff Schwartz	6	6	6	16	10	9	14	67	16	51
11	15203	Rob Ruffus	Matt Azzara	Jan Sanderson	10	7	9	12	6	11	9	64	12	52
12	14050	Bretton Gardner	Justin Dorey	Sam Davison	13	9	10	9	13	5	7	66	13	53
13	14968	Mark Fleckenstein	Rebecca Eppel	Glenn Bishop	11	16	16	10	8	13	13	87	16	71
14	14514	Arnie Tran	Kay Tran	Mike Dewane	14	12	16	11	14	15	12	94	16	78
15	15395	Alan Bates	Lydia Bates	Natalie Bates	16	13	16	13	15	14	15	102	16	86



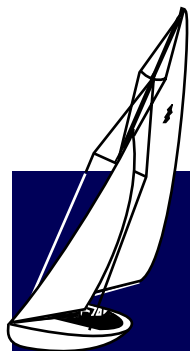
Winners: Jamie Allen, Jay Deakin, Mark Littee



Runner-up: Peter Hazelett, James Unsworth, Derek Demming



2nd Runner-up: Peter Hall, Chantal Leger, Megan Armitage



Classic ⚡ Lightning

Bob Astrove — astrove@hotmail.com

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

As the VP of Classic Boats, Bob Astrove has received many questions and inquiries about older boats. The answers were mostly found in old Lightning yearbooks. Seeing the need to have this information available to all, he stepped up and volunteered A LOT of his time disassembling old yearbooks, scanning them page by page to a CD and passing them along to the Class Office. Our Class computer expert Sherryl Egly then formatted and posted the books on the ILCA website in the Resources section under the Yearbooks tab: <http://www.lightningclass.org/resources/yearbooks/yearbooks1950.asp> Today you can view Yearbooks from the 50s, 60s 70s up to 2000s. This is a massive project and three cheers go out to Bob and Sherryl for all of their efforts.

This is an on-going project. If anyone else has a relatively fast scanner and would be willing to lend a hand with this project, we still have more years to scan. Please contact the Class Office if you are interested in helping out. This project is supported by the Mary Huntsman Historical Fund.

Watch for more Classic Lightning News—next month look for information on the Wooden Boat Regatta sponsored by Wooden Boat Magazine and an article on Cruising South America in a wooden Lightning (the pictures are spectacular!).

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Hoosier Regatta

Bill Faude



Hoosier Winners

My love for the Hoosier Regatta, hosted by the Wawasee Yacht Club on beautiful Lake Wawasee, has been well documented. I have said that without exception, it is my favorite annual event in all of Lightning sailing. And after this year's event, that remains as true as ever. The club building is beautiful. The boat park is gorgeous—green grass much nicer than my lawn will ever be. Under the hoist there is warm water with sand at the bottom, which is perfect for wading while you wait for the attentive volunteer to swing the hook over to you.

Speaking of volunteers, there is an amazing array of some very nice people lending their time every year. There are people making and serving food. There are people feeding the fire in the legendary stone fireplace. There are people bringing hot buttered rums to every sailor as they get off the water after sailing on Saturday. In short, there are lots of people who want you to have a very good time, and each of them seems to know exactly what they're doing. You literally don't have to do much for yourself except remember how to hold a fork, a beer, a raffle ticket and the tiller from the time you pull into the parking lot on Friday night until you get back behind that wheel on Sunday. If you don't have fun at Wawasee—if one looks up at the bright blue Indiana sky on Saturday afternoon and doesn't shift their perspective and make them thankful for their blessings as a Lightning sailor, I don't even know them anymore.

Lots of this is attributable to Jeff Schmahl who leads the organizing authority. I'm not going to give him too much credit, because the regatta is such a tradition at Wawasee that it probably feels like the regatta can run itself. But you should know that outstanding as it is, the regatta evolves a little every year. This year's best innovation was Saturday brunch. Have you ever enjoyed a comprehensive hot brunch including egg dishes, cereal, fresh fruit, various coffee cakes, coffees, cakes etc. at a regatta? Have you ever enjoyed a meal with your friends on a Saturday morning so much that you're stuffed and convinced you've already gotten your regatta fee's worth

before you've even been to the skipper's meeting? Then you've never been to Wawasee.

The other big innovation this year was a major enhancement to something called "The Program." This is essentially a 40–45 minute monologue delivered by Jeff Schmahl. "The Program" is held after the hot buttered run and the beer and wine and after the Saturday night dinner, but before the after-dinner beer and wine and before the bowling or the annual obligatory trip to the Frog bar. "The Program" is where Jeff proceeds to thank everyone (almost individually) for attending the regatta. He goes to great lengths to know who everyone is and does homework to know how many past champions are back for another crack. "The Program" includes a raffle drawing, which is plainly rigged so that anyone under thirteen wins something cool.

"The Program" is full of self-deprecation. It is a labor of love for both he who delivers it and we who put up with it. "The Program" is at least fifteen minutes too long and is probably itself worth the regatta fee. I'll let you know next year when I fully intend to show up to the regatta without my boat.

You've been around the mainsheet block a few times. You know that the person writing the regatta report is normally one of the people on the boat with the lowest score in the event. And yes, our team did win. But winning the regatta was the least important part of the weekend.

Here's what was more important:

- Maggie MacDonald, age ten, won second place.
- I got to leave work early on Friday and pick up Kevin Robinson and Jody Starck at Midway airport in Chicago and spend the three-hour drive just spending time with them.
- Debbie Probst had no idea Jody was coming, and you thought those two were close.
- Jody and I got to sail with Ernie Dieball, who is a genius at flying the spinnaker and setting up a boat and keeping his shoulder in place and at being a very enjoyable person to sail with.
- We were privileged to again be able to stay with Adam Probst's (Debbie Probst, the recent winner and 2010 holder of the Adams Cup's husband) mom Katie's house. Note: the maroon room on the second floor of the house has the most comfortable bed in all of international yachting.
- Rob Linden and his crew did the Boat Grant Program proud by being very nice people to be with—and hard people to beat.
- Larry MacDonald left some stuff on his bed at home.
- By attending the event, Larry and Jody extended "The Program" by an additional seven minutes. After all, "The Program" wouldn't be "The Program" if former World Champions, Rolex Yachtswomen of the year and Current North American Champions did not receive proper introductions—now would it?
- George Sipel and team had 14249 right in the thick of things until its vintage boom broke, possibly ushering in the 15249 era?

- John Hillman said the Hoosier regatta was his first regatta ever. And he joked that given how cold and windy it was on Sunday, it was also going to be his last!

If that is true John, you sure know how to pick them. If a person could go to just one regatta in their whole life and chose the Hoosier, they couldn't and wouldn't feel even the least bit cheated. Thanks WYC. See you next year.



56th Annual Hoosier Regatta

Wawasee Yacht Club
Syracuse, Indiana
October 2 & 3, 2010

Place	Sail	Skipper	Crew	Fleet	R1	R2	R3	R4	R5	Total
1	10638	Bill Faude	Jody Stark & Ernie Dieball	Chicago	1	1	1	1	1	5
2	14895	Larry MacDonald	Maggie MacDonald & Kevin Robinson	Buffalo CC	3	6	3	2	3	17
3	15251L	Rob Linden	Cory Schoenherr & Megan Walter	North Cape	4	3	6	9	2	24
4	14249	George Sipel	Jeff Hagman & Chris Snyder	North Cape	2	2	2	3	DNC/20	29
5	14323	John McCree	Colin Williams & John Hillman	Bay City	6	10	10	4	5	35
6	15259	Brad Wagnon	Bryan Bahler & Kevin Cox	Wawasee	8	4	5	7	11	35
7	14937	Matt Princing	Jennifer Princing & Jenny Princing	Tawas Bay	10	13	4	5	4	36
8	15251P	Debbie Probst	Jenna, Tanner & Abbie Probst	Wawasee	7	5	7	6	12	37
9	15391	Mike Welch	Paul Lee & Steve Varnum	Pontiac	5	7	9	14	7	42
10	14613	Jeanne Ehrenberg	Amy Simonsen & Matt Peters	Chicago	12	9	8	11	10	50
11	15202	Bill Buckles	Dick Tillman & Bob Fritsch	Edgewater	13	12	12	8	6	51
12	15213	Jeff Schmahl	Michael Schmahl & Brady Wright	Wawasee	9	DNC/20	DNC/20	12	8	69
13	13851	Stuart Webster	Tony Leppert & Kiersa Brenner	Wawasee	15	11	11	13	DNF/20	70
14	14835	John Selby	Kevin Keller & Andy Allen	Wawasee	17	15	16	18	9	75
15	13278	Pete McGinity	Ken McGinity & Dan Claxton	Indianapolis	16	14	15	15	15	75
16	13910	Bill Allen	CJ Szeplaki & Vic Szeplaki	Wawasee	14	8	14	DNF/20	DNC/20	76
17	13657	Mike Franceschini	Cliff Miller & Jim Orr	Indianapolis	DNC/20	16	13	16	14	79
18	15299	George Buckingham	Fred Buckingham & Brooke Buckingham	Wawasee	11	DNC/20	DNC/20	10	DNC/20	81
19	14449	Dale Krcek	Mary Gemberling & Frank Wilder	Pontiac	18	17	17	17	13	82



Putting the Family Back in Sailing

Matthew Princing



There are many articles and books floating around about the state of sailing today. They discuss the decline in our sport by various demographics and point towards influences like the economy, access to sailing and perception.

The economy is certainly an issue, especially in the Midwest where my family lives and sails. We are somewhat challenged by the fact that we are a blue collar area, and we have lost a record number of well paying jobs which limit our spendable income. Boats, unfortunately, are quiet easy to put on the back burner and become deemed a non-priority (this is blasphemy to a true sailor, but it happens). Our sailing clubs, in turn, suffer due to lack of members and income coming in that drives our sailing programs, so access to sailing suffers. There is a whole generation of kids out there that haven't had the chance to try sailing. To me that is a shame.

Perception of sailing has never really been stellar. Many uneducated journalists have mistakenly reported that sailing is a sport of the rich, the elite. This, of course, couldn't be farther from the truth. Are there wealthy sailors? Yes there are, but on the same side of things there are many more middle class sailors and quiet a few that would be considered poor by many standards. You certainly don't have to be wealthy to afford a very nice sailboat.

My belief is that we need to put the fun and the family back into sailing. It starts with me. I will do what I can. These two go hand in hand, and we can raise the next generation of sailing families.

I grew up the son of a power boater, a floating condo kind of situation. We were a very small minority at a predominantly sailing club. It wasn't long before my brother and I were sailing, as soon was the whole family.

I bought my first boat about a month before I graduated from college. I was bitten by the Lightning bug by a family friend that let me sail an old woodie off his beach. I bought the first of four Lightnings (so far) that spring and joined the local fleet in Bay City, Michigan. That was 1991, and I am still there. Why? Friends and family. We have fun. The Lightning Class is very family oriented as are other classes we participate in, like the J/22 Class. We have made life long friends in both classes and plan our schedules to meet up with our friends somewhere on the regatta scene or at fleet races.

I wasn't the "family" sailor though, so I was probably part of the problem. I drove my family away from sailing early on due to a competitive streak that was relentless and perhaps a short fuse. By now, age has mellowed me and has also increased my desire to sail and be surrounded by my family.

Blessings come in small packages. Mine is my youngest daughter, Sydney, who on her own put the "family" back into our sailing lives. She chose to sail with me when she was about six years old. We would sail first and then do the swimming or the ice cream or the pizza. It was a difficult time in our lives, as our family structure was changing, but we found joy and comfort in our family sails.

Skip ahead a couple of years when Sydney and I introduced my wife Jenny to sailing. We spent many lazy days on Tawas Bay daysailing our J/22 and also mixed it up in the fleet races and family races. Jenny had never been on a sail boat before the summer of 2007. Now she has become a pretty good bow person on our J boat.

This fall I introduced her to our Lightning, kind of a baptism by fire sort of thing. You see I have sailed my Lightning with my brother and sister-in-law for the past ten years or so. My sister in law and I were going to Wawasee Yacht Club in Syracuse, Indiana, for the annual Hoosier Regatta in October. We needed a third and couldn't come up with one, so I volunteered my wife (we are still happily married). The plan was always to get her on the Lightning, but schedules hadn't allowed it. So off to very windy and very cold Lake Wawasee we go. I must confess the last time I was there I took the crew swimming in very similar conditions. Nervous? For most of us, yes.

We had a blast. We worked out our bugs in the first race and never looked back. We were very light and very fast. Jenny was quick learner up front and did great, and Jennifer (yes it is confusing, this is my sister in law) is always good in the middle. We didn't win any trophies (we were one point out of 5th) but were a top-five boat in the last three of five races. No swimming and best of all, I got to hang out with my wife and family all weekend doing what I love to do with the ones I love. Next we will introduce Sydney to the Lightning and truly make it a family affair.

Nobody does "family" better than Wawasee Yacht Club. It is not on our list of regattas because it isn't nice in northern Indiana in October—far from it. We had winds in the 20s with huge puffs and a wind chill of 31 degrees on Sunday morning. It's the people that make it. A barrage of members and families welcome you with open arms the minute you walk in the door. We were also welcomed into their homes as guests and treated like royalty. Our host, Jeff Schmahl, waded into the water each morning to help boats get out as the wind direction made it difficult. What service. When we arrived at the dock after sailing on Saturday the members were on hand to help and offer us a glass of hot buttered rum—delicious and warm. We felt like we were at home with family—warm, fuzzy, good. In my opinion this is the best regatta in the Midwest, bar none.

Oh, the sailing? It was pretty darn good too. Five windward leeward races were sailed in challenging conditions. The sailors were pretty good too. Perhaps you recognize a few of them: Bill Faude, Ernie Dieball, Jody Starck, Larry MacDonald and Dick Tillman, to name a few

We definitely enjoyed putting the "family" back into our sailing.



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61° campionato di classe LIGHTNING Castiglione del lago 30/Aprile 02 Maggio 2010

N°VELICO	EQUIPAGGIO	CIRCOLO	pr 1	pr 2	pr 3	pr 4	pr 5	pr 6	tot	scarto	tot con scarto	clas-sifica
13706	Giacalone - Prinzivalli - Maggio	C.V.Marsala	1	1	2	2	6	7	19	7	12	1
13462	Reina - Tripoli - Di Benedetto	C.V.Marsala	3	2	7	1	1	8	22	8	14	2
14228	Rustichelli - Garzi - Rossi	C.V.Castiglione	4	4	8	4	3	1	24	8	16	3
11037	De Regis - De Regis - Rocchini	C.V.Castiglione	2	7	4	3	2	5	23	7	16	4
14102	Crucitti - Crucitti - Messina	C.V.Marsala	5	3	1	8	4	dnf	32	8	24	5
13346	Rocchegiani - Heckman - Bozzi	C.N.Falconara	7	5	6	5	5	3	31	7	24	6
13878	Sammartano - Ottovoggio - Spanò	C.V.Marsala	6	8	5	6	7	4	36	8	28	7
14554	Sepiacchi - Rocchini - Sepiacchi	C.V.Castiglione	8	8	3	7	8	6	38	8	30	8
13346 g	Forgione - Pelosi - Montaini	C.V.Castiglione	9	9	8	9	9	2	46	9	37	9
14243	Chielli Ricchiardino - Lucoli	C.V.Castiglione	10	dnf	dns	dns	dns	dns	65	10	55	10



Lightning European Championship

We were very pleased to have two teams from Finland travel to Lagos Yacht Club, in Nigeria for the 2010 Lightning European Championships. Winds were light to medium, with all races held offshore Lagos. The Lagos Lightning tradition for the second place finisher was upheld valiantly by the Finland teams, with Niko Lappalainen treating all Lightning sailors to a shot of tequila on Monday and Lauri Hemming added to the second-place tradition by buying vodka, in honor of Finland, for all on Tuesday.

The racing was very close amongst all boats, as shown by the close scores. Gary Schwantz, with crew Kristiann Gips and Ingo Matenaar, broke the tie for first and won the regatta. Congratulations to all for the friendly sportsmanship and keen sailing. Teams representing Finland, Switzerland, France, England and of course Nigeria sailed seven races over three days.

Thank you to race officers Don Third, Syd Warburton and Hugh Thorley and their helpers for running the races. Special thanks go to Leslie Sutin, Nancy Overfield, Nancy Laidlaw and Marilyn LeBlanc and their helpers for organizing social activities after races each day, a wonderful supper under the moonlight on the Yacht Club Terrace, hosting the out of town visitors and for organizing a local shopping trip at the Lekki market.

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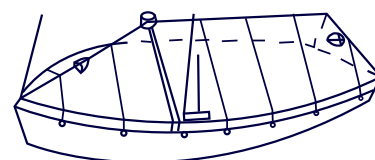
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nap back rudder cover			58
sail # on cover			39

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LIGHTNING EUROPEANS – October 11-13, 2010 – Lagos Yacht Club

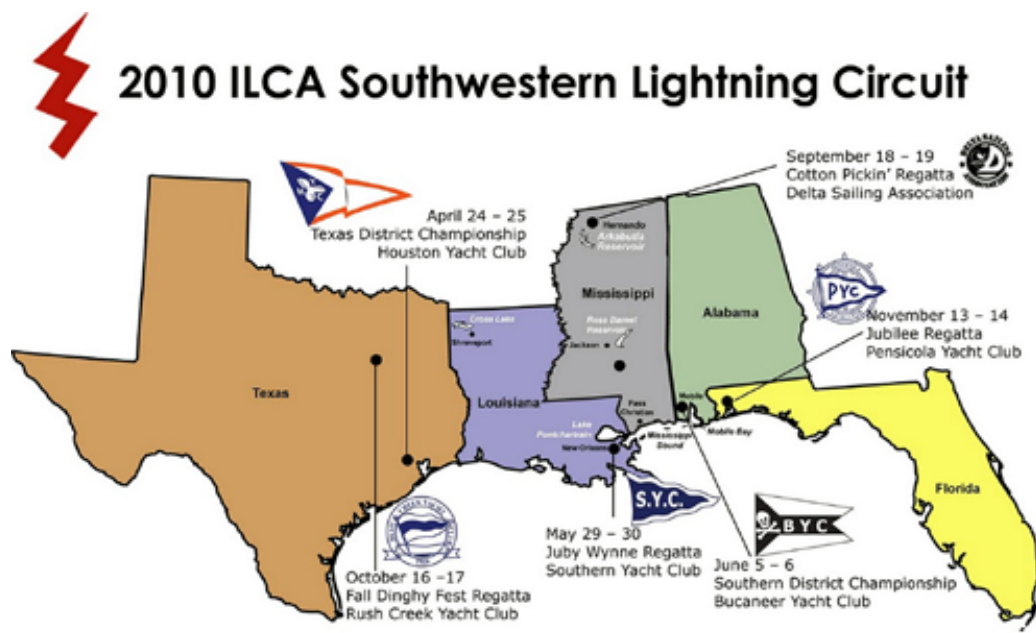
					Day 1	Day 2		Day 3				
POS	SAIL #	BOAT NAME	HELM	CREW	R1	R2	R3	R4	R5	R6	R7	TTL
1	15326	Mystique	Gary Schwantz	Kristiann Gips / Ingo Matenaar	1	2	1	3	1	2	(6)	10
2	T66	Golden Girl	Lauri Hemming	Kimmo Aromaa / Erkki Maenpaeae	(6)	1	2	2	2	1	2	10
3	T64	Scud	Bob Overfield	Sam Sutin / Steve LeBlanc	3	5	3	1	(7)	3	1	16
4	15340	Odyssey	Niko Lappalainen	Kari Kanerva / Pasi Hannila	2	4	5	6	(11)	4	3	24
5	T58	Never Say Never	Laurent Couderc	Hugues Mathonnet / Mary Momoh	7	6	6	5	3	(9)	4	31
6	15390	Whirlwind	Scott Laidlaw	Jonathan Lauthers / Ed Curl	8	(8)	4	4	4	5	7	32
7	15325	Easy Life	Richard Leek	Karl Craven / Edward Skene	4	3	7	8	5	7	(9)	34
8	15274	Now Now	Julian Calvin	Chyke Egquobi / lyke Ezeoke	5	(9)	9	7	8	8	5	42
9	T57	Spellbinder	Avy	Ben Ukwunna / Dennis Awulabah	9	7	8	(9)	6	6	8	44
10	T54	White Swan	Swade	Emmanuel / Emmanuel	10	10	10	10	9	10	(10)	59

Each year, the St. Petersburg Yacht Club presents, the Karl Smither Award to one of the ILCA's shining lights for his or her Corinthian spirit, support of the Lightning and Class mentorship. Past winners include Ann Allen, Jim Carson, George Fisher and last year's honoree, Marilyn Maras. This honor is announced at the Class meeting during the St. Petersburg Winter Championships in March.

Please take a few minutes and nominate one of your Class mentors. This is a wonderful opportunity to recognize them for their efforts. Please drop a note via e-mail or regular mail including the details of why this person is worthy of everyone's admiration to the Class Office: office@lightningclass.org. Then have your friends do the same. The deadline is February 18, 2011.

Larry Frost wins the 2010 Southwestern Lightning Circuit

John Womble



Larry Frost from SYC sailed a very consistent series this year, and went on to win the 2010 Southwestern Lightning Circuit for his second time after the last stop at Pensicola Yacht Club in Pensicola, Florida. Tommy Meric from Southern Yacht Club took home second place overall and was this year's winner of the "Bill Buckles Road Warrior Cup" for attending all six of the circuit stops. Robert Bernhardt from Buccaneer Yacht Club finished third overall. Aroldo de Rienzo and John Womble from Rush Creek Yacht Club finished fourth and fifth respectively.

Attendance was up this year with skippers from Louisiana, Texas, Tennessee, Mississippi, Florida, Ohio, Mexico, and Australia. There was an average of twelve boats at all stops, and thirty-two total boats participated in the Circuit, which is up from the twenty-seven boats we had last year. Last year the biggest circuit stop had thirteen boats, and this year we had three stops that beat that record. The link below has photos from all of the circuit stops.

http://picasaweb.google.com/109891462214697282878/2010SWCircuit?authkey=Gv1sRgCP6Lis2gr_01QE&feat=email#

2010 Southwestern Lightning Circuit



Competitor's Information		Circuit Stops						Bonus Points	Drop Points	Total Points	Final Position
Sail #	Skipper	HYC	SYC	BYC	DSA	RCYC	PYC				
15211	Lawrence Frost	14	5	9	14	10	12	10	-5	69	1
15329	Tommy Meric	15	6	8	11	6	7	10	-6	57	2
15201	Robert Bernhardt	12	0	6	10	9	11	4	0	52	3
14975	Aroldo de Rienzo	13	0	0	0	7	10	2	0	32	4
14817	John Womble	9	3	5	0	3	2	4	0	26	5
15392	Marcus Eagan	0	0	10	0	0	13	2	0	25	6
15410	Ian Edwards	6	2	4	0	5	0	3	0	20	7
15360	Clarke Newman	10	0	7	0	0	0	2	0	19	8
14880	Skip Dieball	16	0	0	0	0	0	1	0	17	9
14136	Jeanne Herman	11	4	0	0	0	0	1	0	16	10
15308	Bill Killerbrew	0	0	0	8	0	5	2	0	15	11
14466	Crit Currie, Jr.	0	0	1	6	1	4	3	0	15	12
15078	Duane Hatch	0	0	0	13	0	0	1	0	14	13
14964	Aroldo de Rienzo, Jr.	0	0	0	0	4	8	1	0	13	14
15128	Max Shelton	0	0	0	12	0	0	0	0	12	15
14636	William Baxter Jr.	0	0	2	2	0	6	2	0	12	16
14065	Carl Panetta	0	0	3	3	0	4	2	0	12	17
14136	Cal Herman, Jr.	0	0	0	0	0	9	1	0	10	18
15360	Ralph Bilnolski	0	0	0	0	8	0	1	0	9	19
14488	Herbert Cochrane	0	0	0	9	0	0	0	0	9	20
15100	Brad Currie	0	0	0	7	0	0	1	0	8	21
14964	Chris Shipman	8	0	0	0	0	0	0	0	8	22
15362	Andrew Barton	7	0	0	0	0	0	0	0	7	23
14338	Lynn Jones	0	0	0	5	0	0	0	0	5	24
13931	Anne Lee	5	0	0	0	0	0	0	0	5	25
13806	Hamrick Morgan	4	0	0	0	0	0	1	0	5	26
14964	Mark Haas	2	1	0	0	0	0	1	0	4	27
14571	Mike Arndt	0	0	0	4	0	0	0	0	4	28
15402	Fernando R. Preciado	0	0	0	0	2	0	1	0	3	29
11815	John Glasscock	3	0	0	0	0	0	0	0	3	30



Champions: Larry Frost Team



Runner-up: Tom Meric Team



2nd Runner-up: Robert Bernhardt Team



3rd Runner-up: Aroldo de Rienzo Team



A short meeting was held after Saturday's races at PYC, and the schedule below was voted in for next year's circuit. It was also decided that a seventh circuit stop would be added. I hope to see all of you on the circuit next year.

2011 Southwestern Lightning Circuit Schedule

March 26-27	Spring Fling Regatta @ JYC
April 16-17	Texas Districts @ HYC
May 28-29	Southern Districts @ SYC
June 10-12	MVLD Regatta w/ Lab @ DSA
September 24-25	Wadewitz Regatta @ Fairhope YC
October 8-9	Fall Dinghyfest @ RCYC
November 12-13	Jubilee Regatta @ PYC



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Second Poquoson Challenge

Nabeel Alsalam



The 2nd Annual Poquoson Challenge regatta was sponsored by Yuengling. From left to right in front: Justin Morris (PRO), Jim Dillard, Chandler Owen (the winner), Frank Gallagher (2nd place), Ron Buchanan (3rd place), Nabeel Alsalam; back row: Eric Speth and Chuck Wood.

It was all about the Taiwanese Wind God that hangs on the porch facing the Poquoson River. I had requested winds for the original date of the regatta, and he provided perfect winds. When the date was changed and I went back to him, he was ambivalent at best. "Maybe, maybe not." On the morning of the regatta the Poquoson was a millpond. The Wind God was toying with me. By 12:00 there was a faint wind line from the east. He came through. It built to 10, gusting to 18 with 20-degree shifts just to make it interesting.

The Poquoson Challenge is a one-day regatta and is all about having a good time. Boats could sail with one, two or as many as you wanted.

Yuengling was our sponsor, so no one went thirsty and there were enough crabs to have people drinking cool ones and picking crabs from 6:00 to 12:00. Red Fehrle walked away, no, demolished the crabs and the competition to claim the Energizer Bunny award for picking and picking. The sailors either spent the night at our cottage or at Chuck Wood's place across the creek

Nine boats participated, five of whom came down from Washington Fleet 50 in support of our new fleet. The home fleet was gracious and allowed the visiting crews to take the (non) silver.

After receiving calls of "Don't start without us, we are stuck in I-95 traffic," the regatta got underway at 15:00. Due to the east wind, the Race Committee, consisting of my son-in-law, Justin Morris, his son Brandon and committee boat owner Mary Beth Watt, set a short windward, leeward course across the river. Thanks to the good work of the Race Committee, we were able to get in four races.

Chandler Owen and his crew Rose Gentile and Anne Tyee, who hadn't sailed in twenty-five years, won the regatta. Second place on a tie breaker went to Frank Gallagher sailing with Mary Ann. Ron Buchanan, sailing with Jeff Ullman and Kate Smith-Morse, was third. Nabeel Alsalam sailed with Fred Wright and his wife, Lura, who raced for the first time. They came in fourth. Sailing with my daughter, Elizabeth I ended up fifth to lead the home fleet. Sixth place was captured by the Energizer Bunny sailing with Sue Humphey and our Fleet Captain. Jack Shepard, sailing with his wife Lynn and the Commodore of the Virginia Navy (the three square riggers at Jamestown), Eric Speth, finished seventh. My son-in-law Chuck Wood, sailing with Eric's son Warren and a member of the William & Mary sailing team, ended up eighth. The youngest captain, Alise Watt, sailing with her brother Andrew, could not sail the last two races due to time constraints and ended up ninth.

Skipper	R1	R2	R3	R4	Ttl
Chandler Owen	1	3	2	2	8
Frank Gallagher	4	4	1	1	10
Ron Buchanan	2	2	3	3	10
Nabeel Alsalam	3	1	5	7	16
Jim Dillard	6	5	4	4	19
Red Fehrle	5	6	6	8	25
Jack Shepard	7	7	7	6	27
Chuck Wood	8	8	DNF	5	30
Elise Watt	9	9	DNC	DNC	38

Pennsylvania Governor's Cup

Susquehanna Yacht Club, Long Level, PA

10/23-24, 2010

Pos	Skipper	R1	R2	R3	R4	Ttl
1	Dick Hallagan	1	3	1	3	8
2	Steven Constants	5	1	2	1	9
3	Jason Werner	2	2	9	2	15
4	Jack Jones	3	11	5	4	23
5	Marcial Perez	4	4	6	12	26
6	Trevor Prior	7	7	7	5	26
7	Mark Fleckenstine	9	9	3	7	28
8	Dick Moyer	13/DNF	5	4	9	31
9	Matt Potvin	6	8	11	8	33
10	Mike Wertz	10	6	8	10	34
11	John Bates	8	13/DSQ	10	6	37
12	Kevin Smith	11	10	12	11	44



Red Fehrle eats crabs like the Energizer Bunny. He just keeps going.



Búzios 2011

Lightning Masters' and World Championships

When we started thinking about what people would want to hear about Búzios that would make everybody really want to be a part of the event, we decided that what everybody wants is to have a good time, sail as good as possible in a prime location that is safe, and a great vacation location.

Búzios was very carefully picked in order to achieve all of the above, and with the support of the City Tourism Agency, the Brazilian and Rio de Janeiro Sailing Federations and the State of Rio de Janeiro, you can be assured a first-class event.

The host Club, ICAB: <http://www.icab.esp.br/> is an extension of what we have at the São Paulo Yacht Club, where the Brazilian Lightning fleet has existed since before World War II. Our club and all the sailors have known each other for many years, and we are all dedicated to beat the person next to us at every opportunity. Sailing that is!

ICAB has a strong link with Lightnings, with our organization being assisted by the Commodore, Alain Julliet and his son Pierre, both enthusiastic sailors, and by former Lightning sailor Edgard Hasselmann. Both Alain and Edgard (known to all as Baramba), are former Presidents of the Brazilian Sailing Federation.

Since 1999 ICAB has been an Olympic Training Center as a result of its great sailing conditions year round—clear and cold waters, blue skies and all kinds of wind conditions.

Búzios is a small town that reminds me of St. Petersburg in Florida or Carmel in California. Many artists live in the city, and the restaurants and hotels are plenty. We are finalizing an arrangement with a Tourism Agency to handle individual needs.

More info on <http://lightningbrasil.org>

Once you arrive you can park your car and throw away your shoes, long pants, jackets and heavy sweaters. Moving around will be a nice walk to wherever you want to go.

Events:

We want to be able to offer a bit of the local culture, so among the events we are planning you will see:

- Samba drummers as you see in the Rio de Janeiro Carnival.
- We're working on the samba dancers.
- Capoeira presentation – Capoeira is a fight whose roots come from the ancient coffee farm slaves.
- Barbeque – Brazil is famous for its meat and fish barbeques, and ours will be linked to an evening luau.
- Bossa Nova, Samba and Carnival dancing night.
- Schooner trips around the Búzios beaches
- Rio de Janeiro trip to the Sugar Loaf and Christ Statue.

We can't wait to see all the sixty-two slots filled with teams from around the World.

To date we know that all the Brazilian slots will be filled, of course, and that the rest of South American countries are all planning on attending.

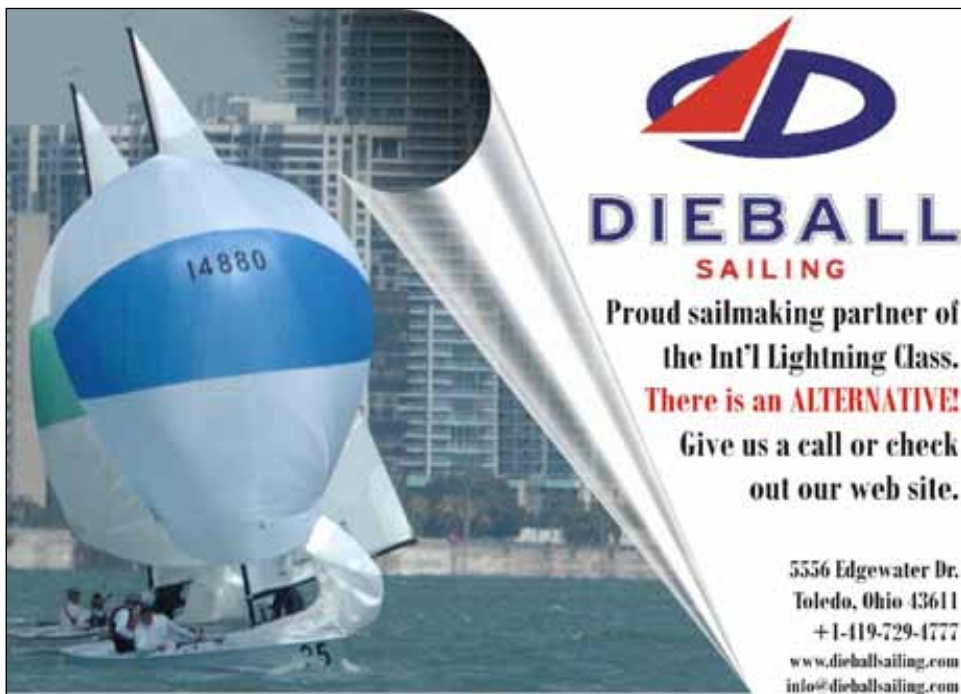
North America, USA, México and Canada seem to be coming in full strength.

From Europe we have confirmations from Italy, with additional teams from Finland, Italy, Switzerland, Nigeria and Australia waiting anxiously for boat charter information.

The Brazilian team qualifiers will be held in March, and we will then have more information on boat availability.

Good winds to all, Merry Christmas and a Happy New Year. We hope to see you all in July.

John S. Bennett—2011 Lightning Worlds Organization



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FOR THE RECORD

North Americans... 1,2,4,6,8,10,11,12,13
David Starck

NAs, President's Cup... 1,3,5,6,7,8,9
Larry Frost

NAs, Juniors... 1,2,3,4,5,6,7,8,9,10,11
Timmy Crann

NAs, Women... 1,2,3,5,6
Courtney O'Connor

NAs, Masters... 1,2,3,4,5,8,9,10,11,12
Peter Hall

Great Lakes Championship... 1,3
David Starck

Bluenose Regatta... 1,2,3,5,6,7,9,10
Brian Hayes, Sr

Fall Dinghyfest... 1st
Larry Frost

Magnus Pederson ... 1,2,3,4,5,6,7,8
Justin Coplan

Spring Classic Regatta... 1,2,3,4,5
David Starck

Manahawkin Bay Cup... 1st
Rich Warren

New Jersey States... 1st
John Townsend

PanAm Trials... 1st
Jody Lutz

Worlds Youth... 1st
Jonathan Martinett

So. Circuit Overall

2,3,4,5,6,7,8,9,10,11,12,13

So. Circuit Miami... 1,2,4,5,6,7,9,10
Al Terhune

So. Circuit Savannah... 1,2,4,5,6,7,8,9,10
David Starck

So. Circuit St. Petersburg
2,4,5,6,8,9,10,11,12,13

Leaf Peeper... 1st
Jamie Allan

Duck Challenge... 1st
Jason Werner

Brotz Regatta... 1st
Todd Wake

Pennsylvania Gov. Cup... 1st
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Long John Regatta... 1,3,4,5
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Hampton Fling

Joe Buczkowski



Five teams came to enjoy the great sailing on the Hampton flats as part of the Hampton Yacht Club's Fall Fling this year. Once again the club did a great job to ensure all participants were welcome and had a good time. Fortunately, fleet Captain Joe Buczkowski was not employed by the Navy this year and was actually able to sail!

As with any sailing in the fall, the fickle weather allowed for only one day of sailing. Saturday was great, and five competitive races were sailed in northerly, shifty conditions with a good current providing for many lead changes. If you missed a shift or misjudged the current, you were likely to overstand the weather mark. The great part was that all five were close and forced good decisions and good sailing to happen!

On this day, Joe was able to have a good day, but it wasn't a wire-to-wire finish. Trevor, Sterling, Mark and Chris all had their chances and time in the front, but in the end Joe was able to pull off the win with four firsts and a 4th; Chris won the tie breaker over Trevor for second. Once everyone got in, stories were told while enjoying some cool, carbonated beverages.

The Oyster roast moved from Leigh's home to the club this year and was still a blast. Unfortunately, if one didn't plan ahead it was a sell out, and members of the Fleet headed on out into the town and found some good dining at the local restaurants. However, once Sunday came, so did the wind. The fleet ventured out in the hopes that it would be good, but the wind continued to build and finally the regatta was called. Everyone headed back in and praised Sterling for his great foresight as the only one who realized they should stay in!

As always, the regatta was enjoyed by all, great, competitive sailing prevailed, and being able to hang out with fellow sailors was awesome! Wish we had one, but the distance award goes to Mark Heckenstein, as he and his crew came all the way from Skaneateles, New York, to enjoy the fun!

Next year we will have another fun event and hope to see more of our friends out on the water!

Skipper	Crew	R1	R2	R3	R4	R5	Ttl
Joe Buczkowski	Rachel Blake/ George Nagy	1	1	4	1	1	8
Chris Croclatt	Tod Compton/ Barb Hill	4	3	1	3	2	13
Trevor Prior		3	2	2	2	4	13
Mark Heckenstein	Rebeca/ Glenn	2	5	6/DNS	5	3	21
Sterling Mikell	Kathie Wild/ Carol Park	5	4	3	4	6/DNS	22

Frigid Digit

David Starck

What a great weekend of beautiful weather, sailing, and friends in Annapolis, Maryland. The 59th annual Frigid Digit regatta did not disappoint. Due to high winds, we stayed on shore Saturday and enjoyed the town of Annapolis, the Naval Academy, boat show, etc. SSA provided super hospitality, free beer and a nice cookout. The RC moved Sunday's start time up and was able to get in four nice races in a 10-15 knot westerly.

My team of Jody and Ian, once again, did a super job on the boat, making my job in the back easy. They are truly a thrill to sail with. I am a lucky skipper!

Many thanks to Fleet 329 and the core group of Lightning sailors and members who really make it tick there. We always look forward to coming back to SSA.

Speaking of coming back, next year marks the 60th Frigid Digit regatta. The SSA folks are already promoting it! If you have sailed the regatta, please come again next year. If you have never been to Annapolis in October, I urge you to support the regatta and come see what you have been missing. It's a real treat.

Pos	Bow/Sail	Skipper	R1	R2	R3	R4	Ttl
1	42/ 1542	Starck, David	3	3	2	1	9
2	01/ 14821	Proctor, Ched	2	6	5	2	15
3	11/ 14036	Coplan, Justin	1	10	1	4	16
4	49/ 15449	Terhune, Allan	4	1	9	3	17
5	48/ 14548	Guth, Jon	7	2	10	6	25
6	40/ 15240	Constants, Steve	10	9	4	5	28
7	32/ 15142	Alsglm, Nabeel	9	5	13	10	37
8	83/ 15083	Werner, Jason	16	4	7	11	38
9	45/ 14833	Faus, John	13	7	12	7	39
10	19/ 14719	Bogardus, Bill	12	12	3	16	43
11	16/ 15016	Brickell, Jamie	5	11	22	9	47
12	25/ 15425	Friebele, Joe	17	19	6	8	50
13	59/ 15159	Hansen, Frank	14	8	8	29/ DNS	59
14	97/ 15197	Reiser, Matt	11	16	16	17	60
15	66/ 14566	Gallagher, Frank	8	22	14	18	62
16	24/ 15024	Prior, Trevor	19	14	15	15	63
17	12/ 14900	Hurban, Gary	6	17	21	21	65
18	31/ 15131	Phelan, Patrick	15	15	23	12	65
19	05/ 15055	Hutchison, Hugh	23	13	17	13	66
20	23/ 14923	Jones, Jack	18	20	11	19	68
21	69/ 15406	Keyworth, Tyler	20	18	18	20	76
22	77/ 15377	Glenn, George	21	24	19	23	87
23	86/ 15386	Boaz, Mark	29/ DNC	23	24	14	90
24	21/ 14221	Whitson, Mark	22	25	25	24	96
25	88/ 14588	Virgin, Greg	29/ DNS	26	20	22	97
26	76/ 15276	Lange, Jonathan	24	21	26	29/ DNF	100
27	63/ 15363	Kelly, Greg	25	27	27	25	104
28	55/ 5249	Bielefeld, Jim	29/ DNC	29/ DNC	29/ DNC	29/ DNC	116

2010 Last Blast Regatta

Lightning Fleet 75 Nyack Boat Club

Skipper	Crew	Fleet	Sail #	Boat	Race						Total	Place
					1	2	3	4	5	6		
Dick Hallagan	Rick TenEych John Steiner	Newport	15255		1	10	2	2	1	5	11	1
Justin Coplan	Will Murdock Barki Bannarsson	Nyack	14036	The Walrus	2	7	6	1	2	1	12	2
Ryan Sprole	Christoper Sprole Beryl Bell	Nyack	15296	Legacy	9	8	4	3	3	2	20	3
John Townsend	Dave Sharp Seth Goldenberg	Riverton	15385	Pete's Boat	7	3	1	9	4	6	21	4
Bob Sengstacken	Daniel Zitin Maud Lindsay	Nyack	14888	Lucky Dog	3	6	5	14	9	3	26	5
Gary Hurban	Dan Leinwebber Mike Carney	Nyack	14900	His	5	4	7	10	5	8	29	6
Joan Hurban	Mike Constance Peter Jadvosich	Nyack	15093	Hers	4	2	8	12	6	10	30	7
Dick Moyer	Helen Moyer John Depenbrock	Riverton	14942	Primal Scream	8	1	15	4	7	12	32	8
Hugh Hutchinson	Marc Venables Cecile Steinriede	Riverton	15055	Enigma	6	12	3	6	10	7	32	9
Chris Vann	Neil Hayes Tiffany Skinner	Niantic	15130	Vann Bros	12	DSQ	10	7	8	9	46	10
Stephanie Mayo	Bill Mayo Keir Rothnie	Nyack	15059	Heart Breaker	16	9	11	11	12	4	47	11
Malcolm Hendry	Nicole Carie		14917	Moto iti	11	16	13	5	17	11	56	12
George Glenn	Chappy Hopkin James Glenn	Ocean City	15377	Mr. Pinky	10	11	12	13	11	14	57	13
Peter Browne	Andrew Browne Amy Villalba	Nyack	14277		17	5	9	15	16	17	62	14
Dick Leonard	Laura Rice Michael Celona	Nyack	14238	Flash	13	15	20	8	18	15	69	15
Allan Crew	Ginny Mangan John Mangan	Riverton	14699	Toodle-oo	18	13	16	16	13	13	71	16
Dan Parietti	Carolyn Mutter Jeff Sorensen	Nyack	15319	No More Excuses	14	14	19	17	14	16	75	17
Eric Kent	Monique Romero Linda Hutchings	Nyack	14492	Zepher II	15	18	18	19	15	22	85	18
Robert Shields	Andrew Smith Tom		14348		19	17	14	18	19	19	87	19
Kent Steinriede	Daniel Mileni Diana Reese	Riverton	11549		20	19	17	20	20	18	94	20
Peter Brozykowski	Anne Marie Bennoun Michelle Harris	Nyack	14833		21	20	21	22	22	22	106	21

Throw-Outs: 1

2010 Final Michigan Lightning District High Point Standings

Skipper	Boyne City	Bay City	Great Lakes	Districts	CSYC	Tawas	Higgins Lake	Whitecap	B Goldsmith	NCYC Blowout	TOTALS
John McCree		7	30		16		3	24			80
Rob Linden		3	12		19			26	7	6	73
Kevin & Matt Morin	3	5	19		9			17	6	0	59
Jim Allen		8	29		18		0				55
Skip Dieball			31		21						52
George Sipel			16		17				10	8	51
Steve Weeber			26					23			49
Tom Klaban					11			28			39
Tom Vickers			2		14			15	2	5	38
David Starck			32								32
Mike Welch		1	3		7			18		2	31
Ryan Flack						5		25		1	31
Andy Camarda		6	25								31
Jim Davis			21							7	28
Charlie Hess			13		15						28
James Taylor			28								28
John Garrison								27			27
Ryan Ruhlman			27								27
Mike Hecker					6			20			26
David Laidlaw			20						5		25
Sam Padnos			24								24
Bill Buckles			23								23
Craig Pomeroy			22								22
Debbie Probst								22			22
Michael Roualet								21			21
Joel Humphrey			1					19			20
Mark Allen					20						20
Tim Scanlon			18								18
Justin Proctor			17								17
John Heagy			8						4	4	16
Greg Harris								16			16
Tom Crosby					4			11			15
John Werley			15								15
Bill Ziegler							1	13			14
Jeff Schmahl			14								14
Richard Beaubien								14			14
Andrew Monique					5			8			13
Mike Williams					13						13
John Waechter					8	4					12
Brian Walter					12						12
Norm Burns								12			12
Tim Werley			11								11
Terry Hart	0	0						10			10
Jeff Pugh			10								10
John Mathers					10						10
Aroldo de Rienzo Jr			9								9
Jody Kjoller								9			9
Ernest Dieball									9		9
Chris Princing			4			2	2				8
Michael Morin			6		2						8
Sjoerd Vanderhorst									8		8
Aroldo de Rienzo			7								7
Ed Dziuba								7			7
Jim Schofield	2	4									6
Bob Mathers								6			6
David Lyons		2				3					5
Gary Sowden			2							3	5
Rob Ruhlman			5								5
Stephen Handelman								5			5
Larry Koster								4			4
Matthew Warner					1			2			3
Neil Willetts					3						3
Paul Lieberman								3			3
Doug Tagsold									3		3
Jennifer Princing						1					1
George Pete	1										1
Pete McGinity								1			1
Jeff Clemes									1		1
Paul Nagel					0						0
Mark Styacich									0		0

It's time for you to join the **International**



Lightning Class Association!

ANNUAL MEMBERSHIP DUES (expire January 1 each year)

Active Membership with e-Flashes & Yearbook on CD	\$45
Associate Membership (non-Boat owners) with e-Flashes & Yearbook on CD	\$26
Crew Membership with e-Flashes	\$10
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# of undesignated crew: _____	\$10.00 each

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 Fax Number: _____
 Boat #: _____
 District: _____

* Address: _____
 * Zip Code: _____ * Country: _____
 Work Telephone: _____
 * Email: _____
 Boat Name: _____
 Fleet#/Sailing Waters: _____

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 Address: _____
 Zip Code: _____ Country: _____
 Work Telephone: _____
 District: _____
 Name: _____
 Address: _____
 Zip Code: _____ Country: _____
 Work Telephone: _____
 District: _____

Type: _____ \$ _____
 City: _____ State: _____
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 Type: _____ \$ _____
 City: _____ State: _____
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 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 **Hist ory Fund** \$ _____
 Donate to the **Limbaugh Fund** \$ _____
 Donate to the **Boat Grant Program** \$ _____

* Card Number:

* Expiration Date: /

* Name on Card: _____

* **Required for credit card processing.**

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

International Lightning Class Association
 1528 Big Bass Dr
 Tarpon Springs, Florida 34689
 Email: office@lightningclass.org
 Phone: 727-942-7969 • Fax: 727-942-0173

YOU Can Make a Difference!

Donate to the International Lightning Class Association!

How Can You Support the ILCA?

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 Boat Grant Program
- The Limbaugh Fund
- The Mary Huntsman History Fund

The ILCA Fund

Charter of the 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 ILCA Fund supports the US Sailing award winning Lightning Boat Grant Program and the International Fleet Development Initiative.

Fund Directors: Bill Fastiggi, Todd Wake, John Faus, John Bennett, David Starck

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

Charter of the 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 & 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.

Use of the Fund

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.

Fund Directors: Michael Huffman, Victor Lobos, John Schneider

The Mary Huntsman History Fund

Charter of the Fund

The Mary Huntsman History Fund's primary objective is to help recover and properly preserve 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 VP 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.

Use of the Fund

The Mary Huntsman Lightning History Fund was formed in 2004. Its primary objective is to help recover Lightning memorabilia and properly preserve Class heritage.

Fund Directors: Clayton Gray, Steve Davis, Brian Hayes

The laws of the U.S. permit its citizens to choose how to dispose of possessions at death. The ILCA has been granted status as a 501C3 charitable organization by the Internal Revenue Service. As such, your gifts to the Class can be deducted from US income and estate taxes. These tax laws make giving to the Class both economical and philanthropic.

Donate to the International Lightning Class Association!

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The International Lightning Class is a 501(c) organization and all donations are tax deductible.
Donations at the Supporting Membership level (\$50) and higher will receive a Gold Circle, a special decal which goes under your regular boat decal, to acknowledge your generous support of the ILCA.

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

* Card Number:

* Expiration Date: /

* Name on Card: _____

* Required for credit card processing.

Send your membership form and credit card information or check to: International Lightning Class Association
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Tarpon Springs, Florida 34689

Your donation will be recognized in the ILCA Yearbook as follows:

- Benefactor \$500 or more
- Donor \$100 or more
- Supporting \$50 or more
- Contributing \$20 or more

How may Gifts be Made During Your Lifetime?

Gifts of Cash: A gift of cash during a person's lifetime is the simplest type of gift. These can be made in person or anonymously, directly or on behalf of another person. Gifts within a year are deductible from that year's income taxes. You may send a check to the ILCA at any time or include an extra amount of money in the renewal form when you pay your membership every year.

Gifts of Marketable Securities and Investment Real Estate: Gifts of appreciated securities and real estate held for investment purposes are often more beneficial to the donor than gifts of cash. When such items are donated, the donor receives a contribution deduction equal to the current market value of the security and generally, the excess of the market value over the donor's cost basis is not taxed. Often it can be advantageous to donate substantially appreciated items than to sell them and pay the capital gains tax.

Gifts through Wills: Remembering The ILCA in your will is another method of giving. Such a gift is deductible in calculating estate taxes. Provisions for the gift may be included in the body of the will or by adding a simple codicil. If you desire to establish a separate memorial gift within either the ILCA Fund or "Limbaugh" Fund, or to specify the purpose of the gift, this may be done by so stating in the provisions of the will.

Gifts of Boats and Equipment: You may consider donating your boat and equipment to the ILCA, thereby helping make them available to newcomers. You can deduct the fair market value of your donation from your income or estate taxes. It may be more advantageous for you to give the boat to the class than to sell it. The Class has the procedures in place to facilitate making this important gift.

There is no time better than the present to make gifts to our Class. Your contribution will assure that the next generation of sailors will have the same support that we all now enjoy. We hope you will consider planning an ILCA donation, always informed, by appropriate legal and financial counsel.



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The Women's International Match Racing Association (WIMRA) was formed in 1996 for the purpose of promoting, coordinating and supervising women's international match-race sailing, and to campaign for the inclusion of women's match racing in the Olympics.

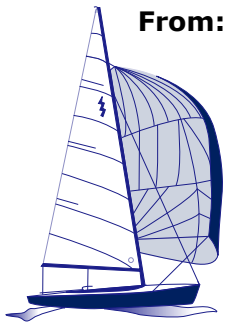
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Women's Match Racing into the 2012

Olympic Games and enjoy all the benefits and privileges exclusive to our members. Join at wimra.org.



**WOMEN'S INTERNATIONAL
MATCH RACING ASSOCIATION**



**From: The International Lightning Class Association
1528 Big Bass Dr
Tarpon Springs, Florida 34689**

Classifieds

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

15430 Nickels 2010 Class Grant Boat. Harken pin stop jib sheeting, wire and cloth on foredeck, fore and aft hiking straps for forward crew, glass head rudder. \$17,500. Hugh Armbruster 810-767-4050 hugh@nickelsboats.com

15379 Nickels. Like new condition. Light grey deck with white hull. Included is the 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. Total cost was well in excess of \$28,000. Price: \$19,875.00 Denver, CO 303-321-1350 jerry@crestintl.com

15345 Nickels. 2010 top 10 NA's + 2010 top 5 Pan Am Trials. Fully Race Rigged. 2 Piece Travel Cover. Mast Cover. Mooring Cover. 700 lbs with lead correctors. Includes one set of used North Fisher Sails. Galvanized Trailer. \$18,000 or B/O. John Faus. 609-658-4000. johnfaus@yahoo.com

15313 Nickels 2007, fully loaded with Harken Carbo blocks and stainless steel centerboard. Excellent condition, always dry sailed. White deck with dark blue hull and white rubrails. Two full sets of North/Fisher sails: main, jib, and R2 spinnaker (1 heavily used set and 1 lightly used set). Nickels aluminum: (i) mast, (ii) boom, (iii) spinnaker pole, and (iv) tiller with extension. Set of VSP: (i) Travel/ Mooring Cover (top and bottom in one piece), (ii) Mast Cover, and (iii) Full Rudder Cover. Includes 2007 Nickels Galvanized Long Tongue Trailer with front mast stand, steel fenders, lights, and aft kickstand. Currently located in Detroit, MI. All for \$18,500.00. Contact Kevin at 313-595-5919 or kevin.morin@macroconnect.net Photos

15116 Nickels. Fully race rigged. New mast in '08, minimum weight rudder, adjustable jib leads, tacktick compass, forward crew fore-aft adjustable hiking straps, JCD mast blocks & carbon hiking stick. Sails: North Fisher, one set light use, two sets for practice. Spinnakers: North one R2, one Bruin both light use & one R2 for practice. Covers: North top, bottom & mast for travel. Rooke full-sided mast up cover. Nickels Trailer & spare tire. \$12,500. Located Westport, CT. 203-644-2402 Doug.Latour@snet.net

14852 Nickels. Fully race rigged, SS board. Fresh water and dry sailed. White/teal deck with teal bottom. Black rubrail. 2 sets of North sails. Nickels trailer with new buddy bearings and new spare. Mooring, travel and mast covers. Boat located on Lake Gaston, NC. \$10,300. Contact Bob Graves at (757) 434-4723. rlgaves@cox.net Photos

14756 Nickels, Fast, stiff hull, at min weight. The bottom is fair and foils are in race ready shape. It is professionally rigged and all control lines are new and high tech. 2 sets of sails (one race set lightly used with spinnaker used once and one practice set with 3 spinnakers). The trailer is ready to go to the Midwinters and has a new spare tire and mast rack. Located in Wyandotte Michigan. \$10,000. Adam Prettyman 734-756-4332 trynstopme25@hotmail.com

14684 Allen. White hull, bone deck, black rails. Fully race rigged. Bottom faired and new mast 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

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

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. Galvanized Allen trailer with wide bunks. \$5900 Peter Tourin ptourin@sover.net 802-899-4008

14388 Nickels. SS centerboard. Light beige deck with white hull and white rub rails. Full set of North/Fisher sails: main, jib, and spinnaker, great condition for club racing. Second set of North Sail sails: main & jib. Recently replaced uppers and lowers. Handi lock adjustable turnbuckles (on lowers). North aluminum mast & boom. Mooring Cover, Full Rudder Cover. Galvanized Trailer with front mast stand, and steel fenders. New tires. Bunks on trailer need replacement, will include 2x6's and bunk cover material. Mooring cover is serviceable. Currently in dry storage near Milwaukee, WI. \$6,800. Contact Tim Hayes at 414-477-9000 or tim@hayesengr.com Photos

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, located in MA \$5000.00 Phone Eric: 978-424-5835 or ericcutting@ymail.com

14204 Nickels White hull light blue strip with gray deck. All new lines and updated rigging, 2007 Full set of north Fisher sails in good shape (light air use) with a 2008 North R2 spinnaker and one set of older sails good for day sailing. Mooring and bottom cover, full mooring cover, Glass head rudder with new tiller. \$5,950 Contact Jim Godfrey (717) 757-4875 jimgo2827@netzero.com

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

13835 Nickels. Almost unused for the past 20 years and was recently donated to the ILCA boat grant program. Has not seen salt water in 25 years. White boat, grey deck w/ blue deck stripe. Bryant mast and boom in very good condition. Stainless board, wood rudder w/ tube tiller. Allen Trailer in fair condition, some rust but bearings are good. 2 suits of older sails (2 ea. M,J,S) - one main and one spinnaker would be good for fleet racing. No covers. Priced for quick sale at \$2995. Open to reasonable offers if you can pick it up before the winter. Ready to go for daysailing or with a small amount of work could be raced at any level. Boat in Vermont. Could be the next "Walrus." bill@vtsailing.com

11589 "Tank" Allen. Hull faired/repainted with a white bottom/dark blue sides and white deck. Upgrades include the class legal "bar" to move shrouds forward at the chain plates, structural enhancements to stiffen the hull & deck while reducing weight, sealed seat & bow tanks for added floatation. 2 full sets of North sails and a blue Sailors Taylor day cover. Trailer was repainted white and is good condition with newer tires. Great starter boat and competitive racer at a great price - \$3000. Contact Brad at 920.208.1620 or bbbccc33@aol.com

11379 Allen. Good VSP main, jib & spin. Older set of North, SS board, Allen trailer with new tires, trailing covers, good record and ready to race. \$2500 firm. Fisk Hayden (407)947-7994.

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

10699 Fiberglass Lippincott. Includes wooden spars, steel centerboard, main, jib, spinnaker. All are very used but still functional. Hull is white and has copper bottom paint. Located in WA \$500.00 Rick Mollner, 360-376-6849 rick@fourwindsclamp.org

8033 Lippincott wood lighting in great condition, from 1961 with a good low (1959) trailer. Wood and oval spars with boom tent and full cover. This is a tight and pretty boat (white topsides, blue deck with many upgrades (cascade on the backstay, no drums, wires to the chainplates to support the mast base, two modern bailers, etc.). The upgrades allow for competitive racing and (mostly) preserve the traditional appearance. Burlington, VT \$3000 david@precisionbioassay.com 802-598-8221

7343 Wood Nickels and Holman. Second owner, well sailed and maintained in fresh water only. Canvas deck. Two sets of sails. Wood mast. Cockpit cover. Glassed under waterline. New Nickels trailer. \$1800 Stephen Biggs, Petoskey, MI 231.348.5600 steve.biggs@cedarhomes.com Photo

7286 Wooden Lightning built in 1959 made by J J Taylor and sons in Toronto. Comes with custom width Allen Boat Lightning trailer made in 2005. Only used the trailer twice and the trailer and boat have been kept in a garage. Had to have the boat evaluated in 2006 before I could get insurance and the yacht surveyor said it was in excellent condition. Also in 2006 Allen Boat Co. did all the deck hardware. Have history of boat and receipts for work done. It comes with 2 sets of sails. Have over \$11,000.00 invested and asking \$6000.00. Ken Lambert, Ontario, CA 905-894-3452 klambert@bell.net

7216. Wood Lightning sailed since 1955 on fresh water. Blue hull 2 suits of sails, spinnaker. Raced until 90. Trailer & dry storage cradle included. Boat can be seen at Saratoga Lake Sailing Club. \$1500 obo Bill Dever 518-374-8532 (h) wdever@nycap.rr.com (NY) Photos

6343 Wooden Lightning. Structurally sound. Needs cosmetic work. Once owned by Senator Ben Smith, former World Champion. Can be seen at Montgomery Boatyard in Gloucester, Mass. Contact David Montgomery, 978-283-0262 DHM@DavidHMontgomery.com

6012 Wood Lightning, built 1957, probably an N&H. Fair condition. Good tapered aluminum jumpered mast, Glassed bottom. Owner, who recently passed away, has done significant work on boat, it is definitely sailable now. Make offer to Jane Strutton, Indian Lake, OH. (937) 842-6495 junecs@centurylink.net

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.