



International

Lightning

Flashes

April 2008, Volume 68, No. 3

BOAT GRANT 2008

John Faus

2008 is the second year for the Lightning Boat Grant program. The committee consisted of a diverse group of sailors from the ILCA: Bill Fastiggi (NE District), Allan Terhune (Dixie District), Denice Cornell (Midwest District), Mike Healy (Central NY District), Debbie Probst (Indiana District) and myself (Central Atlantic District). We received nineteen official applications, with an additional few that were submitted late and therefore not accepted. The committee was very happy about the quality of this year's applications, and it made for a very challenging grading process. We all grade each application independently of each other, and the process is very fair.

Five teams have been granted boats for the 2008 season, with an additional 'developmental team' being awarded a sixth boat. Will Brown, Justin Coplan, Nick Farina, Clinton Hayes, Dan Perkins and Collin Kirby, along with their teammates, will be sailing the Grant boats this season. Please extend to them a warm welcome, and if they are attending one of your regattas, please introduce them to your fellow sailors. Also, we have their email address's posted on the Boat Grant page of the ILCA website. Please feel free to invite them to your regatta and offer them housing!

Once again this program has received a ton of attention, and we know for a fact that many One Design classes are very envious of our success. We have to thank the folks (like George Fisher) that started the ILCA Fund over twenty-five years ago. Without this fund, this amazing program would most likely not exist.

We are also getting reports that two of the four grantees from the '07 Grant Program are going to be boat owners. Bob King and Bobby Martin will both be sailing this summer in their own Lightnings. Guy Tawney, a third member of the '07 Grant program, will be crewing for various folks out of SSA and is about a year or two away from getting a boat of his own. This is great news for the Class—and exactly what we want to have happen! Bobby even encouraged two members from the Boston University Sailing team to apply for the 2008 Grant program. Please encourage teams in your District to start putting together their applications for 2009! We would really like the Fleets from the Midwest, Texas and the South to 'talk' up the program and get some teams to apply.

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Finally, the Committee would like to send out a huge Thank You!! to all of the people that have donated cash, sails, covers, equipment and time to making this program as successful as it is. We even had members of the 2007 Grant Program donate money to the 2008 program—that should tell everyone something.

A special thanks to Nickels Boat Works, Allen Boat Company, North Sails, Vermont Sailing Partners, and Quantum Sails for providing two new boats and sails. There are just too many folks that have donated in one form or another to list them all right here, but don't worry, as you all will be listed in an issue of Flashes and the yearbook.

For more information on the Boat Grant Program, how to make a donation and this year's recipients, please visit this site:

http://www.lightningclass.org/Boat_Grant/about.htm.

See you on the water.



President's Column

Steven Davis

SPRING HAS SPRUNG!!!

It is the time to get your boat out of storage, clean out the leaves and dirt, wash out the salt (if you were at the Circuit) and sail, sail, sail! Here in Denver, while waiting for the Democratic National Convention, the ski resorts are closing up and sailboat racing is already happening. We get good winds in the spring, and I have already seen people swimming in the chilly water, boats with busted spars, ripped sails and capsizes (my boat!).

JOIN THE ILCA NOW!

2008 promises to be an exceptional year for the International Lightning Class. Don't miss the action. In North America, Class memberships are running ahead of last year, as sailors prepare for the District Championships, the North American Championship in Newport, RI and the 70th Anniversary Regatta at Skaneateles, New York.

DID YOU KNOW?

The ILCA Nominating Committee (Carter Utzig, Paco Sola, Bill Faude) are looking for a few good (wo)men. Contact one of these Past Presidents, the Class Office or myself if you have an interest in being involved in the ILCA. It can be a lot of fun.

DID YOU KNOW?

ISAF controls the "International" and "World Championship" designation and mandates that each Class must have a certain number of countries represented. I don't know if it is a moon cycle or great Class management or the declining value of the dollar or the high price of oil,



but there are a lot of Lightning boats going overseas. The Chileans purchased four boats last month and are looking for four more. The Finns are taking delivery of four boats. The ILCA has been shipping sails to Greece for a sailing school, and the interest in Lightnings has increased, and they are concerned about not having enough boats. New boats have been shipped to Brazil and Ecuador. Of course, the Nigerians are always buying more boats! The International Class is looking good.

DID YOU KNOW?

ILCA owns three Lightning boats. They are used in the Boat Grant Program, which is one of the more exciting projects to attract new sailors to the Lightning Class. The selected teams are taking possession of their boats, and all of us need to congratulate these sailors and welcome them to the Lightning family. Thank you to Allen Boat Company and Nickels Boat Works for donating the use of boats, North Sails, Quantum Sails and Vermont

Sailing Partners for donating the use of sails and everyone who has contributed boats, covers, sails and cash to this Program.

DID YOU KNOW?

Mount Gay Rum is a sponsor of the 70th Anniversary Regatta! Over 75 boats have already signed up to attend, and the ILCA Secretary and 2008 St. Petersburg Winter Champion Brian Hayes Sr. have organized an interesting Lightning lab program for Friday. Come and join the fun!

See you on the water.

70th Anniversary Lightning Regatta – July 4-6, 2008

The big reunion celebration is just around the corner and we're sure every Lightning sailor is looking forward to a great time. Here is an update.

Thursday, July 3. Why not come a day early? We'll open the registration desk at noon. The evening of July 3 is Skaneateles's traditional "Lighting of the Lake" festival where many of the homes along the waterfront display flares. It's quite a sight! A big bonus will be the Club sponsored fireworks display on the waterfront, along with a waterfront party. Naturally, you are invited to join the festivities. Food and drink will be available until late hours. Jumpin' Joe Whiting will provide the music. The Club has set the event up so that cash is accepted. We need to know if you plan to arrive on Thursday and want to camp out.

Friday, July 4. The registration desk will be open at 8:00 AM. A portion of the Club will be opened up Friday (through Sunday) for use by those attending the Regatta. Most important...this includes shower facilities. A cash lunch grill will be available under the tent. ILCA will conduct Lightning labs followed by refreshments. Friday night we'll have a barbeque (pre-purchased tickets you get at registration) under the tent with music provided by Dusty Pascal and Lorren Barrigar.

Saturday & Sunday, July 5 & 6. Continental breakfasts will be provided under the tent. We aim to get a total of three to five races in, depending on the weather. Sailors will receive pre-purchased box lunches on the water Saturday. There will be refreshments and a DJ following Saturday's races. On Saturday night there will be an Anniversary Buffet Dinner (pre-purchased tickets) with guest speakers. Music is by Bone & Doolittle. On Sunday the awards ceremony and a cash cookout will immediately follow the last race.

If equipment breaks or pieces fall off your boat en transit, we have a local sailboat shop, called, appropriately, The Sailboat Shop, that can help restore your boat and your confidence (www.shopthesailboatshop.com).

All the info on the Regatta will be on our website www.lightning70th.com. Please get your Registration Certificates in as soon as possible, and don't forget to check in at the registration desk when you arrive at the Club. We look forward to sharing our bountiful lake with you. Have a safe trip.

2008 BOAT GRANT PROGRAM

Following up on the “wildly successful” first year of the Lightning Boat Grant Program, the ILCA is proud to announce the nominees for the 2008 Program.

Ranging in age from early teens to late 20s, nineteen applications came in from North America, Greece, and Finland. Five teams have been granted fully rigged, insured, and race-ready Lightnings, while a sixth team was given a “developmental” grant boat.

“The Boat Grant Program has gained momentum,” said ILCA president Steve Davis. “Not only did Allen Boat Company and Nickels Boat Works both lend brand-new boats, we have new suits of sails from North Sails, Quantum Sails, and Vermont Sailing Partners. It goes to show how deeply committed the class—and its suppliers—are to fostering young teams.”

2008 BOAT GRANT RECIPIENTS



Nick Farina

Nick Farina grew up sailing on Lake Champlain in Vermont and moved to Boston for college. At Brandeis University, he was captain and skipper of the Varsity sailing team helping to qualify for 3 New England Championships. During the summers, Nick returned to Vermont where he was the head sailing instructor for the a junior program at the Mallets Bay Boat Club. It was at this time that Nick was introduced to Lightnings, sailing with fellow instructor and junior sailor, Bretton Gardner. Nick crewed for Bretton as well as other Vermont Lightning sailors for 5 years before moving to Colorado to pursue his PhD. in molecular biology at the University of Colorado at Boulder. Through the help of Steve Davis, Nick began sailing Lightnings in Denver bringing 3-4 women in his program down to Cherry Creek to learn to sail. At the end of this summer, Nick skippered his first NAs in San Diego with Mike Ledger and Ashley Jerman, winning the Presidents fleet. Unfortunately, the summer of 2007 did not end so well as he broke his neck. At 26, Nick is excited to test out his fortified neck and anticipates to a great season of sailing.

His team includes fellow Vermonter Elizabeth Henry-Hooker, 24, and 19-year-old Colorado native Reeve Dunn.

Elizabeth Henry-Hooker

Elizabeth also grew up in Vermont just north of Mallets Bay where she spent most of her 24 years enjoying beautiful Lake Champlain and the Green Mountains. However, it was not until she met Nick that took she full advantage of the water and learned how to sail. Elizabeth moved to Boulder in the fall of 2005 with Nick and has taken an avid interest in dinghy sailing. Over the last two summers, she raced Lightnings at Cherry Creek YC in Denver, learning all positions of the boat. Toward the end of this past summer, she was excited and confident enough to skipper in weekly fleet races. Elizabeth attended school in Vermont, and is currently finishing a degree in fine arts focusing on photography at the University of Colorado at Boulder. She plans on refining both her sailing skills and on water photography, especially since Lightnings look great under full sail.

Reeve Dunn

Reeve is a 19 year old sophomore mechanical engineer at Tufts University where he has sailed the last two years as skipper. Reeve grew up in Colorado and began sailing at the age of ten. After four years of recreational sailing Reeve began racing competitively in the Colorado area experiencing a myriad of dinghy boats. Through the persuasion and aide of Steve Davis, Reeve started sailing Lightnings in 2005 as part of a junior team in the Junior NAs in Milwaukee. He focused primarily on the Lightning and the FJ the following season, competing in both Junior and Open NAs as a skipper in San Diego, as well as competing at FJ nationals in San Francisco Bay. After that summer, Reeve joined the Tufts sailing team as a freshmen immediately improving all aspects of his sailing. This past summer he was a 420 coach at Pequot Yacht Club in Connecticut and competed again in the International FJ Nationals and Worlds where he and Ian McKenzie won both Junior and US fleet divisions at nationals. After sailing in Annapolis last august, Reeve is looking forward to the North American's this summer in Newport.

International Lightning Class Association

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2008 BOAT GRANT RECIPIENTS



Clinton Hayes

Clinton Hayes grew up in East Haddam, Connecticut. As a junior he sailed out of Pettipaug Yacht club on the Connecticut River and raced in the Eastern Connecticut Sailing Association. He started sailing Optis, attending all the major regattas throughout year. After Optis he raced 420s and Lasers. He attended the US Youth Champs twice, in 2004 sailing a 420, and in 2005 sailing a Laser. One of the major reasons why he applied for the Lightning Boat Grant is because he enjoyed sailing them so much at the Sears Cup finals in 2004 at Mallets Bay Yacht Club in Vermont.

Currently, Clinton is a sophomore, attending the University of Vermont and majoring in Biological Science. This fall he was the starting A Division boat as Vermont entered the national college rankings for the first time since 2001. In the summer Clinton sails on the Mumm 30 Kaizen and is a regular crew for them at big events, such as the Miami Grand Prix.

Clinton will sail with Tyler Baeder, 20, and Steve Widdis, 21.

Tyler Baeder

Tyler is from Cranston, Rhode Island. He is Junior Entrepreneurship major at The University of Vermont. Before becoming the B Division skipper Tyler began as a junior sailor at the Edgewood Yacht Club and learned to race at Greenwich Bay Sailing Association. With GBSA, Tyler successfully raced Optis in NBYA and ECSA. After Optis Tyler, and crew Austin Brown moved on to 420s and had even more success racing in NBYA, ECSA, and parts of Massachusetts. In 2005 when Tyler attended Youth Champs in Milwaukee, it was the furthest regatta he had ever traveled to. A major reason why Tyler applied for the lightening boat grant is to get a better understanding of the challenges and benefits of campaigning a boat. Tyler has had success racing close to home without any logistical effort. The lightening boat grant is an opportunity for Tyler to gain experience putting together a good regatta with the added responsibility of having to prepare for it.

Steve Widdis

Steve grew up sailing and racing at Tom's River Yacht Club in New Jersey. He is a junior at University of Vermont where he studies Mechanical Engineering. This spring he will be the fourth team racing boat for the 20th ranked Catamounts. When Steve isn't practicing on Lake Chaplain, he can be found skiing at Jay. During the summers he sails Vanguard 15s and is looking forward to a fun and competitive summer racing on the Lightning circuit. Last summer he had a lot of fun on Martha's Vineyard as the 420 race team coach at Edgartown Yacht Club, but is looking forward to living in Newport this summer.



Dan Perkins

Dan Perkins, age 19, born and raised in Niantic, Connecticut. Dan will be a sophomore at BU studying business finance and is on the BU sailing team. Dan started sailing at age seven, growing up through the NBYC sailing program. Dan went on to sail nationally in Optis and C420 including US Sailing Youth Championships the past two years. When not campaigning his C420 you can find Dan getting a ride on a Lightning or Atlantic in NBYC weekend series. Dan has enjoyed his C420 sailing experience so far and is looking forward in starting his next stage of his sailing education in the competitive Lightening Fleet.

Dan will sail with Tripp Cashell and Ben Greenfield, both 19.

Tripp Cashell

Tripp Cashell will be a sophomore studying engineering at Boston University and is on the BU sailing team. He attended high school at Tabor Academy; Tripp was the captain of the '07 Team Racing National Champs.

Tripp grew up sailing IODs, Bulls eyes, Optis, and 420s, at Fishers Island in Long Island Sound.

Ben Greenfield

Ben Greenfield, from Rhode Island, is currently a freshman pre-med student at Boston University and on the BU sailing team. Although new to Lightning's, Ben grew up sailing on Narragansett Bay, competing predominantly in 420s.

Since leaving junior sailing, Ben is still an avid regular competitor in the 420 class and also in the 505 and looks to further improve himself through the Lightning Class.

2008 BOAT GRANT RECIPIENTS



Will Brown

Will Brown, 20, a sophomore at Brown University majoring in Political Science and Economics and a member of the Brown University Sailing Team. He got his start sailing at age six at Barnegat Light YC in Long Beach Island, New Jersey. He raced optis nationally and internationally before moving onto 420s, Lasers and Lightnings. Will started sailing Lightnings in the BLYC summer series at age thirteen, winning the club championship at age fifteen. Will crewed in the Lightning Worlds in Chile and Greece and skippered in this year's North Americans.

Ben's team includes Ben Siegal, 21, and Leigh Kempton, 21.

Ben Siegal

Ben Siegal, 21, is a senior at Brown University concentrating in Business Economics. He was captain of the Brown University Sailing Team. He learned to sail and race in Optimists, 420s, and Lasers at the New Bedford Yacht Club. Recently, Ben has sailed extensively on J24s, as well as being part of the crew for regattas aboard various other keelboats.

Leigh Kempton

Leigh Kempton, 21, is a junior at Boston College majoring in Business Management with a double minor in general education and human development and is a member of the Boston College Sailing Team. She learned to sail an Opti from her father and as a part of the sailing program at Island Heights Yacht Club. She then went to Toms River Yacht Club to join the travel team there. She has raced optis and 420s boat nationally and internationally as a member of several U.S. World and European teams. She skippered a college nationals her sophomore year and also has run the Boston Marathon.



Justin Coplan

Justin Coplan, age twenty, is a fourth year student at Rochester Institute of Technology and part of the five year Computer Science BS program. His hometown sailing waters is the Hudson River. Out of Nyack Boat Club he has crewed on Gary Hurban's Lightning and actively his raced Laser. When he arrived at RIT he helped in the formation of the RIT sailing team. By the spring of 2006 RIT sailing had joined the Mid Atlantic Intercollegiate Sailing Association (MAISA), was actively practicing on Lake Ontario, and competing in collegiate regattas. As of the Fall 2007 season Justin was the captain of the RIT sailing team.

His teammates include high-school seniors, Ellen Turk and Fiona Gordon, both 17.

Ellen Turk

Ellen Turk, age seventeen, is a senior at Nyack High School. She lives a block away from Nyack Boat Club, where she has spent her summers sailing her Laser2, 420 and laser on the Hudson River since age eight. She began competitive youth racing at age 12 and since then has attended many regattas. She crewed on Joan Hurban's Lightning for one season and attended the 2007 Atlantic Coast Championship Lightning Regatta with her friend Avram Dorfman. She is an active member of the Laser2 fleet in Newport, RI where she is constantly introduced to many different high-intensity racing boats. She has applied to colleges and plans to major in the fine arts. A sailing team will be a key factor in her college choice.

Fiona Gordon

Fiona Gordon: Age 17, got her first taste of Lightning sailing at 14 crewing for the Hurbans and anyone else who needed a crew at her home club, Nyack Boat Club. She grew up sailing all over the east coast in everything from Optis, to Lasers, to Thistles and Lightnings. She is a senior in High School who looks forward to studying International Relations with a concentration in African Studies and sailing for her college team.



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Lightning Family News



Paco Sola introduces the newest edition to the family, Elisa. She was born on February 22 and is a pretty and well-behaved lady (so far!).

Just Launched



Jon, Stacy and Miles Guth

Jon and Stacy's first little new crew member, Miles. He joined them on June 21, 2007, and is now nine months old.

He will be going to Newport this summer to experience his first NAs!

International Lightning Class Association 70th Anniversary Regatta

Friday, July 4–Sunday, July 6, 2008



It all started in Skaneateles

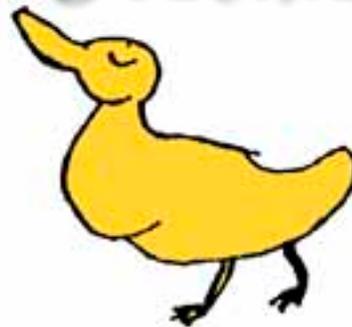
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EARLYBIRD REGATTA!



at Cedar Point Yacht Club
May 17th and 18th

Please join us for the CPYC EarlyBird Regatta. This is a fantastic joint regatta with the Flying Scot Class. In addition to some great racing, you won't want to miss the now epic Saturday Night Party with lots of great food, bar and live band!



But wait...that's not all! The North Sails One Design Team will be putting on a Friday Tuning Clinic with a pizza and beer de-brief. Plus, an on the water racing video with coaching tips after Saturday's racing. Come and listen to the experts from North, and get in on this unique opportunity!



For more complete regatta information, please contact Gianni Cuccio at 203-913-0332, or jcdparts@optonline.net

2008 California Circuit



Day 1—Day 2

Saturday, March 29, and Day 2, Sunday, March 30, we participated in the South Bay Series, sailing out of Coronado Yacht Club. South San Diego Bay, located just south of the Coronado Bridge, is one of the best places in the country to sail. The Coronado strand separates the Pacific Ocean and San Diego Bay. It has very little elevation so you get ocean wind but with flat water. Typically there are very few persistent shifts, with little 5-degree oscillations, providing for a great test of boat speed and tactics. You need to find and stay in the better pressure and position yourself so you can capitalize on the small shifts.

The Race Committee at Coronado Yacht Club did a great job of getting off five good windward/leeward races. The beats were nearly dead upwind with the downwind runs square enough that we never had a “stay-on-one-gybe” leg. There were no runaway races, and the top three to four boats usually finished within a few seconds of each other, with a couple “too close to call” beep-beep finishes.

Mike Poltorak managed to sail a consistent series with only 1st and 2nds. Followed by Scott Finkboner with Pete Bellin just behind in third. The yacht club provided green beer to keep us happy and a hearty soup to keep us satisfied. If you have never had an opportunity to sail in south bay, you owe it to yourself to put this one on the calendar for next year.



Day 3

Day 3 was the Marathon/Sail-Around from the Coronado Bridge to Mission Bay. Normally we have a crazy reaching start. This year, we broke tradition by having a starting line square to the wind with a short weather leg. After rounding the first mark, we had a very close reach to an offset mark about a half-mile up the main channel. Poltorak won the start and rounded the top mark in the lead. Tactically it was challenging because, on the one hand, you wanted to protect your wind by staying high but not get too close to the weather shore to have your wind blocked by anchored boats, buildings and trees. Scott Finkboner was able to take the lead by sailing high, and Pete Bellin was able to capture the number two spot by sailing low.

Don't you hate it when people roll over and under you at the same time? Kirk and Edna Johnson had moments of greatness, keeping their boat moving and held the number three spot solidly for a long while. While playing the ebbing tide and keeping out of the way of large Navy ships, the Lightning fleet continued to sail out around Point Loma. Poltorak and Finkboner traded leads a couple of times on the way out to Harbor Buoy #3. After rounding Mark #3, it was Finkboner that was able to take the number one spot, as he led the fleet up the coast and around the “great kelp beds” of San Diego on our way to Mission Bay.

We were fortunate this year to have the wind gods smiling on us, as we were able to carry spinnakers for much of the trek up the California coast. We had eight to ten knots of breeze out of the west to southwest the whole day. Though not official, I think we may have set a new Lightning time record by finishing and getting into Mission Bay in under four hours. Finkboner was able to finish first, with Poltorak about one minute behind. Bellin, and Brad Gruneberg (from Sheboygan) came in 3rd and 4th respectively. Brad and his crew couldn't help but smile, knowing that back home they were still getting fresh snow. Here they were racing in shorts and T-shirts, worrying about getting too much sun. We're glad you guys came, and hope you consider joining us again. Northrop, Johnson, Colantuono and Bull came in with smiles on their faces. It truly was a fantastic day and a marathon race to be remembered.



Day 4

On Tuesday, Day 4, we were in the Pacific Ocean—the same venue as the 2006 North Americans. We had 8–12 knots of breeze, small waves and a gentle swell. The race committee did a great job. At the first start, it was John and Jolene Northrop that timed the start perfectly. They started at the pin and crossed the whole fleet on port tack. I think the race committee had a little April fools mischief in them, because by the time we got to the weather mark, a HUGE forest of seaweed managed to park itself under above and around the mark. It added a bit of a challenge to navigate around it, but everyone had to deal with it equally, so it wasn't too much of an issue.

Pete Bellin was able to take a bullet in the first race, showing excellent downwind boat speed. Poltorak, with long time friend and crew Kory Smith, finished second, with Brad Gruneberg of the Sheboygan trio taking third. Finkboner took a couple of bullets in races two and three, with Poltorak taking a second and a third. Bellin, with a 1-4-2, was tied for the lead with Poltorak for the day. Finkboner was only one point back. On shore, it definitely was Finkboner that won the party. As is the tradition, Scott made his famous Mahi-Mahi dinner and “man, was it good.”

Skipper	CYC Series	Marathon	MBYC Series	Total
Mike Poltorak	2-1-1-2-1	2	2-2-(3)-2-1-1	17
Scott Finkboner	1-3-2-1-4	1	(6)-1-1-4-3-2	23
Pete Bellin	4-2-3-3-2	3	1-(4)-2-1-2-3	26
Kirk Johnson	3-5-4-4-3	6	5-3-6-3-4-(7)	46
Brad Gruneberg	5-4-5-6-5	4	3-5-4-(7)-7-4	52
John Northrop	6-6-6-5-7	5	4-(7)-7-5-6-5	62
Dale Bull	7-7-7-7-6	8	(7)-6-5-6-5-6	70
Peter Colantuono	DNC	7	DNC	



Cesar Romero, Brenna Barenger and Mike Poltorak

Day 5

Day 5 brought us into Mission Bay. For all you lake sailors out there, Mission Bay is a medium size pond with light and variable winds with flat water. After the first race, it was Pete Bellin taking the bullet, and it was looking like he was going to win the Mission Bay Series. The whole day it was Poltorak, Finkboner and Bellin trading off the lead in tight races. Going into the last leeward mark, rounding it was Pete Bellin in the lead in a finishing position that would have won him the series...but due to a navigational error, Pete went to the start line thinking he was finishing. When Finkboner and Poltorak rounded the Leeward mark to head upwind to finish, I could imagine the expletives that surely were being shared on Pete's boat. Pete ended up third in the race, putting him second in the series. Poltorak was able to sneak by Finkboner by ducking him on the port tack lay line on the way to the finish. Poltorak won the race and the series, but certainly owed Pete a beverage or two for his misfortune.

The Mission Bay Lightning fleet did a great job working together to put on this special event. If you haven't done the California Lightning Circuit before, you owe it to yourself to consider coming out next year. We had great weather, great fun, and great racing.



Dale Bull Regatta Chair, with Mike Poltorak



Dale Bull, Mike Poltorak, Rose Eberhard, Scot Citrin



#1

Our thanks to Mayo Snyder for forwarding this photo of #1. He explains that this picture was taken the first day she sailed on Skaneateles Lake in 1938. Her first owner was E. Gordon Cronk. In the boat standing is Rod Stevens, the brother of Olin Stevens. Hidden behind Rod is C. Lindsey Nicholson, a founder and the first Lightning Class President 1940–41. Seated aft are George R. Barnes and his sister Helen Jewell. He notes that the Skaneateles Boat Company, run by John and George Barnes, built several thousand wooden Lightnings in the 30s and 40s. Mayo reports that Fleet No 1 is “pretty much inactive” but that there are many Lightnings up and down the lake and that sailors from the local community are turning out in support of the 70th Anniversary regatta on July 4–6.



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Lightning Strikes on Frozen Pond

Matt Struble—US183

I have been sailing, racing sailboats my entire life. I grew up in Bay City Michigan where sailing was an attraction I could not live without. Sailing is what I enjoy more than anything, and I mean being on the water and figuring out how to make the wind give me more. But with most activities, when there is more

than one, there is a race. Racing is a great way to test your skills and validate your training.

My summer time sailing activity is split between Lightning sailing at Pontiac Yacht Club and A class catamaran racing with the Catamaran Racing Association of Michigan. When the fall season approaches the Great Lakes, most sailors are dreaming of heading south or looking forward to spring. I keep it simple, stay home in Wixom, Michigan, gear up the DN iceboat program and continue sailing on our home waters.

Michigan has proven to be a powerhouse in the ice boating world. Being that the DN class was created here in Detroit, it stands to reason we would have the greatest history with the sport. My goal has been to carry on the tradition that has been set forth and to raise the bar higher in the class.

The last two years in the DN class have been like a storybook for me. 2007 the World Championships would be contested in Menomonee, Michigan, on Green Bay. The conditions were spectacular, with miles of thick black, snow free ice. The racecourses are typically one mile long and require three laps windward to leeward. I won the 2007 Worlds and North Americans that year and that validated a lot of hard work and planning. I could sail off into the sunset a very happy man, but as usual I wanted more.

The 2008 Championship season started off with the North Americans on Lake Pepin, Minnesota. The conditions were challenging, with big breeze, bumpy ice and some snow. My program was strong and I won six of the seven races. In the DN class the World Championship is an alternating regatta between Europe and North America. So it was time to put together a European program to try and keep the Gold Cup. As anything, traveling and trying to transport a full race program is very difficult. I could not bring everything I own, but would have to make a very selective choice. I could not have done it with out some help from some great people and companies. North Sails, Composite Concepts, Nissan, Greg Smith, Joreg Bohn, just to name a few. The 2008 Worlds are scheduled for Poland; I fly into Northern Germany and learn there is no ice in Poland. It is to warm. OK, where do we go now. Sweden, Finland, and the Czech Republic are all options. The race organizers select the Czech Republic. The migration of two hundred DN sailors across Europe begins. This was going to be the highest level of competition the class has ever seen. Four fleets of fifty boats—that is quite a sight. I felt good on the practice day, but being new, this was the ultimate test in



patience. Lake Lipno in the Czech is a mountain lake with shifty winds and a narrow race course.

The first race was most impressive, with the Americans finishing 1,2,3,5, and 6. That quickly ended as two of our fast guys were taken out in collisions. I would stay out of trouble and use my boat speed to stay in the top seven for all seven races. I had won the Worlds for a second time in a row with out winning

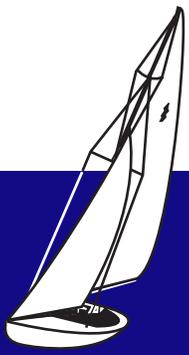
a single race. It was a very stressful regatta, and I was glad it was over. The Americans showed what a celebration party was all about that night.

The next morning the European Championships were to begin. I had just accomplished something that seemed impossible; I was content with the Worlds and figured it would be impossible to win the Europeans. After the first day of racing, I was in third place by a few points. Perfect, I was going to be happy finishing there, and I was feeling that night of parting also. That night I was in bed early and awoke a new person; I was ready for racing and feeling good. My brain worked again. I was sailing well and working my way to the front of the other two boats. Winning a race in the process, that feels very good, seeing that checkered flag. When the dust settled, I had won the Europeans, Worlds, and the North American Championships in a single year. I guess the impossible can happen.

What a great year of sailing with some great friends. The Lighting cover is coming off and the A cat is coming out of the garage. Until next winter, I will have some fun in the warm.



Cass Lake



Classic Lightning

Craig Thayer — thayer@a-znet.com

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

Bob Astrove — astrove@hotmail.com

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

(reprinted from the 1964 ILCA Yearbook)

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.

1960 -1963 **The International Era**

By Honorary Commodore Martin J. O'Meara, Jr.

Chronicled elsewhere is the story of the Lightning from blueprint to blue water and of its amazing growth and expansion. The period to be covered here is that of September 1960 through September 1963... the INTERNATIONAL ERA.

First let us examine the stature of the Lightning Class circa 1960. The LCA was then some 20 years old but more experienced than its years would indicate. The Association encompassed more than 7,000 registered boats, over 300 Fleets, 19 U.S. Districts plus vigorous District organizations in Argentina, Brazil, Canada, Finland, Greece, Italy, Peru and Switzerland. The Class published a monthly news bulletin, "Flashes", an annual 200-plus page Year Book, annual motion picture films of its major regatta with sound and in color, had an annual budget of over \$25,000, and maintained a permanent office with a full time Executive Secretary. The LCA library boasted a comprehensive Constitution and By-Laws, detailed Specifications and blueprints, complete Instructions to Race Committees and Rules Governing Championship Regattas.

It is a fact that many other Classes have modeled their basic documents after this fine literature. Years before, the Association had been forced to discontinue direct qualification from Fleet to International Championship. Now the progression was from Fleet eliminations to District eliminations. In turn, each District was permitted to send one boat for each 25 dues-paid boats in the District. The top qualifiers based upon District results sailed in the Championship flight. The secondary qualifiers raced in a consolation series known as the President's Cup. In spite of the rigid qualifying quotas, we were experiencing fleets of over 50 boats

in the Championship flight—too many for ideal racing conditions. A new system was inaugurated at the 1960 International Championship at Tawas Bay, Michigan. District quotas were formulated so that approximately 100 boats would attend this regatta. These 100 were divided into 3 flights and sailed a three-race elimination series. The boats within the three flights were "mixed" after each race according to a previously determined formula. The top 30 boats based upon the scores of the eliminations became the Championship Division. The remainder of the boats, according to their scores, were divided into two groups the President's Cup and the Governor's Cup series. All flights then sailed a five-race series with no dropped races allowed. This system proved successful and was adopted by acclaim.

During the 50's, the overseas Fleets and Districts had developed into mature organizations. Each District conducted its own affairs and held an annual Championship. The Districts in Europe and South America had organized and conducted each year the European Championship and the South American Championship. Meanwhile our "International Championships" were mostly North American in complexion. Therefore, the Board of Governors' decided to discontinue the Internationals and establish in its place an annual North American Championship and to create a World's Championship. The first North American Championship was held at San Diego, California in August 1961. The First World's Championship was held at the Milford Yacht Club, Milford, Connecticut, U.S.A. in September 1961. The First World's Championship had 34 entrants representing 11 countries: Argentina, Brazil, Canada, Chile, Colombia, Ecuador, Finland, Greece, Peru, Uruguay and the U.S.A. Thomas Allen, U.S.A., placed first with Jorge Salas-Chaves of Argentina second and Erik Schmidt of Brazil third. The II World's Championship took place at Lima, Peru, in December 1963 and is reported in detail elsewhere in this book.

The institution of these two new Championship precipitated the need to rephrase the By-Laws and Rules Governing Championship Regattas. This work was completed and published. Therefore, coupled with recently updated Constitution and Race Instructions, this meant that all of our basic Class documents were current and effective. Another important document that was compiled and published during this period was the "How to Build a Lightning" booklet, a 28-page detailed and illustrated guide for the home builder.

In addition to the annual District, Regional, Continental and the biennial World's Championships, there are many important ("open" regattas conducted that require no prior qualification. Major among these are the annual ("Frostbite Regatta" sponsored by the United States Marine Corps at Quantico, Virginia, which is in its eleventh year and draws 90 to 100 boats each October and the famous "Southern Circuit." The Southern Circuit consists of regattas conducted at Savannah, Georgia, St. Petersburg, Florida and Miami, Florida, scheduled within a two-week period late each February. Focal point of the Circuit is the 5-race Mid-Winter Championship at St. Petersburg.

The 1964 Mid-Winter Championship will be the seventeenth consecutive year that this popular event will be hosted by our good friends at St. Petersburg. Currently the Southern Circuit draws about 60 boats.

The credentials of the LCA were presented to the International Yacht Racing Union for review and study for International recognition late in 1959. The LCA was found to exceed all Class qualifications. However, the Small Boat Technical Committee was reluctant to accept our table of tolerances (hull) feeling that there were a few places where the tolerances were broader than need be. The LCA Measurement Committee entered into most careful analysis and study. After several years of research and exchanges with the Small Boat Technical Committee, a mutually satisfactory table was arrived at in 1963. Thereupon, the International Yacht Racing Union conferred International status on the Lightning Class effective 1963. LCA then became the International Lightning Class Association.

The early 60's saw the emergence of Lightning activity in many new areas of the world. The substantial increase in South America resulted in the formation of District organizations in Bolivia, Chile, Colombia, Ecuador and Uruguay. Largely through the efforts of John Linacre and Ken Ross, District status was awarded to Australia.

In a one-design Class such as the Lightning the Specifications prohibit altering the shape of the hull and rig or its construction, but give reasonable latitude for owners to try new or different fittings, and hardware. Significant of this are the now widely accepted cam-action jam cleats, brummel hooks, braided sheets, and "trap door" bailers. We are now witnessing the popu-

larization of the use of drum type boom vang (boom jacks) replacing the block and tackle type, and exaggerated roach in the foot of jibs. One sees more acceptance of tubes replacing sheaves, and the practice of trimming the spinnaker below the deck by installing a thru-deck sheave aft. Many owners are buying mainsails cut for a bent spar and controlling the draft by adjustment of the mast's curvature. (The Lightning mast must be built so that the after side is a straight line. The mast is so supported that adjustments of the, stays, mast step, and mast partner blocks will bend the mast in a fore-aft plane. However, no adjustment of mast curvature is permitted while racing.) The theory advanced here is that by bending the mast, thus altering the draft of the sail, one can match the shape of the sail to the wind-sea conditions more effectively, increasing the range through which the sail is most efficient. Of course, more in use are the epoxy paints and resins. We note with satisfaction a wider acceptance of fiberglass hulls which are being built by several very fine firms. More crews are using the weather spinnaker drop in moderate to heavy air. Long Island Sound Juniors have perfected a spectacular "flying" spinnaker set, wherein one crew runs forward with the spinnaker in his arms and throws it skyward as the skipper and other crew madly hoist and trim.

As builders busy themselves laying the keels of boats that number in the 9000's, I think back to the first Lightnings sailed and raced in the early '40's. While it is true that materials and fittings have changed, the Lightning remains unaltered...a 19' sloop, built in the tradition of fine seaworthy displacement yachts, equally at home taking the family daysailing or being raced full out in a 30 knot breeze by an Olympic quality crew. What sailing man could ask for anything more!!!

INTERNATIONAL LIGHTNING CLASS
ASSOCIATION STATISTICS
(1 January 1964)

Registered Boats	9000
Chartered Fleets	368
International Recognition.....	1963
Pan-American Games	1963
Annual Budget	\$35,000 U.S.

REIGNING CHAMPIONS

World	Thomas G. Allen III, U.S.A.
Pan-American.....	Thomas G. Allen III, U.S.A.
European	Stelios Bonas, Greece
South American.....	Alberto Migone, Argentina
North American	Carl Eichenlaub, California

Editor's Note: The preceding History deals with the Lightning Class in more or less general terms. It was felt that a more detailed story of the Lightning in various areas other than North America would be of interest and would provide information not generally known. Therefore every effort was made to contact individuals in these areas to obtain firsthand facts. This information will be published in the next Flashes.



Coach's Corner

Lightning Crew Middle Position

I asked three outstanding Lightning crewmen, who just finished sailing the Southern Circuit, to answer five questions, about the role they play as Middle Crew on the Lightning. Dave Perkowski sails with Allan Terhune, Jay Mueller sails a lot with Ched Proctor but crewed for Brian Hayes in the '08 Southern Circuit, and Dan Moriarty, who crewed with Matt Burrige when he won the NAs, is often a skipper on his own, occasionally a crew for his wife Toby.

1) *Talk about your job balancing the boat—heel, pitch and yaw.*

Jay Mueller: On balancing the boat, it varies between who is actually driving the boat. Someone like Ched likes to keep a constant angle of heel, even when puffy, so weight adjustment is critical. Ched also likes to keep the chine just out of the water to be able to drive through waves better. Brian however, likes to do most of the balancing himself (he is a big bear!), and when he cannot handle it, I press up or down to keep the heel constant. Someone like Josh Goldman will have to sail a little flatter than normal because he will almost fight the helm under load. This way he can utilize his crew weight to flatten and keep him from pinching or reaching.

Dave Perkowski: I think the biggest thing for both the middle person and bowman/woman is the use of their hips in the medium 6–12 stuff. Too many crews are either all the way in or all the way out. In college we used to tell crews, “arm, torso, hips, butt, up” until they were all way up on the rail. The crews eventually grow to know their Skippers preference down to a few degrees of how much heel they prefer at least upwind.

Downwind in the breeze, in order to catch each and every wave you can, at least have the middle man as far back as possible. There are times I feel as if I'm in Allan's lap trimming the chute. It is not the time to be timid, as downwind gains are usually bigger than upwind gains any day of the week. If the middle crew is more out of breath at the leeward mark than they are at the windward mark, I believe they're doing something right.

Dan Moriarty: As middle crew, or any crew position, it is very important to be in tune with boat trim (heel, or fore and aft trim); this is one huge contributor to boat speed. Keep the boat with the proper trim by moving your body weight smoothly so as not to rock the boat but to keep a steady boat trim that as a team you have identified as what you want for the wind and wave condition.

2) *What role do you play during the starting sequence, particularly the final minute?*

Dan: In the final minute I make sure the Skipper knows the time, every ten seconds from one minute to thirty seconds, then every five seconds, then count down the last ten seconds. I also help the Skipper with traffic, mostly the boats to weather of us, but also boats on port that may try to tack in your hole below. I also try to communicate how far off the line we are. Then help with boat speed build up, hiking the boat hard while trying to get to top speed for the gun.

Jay: If I am doing forward crew, I keep about ten line sights in mind to make sure we are on the line at the start and keep the Skipper well informed. I am also the throttle with the jib sheets, so keeping close to the line is almost important as keeping water moving under the boat. If I am doing the middle position, I pay attention to the boats around us at the start and make sure nobody tries to take the hole we are creating. I also will keep an eye on the time and read it out loud every ten seconds before one minute then every five seconds and a countdown from ten.

Dave: Usually I'm the one calling out time throughout the whole sequence, while Katie is messing with controls. During the last minute, I'm usually watching for the “late comers” who end up taking the “rudder overlap” approach and protecting our hole. A loud yell signifies a “conscience check” and who really wants to be that guy? Also staying to leeward and giving the boat a bit of leeward heel is a lot more beneficial, as the skipper will feel more in control of the tiller. I think this would help for a more inexperienced Skipper as well.

3) *Which controls do you adjust, how does this vary between Skippers?*

Dave: I like to say that I adjust my hiking straps and the hiking line (sissy strap). With Allan, he's in charge of controls. Maybe a few years ago I would have done some adjusting, but now, being a sailmaker is his main job, every adjustments behind the centerboard trunk is made by him, with the exception of the chute trim and having my hand on the centerboard uphaul when we're in Savannah.

Jay: If I am doing the forward position, I am adjusting cloth and wire constantly with Ched (not so much with Brian). I also adjust the jib leads if the breeze is up or down. Downwind I adjust all the usual things (vang, cunningham, outhaul, etc, etc) depending on velocity. My dad never liked to

ease the outhaul downwind because it, in his mind, reduces projected area and also makes the top batten hook to weather too much for his liking. When I am in middle position, I do like to help out with the drivers controls as much as I can so he can concentrate only on driving. This involves fine tune backstay, cunningham, traveler, and center-board. This would be the case for most Skippers out there, so whatever their preference is, I do it!

Dan: Helping with control lines can vary between Skippers. Mostly you need to build the Skipper's trust that you know what to do when, like never get caught with the backstay on hard or the traveler down and not be hiking as hard as you can. Skippers will not like that. At a leeward mark rounding if the Spinnaker is doused and stowed I sometime help sheet in the main for the Skipper if he or she wants help with it. After that, while hiking, if need be, you can take the slack out of the backstay and put a touch of cunningham on.

4) How much time do you spend helping with maintenance and preparation of the boat?

Dan: This varies with Skippers, some like to do everything themselves. At any event, I always help with anything the Skipper asks. I make sure I am at the boat or at breakfast a few minutes early. Never stress a skipper out early in the day!

Jay: When I sail with someone, I am just happy to be sailing rather than working at the sail loft on my knees. I will help 100% with boat prep and maintenance because it also eases the Skipper's mind if he doesn't have to do all the crappy stuff to keep the boat looking nice.

Dave: Again Allan is the one who tweaks everything on the rigging weeks before the regatta. I'm the same way. If it is my boat, everything is ready to go before getting to parking lot. Once we're in the "pits," Katie and I are usually in charge of cleaning and waxing; we all unpack the boat and all step the mast, but Allan is the one who sets the rig every time.

5) Would your preference be for the front crew to jibe the pole on the deck or in the boat, why?

Jay: I personally jibe the pole from in the boat. The main reason is that I fell off the boat when I was a kid sailing with my grandfather, and ever since I jibe inside. I also feel putting my weight on the bow brings the stern too far out of the water during the jibe. I also feel like I can roll the boat a little harder from inside. Here is a quick rundown of how I do it.

- Check behind to see if there is a clear jibing lane.
- Release windward twing line.
- Disconnect pole from mast and sheet.
- Roll the boat hard.
- Throw the boom over (if it isn't already).
- Connect pole to new guy and mast.
- Pull twing down to the deck.
- Jump to leeward.

Dave: I really don't have a preference. I believe Katie goes on the deck, but to be honest, there's only one thing I concentrate on during a jibe. As soon as she releases the windward twig, the slack is already brought in in order to start pulling the chute around but still keep it full. If you hear the twing running out of the block, you're too late. That one move helped me immensely when we first started out. Too many crews let the chute inch forwards, and then it all goes to hell.

I guess if it's blowing, have the crew stay in the boat, but I think Katie rounds the mast even when it blows 30. She or he better be an agile crew for that. If it's pretty light, I guess staying in the boat would be more beneficial, but as a middleman, I rarely take my eyes off the chute. And to be honest, I feel like I've forgotten how to sail downwind because if the luff isn't curling, Allan is yelling and that means you can never take your eyes off it. Middlemen do not look around. You are married to the luff.

Hope that helps a little. It's just how we do it, there's a hundred ways. I think input from Linton's team would be cool because his setup has the middleman doing all the adjusting while Jeff concentrates on driving. That I do believe is a better system if you're middleman is good enough.

Dan: I am old school on this one. I like on the deck. I think it is quicker, smoother and for rolling the boat through the gybe, it helps.

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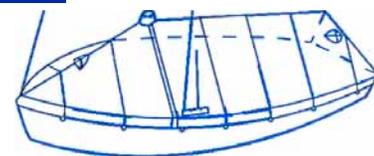
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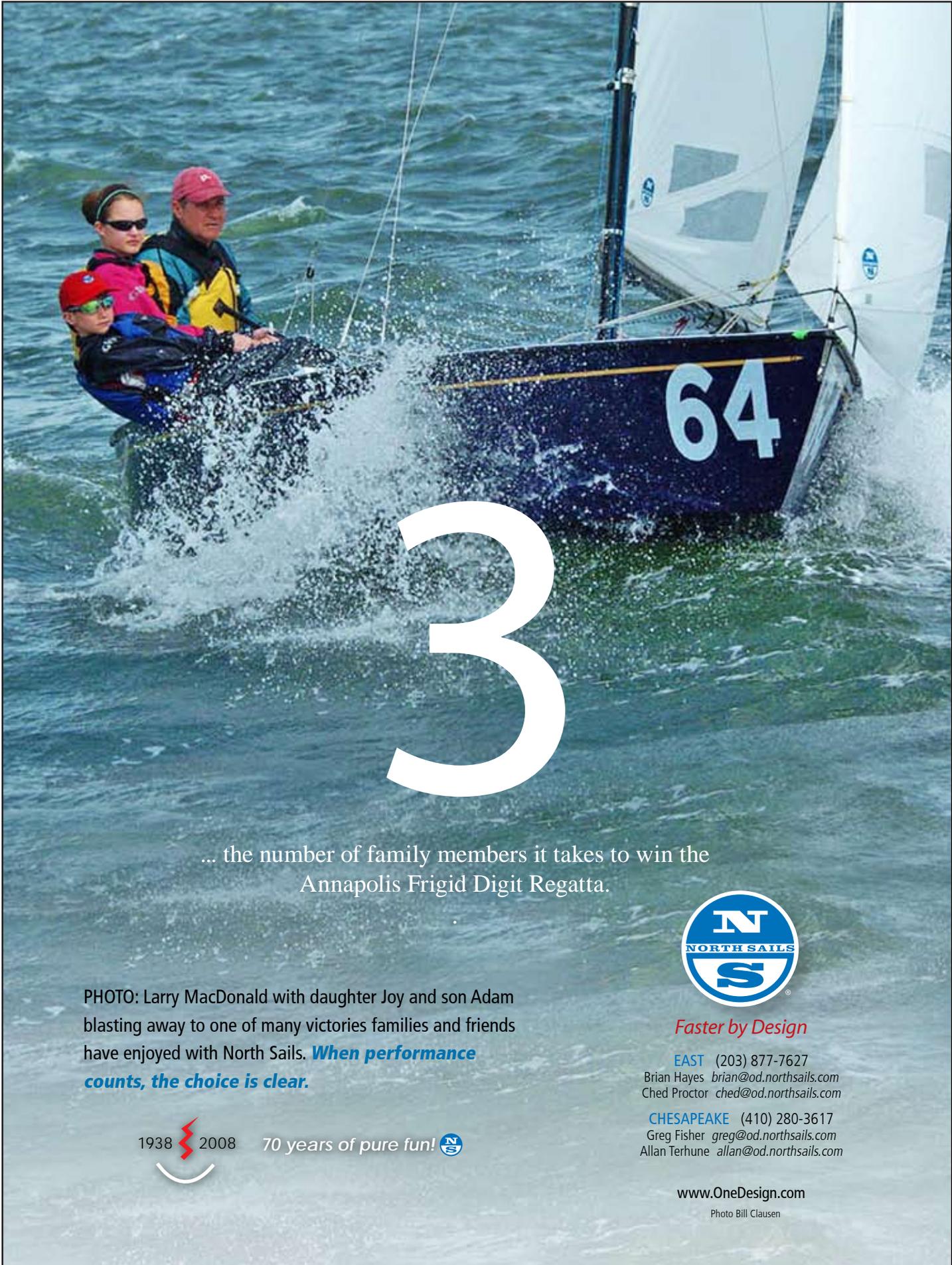
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Notice of Race

1 Rules

- 1.1 The Regatta is organized under the authority of the International Lightning Class Association and has been sanctioned in accordance with their bylaws.
- 1.2 The Regatta will be governed by the rules as defined in the Racing Rules of Sailing and by the Rules Governing All Sanctioned Lightning Class Championships.
- 1.3 This Regatta is designated Category C in accordance with ISAF regulation 20, restricted as follows: Advertising on hull only.
- 1.4 The following Racing rules will be changed and will appear in full in the sailing instructions.
 - 1.4.1 Rule 42.3(c) to allow certain types of pumping in accordance with the class rules.
 - 1.4.2 Rule 44.2 to allow a one turns penalty vs. a two turns penalty if the spinnaker is drawing at the time of the infringement and if the spinnaker is subsequently reset, in accordance with the class rules.
 - 1.4.3 Appendix A to allow for different points for boats receiving "letter" scores, in accordance with the class rules.
 - 1.4.4 RRS 60.1(b), 63.1, 63.6. and 66 will be changed in the Sailing Instructions to permit Protest Arbitration.
 - 1.4.5 Article VIII, paragraph 3, second sentence of the Class Rules will be changed to read: "A boat not finishing within a time limit of 30 minutes after the first finisher sails the course and finishes will be scored the number of boats that finished within the time limit plus 1."

2 Eligibility and Entry

- 2.1 Eligibility for entry shall be in accordance with Articles V, VI and XII of the Class Rules. Each U.S. and Canadian entry shall qualify for participation in the North American Championship by sailing in their respective District Championship Regatta. The Quota for each District will be as follows:
 - 2.1.1 The Quota for the North American Championship will be as determined by the ILCA executive committee.
 - 2.1.2 The Connecticut/Rhode Island will have a double quota.
 - 2.1.3 Each District shall be allocated one additional boat in the North American Championship for every three boats from that District that sailed in the Blue Fleet in the 2007 North American Championship.
 - 2.1.4 In addition, members of the Executive Committee, the Vice President of the North American Championship, the 2007 North American Champion and the 2007 World Champion need not qualify to sail in the 2008 North American Championship. The Executive Committee may permit up to ten (10) skippers from outside North America to compete; one or more skippers not previously qualified through their District may, as determined by the Executive Committee qualify from each of the Women's, Master's and Juniors 2008 North American Championship Regatta.
 - 2.1.5 This regatta is the sole qualification event for USA participants for the 2009 World Championship. All slots for USA competitors will be assessed through finishing positions of USA competitors and in compliance with the ILCA Rules Governing All Lightning Class World Championships; Article V.
- 2.2 A completed entry form accompanied with the entry fee must be postmarked on or before July 25th, 2008 for the Championship. The entry fee is \$450 USD provided the entry form is postmarked on or before 25 July. Late entries will be accepted until 1400 Friday, August 8th with a late entry penalty of \$50.00 USD.
- 2.3 Entries must be mailed to:

ILCA Executive Secretary
Jan Davis
7625 South Yampa St.
Centennial, CO 80016 USA

3 Registration

- 3.1 Registration and measurement will be held from 1200 to 1800 on August 7th, and from 0800 to 1600 on August 8th. At registration each competitor will be required to sign a waiver for loss, damage or injury to persons or property incurred in conjunction with the regatta on the property of Sail Newport or the New York Yacht Club or on the water, or during participation in any individual race of the regatta, or from the actions of the ILCA, its officers, the protest committee, the race management team and any sponsors of the Regatta and their members, officers, governors and agents from liability for such damage or injury.

4 Measurement

- 4.1 Every effort will be made by the Chief Measurer and the Measurement Team to make the Measurement and Inspection process efficient. Competitors, by understanding the measurement requirements, and by complying with the advice given below will contribute to the efficiency of the process.
- 4.2 Boats must hold and present a valid Measurement Certificate, and must display a current membership decal. Boats, sails, spare sails and equipment will be measured and inspected in accordance with Article VI of the Class Rules.
- 4.3 In particular, competitors are advised that the Measurement and Inspection process for 2008 may include a check for foam in masts, as specified in Article 54 of the Lightning Plans and Specifications, as follows: "Aluminum masts shall be filled with foam from the spreaders to the top of the mast."
- 4.4 A maximum of one (1) main, two (2) jibs and two (2) spinnakers will be measured and approved for the regatta. All sails shall have Official Royalty Labels. Mainsail and spinnaker numbers shall be the same. All safety gear as specified by the Lightning Class Rules shall be available for inspection by the measurement team at the time of measurement. Please have the required gear available and with the boat prior to beginning the measurement process.
- 4.5 Competitors are advised that the Chief Measurer may make spot measurements, and inspections of required equipment during the Championship.
- 4.6 Boats which have been measured in connection with their participation in the 2008 Women's Juniors' Masters' North American Championship Events (at Newport and the Ida Lewis Yacht Club, August 4-7th) will have completed the measurement process for the 2008 North American Championship, subject to the further provisions relating to spot measurements and inspections as specified above.

5 Boat Storage

- 5.1 All boats must be at the regatta site by 1200 hrs on August 8th, and remain there for the duration of the regatta except by written permission from the Principle Race Officer (PRO).
- 5.2 Skippers will be permitted to drysail their boats daily.

6 Qualifying Series and Final Series

- 6.1 The regatta will consist of a qualifying series and a final series.

7 Schedule

7.1 Planned Schedule

Thu. 7-Aug-2008	1200-1800	Registration & Measurement
Fri. 8-Aug-2008	0800-1600	Registration & Measurement
	1800	Skipper's Meeting
Sat. 9-Aug-2008	1000	Qualifying Series-Warning Signal 1st race of the day
Sun. 10-Aug-2008	1000	Qualifying Series-Warning Signal 1st race of the day
	1800	North American's Opening Ceremony
Mon. 11-Aug-2008	1100	Final Series- (Championship, President's Cup, Governor's Cup)- Warning Signal 1st race of the day
Tue. 12-Aug-2008	1100	Final Series-Warning Signal 1st race of the day
Wed. 13-Aug-2008	1100	Final Series-Warning Signal 1st race of the day
	1800	Awards Banquet and Cocktail Party

7.2 No starting sequence will begin after 1600 hrs. Wed, 13 August 2008.

7.3 The schedule may be adjusted by the Race Committee in the sole determination of the PRO.

8 Sailing Instructions

- 8.1 The Sailing Instructions will be available at registration.

9 Venue

- 9.1 Racing will be held on Narragansett Bay or adjacent waters.

10 Courses

- 10.1 The courses will be windward - leeward with 0.75 to 2.0 nm weather leg lengths depending upon the weather.

11 Scoring

- 11.1 Scoring will be in accordance with the low point scoring system as described in Article VIII paragraph 4 & 5 of the Class Rules.
- 11.2 In the qualifications series there will be one throw-out only if 4 races are completed.
- 11.3 In the championship series there will be one throw-out only if 6 races are completed.

12 Support Boats

- 12.1 Team leaders, coaches, and other support personnel shall stay outside the racing area (defined as 100 meters outside the lay lines of the course including the start area) from the start of the first race to the finish of the

last race of the regatta unless otherwise designated in the Sailing Instructions.

- 12.2 Individual competitors may not use a support boat at any time during the regatta except as provided by the Organizing Authority.
- 12.3 The penalty for failing to comply with this requirement may be the disqualification of all yachts associated with the infringing support personnel.

13 Trophies

- 13.1 Trophies will be awarded to the top place skippers and crews in each of the Championship Series, President's Cup and Governor's Cup.
- 13.2 Perpetual Trophies will be awarded to the North American Champion and Runner-Up.
- 13.3 The Tom Fallon Trophy will be awarded to the last boat to qualify for the Championship Series.
- 13.4 The Swanson trophy will be awarded to the highest scoring woman in the North American Championship.
- 13.5 The Thomas McDermott Trophy will be awarded to the skipper who improves the most in position in the Qualifying Series, (2007 vs. 2008).
- 13.6 The Thermis Trophy will be awarded to the highest placing skipper who is sailing in the Championship division for the first time.
- 13.7 The Elfman Trophy will be awarded to the highest placing Master skipper in the Championship who also skippered in the North American Masters' Championship.

14 Disclaimer of Liability

- 14.1 Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The International Lightning Class Association, the New York yacht Club, Sail Newport will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

15 Further Information

ILCA

International Lightning Class Association
7626 South Yampa St.
Centennial, CO 80016 USA
office@lightningclass.org

REGATTA ORGANIZERS

Wendy Lotz – Regatta Chair
203.253.5827
wlotz@aol.com

Randall Shore
401.849.7700 T 401.829.7451m
rshore@quantumsails.com

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2008 Lightning Women's, Juniors', and Masters' North American Championships

August 4-7, 2008

International Lightning Class Association

And

Ida Lewis Yacht Club

Newport, RI

NOTICE OF RACE

1 RULES

- 1.1 The Regatta is organized under the authority of the International Lightning Class Association and has been sanctioned in accordance with their bylaws.
- 1.2 The regatta will be governed by the rules as defined in The Racing Rules of Sailing, which include the Rules Governing All Sanctioned Lightning Class Championships (Class Rules).
- 1.3 Racing rules 42.3(c), 44.2, 60.1(b), 63.1, 63.6, 66, A4.2, and A7 will be changed. The changes will appear in full in the sailing instructions.
 - 1.3.1 Rule 42.3 (c) shall be altered to allow certain types of pumping in accordance with Class Rule VIII 12.
 - 1.3.2 Rule 44.2 will be amended to one tack and one gybe, as opposed to two tacks and two gybes, if the spinnaker is drawing at the time of the infringement and if the spinnaker is subsequently reset, in accordance with Class Rule VIII 9.
 - 1.3.3 RRS 60.1(b), 63.1, 63.6, and 66 will be changed to permit Protest Arbitration.
 - 1.3.4 A4.2 will be changed to increase the points for boats receiving certain "letter" scores and A7 will be changed to reduce the points for boats tied at the finish line in accordance with Class Rules VIII 4(b) and VIII 5(a).
- 1.4 Class Rule VIII (3) will be changed as follows. The second sentence will read "A boat not finishing with a time limit of 30 minutes after the first finisher sails the course and finishes will be score the number of boats that finished within the time limit plus 1."
- 1.5 Decisions of the protest committee will be final as provided in rule 70.4. (Class Rule VIII 7)

2 ADVERTISING

Class Rule VIII 2: This Regatta is designated Category C in accordance with, Regulation 20, restricted as follows: Advertising on hull only.

3 ELIGIBILITY AND ENTRY

- 3.1 The ILCA Junior North American Championship is open to all sailors who have not reached their twentieth birthday before 12/31/08.
- 3.2 The ILCA Women North American Championship is open to all female sailors.
- 3.3 The ILCA Masters North American Championship is open to all skippers who have reached their 55th Birthday by 12/31/08. Minimum combined age of skipper and crew is 130 years (as of 12/31/08).
- 3.4 Women, Junior and Master skippers must be ILCA Life, Active or Associate members. Crew must be ILCA Life, Active, Associate, or Crew members.
- 3.5 Eligible boats may enter by completing an entry form and sending it with the required fees on or before July 25th, 2008 to:

Executive Secretary, ILCA
7625 South Yampa Street
Centennial, CO 80016
- 3.6 Late entries will be accepted until 1800 Monday, August 4th with a late entry fee.

4 FEES

Required fees are as follows:

<u>Class</u>	<u>Entry Fee</u>	<u>Late Entry Fee After Jul 25</u>	<u>Non-US Sailing Member Fee</u>
Juniors	\$50	\$15	\$5
Women	\$80	\$15	\$5
Masters	\$135	\$15	\$5

5 QUALIFICATION FOR OTHER LIGHTNING REGATTAS

- 5.1 From this Junior, Women's and Masters Championships one or more skippers, not previously qualified through their District, shall be entitled to enter the North American Championship Regatta in accordance with the following formula: one skipper qualifies if the fleet consisted of 1 to 10 boats; two qualify if 11 to 20 boats; three qualify if 21 to 30 boats, etc. (Class Rule XII.3)

6 SCHEDULE

- 6.1 At registration each competitor will be required to sign a waiver for loss, damage or injury to persons or property incurred in conjunction with the regatta.
- 6.2 Junior competitors and their PARENTS OR GUARDIAN will be required to complete and sign a Competitors Agreement regarding drug and alcohol policies and curfew for free housing, and a Medical Consent Form

6.3 Planned Schedule

Monday, August 4	1200–1900 1300–2000 1700	Measurement Registration Welcome Reception and Light Dinner at Ida Lewis YC
Tuesday, August 5	0830 1030	Competitors Meeting Warning signal 1st race of the day Masters Races (2) Women's Races (3) Juniors Races (3)
Wednesday, August 6	1030	Warning signal 1st race of the day Masters Races (2) Women's Races (2) Juniors Races (3)
Thursday, August 7	1030 1700	Warning signal 1st race of the day Masters races (2) Women's Races (2) Juniors Race (3) Awards Dinner at Ida Lewis YC

The race committee will hold no more than 2 races each day for the Masters. However, it may hold a 3rd race for the Women or a 4th race for the Juniors in order to make up races from an earlier day or in anticipation of poor weather the following day.

- 6.4 No starting sequence will begin after 1430 Thursday, August 7.

7 MEASUREMENT

- 7.1 Boats must hold and present a valid Measurement Certificate and must display a 2008 membership decal. Boats, sails, spars and equipment will be measured and inspected in accordance with Article VI of the Class Rules. A maximum of one (1) main, two (2) jibs and two (2) spinnakers will be measured and approved for the regatta. All sails shall have Official Royalty Labels. Mainsail and spinnaker numbers shall be the same.

8 SAILING INSTRUCTIONS

The sailing instructions will be available on August 4 at registration.

9 VENUE

Racing will be on the waters of Rhode Island Sound and Narragansett Bay.

10 COURSES

The courses will be windward-leeward with 0.75 to 1.25 nm weather legs lengths depending on the wind and current.

11 PENALTY SYSTEM

- 11.1 The two turns penalty as provided in the RRS will apply with the additional provision that when an infringing boat has its spinnaker drawing at the time of the infringement, drops in completely while taking her penalty, and resets it immediately and has it drawing after the penalty, the penalty is one turn as provided in the Racing Rules of Sailing. (Class Rule VIII 9)
- 11.2 Decisions of the protest committee will be final as provided in rule 70.4

12 SCORING

- 12.1 One race is required to be completed to constitute a series.
- 12.2 If fewer than 6 races are completed, a boat's series score will be the total of her race scores. This changes RRS A2. If 6 races are completed, a boat's series score will be the total of her race scores excluding her worst score (Class Rule VIII 4(c))
- 12.3 OCS, DNE, BFD, and DSQ score points equal to two more than the greatest number of yachts eligible to start in race of the series. This changes RRS A4.2. (Class Rule VIII 4(b))
- 12.4 Boats that tie in a single race shall score points equal to the best positions involved. The position(s) immediately after shall remain vacant (if two yachts tie for first place, both are scored 1 point, and the next yacht to finish scores 3 points). This changes RRS A7. (Class Rule VIII 5(a))

13 SUPPORT BOATS

- 13.1 Team leaders, coaches and other support personnel shall stay outside the racing area (defined as 100 meters outside the laylines of the course including the starting area) from the first warning signal of the day until the last boat has finished the last race of each day, unless otherwise instructed by the Race Committee.

- 13.2 Individual competitors may not use support boats at any time during the regatta unless such support is available to all competitors or is authorized by the Organizing Authority.
- 13.3 The penalty for failure to comply with any of these may result in disqualification of all yachts associated with the infringing support personnel.

14 PRIZES

- 14.1 Trophies will be awarded to the top finishers, skipper and crew, in each fleet. The number of trophies awarded will depend on the number of boats registered, but will be at least 3 per fleet.
- 14.2 Perpetual Trophies will be presented to the North American Champion in the Women's, Juniors', and Masters Classes.

15 DISCLAIMER OF LIABILITY

Competitors participate in the regatta entirely at their own risk. See rule 4, Decision to Race. The International Lightning Class Association, Ida Lewis Yacht Club will not accept any liability for material damage or personal injury or death sustained in conjunction with or prior to, during, or after the regatta.

16 FURTHER INFORMATION

For further information, please contact:

ILCA

International Lightning Class Association
7625 South Yampa St.
Centennial, CO 80016 USA
303-325-5886
office@lightningclass.org

REGATTA CHAIR

Randall Shore
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2008 Brazilian National Championship

Brazil held the 2008 Nationals over a Holiday weekend from 19 to 21 of April at the São Paulo Yacht Club on the Guarapiranga Lake.

Mario Buckup showed once again that in light wind conditions his knowledge of wind shifts and fleet control make him very difficult to beat. With his wife Thelma and son Marc, they had three victories, a second and a third, and discarded a 6th in the thirteen-boat fleet.

All thirteen boats raced every race, and two junior teams competed, preparing themselves for the Junior Worlds, finishing 7th and 8th.

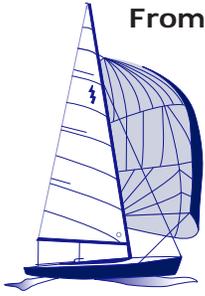
Two recent junior teams, Tommy Sumner, who won the last race, and Marcelo Bellotti, finished 4th and 6th respectively. If you consider that in the first three places besides Mario were Claudio Biekarck, former World Champion and several times Brazilian Champion hot off the bronze medal in the Pan-American Games, and George Rider, several times Brazilian Champion and always runner up to Mario or Claus, a 4th and 6th for the two juniors is very promising indeed.

All six races were sailed in rainy, light shifty winds, and the heavier crews suffered.

John Bennett

CAMPEONATO BRASILEIRO - 2008

co-loc	Vela	NOME	CLUBE	N = 13		N = 13		N = 13		N = 13		N = 13		TTL	TTL		
				1	2	3	4	5	6	s/ Desc	c/1 Desc						
1	14378	Mário Buckup Telma Buckup - Marc Buckup	YCI	1	1	6	6	1	1	2	2	1	1	3	3	14	8
2	15333	Claudio Biekarck Gunnar Ficker-Marcelo Silva	YCSA	3	3	3	3	2	2	1	1	3	3	8	8	20	12
3	14893	George Rider Sidney Bloch-Pedro Soares	SPYC	2	2	2	2	3	3	3	3	5	5	4	4	19	14
4	15064	Thomas Sumner Filipe Gil - Felipe Brito	SPYC/ YCSA	5	5	1	1	7	7	9	9	4	4	1	1	27	18
5	15264	Cesar Hirsch Edgardo Vieytes - James Birkinshaw	SPYC	7	7	4	4	4	4	6	6	2	2	7	7	30	23
6	15239	Marcelo Bellotti Wagner Bojlesen - Eduardo Molina	CCSP	4	4	7	7	8	8	4	4	6	6	5	5	34	26
7	14596	João Hackerott Maria Hackerott - Ricardo Costa	YCP- YCSA	OCS	14	OCS	14	5	5	5	5	8	8	2	2	48	34
8	451/14845	Rafael Krausz Marco Brancher- Otavio Birman	CCSP	6	6	5	5	6	6	8	8	11	11	13	13	49	36
9	14602	Bruno Ficker Marcos Biekarck - Martin Zacher	YCSA	8	8	9	9	9	9	7	7	7	7	6	6	46	37
10	-89	Fernando Hackerott Paulo Pichetti - Paulo Fonseca	YCP	9	9	11	11	11	11	10	10	9	9	10	10	60	49
11	15229	Hans Ludwig John Bennett - Jorge Soares	SPYC	OCS	14	8	8	10	10	11	11	10	10	11	11	64	50
12	15152	Nelson Schmitt Cecilia Jahnel - Pamela Cleaver	SPYC	10	10	12	12	12	12	12	12	12	12	9	9	67	55
13	489	James Sumner Gustavo Bandeira - Luis Bandeira	SPYC	11	11	10	10	13	13	DNF	14	13	13	12	12	73	59



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. Please call with any questions. 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 Fat Stick tiller extension. TackTick Micro Compass. Price negotiable for a turn key, race ready, Lightning. (Cass Lake, MI). Dwight Smith, (734) 516-1356, dsmith@colemfgsystems.com

15233 Nickels, White with black rub rails, Light Gray non skid pattern on deck. Like new. Min weight rudder, FabriCraft covers, North, Fisher sails, Jib, Main, & R2 Air-X spinnaker. NBW galvanized long tongue trailer. \$19,500 "Carousel 35" contact Joe Dissette Mi. 989-631-2133

15148 Nickels, all white, garage kept, waxed hull, lightly used in mint condition, adjustable jib leads, upgraded blocks, tacktick compass, Holt carbon adjustable stick, heavy SS board, race ready North Sails: 2 mains, 2 jibs, 1 spinnaker, galvanized trailer, full covers, in VA 703-768-0848, blaux@aol.com, \$12,500.

15141 Nickels. "Ciao Bebe": white hull, lt. gray deck. Always stored under cover, spotless. Very fast hull, max SS centerboard, min fiberglass rudder. All Fabricraft covers. Galvanized trailer. Three spinnakers, 2 jibs, 2 mains (NS & VSP), many extras. \$14,000. (North Carolina) Avis & Henry Bridgers: 919.542.5547; chickenbridge@embarqmail.com.

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@bcglobal.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.

14787 Nickels. Very fast in good condition. White hull with grey deck. Two sets of North Sails. Boat has not been sailed in two years and has remained protected under cover. Travel cover and day cover. Stainless board. Nickels galvanized trailer. This fleet champion is ready to race! Boat is located on Long Beach Island, NJ. (610) 202-1518 or jsailracer@yahoo.com. \$8,750

14743 Nickels. Excellent condition, all white with blue stripe. Quantum J-M & S used 3 times and North J-M & S -very light use. Fast and ready to race. Mast cover and Sailors Taylor deck cover. Galvanized Nickels trailer, new tires, bearings, & bearing buddies - \$11,500. Contact Joe Dissette Mi. 989-631-2133

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

14645 Nickels light grey hull with red trim. Galvanized trailer and travel cover with light bar. 2 suits of sails. 2 rudders. Extra upper shroud. TackTic compass and regular compass. \$7500. Bob Cotton (TN) 615-773-0726 or cotton@comcast.net 4/8/08

14605 Nickels Robin's egg blue minimum weight hull, stiff and fast. Measurement Certificate. SS board, two sets of North MJS sails, another set North MJ like new (three regattas). Ready to race. Trailer, travel cover, mast cover, Rooke full deck cover, minimum weight rudder and cover, compass. All controls operate smoothly. Clean and well cared for. Everything needed to race or just kick back and enjoy a relaxing sail. A great competitive boat that I hate to part with, but just don't have the time. \$7500. Contact: Don Curran, Rochester, NY Phone: 585-314-3805, e-mail: fdc_sailing@mac.com.

14531 Nickels. All White with Navy Blue Stripping. Very Good Condition. New Spinnaker (used once) shrouds + spreader. SS centerboard, Compass, 2 mains + jibs. Adjustable Jib Cars, Mast & Deck Covers. Galvanized Trailer. Wintered indoors. \$9,500 Located in Tenafly, NJ. Contact Bill Roesch: gwrosch1@optonline.net (201) 675-9760 3/29/08 Photos

14345 - Nickels - Gray hull, white faired bottom and light gray deck. Heavy SS centerboard, Tacktick Micro Compass, adjustable Harken Jib Leads, adjustable lower shrouds with Staymaster turnbuckles, new tiller with Carbon Fiber extension. All lines and halyards are recent and Hi Tech (Vectran, Spectra, etc). Some custom rigging and many blocks are Harken Carbo. 2 Spin poles and new boom. Travel, mast, rudder, and dry sail covers. Exactly 700 lbs with lead. 2005 VSP Main, Jib and all White Runner in excellent shape, full set of North Fishers for practice/fleet racing. Galvanized trailer with wide bunks. Excellent condition \$7,800 Brian Gibbs - Rowley, MA 781-572-6666 bjibbs_1@verizon.net

14256 Nickels. Ready for racing, brand new mast cover, full boat cover, traveling cover, 2 sets of sails, \$6295 including trailer. Jon Humphrey, 607-257-1153 jhumphr2@twcny.rr.com 3/29/08

14149 Nickels, fast, dark blue hull in good shape. Older sails, good spinnaker, good topside cover, dry sailed but out in winter, SS center board, twings, located Memphis-North Mississippi. Bargain at \$4,000. Call at 901 278-7736 or e-mail at pyrdean@yahoo.com. 4/23/08

14106 Nickels, off white, grey deck with blue boot stripe. Full travel cover, green Rooke mooring cover. Two sets of sails, newer spinaker. Dry sailed and stored in winter. Photos when I get it out of storage. Good deal at \$5,500.00. Green Bay, WI. 920-339-9589 mkulkoski@ameritech.net

14089 Nickels—Great competitive boat with brand new mast. The deck and hull are in good condition. Off-White hull, minimum weight with correctors, 2 North mains and jibs and two spinnakers, updated controls and new main sheet, spinnaker sheets, twings, and center board controls. Also has re-built transom flaps. 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

14066 Nickels. White with red boot stripe. Excellent Condition. M+J-S by UK Sails. Spinnaker pole. Additional Banks spinnaker. SS Centerboard. Black anodized spars and standing rigging in excellent condition. Lines routed for racing. Lewmar and Ronstan hardware. Excellent Nickels trailer with light board. Bearings repacked last year. Mooring cover. Deck & hull travel covers. Spare lower shroud. Weight certificate. BONUS: 3 Outstanding Training DVDs sold at http://www.lightningclass.org/new_store/store_front/store_front.html! Selling to move to a pocket cruiser. \$6000. jimfenzi@gmail.com. Columbus, OH. 614-527-9867 (evening) 614-760-2309 (daytime)

14044 Nickels, white hull & deck - both in exceptional condition. Brand new standing rigging & completely new running rigging. New VSP main & jib used only 3 times. Older main & jib and two spinnakers. New tapered spinnaker pole not yet even assembled. New carbon fiber telescoping extension tiller. Hull, deck, mast & padded rudder cover and mooring cover. 1997 Allen galvanized trailer that today looks new. No disappointments—a bargain at \$6,800. Boat is located in Beaufort SC - Just 40 miles from Savannah. Larry Hamilton 843 379-2370 svsafari@aol.com

14036 Nickels white hull & deck . Overall very good condition. Great starter boat at a great price. Allen trailer, full set of North sails, stainless steel center, 700 lbs., no leaks Just upgraded to a newer boat, so first \$3,950 takes it. Boat is located in Cazenovia, NY - Just 10 miles SE of Syracuse. Rich Hartt (315) 655-5679 rhartt@netzero.com

13869 Nickels—I took a very good hull and re-rigged it to modern race standards. Very fast and in great condition. 2 ½ sets of North Sails. 2 rudders, one barely used. New full hull cover and one set of hardly used travel covers. Spartan trailer in good condition with minor rust. \$6000.obo Peter Beecher San Francisco, CA. 415-495-6364 peterbeecher@comcast.net

13848 Allen-Light gray hull,race rigged,2 sets sails and spinnaker,ss centerboard,trailer with cover.Located Southport, NC \$4500. Contact Jim Cofer -910-253-7173 e-mail:jcofer@aol.com

13381 Nickles White, with red and blue striping. Good competitive racer. Stainless centerboard with updated controls. Spinnaker, pole, and lines. Decent North Sails, and spare set. Trailer, with recent tires and spare. Full cover included. \$2,995. Boat is in Northern NJ. 973-670-0483 mmarusssich@yahoo.com Mark Marussich

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.

10493 Lippincott, Ugly but fast, nicks and dings. Modern rigging, spars. Competitive in fleet racing. Trailer, 2002 North jib, good North M5 and spinnakers. Will reward TLC but sails fast and high as is. \$1,400.00 Roger Link, 410-322-4376; (w) 410-278-5160, rogerlink@us.army.mil Havre de Grace, MD

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

9614 Siddons & Sindle. Light blue fiberglass hull. Seats, centerboard cover and coamings are all teak. New spars and all rigging by Bryant Performance Spars in 2004. New custom cockpit cover, blue with Lightning logo and hull # for on mooring use in 2005. New Harken fittings, spinnaker pole, paddle, hand pump. Original sails in OK condition for day sailing. \$2,500. 2004 trailer may also be also available at additional cost. P. A. Simeone 860-536-9818 (w) 860-536-9818 (h) 6/24/06 scrollpane@yahoo.com (CT)

9464 European-built, once a competitive boat, needs some restoration. Steel centerboard, \$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

9332 \$1000, firm. Includes Shore Main and North jib in serviceable condition. Boat is fiberglass (seats, too) with some wood trim Includes 1980's style Nickels trailer with good tires, but requiring new bunks. Oval Spars, nice rudder and tiller. Aluminum CB. Plastimo compass. Past its prime for racing. Philadelphia, PA. AScache@comcast.net 267-496-7180 (Ash Scache)

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

7216. Wood Lightning sailed since 1955 on fresh water. Blue hull 2 suits of sails, spinnaker. Raced until 90. Pictures available. Loads of other stuff. Trailer & dry storage cradle included. Boat can be seen at Saratoga Lake Sailing Club. \$1500 obo Bill Dever 518-374-8532 (h) deverwd@verizon.net(NY)

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.

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