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An Interview with Jeff Linton—2008 Yachtsman of the Year

by Bob King



Jeff and wife Amy receiving the World Championship Trophy at the Worlds in Athens, Greece

On February 29, 2008, Jeff Linton will stand in the New York Yacht Club in Manhattan and receive the Rolex Yachtsman of the Year award from U. S. Sailing. In so doing, his name will join the list that includes the likes of Melges, Turner, Conner, North, and Cayard.

To win the YOY award, Jeff compiled an impressive record across several one-design classes. The Lightning victories: the Worlds in Athens, the St. Petersburg Winter Championship, runner-up at the Southern Circuit, and 1st place at the South Americans. He took the NAs and Midwinters in his home-built Classic Moth. He was runner-up at the Championship of Champions and won two North American titles in the Flying Scot class (Wife-Husband NAs and NAs).

But we all know the journey is much more interesting than the destination. Last year's success was the result of more than three decades of experience, losses, wins, and lessons learned. What follows is about Linton's journey and his perspective on sailing as a sport.

Jeff grew up in Florida, where he still lives. He describes his junior sailing career as non-existent. That claim is a bit of a stretch, but his early sailing was limited to PHRF racing, cruising, and some windsurf racing. As a kid, he played more soccer than he sailed. A skilled defender, Jeff eventually played semi-pro before committing more of his time to sailing.

Jeff was introduced to dinghy sailing in college. He was a member of the sailing team at Eckerd College in St. Petersburg for all four years. He graduated in 1985. He says that he sailed pretty much every day, and by the time he was done, "he could get around the course pretty good."

In 1989, Jeff and a bunch of his buddies decided to buy a Sunfish. Most of the group, including Jeff, had never been on one of these 14-foot boats. They trained against one another for a year, "beating up on each other" on Tampa Bay, and then decided to see how they would stack up at the nationals. Three of the group—Mark Taylor, Rod Taylor, and Jeff—finished in the top ten. Still, Linton did not win his first championship until 1993 when he was 30. That victory, however, opened the flood-gates of success for Jeff in the Sunfish class.

He went on to win the North Americans five times in the next decade. Maybe more significantly, he had become a recognized expert doing things his own way. He was sailing with his rig completely different than other Sunfish sailors from other parts of the country and had essentially taught himself how to win. His way worked pretty well for the Sunfish—soon he would give it a try in the Lightning.

Linton first sailed a Lightning in 1995. He borrowed a boat from Mike Carroll (now a Melges 32 owner), and found he enjoyed the team aspect of the Class. In 1997, he met Tom Allen, Sr. at a regatta. The two talked about boats, and soon

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President's Column

Steven Davis

Before the Southern Circuit and the 2008 sailing season kicks into gear, it is efficient for the Class Office to process your memberships. Have a group sign-up at your winter meeting. Have the new 70th Anniversary boat sticker ready to install when you take a look at your boat after a long winter. Early membership renewal expedites registration at regattas, helps out regatta organizers and the Class Office. Thanks!

The Boat Grant Program Selection Committee has been busy during the winter months. Each member of the Committee independently assigns points based on the published criteria to determine the 2008 recipients. With so many outstanding applications, this is a difficult task. Thanks to Bill Fastiggi, John Faus, Allan Terhune, Debbie Probst, Denise Cornell and Mike Healy for their efforts. The quality of the applications and the applicants is even better than 2007. Both Nickels Boat Works and Allen Boat Company have donated the use of new boats for this season, and North, Quantum and Vermont Sailing Partners are donating new sails. The generosity of these suppliers and Class members who have donated parts, boats and cash is appreciated.

Congratulations to the selected teams! Check out the ILCA website for the selected team profiles and their sailing schedules. Photos and stories will be added as the year progresses. ILCA welcomes you to the Lightning Class and looks forward to seeing you on the race course.

The new ILCA website is under construction and is scheduled "go live" this spring/summer. Over 6000 different viewers have visited www.lightningclass.org so far this year. The most visited pages are the Calendar, Classified Ads and Who's Coming features. The new Calendar will have increased functionality and is more "marketing" oriented. Regatta organizers will be able to post their Entry Forms, NORs, Who's Coming all in the Calendar displays. The structure of the site will be new, so please take a few minutes to explore through the site. I hope that the structure will be easy and logical for our repeat visitors as well as new visitors exploring the internet to learn about Lightning sailing.

Here's to a great season of Lightning sailing! See you in Savannah.



A Note from the Secretary

It is time to get organized for the 2008 sailing season. This is a great time of year to get your fleet together for a social/meeting. The agenda could include the election of new fleet officers, discussion of the sailing schedule, plans to attend district championships, travel regattas and the 70th Anniversary Regatta. It is always fun to have some delicious food, chilled libations and spend an evening talking sailing with family and friends. Perhaps include a discussion of what your Fleet can do to attract and train new Lightning sailors and crew. Of course, this would be an opportune moment to hand out ILCA Membership forms to each and every attendee and get everyone signed up to support the Lightning Class in 2008.

International Lightning Class Association

Jan Davis—ILCA Executive Secretary

7625 South Yampa Street, Centennial, CO 80016

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

www.lightningclass.org



Official Notices

Notice of ILCA 70th Anniversary Lightning Lab

Date: July 4, 2008

Time: 11:00–4:00 PM

Cost: **FREE!!** (for Lightning Class members and their families and crew)



The first ever "SUPER LIGHTNING LAB" will be held on Friday July 4, 2008, at the 70th Anniversary Regatta in Skaneateles, New York. This isn't your average, ordinary Lightning Lab. There is something for everyone. There will be four 45-minute modules packed with fun and entertaining information to interest all attendees.

Want to learn how to do a quick fiberglass repair, what the right varnish is for your project, how the ILCA Class Office works for you, how to master lake sailing or how to have more fun and success sailing as a family? Many topics just like these will be covered by our crack team of Lightning Lab experts. With up to four topics being covered every hour at different locations throughout the regatta site, it should be easy to find one that interests you, whether you are a sailor or not!!

If you have a topic that you would like to see covered please email your suggestions to:

brian@od.northsails.com

Look on the website and in future Flashes for more information.

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—continued from page 1

thereafter Jeff placed an order for a new Lightning with the Allen Boat Company. He says that his plan was “to learn the boat and see what he could do.” A pretty good plan.

While Jeff’s background is important, it doesn’t give that many clues about how he earned the YOY nod. His success in the Sunfish was impressive, but his background doesn’t scream “superstar potential.” There are a lot of sailors who get good in a one-design class, but few of them progress to the level Linton has achieved.

After talking to Jeff, I have my opinion about why he has excelled. It’s a given that he has mastered the necessary skills and developed superior tactical knowledge through years of racing. However, many sailors have done that. What sets Linton apart is that not only has he mastered the game, he has also mastered himself. He has figured out what is important to his success and that is what he does. He says, matter-of-factly, “Sailing is like playing Risk. You have to figure out what you have to do to win.” He is underspoken but completely confident. Most of us think the game is very complicated; to him it is simple.

Our conversation follows:

Bob: What role does your background in competitive sports play in your sailing?

Jeff: Everything you have done determines what kind of sailor you are going to be. For me the competition in sailing and other sports is similar. I play games the same way—to win. In order to win you have to figure out what it takes to get across the line first.

Bob: What does it take to get across the line first?

Jeff: It means getting to the next mark the fastest. That may seem obvious, but it is not easy to do. In some cases that means tacking a lot, hitting the shifts; in other cases, it means not tacking at all and conserving your speed.

Bob: What do you look for in a teammate?

Jeff: Three things: 1) someone who has the ability to look around and know what is going on; 2) someone who wants to be involved; 3) someone I get along with well, because that makes me more comfortable and I sail better. For example, Mark Taylor is a good friend of mine and a pleasure to sail with.

Bob: Why have you been successful, unlike many, sailing with your spouse?

Jeff: Because we try to have fun.

Bob: Why have you been successful racing sailboats?

Jeff: 1) I practiced enough to get all the skills—tacking, gibing, starting, steering etc.; 2) I can usually apply the right rules to the given conditions. That comes from experience, but you have to know what is controlling the result in a race—is it the velocity of the wind, or the shifts, or the current.

Bob: You seem to stay more relaxed than most, why?

Jeff: I try to, because I focus better that way and make less mistakes.

Bob: What do you think about the Lightning Class Boat Grant Program?

Jeff: Kids make the Class better and this is a great way to get them.

Bob: What do you think about sailing in the Lightning Class?

Jeff: First, it is a great Class with great people. Second, it is very competitive and very deep. I know I can win and I know there are at least fifteen guys who can beat me.

Bob: What allowed you to have the year you did in 2007?

Jeff: I got pretty lucky, but the way I sail allows me to get lucky. I am a little more conservative than most of the top guys because you really do have to take some risks to win. My approach is to try to sail in the top five, which, over the course of a year, makes you more successful.

However, it also means that I can be beat. If somebody can have five perfect starts in a row and go all the right places, they will beat me because I am more conservative and don’t go for the perfect start or go all the way to the corner, even if I think it is right. The depth of the Class makes my approach more effective.

Interviewer Bob King was one of the inaugural Boat Grant skippers and has just started his career as a lawyer in Rochester, New York.

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Lightning Family News

This in from Jean Gosse:

We sailed 998 in the late 1950s, then built 7458, launching in 1960 and sailing until 1972. We now sail 8858 (1400 numbers later, built in 1964, four years after our boat). In the 60s and into the 70s, we had raced against Jack Culver in 8858 and were delighted when the boat came on the market. (Jack was too, when we called him at his current home on Orcas Island).

However, right now I am looking for Lightnings to form a fleet. Class headquarters has sent us lists of known current owners, but most are either in the Vancouver BC or Vancouver, Washington, fleets, or are truly isolated. Locally we encounter one Lightning owner who says he would come race if we held races in his back yard (off his Lake Washington property). This could be done as he is not too far from Magnuson Park with ramp and sailing center.

John de Benedetti of Portland says he actually paid Fleet 132 dues for several years, hoping the Fleet would pull itself together, but lack of a central moorage with haulout crane and the advent of fiberglass boats, which made cabin (cruising) sailboats more affordable than day-sailers like the Lightning, served to kill the Class here. An era of fleet members who were dedicated to the idea that a Lightning is a racing machine also helped discourage prospective owners (we find it takes at least twice the number of members as there are racers to support an active fleet). Our San Francisco Pelican fleet has about 100 paid members annually (some come and go others stay for decades). Of that number we see probably 20 on the race course over the winter (frostbite racing), and another ten to fifteen non-racers show up to cruise in the summer. When Fleet 132 was active, there were probably ten eager racers, another fifteen came on nice days or for special event races and thirty or more boats could be represented at a party.

We dry sail 8858, racing in Olympia on alternate Thursdays through the summer (Portsmouth with Laser, Thistle, Highlander, Lido and C-Lark, Gallalee 15 and an occasional catamaran. Between times we just day sail in Lake Washington. Always the Lightning draws comment, usually "I used to sail on a Lightning in _____". The most surprising, this from a Thistle sailor who admired our boat thoroughly (while I was impressed by his fine "woodie").

Welcome New Member— Christoph Rice

I started sailing Lightnings back in 1994, spending most of my time crewing for sailors on Arkabutla Lake in Mississippi. I crewed in the Junior NAs and NAs in 1995.

I moved to San Diego in 2001 and have crewed a few times out here. Eventually I would like to own my own Lightning and compete in the near future.

Welcome New Member—Travis Weisleder

I grew up sailing in Bay Head, New Jersey, and my grandparents were next door neighbors to Jim Carson. So I have always known and seen the Lightning but never sailed one for any length of time.

My first experience sailing the Lightning was at the 1993 College Sloop Nationals in Gull Lake, Michigan, with frozen boats, lines, and bodies. I was talked into getting the boat by both the Dieball Brothers and Greg Fisher after sailing with and against them in the Flying Scot class.

I have been sailing since I was about five, went to the College of Charleston, sailed the 1995 Laser Worlds, Optimist US National Team Coach, actively sail the Melges 24 (since 2001), Flying Scot (since 2006) and now the Lightning. I have been the VP of the US Melges 24 Class and on the International Class Exec Committee for three years, and I used to work for both Sunfish Laser and Escape Sailboats. I currently live in Richmond, Virginia, and sail out of Fishing Bay Yacht Club in Deltaville, Virginia.

I have three little boys and a beautiful wife. I am hoping to: a) qualify for the 2008 NAs, and then b) qualify for the 2009 Worlds, then see how things progress from there.

News from Nick Vazakas—Lightning Sailing Academy, Athens, Greece



On 8 of February at 9:30 in the morning we had a visit from a private school. The kids were 14 and 15 years old—just at the right age. They seemed to be interested, although we didn't have the opportunity to take them for a ride! We explained to them how the boat functions and showed them a small video (part of Greg Fisher's boat handling).

The excursion was organized by the principal of the school, who happens to be the father of an athlete who sails with us.

We will try to repeat it with other schools since we can explain that one came already!



Nick Vazakas founded a sailing school in Athens. Those attending the Worlds met him and some of his students this summer in Athens. They sailed in the World Championship. The Class Office has kept in touch with him and has sent him some donated sails to use in their program.

Lightning #10005 from William W. Doolittle III

Lightning #10005 was purchased by my parents, Mr. & Mrs. William W. Doolittle, Jr., 17 Ridgewood Rd., Glastonbury, Connecticut, many years ago when they sold their double planked Skaneateles built Lightening #2689 and bought fiberglass Lightening #10005. They still own Lightening #10005, although I now store it for them. Both Lightnings provided many years of family fun day-sailing and racing on Long Island Sound and was moored at Giant's Neck Beach, East Lyme, Connecticut, where our family had a beach house.

As a young man living in Binghamton, New York, my father saw prototype Lightening #1 sail on Skaneateles Lake. My parents are now in their 90s, enjoying good health and many fond family memories of sailing in their "Kittiwakes," as both of their Lightnings were named.

Off the Cuff—A Tribute to Gene Walet

By J Limbaugh, Life Member

I first met Gene Walet fifty years ago. It was also the beginning of my sailing hobby. In 1957 my wife Helen and I (a middle-age couple who had never been in a sail boat) were invited to go to the Lightning Class "nationals," as it was called at that time. It was held in August at the Buffalo Canoe Club, a bit north of the falls. The guy who invited us was a member of the Buckeye Lake Yacht Club, was Chief Measurer of the Class and was projected to be made President of the Class at the annual meeting at the Buffalo Canoe Club. As spectators on the water and at the club, we were most impressed with everything that was going on.

On the second day of the "nationals," while in the bar, of course, we saw a Lightning boat for sale on the bulletin board, #5082 and named "Spirit II." After seeing it the next day and meeting the owner, Gene Walet, there was no doubt that we would buy it—and we did!! There were a few minor conditions. Since we had no trailer hitch on our car, the young sailor had to deliver the boat to our home in Worthington, Ohio. That was no problem since he and his two crew members would be returning through that area on their way back to New Orleans. We got lost a few times from each other but finally arrived at our home.

At that time, we lived in the country and owned and showed a couple of saddle horses. Needless to say, the aroma of horse manure filled the air around and close to our house and other buildings. After celebrating our getting home and getting to know each other better, it was off to bed. The next morning after the three boys got up and took a look around the pasture and horses, they said "we're going to stay and work the land." They did stay for a few more days, and we made plans for a few Lightning regattas.

First we were to bring the boat to New Orleans and compete in the Mardi Gras Regatta. We did that—and we won!! While there, we, the crew, learned a little bit about kites, jibs and mains and a few other things, but not much. Gene suggested that we move "Spirit II" to St. Pete and leave it there and meet him there for the regatta in February. The plan was to win at St. Pete—not just sail in it! Gene's formula to win was "party and win." We, the crew, learned to do a little bit of both from our skipper, Gene. Each day after the boat and sails were properly put to bed, we were off to the club bar, which at that time was in a small room on the first floor at the south end of the club, just inside the door.

We really didn't know enough about sailing to evaluate how we were doing. We did know that the numbers of our finishes didn't look too good. Gene kept saying "we need to party more," so we all three plugged in more bar time in the evenings.

At last came the next to last day of racing. The scoreboard showed we were 23 points behind the leader who was Howard Foat, a very good sailor from Miami. After cleaning up and meeting Gene at the club bar, he said, "in order to win, we have to party harder." So we started doing just that. Further, Gene said, "Howard does not party at all and will be in bed resting by dark. We need to party all night." And we did!

To sum it up, Sunday, the last day of the regatta, the wind at the start was a bit light and very little chop. Howard chose the far end, and we were at the Committee boat. He went to the beach and we immediately tacked and went outside. Most of that first leg we were pretty much alone, but we rounded first, held that position for the entire race and won the regatta by a little bit. That was fifty years ago, and that evening at the club we really kept the champagne flowing. My friendship with my skipper, Gene, is still solid as gold, and we plan on celebrating the "50th" at St. Pete in March, 2008.

A bit of interesting information about skipper Gene...he was a winning skipper in many different classes. One of the most renown is being a skipper in the dragon Class representing the USA in the Olympics in Australia.

In from Proud Papa Pete Bellin:

Who says a nine-year-old is too young to be a skipper?



Ian Bellin, nine years of age, drove his first complete race in the lightning. Start, two laps, finish. He was first to the first weather mark! He still loves his sabot though. There is talk that he may drive the marathon in the circuit.

Mark Bryant

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First Lightning Experience—Salinas Yacht Club, Ecuador

On January 26 and 27, Fleet 405 from Salinas Yacht Club organized a fantastic championship. The purpose was to get Optimist sailors involved in Lightning sailing, so we offered our boats and crews for them to use. They had the chance to be the captains, and we, the "old guys," became their crew with the help of another Optimist sailor or a regular Lightning crew.

There were twelve boats on the water. It turned out to be a very even fleet, resulting in great races. At the end, Leonardo Santos, with his dad Juan as crew and his godfather Oscar Viteri in the middle, won the first place trophy. Second place went to Arianna Villena with Pincho Calderon and Justus Klemperer. Third place went to Axel Collin with Tito Plaza and Santiago Garcia.

It was a very exciting experience for them, and we are sure that from this group will evolve the future Lightning sailors of our fleet. For us, the old guys, it was a fun experience that allowed us to view the regattas from a different perspective and enjoy these kids and their enormous sailing knowledge.

SALINAS YACHT CLUB 2008 CAMPEONATO "INICIANDONOS EN EL LIGHTNING" 26 Y 27 DE ENERO-08 SERIES SUMMARY

Pl	Sail #	Name	1	2	3	4	5	6	T
1	14673	Leo Santos / Juan Santos / Oscar Viteri	3	-8	1	1	2	1	8
2	14379	Arianna Villena / J Calderon / Justus Klemperer	1	2	-6	3	5	6	17
3	15094	Axel Collin / Tito Plaza / Saniago Garcia	8	1	4	4	4	-10	21
4	14674	J Martinetti / Alfredo Ochoa /	6	3	7	2	-9	3	21
5	14676	Edu Viteri / C L Lecaro / Fco Sola T	5	6	2	7 (13\OCS)		2	22
6	14441	F Malnati, Jr / M .Plaza, Jr / Gabriel Moran	-7	7	3	5	1	7	23
7	14163	Andrea Collin / J Vlez / Beatriz Gonz-Rubio	4	5	5	-9	8	4	26
8	14541	E Quintero / X Monge / Orlando Rodriguez	2	9	-10	6	7	5	29
9	14675	I Cordovez / G Cordovez / L Quisaguano	-12	4	9	8	3	8	32
10	14389	Rafa Viteri / J M Meira / Fdo Amador	10	12	8	12	6 (13\DNF)		48
11	14671	Alej Santos / JR Santos / Jose Castro	9	-11	11	10	10	9	49
12	14383	Fdo Amador / J Pazmiño / Juan Torres	11	10	-12	11	11	11	54



The Champs: Leo Santos G, Juan Santos, Oscar Viteri



Second Place: Arianna Villena, Pincho Calderon, Justus Klemperer



Third place: Axel Collin, Tito Plaza, Santiago Garcia

Iniciándonos en el Lightning—Salinas Yacht Club, Ecuador

El 26 y 27 de Enero la flota 405 del Salinas Yacht Club organizó un fantástico campeonato. La idea era involucrar a los chicos navegantes de Optimist con el Lightning así que pusimos los botes y tripulaciones a su disposición, ellos timoneaban y los “viejos” tripulábamos en compañía de otro optimista o de un tripulante regular de lightning.

Tuvimos 12 botes en el agua, una flota sumamente pareja y lindas regatas. Al final Leonardo Santos, con su papá Juan de tripulante y Oscar Viteri al medio se llevaron el trofeo al primer lugar. El segundo puesto fue para Arianna Villena con Pincho Calderón y Justus Klemperer. El tercer lugar le correspondió a Axel Collin con Tito Plaza y Santiago García.

Los juniors quedaron super entusiasmados por eso estamos seguros que de ese grupo saldrán los futuros lightnistas de nuestra flota. Para nosotros, los viejos, fue una muy divertida experiencia que nos permitió mirar desde otro ángulo las regatas y disfrutar con estos chicos de enorme calidad velerística.



The fleet after the start



Minnie Collin, Julio Velez, Maria Beatriz Gonzalez-Rubio



Fabrizio Malnati, Miguel Plaza, Gabriel Moran



Ignacio Cordovez, Gustavo Cordovez, Luis Caisahuano



Emilio Quintero, Xavier Monge, Orlando Rodriguez



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Recipe for Creating a New Fleet

Victor Lobos, Concepcion, Chile

When a Lightning sailor lives hundreds of miles from the nearest fleet and thousands of miles from the US, getting boats and a fleet together might seem to be an impossible feat. Dreams of getting other boats to sail with you, or having more people enjoying a Lightning, are things you think about but are really just dreams. For this sailor the end of 2007 will not be forgotten. The winds came from the perfect direction, planets were perfectly aligned. I don't really know, but I found myself in the right place and at the perfect moment to be able to finally fulfill this dream—a Lightning fleet in my hometown.

If you are interested on how to do this, here's is the recipe for getting a new fleet:

The ingredients you need are; four good friends, lots of water, a touch of wind, sunshine, lots of beer (other harder drinks also work fine), and one Lightning.

First start by talking to your friends about the good times you have when you are sailing a Lightning. Depending on your friends' interests, talk about how good it sails or maybe how wild the parties at the regattas are. Remember, there's something in the Lightning for everyone. When you get their attention, keep bringing it up whenever you get the chance. After the stories have set, mix the friends with the Lightning, the water, the wind and the sunshine. When you see that their faces are smiling, throw in some beers, and let it sit for a while. Then look for a chance to get these friends to talk about getting a Lightning. This part of the recipe can be tricky but there are many ways to do it. The way it was done here was to tell one of the guys that the other friend would get one if he did, repeat the same thing to all four of your friends. This might be regarded as a dumb con job, but it was for a good cause, and I don't know how, but soon enough I had four friends looking for boats.

In order to finish the recipe, a strong and supportive Class is a must. To be able to get the boats, lots of Lightning sailors helped out finding them and getting them shipped—people like John Faus, Todd Wake, Jim Carson, Tom Allen, JP del Solar, Steve Davis, and Ryan Flack to name a few. They all kicked in to stir up this awesome recipe.

Well, I must say we are looking forward to tasting this recipe. The table is set and the most southern Lightning Fleet in the world is ready to sail!!



The lake we will be sailing on. During the summer time it get 10–25 knots every day, perfectly aligned so we can get a 1-mile WL course. The view is right in front of the leeward mark. Everybody is invited to come.

The Lightnings Have Arrived

Three boats presented some damage in their sterns (apparently the people that loaded them just dragged them through the parking lot). Jim's boat had the most damage. But that's all repairable. The ten masts luckily arrived OK, even though the packing was not done according to instructions (they were just set on top of the boat decks).



JP del Solar Sr. (Dave's boat) and Hugo Perrin (red Nickels) are already sailing in their new boats and are really happy with their new toys. Ricardo Gonzalez (Jim's boat) is getting repaired this week, and I'll get the mast rigged in Frank's boat so Antonio Aninat can get his boat in the water too.

We are planning a kick off regatta in March, right after the southern circuit.

Thanks you'll for all the help. See you in Miami.

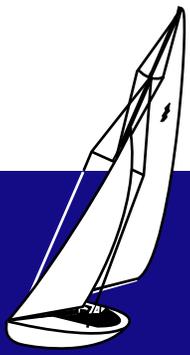
Proud new owners:

14708 Antonio Aninat

14739 Ricardo Gonzalez

15252 Juan Pablo del Solar K.

15348 Hugo Perrin



Classic Lightning

Craig Thayer — thayer@a-znet.com

Bob Astrove — Bob Astrove — astrove@hotmail.com

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

The First Twenty-five Years A History of the Lightning Class

Editor's Note: On January 12, 1939, the Lightning Class Association was organized. Now, on the 25th Anniversary of that occasion, it is appropriate to review these years so that all who are interested may follow the progress made by this unique organization. It is a true "success story" made possible by the hard work, cooperation and enthusiasm of thousands of Lightning sailors.

1938 -1950

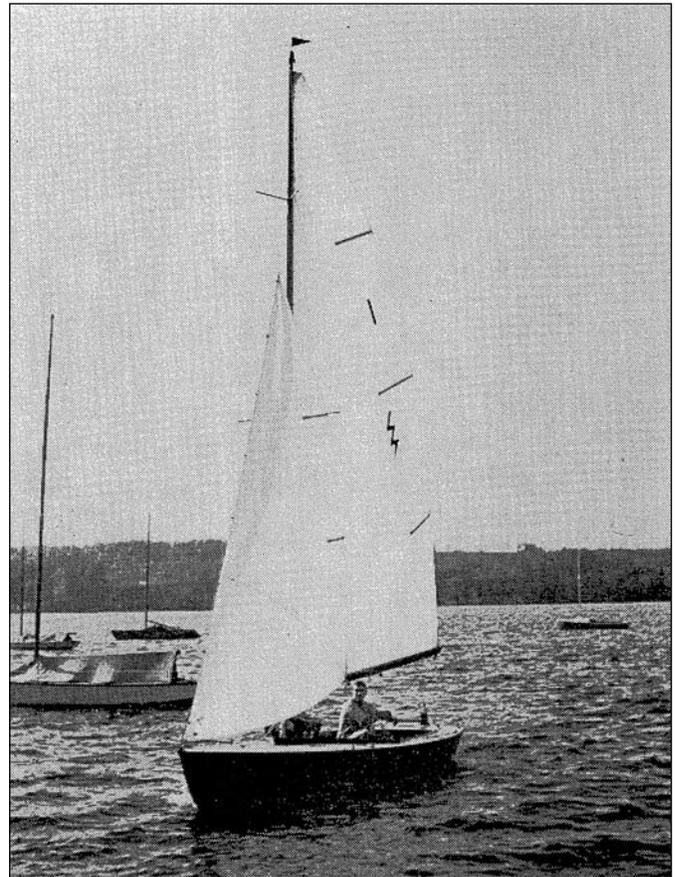
By Len Ladenburger and Karl Smither

The Lightning was created by the desire of many small boat sailors who wanted a boat that would be a comfortable day sailer, suitable for a family or a group of 5 or 6 people, and yet would be fast and sporty enough for racing. The idea was born at Skaneateles, New York, with C. L. Nicholson II and John Barnes, the fathers of the idea.

Sparkman and Stephens were called upon in the Spring of 1938 to design such a boat. In addition to the two fundamental thoughts—a good, comfortable day sailer, and a fast racing sloop—it was uppermost in mind that the boat be of simple construction so that amateurs could build it, and the rig as well be kept simple and easy to handle. A Class organization was hoped for at the time of working out the design with very rigid specifications, so that the boat would be kept simple and inexpensive and there would be no advantage, gained by the owner who could afford to spend more on a boat as against the one who would build it himself so as to save all expense possible."

There was considerable discussion about the name of the boat, and "Lightning" was finally chosen after pouring through dictionaries and everything else to get a name which had to do with speed and which was catching. The fact that there was an old Clipper which, many years ago, had made a remarkable run and was called "Lightning," undoubtedly had something to do with the final selection.

In the Fall of 1938 Lightning No.1, built by Skaneateles Boats, Inc., was put in the water



on Lake Skaneateles, New York. She performed beautifully. On October 15, 1938, Rod Stephens, who is probably one of the, best spinnaker hands in the world, came up to see her perform. There was a wind averaging between 25 and 30 miles an hour on the lake that day and while Skaneateles Lake does not get big rollers, they do get rather choppy seas with a strong wind. A brand new suit of sails was used, and she was sailed in every imaginable way—with and with-

out spinnaker, with and without jib, with the main reefed with arid without jib, centerboard clear down, centerboard half-way up, etc. Everything that can be done to a boat was done.

Finally Rod Stephens took her out alone. He beat against the wind without using the rudder, merely by lowering and raising the centerboard. He came back on a reach the same way. He stepped out of the boat and remarked, "It is beyond all my expectations. To my mind she is the finest small centerboard boat ever built."

Following this, Herb Stone of Yachting and others came up to try her out and they all agreed as to her superlative qualities and it was definitely realized, that the Lightning really had something. First announcement was made in the December 1938 issue of Yachting, and No. 1 was on display that year at the Boat Show.

The first organization meeting was held January 2, 1939. As of that time, 20 boats had already been sold although it had just been announced in December. A fleet had been formed at Cedarhurst and nine builders had taken out plans. From that time on Organization activities really began. Inquiries came from all over the world. The first officers were C. L. Nicholson, President; E. Gordon Cronk, Secretary-Treasurer; Hon. L. Stauffer Oliver, Vice-President and Chief Measurer; Gilbert L. Wolf, Vice-President; and John L. Koehne, Vice-President. A long and growing list of subsequent officers who contributed unselfishly to the progress of the class, is included in the contents of each Year Book. The first Year Book was published in 1940. The familiar "Lightning Flashes" was first sent to members of the Association in 1941.

In the mid-forties, after Jim Trenary, Len Ladenburger and Ed McCain were well-nigh overwhelmed by their work-load as Secretary-Treasurer, a paid office staff was organized at our office in South Haven, Michigan. This now plays a vital part in our ILCA organization.

Sparkman & Stephens originally sold the Lightning plans. John Barnes, in his wisdom, had provided that when the royalties reached an equitable figure, the plans would become the property of an association, if formed. The ILCA was formed, and in a surprisingly short time grew to that number which compensated Sparkman & Stephens for their excellent work. Since then modest Hull Number fees have helped build our strong association. ILCA is now believed to be number one in the One-Design Class organizations of the world.

No major changes have been made in the design of the boat from the original drawings and considerable effort was made and many hours of hard work put in by the founders, including

Judge Oliver and Olin Stephens, in setting up measurement procedures and tolerances that would be fair and yet small enough to keep all boats alike.

Portions of the plan were redrawn in greater detail to help eliminate uncertainties in a few specifications. As the superiority of synthetic sails became increasingly evident, the specifications were modified to allow their use—first nylon. Sail measuring procedures were developed and codified. Each change was carefully weighed to avoid excessive costs to owners.

The original rules committee who drafted the "Constitution, By-Laws and Racing Rules of the Association" worked with the following uppermost in mind. It was the "Creed of the Rules Committee"—"In so far as possible, the competition shall be between the actual contestants and shall not involve the skill of designers and boat builders. In general the boats shall be alike in physical detail of form and appearance; expensive or so-called deluxe construction is to be avoided...It is recognized that due to variation in materials and the practical conditions of sailing, such items as the finish of bottoms and topsides, contour of sails, balancing of rig, and position of sheet leads cannot be kept even approximately uniform; and they are, therefore left to the individual's discretion in tune-up. However, it is the purpose of all restrictions in the plans, specifications, and limitations to have all hulls, spars, and standing rigging as nearly alike as possible, in order to test the seamanship and skill of the individuals racing. Any variation which violates the spirit of the paragraph should subject the offender to suspension of his measurement certificate by the measurement committee until the necessary correction has been made and approved by such measurement committee."

While the foregoing is not a part of the class rules, it does never-the-less express the Creed which governed the Rules Committee and has continued to govern all acts of the Executive Committee and the Governing Board. It is that which has made the Lightning the most successful strictly one-design class.

The Class grew rapidly, with over 700 boats registered and listed in the 1941 Year Book and 40-odd fleets organized. In spite of the war and the terrific handicap in finding materials with which to build boats, the Class continued to grow at a phenomenal rate and the 1946 Year Book shows over 2100 registrations and 90 fleets.

As of 1946 approximately 30% of all Lightnings registered had been built by the owners themselves and many cooperative projects where 2, 3, or 4 fellows got together to help each other

build boats are recorded. A number of cruises have been made in Lightnings such as the one recorded in October 1945 Flashes by Wm. C. Agerell; Jim Trenary, his wife and two children did some cruising on Long Island Sound, and Hunter Vogel and his boys cruised regularly in Maple Bay, Canada, and their annual custom was to cruise in the Gulf of Georgia and through the Gulf Islands for about two weeks each summer. During 1946 the Toledo Lightning Fleet sponsored a 25 mile and a 35 mile Lightning race held in the open waters of Lake Erie. It is interesting to note that in these long-distance races, the first and last Lightning in each of them finished less than 10 minutes apart.

Lightnings have proven themselves in heavy going. One of the outstanding examples of this was the first race in the 1942 National Championship held at South Haven, Michigan, when 18 Lightnings raced in a 35 mile an hour wind, which on Lake Michigan is really something. What a shroud-stretching batten-buster that one was!

National Championship Regattas were held each year beginning in 1939, the same year the class was organized. The host clubs, Champions and runners-up for each and all the years are listed in the front pages of all our Year Books. Many of them are now world famous.

In 1939 fourteen Lightnings competed for the National Championship. Fleet representation

increased rapidly and 34 raced in the first International Championship in 1945. The following year 54 Lightnings hit the starting line. Obviously, something had to be done, so eliminations at the site were held for the first time at Toledo in 1947. As a result 33 raced in the Internationals and 27 in the President's Cup Series.

Vocal objections to driving all the way to the Championship and then having to race in a consolation series, sparked the development of our strong District organization. At Larchmont in January 1949, the Winter meeting passed the final District plan of one entry in the International Championship for each fifty dues-paid Lightnings in the various districts. An equal number of the next high-scoring skippers in the District Championships were entitled to race in the President's Cup Series. In September 1949 at Miami, 32 raced in the International, and 16 in the President's Cup Series in a black Biscayne Bay squall.

Throughout these years a high comradeship has built up among Lightning sailors. They race hard on the water and relax hard afterward ashore. Many songs developed as old friends and rivals met and raced each year. The number of boats and fleets continued to grow faster and faster, reaching 3926 boats and 220 fleets at the end of 1950.

—to be continued in the next Flashes

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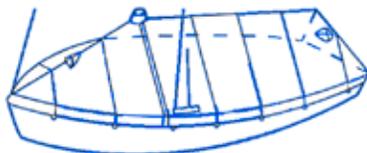
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2008 Brazil Junior Nationals Yacht Club Santo Amaro-YCSA Represa Guarapiranga—São Paulo—SP—Brazil

John Bennett



From January 22 to February 1 the Yacht Club of Santo Amaro-YCSA, home of many important World sailors, such as Robert Scheidt and Claus Biekarck, hosted the 2008 Brazilian Junior Lightning Championship, which determined the team that will represent Brazil at the Junior Worlds in Canada.

Our efforts were directed at finding young sailors who could continue with the success we enjoyed with Tommy Sumner. We adopted the formula of supplying boats and sails for all the participants and rotated boats among them. Lateral and front stays were all sealed off as were the mast blocks. Six boat owners stepped up and offered their boats with sails to fulfill the six crew list we received.

The teams came from a Rio de Janeiro program where Torben and Lars Graef offer sailing to kids that can't afford the boats, from Ilha Bela, where the last World Championship held in Brazil was held, and from three of the local Guarapiranga Lake Yacht Clubs.

João Hackerott, who was second to Tommy in the last Championship, sailed with his sister Maria Hackerott from the Yacht Club Paulista and recruited Gustavo Thiesen, a Soling sailor from Rio Grande do Sul to fly the spinnaker. With three victories and three second places in the six races held, João and team showed that experience does count as they ran away with the title.

João and Maria live on the Lake and can be found sailing daily in Snipe's and Laser boats. João recently took 5th in a 100 Snipe fleet Brazilian Championship.

Day 1 under plenty of rain and after a long opening race that allowed all the teams to get to know their boats, the first race showed Pedro Trouche from Rio de Janeiro make a late start and coming behind all boats held out all alone to the right side, which turned out to be very right as he crossed the first buoy 100 yards ahead of João and team. From there on he controlled the race and took first blood.



That evening we held a Clinic where Claus Biekarck spoke for nearly two hours about all the details of sailing a Lightning and getting the best out of a boat. I personally learned a lot also.

Day 2 showed that our newest boat built by Sumner Boats is a success and came away with two first places in the hands of João Hackerott and Rafael Krausz.

Day 3 made the organization return to the club house with all the boats due to a storm. After that, in a light wind, João once again came away with a win, this time well ahead of the others.

Day 4 had João using White Magic, a boat that Claus Biekarck prepared for nearly a year and was to be used in the PanAm games if the new Allen would not have arrived in time. With gusting winds all over the Lake, João sailed his best race, leaving his closest adversaries either in OCS when they pushed too hard or several hundred yards back.

The last race showed (see photos) the fleet bunched together from the start and it also showed the improvement of the new teams. The Melchert brothers from YCSA, who recently won the 420 Brazilian nationals, edged less than a yard ahead of the others to win their first race. Even though they had already guaranteed first place, João and team stayed on to practice and finished second.

We feel certain that Brazil will be well represented in Canada.

YCSA - São Paulo

Coloc	NAME	Race Club	1	2	3	4	5	6	TOTAL	TOTAL
			Coloc	Coloc	Coloc	Coloc	Coloc	Coloc	s/ Desc	c/1 Desc
1	João Hackerott Maria Hackerott - Gustavo Thiesen	YCP	2	1	2	1	1	2	9	7
2	Pedro Trouche Thiago e Marcos Sangineto	CNC- Proj. Grael	1	5	3	4	3	6	22	16
3	Rafael Krausz Marco Brancher- Otavio Birman	CCSP	4	2	1	6	7	4	24	17
4	Gabriel Melchert Fabio Melchert-Fernando Cardial	YCSA	6	4	5	3	4	1	23	17
5	Bruno Nanni Ricieli Marchi - Bruno Frei	YCSA	3	3	6	2	7	5	26	19
6	João Mario Posso Pedro da Luz - Gabriel Silva	GVI	5	6	4	5	2	3	25	19

US Junior Triple-handed Championship

Bill Faude



US Sailing has chosen to sail the 2008 US Junior Triple-handed Championship for the Sears Cup in Lightnings. The regatta will be hosted by the Chicago Yacht Club and held at the Belmont Station July 28–31.

For years, the ILCA has made exposing junior sailors to the Lightning a priority. Along with the boat grant program and the never-ending grassroots effort to bring young people along as crew, having US Sailing National Championships in the Lightning is perhaps the best way to gain trial of our beloved square boats by the next generation of sailors.

In manufacturer-supported classes such as the Nomad or the Laser, fleets of matched boats are often supplied by the builder. When the Lightning is selected, the boats must come from individual owners. Like other Districts throughout ILCA, the Midwest District has been very generous with its boats. We've supplied boats for two other Sears Cup competitions in Chicago and for the Adam's Cup in Milwaukee.

In typical fashion, within a week of the initial request, nine private owners had donated their boats for this regatta, and the Youth Sailing Foundation in Sheboygan has allowed their two boats to be used as well. Members of Chicago Yacht Club will aid in transportation of the

boats to and from the event. Members of Fleet 5 will be pleased to supervise rigging, de-rigging and match tuning of the boats. Professionals will be present to make any necessary repairs in time for our District to be represented at the North Americans.

For those interested, the Notice Of Race for the regatta is available on the US Sailing website:

<http://www.ussailing.org/championships/youth/usjr/triple/>

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Lightnings off the starting line at the 2006 Potomac Cup

East Coast Spring Sailing Begins with the Potomac Cup Regatta

For Lightning sailors in or near the mid-Atlantic States (other than those fortunate enough to make the Southern Circuit), the sailing season begins with the annual Doc Gilbert Memorial Potomac Cup Regatta at Leesylvania State Park on the Potomac River, about 30 miles south of Washington, DC.

This year's Potomac Cup, hosted by Lightning Fleet 50 in Washington, DC, will be the weekend of May 3–4.

Sailors not familiar with Leesylvania are often surprised that the Potomac River is more than three miles wide that close to Washington. The river runs approximately north-south for more than seven miles, far more than needed for windward legs typically set for a mile or so. The park has excellent launching facilities, a snack bar, ample parking, restroom, and showers. Camping is allowed on the grounds. Power boat traffic is minimal—the bass fishermen are out and back before we get on the water—it's sailing as it used to be. Sailors from out of town can easily drop off non-sailing family for sightseeing or visiting the museums of Washington.

Winds in early May are usually good and, as was true last year, can be very strong.

"In addition to our mid-Atlantic sailors, this regatta should appeal to those Northerners wishing they could get out on their Lightnings sooner rather than later," according to Fleet Captain David Thompson. "Was the Southern Circuit too far away and too much time to swing this year? Come to the Potomac Cup—good competition, friendly folks, great venue, and a famous steak and fish dinner that will remind you of why you love to go to regattas."

Lightning Fleet 50 held the first Potomac Cup at Leesylvania in 1985, seven years before the Park opened. That year there were six competitors, and they either towed their boats to the area or carried them 60 feet from a gravel road to the beach. When the park did open in 1992, it included two sailboat launch cranes, thanks to Jim Dillard, delegate to the Virginia House of Delegates, long time Lightning sailor and advocate for Virginia's waterways.

The regatta was renamed in 1994 in memory of a revered member of Fleet 50, "Doc" Gilbert, a retired orthopedic surgeon and three-time fleet champion, who had a heart attack while competing in the regatta in 1992. He had a "MacGyver" approach to sailing Lightnings which kept many boats racing beyond their time. He was a colorful character who helped many people take up Lightning sailing because he made it fun.

The regatta has grown year by year, and in recent years there have been between 25 to 35 Lightnings. Last year's champion was Joanne Fisher, sailing with Todd Johnson and Katie Terhune. In 2006, Allan Terhune won the regatta. Dick Halligan owned the Potomac Cup before then. He won the regatta every year between 2001 and 2005 and several times before.

Lightning Fleet 50 is a part of the Potomac River Sailing Association which holds its spring and fall club regattas on the Potomac River near Hains Point, in clear sight of the Washington monuments. Most boats are kept at the Washington Sailing Marina, just south of Ronald Reagan National Airport.

For the 2008 Potomac Cup NOR and other details see: www.lightningclass.org/fleet50/PotomacCup/index.htm



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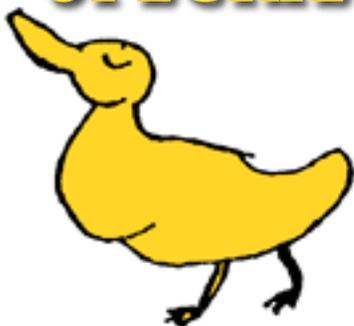
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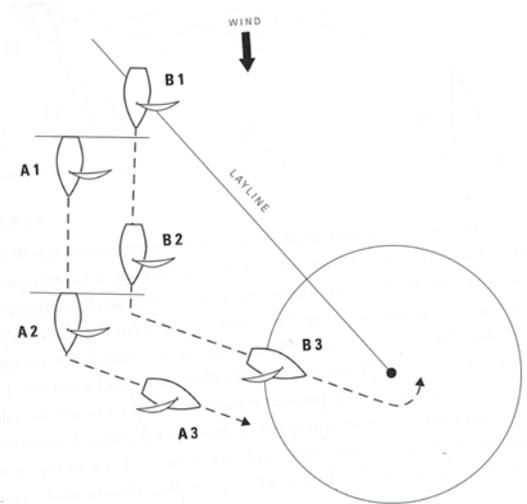


Coach's Corner

From Dave Perry's 100 Best Racing Rules Quizzes

Quiz 20

Boats A (clear ahead) and B (clear astern) are running downwind on starboard tack and are over six lengths from the leeward mark. A is so close to B that, if she were to gybe onto port tack, A could neither cross in front of B nor luff up across B's transom. At no point while the boats are on starboard tack are the boats overlapped. B continues sailing well past the port-tack layline to the mark, despite A's repeated hails that B is sailing above her proper course and that she must gybe. Finally, A flies her protest flag and B gybes. Both boats approach the leeward mark from well outside the two-length zone on tight reaches. A protests, claiming that B sailed above her proper course when she did not have luffing rights under rule 17.1, On the Same Tack; Proper Course. You are the protest committee; how would you decide this?



Answer to Quiz 20

Boat A's protest is disallowed. While on starboard tack, A and B are not overlapped; therefore the proper course limitations in rule 17.1 do not apply. Rule 12, On the same Tack, Not Overlapped, requires B, the boat clear astern, to keep clear of A, the boat clear ahead, which she does. In this situation, no other rule limits where B can sail relative to A.

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I'd like to compliment you guys on the excellent quality and content of the latest Lighting Training Video with Greg & Joanne and Jeff Eiber. I've already watched it twice this week, and I find that there are several layers of valuable information in the video and commentary.

I've got to say that there is nothing like having the unbiased eye of a camera to capture the smoothness of a championship team going through the moves. It really drives home the importance of solid boat handling as the foundation upon which speed around the race course is built. Being able to see this team perform and hear expert commentary is enormously fun.

Matt Burridge—14834—Yeti

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This year we are again offering you, your fleet, your business, your favorite local haunt, your relatives, your district (you get the idea), a special opportunity to send a message to your ILCA friends while helping support the next edition of the Lightning Yearbook. The Lightning Yearbook is known throughout the sailing community as one of the finest annual publications for any class worldwide. What better way to show your support for the Class? Your booster ad will be seen for years to come by current and future generations of Lightning sailors.

What's a booster ad?: A booster ad can be anything. A special message of support from your family. Your district's racing schedule. A favorite recipe. A picture of your kids, your boat, your kid's boat. A thank you. An anonymous signature. Your company's ad (where else can you get an ad in this quality of a publication for \$100 bucks!!). A picture of Bill Faude (I said it could be anything!!...within reason...)

What do I need to do?: Email office@lightningclass.org with your message. For company ads a high resolution non-bleed, 1/4 page ad. Don't have one?? We'll create something for you. Have a thought and a picture? Send a high-res picture and what you want to say and we'll do the rest.

I want to do it but I'm not sure what I need to do: Call us at 303.325.5886. Email us at office@lightningclass.org or skype us at "ilcaoffice." We'll answer your questions and help you get your message put in print.

How many booster ads will are you trying to get?: Our goal is to get 50 booster ads for this year's edition (We'll take more!!). That's 5% of our active (owner) members, but anyone can do a booster ad.

When do I need to get my booster ad info to the ILCA Office?: Since we hope to publish the yearbook in the early spring we want all the booster ads to be in as soon as possible. We'll do a running count and post it on the web weekly. Our goal is to have 50 by January 1st. Who's 1st??

What am I waiting for? I don't know. You went and read this to the end. You must at least be interested in being a part of this great project. Pick up the phone. Find a photo. Check with the boss. Get an ad in!!



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

Classifieds

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

15356 Nickels shop boat. BRAND NEW.. White hull with light grey deck. Wire and cloth are on forward side deck, Min. Weight rudder. Trailer included. Take advantage of the winter boat show rebate now! \$17,500. Ryan Flack, Fenton, MI 810-513-5002 ryan@nickelsboats.com

15239 Nickels, All white, LIKE NEW boat, stored indoors last winter. Skirted cover and rudder cover. VSP Main, Jib & Spinnaker .Trailer with mast support. Adjustable jib leads and FatStick tiller extension. Brand new TackTick Micro Compass with bracket. Price negotiable (Cass Lake, MI). Contact Dwight Smith, (734) 516-1356, dsmith@colemfgsystems.com

15047 Nickels, All white, Full covers (two piece trailing, deck, mast, rudder, etc.), 1 set of North Sails used in two regattas, 1 set of older sails. Must sell. Contact: whatleyc@seekonk.k12.ma.us or 401-723-1579

15021 Nickels. Race ready. Beautiful, white with red boot and deck stripe. Covers: mooring, mast,rudder, hull travel. North sails in good shape. \$14,500 Contact Matt Struble, (MI) 248-669-4583 strubleus183@sbcglobal.net

14941 Nickels. White hull, North Sails, winter and summer covers. Trailer. \$9,000 Southport, NC Contact Stanley Mandell stanleymandell@bellsouth.net h 910-457-0861 cell 914-805-0553

14855 Allen, built 1999, white with gray deck, \$13,250. Includes galvanized trailer. Contact: Dick Hallagan, 116 Grant Street, Newark, NY or 315-331-5664. Boat could be delivered to the California Circuit or Denver, CO.

14781 Allen. White hull, grey deck, adjustable jib cars, gal. trailer, North sails, covers, SS centerboard, excellent condition. \$11,500 Kirk Reynolds 315-685-5149 (w) 315-685-5149 (h) reyn685@yahoo.com (NY)

14713 Nickels. Grey with blue boot stripe. SS board, condition-excellent, galv. Nickels trailer w/ spare tire, B/N North (Proctor) MJS, Brand new Bryant mast. Full deck cover, race ready. \$12,250 Jim McIntosh, Williamson, N.Y. Phone: 315-589-8138, cell 315-576-0320 jmcintosh2@rochester.rr.com

14706 Allen White hull, grey deck, black rail. New North Fisher sails this season, good set of VSP training sails. New running rigging this year, all covers (new VSP day and mast this year) , Tactic Micro Comp. Great boat all around. Located in Red Bank, NJ George Harrington 917-238-0261 gharring19@yahoo.com.

14680 Allen. White hull, grey deck, speckled red stripe at non skid. Good condition. New trailing cover. Mast cover. Tacktick Compass, Galvanized

Allen trailer with wide bunks.. Rigged for racing, stainless board, 2 sets North sails (M-5, 5A+, R-2) Mast 5 years old. Bufflao, NY \$9,500 Bill Killebrew 615-604-1684 billkillebrew@bellsouth.net

14622 Nickels. Great shape, new sails in 2007 - main, jib, spinnaker, also 2004 sails as well. Trailer in good shape. TackTick - all for \$10K Tom Hissam 1.910.233.1292 thissam@us.ibm.com. Wilmington, NC

14412 Nickels -White hull/ green trim, good condition. 2 sets of sails, SS board, Tacktick compass. Oval alumini. mast & boom, newer full mooring cover, two piece trailing cover, galvanized nickels trailer. (\$7800.00).Terry Patrick, Annapolis MD. 443-223-6062, tpatrick@fandrlaw.com

14230 Nickels -1987, good condition, Medium blue hull, min weight with 20lbs correctors, updated bridle/traveler controls, Rooke full-skirt mooring cover, forward deck controls for cloth, vang, twings, and halyard (wire), galvanized Nickels trailer (\$6,000). Mike Arndt, Memphis, TN 901-219-7680 mike23928@yahoo.com

14089 Nickels -Great competitive boat with brand new mast. Minimum weight with correctors, 2 North mains and jibs and two spinnakers, updated.. Covers for the mast and rudder, North top and bottom traveling covers as well as an older full skirted mooring cover. Nickels trailer. \$5850. Jim Crabtree, MO - Phone 573.690.4690 or e-mail me at: jrcrab@embarqmail.com

13856 Nickels - Very fast, blue fleet in recent NAs, all upgrades completed, one set North M5/5A+/ R2 club racing sails, Tactick digital compass, tuned centerboard. galvanized trailer (new 2001), all travelling and mooring covers. \$6500 obo Ed Petit de Mange 858-405-9307 edward.petit@gmail.com

13123 Nickels & Holman. Race ready. Bought 1 year ago and performed extensive refit (~1500\$ invested): New tapered spin pole, all new sheets, all JCD upgrades (inboard tracks, mast blocks, transom flaps), new Harken jib trimming system & cammatic cleats all around, North Fisher sails. Trailer suitable for road use. Asking \$2950, contact: Jared Lathrop, Wilmington, NC Phone:(910) 616-0070 kitefredy@yahoo.com

12687 Lippincott white hull w boot stripes, oval mast and boom, many rigging upgrades, good sails, trailer, very solid and stiff, nice looking lightning, ready to race, \$2300, 315-685-5149, reyn685@yahoo.com.

10537 1967 Allen, Good condition, Navy hull, white deck, white bottom. Harken fittings. Several recent upgrades: Shore Main and Jib 07, shrouds, 06, running rigging, mooring cover, sandblasted and epoxied CB, Navy Blue Toplac on hull 05. (I'm will-

ing to deliver if close to route between St Louis and OKC or OKC and Spokane) Must Sell \$2500 best offer. Brad Hamby, Troy IL 302-331-4182.

10443 Lippincott. Light blue, oval spars, backstay and traveler side controls, painted galvanized board, trailer with new bearings, cover, many sails, owned 30 yrs. \$3,000. Tom Hennessy 708-687-4760 Oakforest (IL)

9464 Wood Lightning European-built, once a competitive boat, needs some restoration. Double-planked bottom has a few cracks, all repairable; plywood sides and deck. Deck needs new canvas or glass; new coaming is partially cut. Wooden mast and boom and two suits of sails, all in good shape. Interior woodwork and hardware have been removed to facilitate repairs. Steel centerboard, needs new drum. \$2,000 with trailer/\$1,000 without. Proceeds from the sale will help to complete a new community boat-building shop. Contact Stephen Longmire (for the East End Classic Boat Society): 631/725-2288; slongmire@gmail.com

9350 Lippincott 9350-1965 Fiberglass. Modernized and rebuilt. Blue Deck/White Hull (Interlux) New North Main & Jib (never sailed). Built by Metalmast Marine. New Shrouds in 2002. Trailer & asking Price: \$3,500.00 Contact: Ed Wroblewski (765)987-0365

7660 Wood Lightning 1960 Olsen woody, very good condition, great paint, brightwork, stiff, multiple sets of sails, all covers, good trailer, oval mast and boom, always dry sailed and garaged, \$2700 Gary Birnhak, New Jersey, 856-722-5698, garybirnhak@hotmail.com

4045 Wood Lightning with protective Fiberglass exterior finish. 2 sails, Motor and Trailer asking \$1,400 Robert Cutting, New York-Phone # 718-984-8617 Email: cjoanbob@aol.com

322 Wood Lightning Sound, cedar, no glass, 2 sets of sails, 1 spinnaker. Rigged to single hand, trailer, kick-up rudder with a mast stepping rig. \$2500 Dave Murray Burnsville, NC. beelog@verizon.net 828-682-9329

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 email 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.