



Welcome to the 2008 Lightning North Americans!

Randall W. Shore



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Where to start...with so many exciting elements to the 2008 NAs, I thought I'd take you on a Newport-Style "Walking Tour" of what to expect at the event!

The Hosts

This year's North Americans extravaganza is co-hosted by the New York Yacht Club, Harbor Court as the title host for the NAs and the Ida Lewis Yacht Club as title host for the Women's/Juniors'/Master's NAs ("WJM's"). The neighboring clubs along the winding waterfront drive will overlap in their support and share in the duties of hosting the entire NAs. NYYC overlooks the entire Newport Harbor from its vantage point atop a steep hill, and ILYC is built around a historic lighthouse located in the middle of the Harbor and is accessible only by a long wooden walkway. Both yardarms are within site of Sail Newport and are intended to be used as on-shore signals.

The Venue

Sail Newport's expansive facility is located within the Fort Adams State Park on Brenton Cove in Newport Harbor. The assigned boat parking will be along Sail Newport's grassy areas. We have arranged for an additional hoist to be on-site to facilitate boat-launching, but if you want to be on the race course early, I'd suggest splashing the boats before breakfast, keeping in mind that overflow dockage is available along the nearby Alofsin pier.

—continued on page 4



President's Column

Steven Davis



It seems President Davis is too busy to pen his thoughts this month (something about seeing a man about a house) so I have been asked by Jan to step in and give the monthly update. It's been a slow start to the season here on the east coast. There has been a lot of rain and unseasonably cold weather. Let us hope that means we'll have perfect weather for the whole summer (and fall) sailing season.

- The Boat Grant Program is in full swing with many of the teams already hitting the road and sailing. Justin Copelands' Team, as well as Clinton Hayes' Team (no relation!!), both sailed the CPYC Early Bird Regatta on May 17–18. Both teams seemed to enjoy the event. Justin really must have liked it. His team had a 1, 1 on Sunday against some very high-caliber talent. I reckon we'll be seeing more of these teams throughout the season.
- Districts are starting to be held, and many teams are vying for a coveted spot to attend the NAs. There has been a lot of interest in the NAs this year in Newport so, if you are thinking about attending, now is the time to ramp up your program and make reservations. It should be a great turnout at a fabulous venue. New York Yacht Club is the host club for the NAs, while Ida Lewis Yacht Club will be hosting the WMJs, and both have storied histories and proven track records for holding world-class events.
- The 70th Regatta is just around the corner. The 70th Committee has everything planned and in place. The

website is: <http://www.lightning70th.com/>. On Friday a SUPER Lightning Lab will be held in the afternoon, with many instructors and presenters teaching on a variety of subjects such as:

- ✓ Sailing with the family;
- ✓ Choosing the right varnish;
- ✓ Small fiberglass repairs, Crewing techniques, and many more...

We plan to have modules set up so that everyone can find a topic that interests them all afternoon. Look for a rough schedule in this Flash and on the web. Please go to the website and register today! It will be fun, educational and, oh yeah, there will be racing as well!!

- We've had a lot of regatta results coming in—which is terrific. The more stories, photos and results we get from our events, the more interesting our website is for our members and future members. Keep those results, stories and photos coming!!!
- For all you gear junkies, Jan has been adding new items to the ILCA Store. With Fathers Day coming up on June 15th, you may want to get some early shopping done and avoid the rush! New silk Lightning ties, 70th Anniversary bar glasses and quick-dry shirts are just a few items that are available.
- The Youth World Championships will be starting July 14 at the Royal St. Lawrence Yacht Club in Montreal. John Atkins and Jamie Allen have been hard at work organizing this event. Thus far we have commitments from the US, Canada, Brazil and Ecuador to send teams. We hope to hear soon from Colombia, Greece and Finland.

I'm looking forward to seeing everyone in Skaneateles on July 4–6. Bring your whole family (I am!), and let's celebrate seventy years of "our beloved square boat"!

Brian Hayes, Sr.

Official Notice: Canada will use the Canadian Open Championship in Thunder Bay, June 27-29, as it's qualification event for the 2009 World Championship.

70th Anniversary Lightning Regatta

Trendy Skaneateles, New York. July 4–6. Fun and competition and more fun! To check out the latest news go to:

www.skaneatelescc.com

The link to the Regatta is at the bottom of the home page.

Don't miss it—it won't be around for another decade! See you there.

International Lightning Class Association

Jan Davis—ILCA Executive Secretary

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3

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Ida Lewis Yacht Club

Although Sail Newport provides us with a much larger venue than years past, it will also be a busier venue, as the Fort Adams State Park will be a bevy of activity during our event. Because Sail Newport is Newport's primary public sailing center, on any given race day you can expect to see sailing lessons in progress, local Tuesday and Thursday night one-design summer series racing, Fort Adams tourist traffic to the beach and the Museum of Yachting. And to add a little extra flair, the sounds of the Newport Jazz Fest will entertain us during the qualifiers!

The Wind

There will be wind every day; it's mostly a question of the direction and cause. The typical scenario is a light northerly breeze in the morning, maxing out around eight knots before switching to the southwest sea breeze sometime during the afternoon, which can gust up to eighteen knots but, usually maxes out around fifteen knots. Of course, we also get our share of weather systems that make for less predictable conditions.

The Racing Areas

We have three race areas available. The first is south and outside of Narragansett Bay (commonly referred to as "Outside") and known for bigger waves but less traffic and more uniform currents. The second will be located just north of the Newport Bridge. It is the nearest to Sail Newport but it has the smallest sailing area with less uniform currents and increased boat traffic. The third area is located north of Gould Island (the northern boundary known as "North of the Bridge") and while it provides smooth water, uniform current, less traffic, it is a bit of a hike.

The Racing

Ron Hopkins and Peter Gerrard will be working together as the PROs of the NAs and WJM NAs respectively. They have assembled a stellar team of Race Committee and jury members through the cooperation and support of NYYC and ILYC. They will select each day's racing area, factoring into account the wind conditions, boat traffic, and fleet size. Typically, the overriding factor will be: if we are planning to sail on the Northerly, we'll be "North of the Bridge" (area 2 or 3). To crank out races in a southwest sea breeze we'll be "Outside" (area 1).

The Socials

Monday night after registration at ILYC for the WJMs, we will be serving burgers and dogs at the opening kick-off event. Since parking at ILYC is extremely limited, we will be providing launch service from Sail Newport to ILYC (and back again). Thursday night will be the awards at ILYC with the same transportation and eats.

A tent will be set-up at Sail Newport during the NAs for post-race Beer and Rum offerings.

For the NAs we will be hosting the "welcome party" after the last day of Qualifiers on Sunday at the New Sailing center at NYYC. Launch service will also be available, although parking is a little more abundant at NYYC. If you come by car, however, don't forget to check out the fantastic view the "club proper" has to offer. The Awards Banquet will be held Wednesday night at NYYC along the waterfront. The setting is not to be missed, just pray it doesn't rain.



Near Race Course1



Near Race Course2

Anybody for an evening harbor cruise? Three of our housing sponsors have joined together in offering (occupancy dependent) to host a cookout Wednesday night at the Residence Inn by Marriott, which shares the same location as the other two: Hampton Inn and Howard Johnson's. Please look them up on our webpage: (www.lightningnas08.blogspot.com) if you don't have your housing lined up already.

The Town

I couldn't possibly begin to adequately cover all the amazing things to see and do in Newport in the summertime. So let me move the pace up from a walk to a run.

- Beaches: from miles of crowded public ones with surfers to small hidden gems...
- Mansions: Huge, beautiful, numerous, and guided tours are often available.
- Restaurants: Eat out every meal for a month & you'll rarely be disappointed!
- Shopping: From modern retail to antiques, if you're looking, you'll find it!
- Sailing: If you haven't had enough, there are always boats looking for skilled hands.
- History: One of the nation's birthplaces and vacation playground for the rich & famous.

- Scenery: Absolutely amazing – crossing the Newport Bridge, watching the sunset over Jamestown, racing on the Atlantic and the bay, Cliff Walk, Ocean Drive, Lighthouses, Stone Walls, State Parks, and oh yes, if you're still awake... the downtown scenery from 11:00 PM–2:00 AM on a Saturday night is a Newport tradition.
- Night-life: The partying along Thames Street can be heard any summertime evening.

The Region

Although I find little reason to leave Newport too often in the summer time, all the above attractions can be expanded upon with a little travel. Additionally, Providence is the most amazing city you have never visited (FYI, the airport is in Warwick, not Providence). Narragansett offers a little variation for the beach-goers while Tiverton, Bristol and Barrington provide additional Rhode Island history with a different flavor.

The Conclusion

The best Lightning North Americans ever?...well, we certainly are aiming to deliver just that. With the current NA champ, the current World champ, and several former champs in attendance, the 2008 NAs promises to deliver world-class competition in one of the nation's finest sailing towns. For additional information, check back often to our website (www.lightningnas08.blogspot.com) and if you have any other questions, feel free to shoot me an email: (rshore@quantumsails.com).



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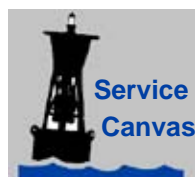
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Lightning Family News

Welcome New Member Al Gawthrop

I am Al Gawthrop III, and recently I purchased Mike Tabor's Lightning. I learned to sail in northern California on inland lakes in AMF Puffers and Hobie 16s when I was young. Every summer my family goes to the North Channel of Lake Huron, just east of Sault Ste. Marie, where I sail with the North Channel Yacht Club and am an ex-commodore. The boats we sail are CL-16s, a popular boat on the Great Lakes, particularly around Toronto.

I look forward to participating in the races at Cherry Creek Reservoir and am looking forward to learning the nuances of the Lightning. I am new to spinnaker sailing, so it will be fun to train a crew and myself about that aspect of these boats. My brothers-in-law, Craig Bouck, and Chris Miller, hope to crew for me often. My wife Janice and I live five minutes from the reservoir, and we hope to get our three children, Jordan, ten, Cole, six, and Anna, three, out on the lake often. We all look forward to meeting and getting to know the Lightning community members.

Lightning Memories

On a cloudy Minnesota afternoon I found your website, by sure chance and Google. I literally grew up on Lightning Class sloop 3673, hand built by my father, Robert G. Niemyer, in the late 1940s in Coronado, California. As an infant I was installed on a play mat under the fore-deck while my mom and dad raced her. My father took "Chiquita" to Internationals in the late 40s and early 50s, raced her some through Coronado Yacht Club, but she remained primarily our family day cruising boat until the 1970s when my father's declining health forced him sell her and move to an Islander 21.

I also recall being given "the keys" to her as a teenager, a real thrill for a lad who did not yet have his driver's license. Of course, there was "sweat equity" involved, and I helped dad through numerous sandings, paintings and varnishing as we kept her up over the years, first in dock and then in dry storage at CYC. In fact, those skills helped me get extra cash from other Lightening owners at CYC who knew I had the kind of knowledge that comes only from hours of work, turns as jibman and balancing the tiller in my hand.

While I have had the opportunity to helm other sloops, yawls and schooners, both smaller and larger, both racing and cruising in waters in various locals (San Francisco Bay, the Philippines, Greece, Spain), I can truly say that in my experience there are few boats so honest to the skipper as a Lightning. The ability of the class to point into the wind, responsive to both jibe and coming about in a near heart-beat and planing in near light breezes remains the classic strengths of the class. This, in my limited experience, is why the class remains so popular to this day.

I no longer sail as I did as a youngster on San Diego Bay.

My passion (and money!) are in general aviation and aircraft, but I will always find a special part of my heart is reserved for Chiquita and the Lightning class. Living in northern Minnesota on the shores of Lake Superior limits ones time on the water, needless to say, but I confess there are days I see sails on the waters here in Duluth, and I remember and smile.

Thank you to everyone at the ILCA and to all who continue to sail these wonder boats, both glass and wood. You all wear the "Lightning grin" and know why you do.

Andrew S. Niemyer, CAPT, USN (Ret)

Welcome New Member Ed Okorn

Sailing History: Collegiate FJ sailing at Cleveland State University, Cleveland, OH; Mal de Mar/C&C42 Foredeck, Mentor Harbor YC, Mentor, OH; Killer Rabbit/Olson 30, St. Francis YC, San Francisco, CA; Flying Junior, Corinthian YC, Sausalito, CA; Evergreen/Lightning, Pontiac YC, Keego Harbor, MI; Owner of a "family" Lightning #13606 and a Laser— which I enjoy sailing with my three kids (19, 16, 14) and wife. My oldest now sails for Vanderbilt University, and my middle and youngest will sail on the Youth Racing Team for PYC this summer. My middle child, a daughter, is the most tenacious of them all and has skippered a competitive Lightning to mid-fleet.

I enjoy Lightning sailing because it offers the best of both worlds, Day sailing and racing in one trailer-able affordable competitive boat.

Check out www.nbcolympics.com/sailing/index.html featuring the Women's 470 Olympic team of Sarah Mergenthaler and Amanda Clark. Check out the "Meet the Team" section for bios. They also put up a Women's 470 video of them in the Sailing Videos section and a photo slide show in the Sailing Photos section at the bottom.

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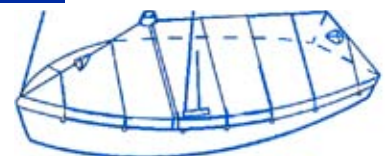
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Reflections on the 2008 Doc Gilbert Potomac Cup

Allan Terhune



I have now had time to reflect on the Doc Gilbert Potomac Cup regatta. I guess everyone is entitled at some point to a perfect series, but the result is still a little mind boggling for me. For our team it was the “perfect storm.” Seemingly, everything we did turned out to be right. Even when we thought we had made a mistake, somehow luck was with us. Katie, Todd and I had a great time. Obviously, the result was gratifying. It was also one of the nicest sailing weekends I can remember, with outstanding weather and general sailing conditions, solid race management, and the good time spent with our many friends from Fleet 50 and elsewhere.

The regatta was really a tale of two very different sailing days. I have tried to think through the elements of strategy, tactics, boat speed, and luck as they applied to our success. Here are a few thoughts that I hope might be helpful to others as they think back on the series:

On Saturday there was a relatively steady southerly sea breeze. It was not terribly shifty, nor terribly puffy, but there were important factors playing into the race course that needed to be recognized in order to be successful. As the day progressed, the flood current increased in velocity. Boats working to the right side of the course on the upwind legs were thus in less adverse current.

This was particularly evident in the third race. With more adverse current in the middle of the river, we generally worked to the right on an increasingly deeper basis on

each successive upwind leg. Boats playing the middle were never successful on the upwind legs, despite temporary advantages provided by localized favorable shifts. Sailing upwind on each beat, as the day progressed, particularly approaching Cockpit Point to the south of the starting line (in the upper right corner of each upwind leg), there was always additional breeze and usually a significant right shift, making it important to get to that side of the course as quickly as possible.

The basics became more and more evident as the day wore on. Gains were to be made by going right and benefiting from the combination of increased pressure, a right hand wind shift of as much as ten degrees (a shift largely geographic in nature due to the shoreline effect), and the lack of adverse current. Our strategy was to always work to the right of the fleet, excepting when tactical conservatism necessitated a loose cover on trailing boats as we approached the weather mark or the finish. And, by the way, on each upwind leg there were several good sailors immediately behind who knew that by splitting tacks they could force us to play more conservatively. This was particularly the case when there was more than one boat in close pursuit, as happened on several occasions. We managed to eke out a win each time, but in at least two of the races we were nervous sailing up the last beat.

Sunday was a completely different day, with puffy, shifty winds, the result of the passing frontal system and the vertically unstable air inherent in a northwesterly flow. Staying out of the ebb current was seemingly important, favoring boats that stayed inshore and on the left side of the beats looking upwind; however, wind considerations made it pay to be in the middle of the river bucking the adverse current. We chose to stay to the right, in the middle of the river, and in the early stages of each weather leg, this looked to be a wrong decision due to a significant port tack lift (again, shoreline induced) that, coupled with less adverse current, made the boats on the left seem very advantaged by about half way up each beat. We learned to be patient and, eventually, as we sailed on port tack into the open water beyond Freestone Point at the Northern end of Leesylvania State Park, there was a significant right shift, allowing for a tack



Allan Terhune, Katie Terhune and Todd Johnson



Frank Gallagher, Brian Kuzon and Jill Williamson
Fleet 50—Top Fleet 50 finisher

to starboard into a persistent starboard lift. Each time, threatening boats to the left seemed to fade away as we sailed deeper into the lift on starboard tack and also into less current. Having made the decision in several cases to go nearly to the starboard layline, it was a challenge not to overstand or understand the weather mark from a considerable distance away. Conversely, heading downwind on each of the legs, and due to wind direction considerations, it paid to initially be on starboard tack, and



Steve Constants with brothers David and Michael

then to gybe to port about one-third of the way down each leg.

Beyond thinking about the current, we approached the races on Sunday with two things in mind. First, knowing there would be big shifts and puffs, we constantly searched for the greatest pressure on the course and tried to stay in it as long as possible, while at the same time attempting to stay on the lifted tack. This was not so easy and, given the dramatic lulls, it was more important to stay in the breeze if we were confronted with a choice. Next, we worked on changing gears as the wind strength increased and decreased. When the wind was up, we depowered slightly, hiked hard to be sure we kept the boat on its feet and moving; when a lull returned, we worked to quickly repower the boat and foot to the next puff. In general, incidentally, the rig was tuned and set up for the lulls and not the higher wind strength puffs. The techniques for doing this are explained in the tuning guides. We worked hard on communicating about pressure and talking through all the changes needed to make the boat go fast. We constantly adjusted the backstay, main and jib sheets, jib cloth tension, and cunningham. In the really strong puffs we would ease the traveler a few inches.

Downwind on both days, beyond the considerations of current and wind, we worked to maintain clear air, rolled the boat to weather when possible in order to separate the sail plan and increase projected sail area, to neutralize weather helm and to reduce the drag of the leeward chine by getting it out of the water. We seemed to have excellent speed throughout the series downwind, but that is always the perception when you are near the front of the pack and can maintain the freedom to maneuver. Actually, and in the interest of full disclosure, Todd and I each managed to arrange for the other to get one good smack in the head with the boom during a gybe. This certainly cleared each of our heads in turn!

Thank you again to all who made the regatta a terrific and fun event. The Doc Gilbert Potomac Cup is one of the best events we sail all year, and the conditions provide a particularly fascinating strategic challenge. Hopefully, the participation will only increase in future years!

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May 3-4, 2008

PL	Sail #	Crew	From	Boat Name	T	1	2	3	4	5
1	15353	A. Terhune, K. Terhune & T. Johnson	EYC		5	1	1	1	1	1
2	14548	J. Guth, P. Rich & K. Ward	SSA		19	5	2	3	2	7
3	15255	R. Hallagan, Hendrix & L. Harman J.	Newport YC		19	7	3	2	4	3
4	15240	S. Constants, D. Constants & M. Constants	SSA		23	2	4	5	10	2
5	15024	J. Werner, H. Dodd & B. DeBrineat	EYC	Killer Biscuits	26	4	6	7	5	4
6	14748	J. Alman, K. Lopez & D. Tekavic F	Solomons		35	6	8	4	6	11
7	14566	F. Gallagher, B. Kuzan & J. Williamson	PRSA	Resistance is Futile	36	3	7	12	8	6
8	14073	G. Hurban, M. Carney & H. Moyer	SSA	His	53	10	5	11	7	20
9	14902	C. Park, M. Guion & L. Kniseley	Susquehanna	Ms Conduct	58	12	9	26/ DNF	3	8
10	15131	P. Phelan, S. Slieker-Jay & M. Maygar	HdGYC	3 Shades	58	16	11	6	12	13
11	14485	M. Buchanan, R. Buchanan & J. Ullman	PRSA		64	8	13	17	11	15
12	15054	J. Lange, A. Thompson & L. Thompson	SSA	Blue Highways	68	11	17	9	17	15
13	15118	S. Mikell, K. Wild & G. Shue	Susquehanna	Yellow Boat	68	17	15	10	14	12
14	15142	N. Alsalam, B. Wilbur & S. de Leo	PRSA	Shadowfax	69	9	12	19	13	16
15	14222	R. Roberts, L. Kugler & A. Rukin	PRSA	Windchaser	71	14	14	18	20	5
16	15093	J. Hurban & J. Hanlon	SSA	Hers	72	13	19	13	9	18
17	14627	J. Pemberton, W. Phillippe & Charles	PRSA		73	19	20	8	16	10
18	14553	R. Welch, A. Bosenecker & H. Borsje	PRSA	Sinistra	74	18	10	15	22	9
19	14969	C. Owen, R. Gentile & Ruben	PRSA	Lord Jim	85	21	18	14	15	17
20	7603	B. Astrove, D. Dixon, B. Astrove & M. Hendershan	PRSA	Pandora II	99	15	16	16	26/ DNC	26/ DNC
21	15156	D. Pyle, D. Chervenec & J. Chervenec	CYC	White Lightning	102	22	21	20	18	21
22	15256	J. Storck, B. Heida & B. Mach	PRSA	Ariel	107	20	23	26/ DNF	19	19
23	15228	D. Thompson, J. Kimak, J. Hart & C. Calvin	PRSA	Blue Two	111	24	22	22	21	22
24	14100	R. Fehrle, S. Humphrey, K. Humphrey & D. Fehrle	PRSA	No Worries	120	23	24	21	26/ DNC	26/ DNC
25	15311	J. Dillard, CJ & T. Graham Fisher	PRSA		78	26/ DNC	26/ DNC	26/ DNC	26/ DNC	26/ DNC





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Super Lightning Lab

The first SUPER Lightning Lab will be held July 4 at Skaneateles Country Club as a kick-off to the 70th Anniversary Regatta.

So, you may ask, what's a SUPER Lightning Lab?? Well it's not your everyday Lightning Lab. The plan includes:

- Start at 11am with introductions and informal welcome.
- 4 "modules" lasting 45 minutes each.
- There will be 3-4 separate topics in each module running concurrently. You can "skip" around between topics.
 - o Example of a module (exact topics and instructors to follow).
 - ✓ Quick fiberglass repair Area A
 - ✓ Fixing rot on wooden boats Area B
 - ✓ The fun of Lake Sailing Tent
 - ✓ ILCA History Video Clubhouse
- Topics also scheduled are (subject to change):
 - o Sailing with your family and your kids (or parents!)
 - o Art of tuning wood masts
 - o Varnishes for wood boats
 - o ILCA crew videos (running continuously throughout the day)
 - o Be a better crew
 - o Sail trim tips
 - o Things to do in Skaneateles if you are not racing
- The 5th "module" will be under held under the tent and will feature a interactive Q&A with as many past and present Lightning Champions as we can muster up complete with ILCA sponsored "beverages".

Experts rumored to be teaching or on hand include, Jeff Linton, Al Terhune, Tom Allen, wood boat gurus Craig Thayer and Bob Astrove, Bill Fastiggi, Greg Fisher, Skip Dieball, Ched Proctor, Larry, Joy and Adam MacDonald, PanAm Silver medalist David Starck, 2008 Miami Midwinter Champions Jody Starck and Class President and Class Executive Secretary Steve and Jan Davis and many, many more...

The SUPER Lightning Lab is set up for you all to get a "taste" of the different resources and help available in the class. Then spend the rest of the weekend rubbing elbows with the class "experts" asking questions and getting personal tips. Help us make this a fun day for everyone. Let us know you are coming.

Also, time is running out on early registration for the 70th Regatta. Save \$50 and help the organizers plan a great event. Register TODAY!! The site is: <http://www.lightning70th.com/index.html>

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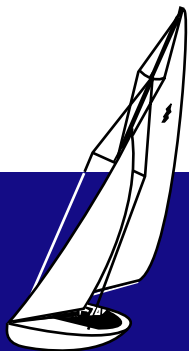
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Bob Astrove — astrove@hotmail.com

Lightning 7310 RESTORATION LOG

Lou Maurello

What does it take to restore a classy Wooden Lightning?

Not nearly as much as some think. It doesn't have to cost a lot of money, and it doesn't have to take near the amount of time you might think it's going to take. And honestly, it doesn't have to require any special skills you can't figure out on your own as you go.

I myself would have been incapable of providing this information. Fortunately for the Lightning Class, I'm not the only crazy who loves his "woody." Following is part of Lou Maurello's restoration log of # 7310. Lou can be reached at lightning7310@hotmail.com. Lou has detailed records and is a great resource for anyone ready to step up to a woody.

And come see the finished product at Skaneateles in July. Other notable Lightning restoration projects currently underway include the Center for Wooden Boats in Seattle, the Finger Lakes Boating Museum (#167). And for some of you old timers in the South Eastern District, Corky Gray is working on an "as original" with hull #294. We hope to feature these more extensive projects in the near future.

Lou Maurello



2993 & 2996



8/4/2002	Saturday	<input type="checkbox"/> Pick up Boat - Paid \$150.00 for boat and trailer/\$50 for pickup rental	5
		<input type="checkbox"/> Drive home	
		<input type="checkbox"/> Clean out boat	
		<input type="checkbox"/> Take inventory	
		<input type="checkbox"/> Open and roll sails	

8/5/2002	Sunday	<input type="checkbox"/> Remove Clamps	8
		<input type="checkbox"/> Get Extra Tarp from Forest	
		<input type="checkbox"/> Remove Seats and Floor	
		<input type="checkbox"/> Vacuum, scrape, wire brush, vacuum again the cockpit from forward of aft section to bow section	
		<input type="checkbox"/> Scrape underside hull removing most of the silicone type caulking	
		<input type="checkbox"/> Generally clean out and organize contents of cockpit (ropes, extra hardware, etc.)	

8/17/2002	Saturday	<input type="checkbox"/> <u>Sparwork:</u> Remove all spar hardware (measure and photograph first)	5	11:00–4:00
		<input type="checkbox"/> Remove varnish from spars		
		<input type="checkbox"/> Sand spars		
		<input type="checkbox"/> Start removal of varnish from cockpit		

8/18/2002	Sunday	<input type="checkbox"/> Final sand spars and coat with CPES	7	9:00–10:00
		<input type="checkbox"/> Remove port seat rails, remove gears and underdeck rigging		2-hour break to buy supplies
		<input type="checkbox"/> Scrape, clean, vacuum, wire brush, vacuum again entire bow section under deck		
		<input type="checkbox"/> Chop out rotted wood in mast step, drain hole, bow end of Keelson, and around ribs and planking; remove bugs and vacuum		
		<input type="checkbox"/> Remove varnish on port side of interior hull in mid ship area		

8/19/2002	Monday	<input type="checkbox"/> Sand and coat al seats and deck boards with CPES	7.5	9:00–3:30
		<input type="checkbox"/> Remove starboard seat rails and aft seat rails		½-hr lunch
		<input type="checkbox"/> Drill bow and inject CPES		½ hr break
		<input type="checkbox"/> Chop out rotted wood in aft under deck rib, kill bugs; vacuum		
		<input type="checkbox"/> Organize all hardware (in bags with labels) that I had placed in a big bag the first day		
		<input type="checkbox"/> Brillo 1 of the under seat storage compartments		

8/20/2002	Tuesday	<input type="checkbox"/> Remove cockpit trim	7.5	9:00–4:30
		<input type="checkbox"/> Dried aft and forward rot areas		½-hr lunch
		<input type="checkbox"/> Chopped rot and dried again		
		<input type="checkbox"/> Removed forward hull patch (plastic piece) and plastic covers on self bailers		
		<input type="checkbox"/> Remove the rest of the gears and bracket hardware		
		<input type="checkbox"/> Start to remove trailer wires and pads		
		<input type="checkbox"/> Organized and bagged screws		
		<input type="checkbox"/> Removed forward sister rail to get at rot		
		<input type="checkbox"/> Vacuumed boat three times		
		<input type="checkbox"/> Coated and injected rot areas of stern rail, forward Keelson, bow rails, and planks with CPES		
		<input type="checkbox"/> Removed all Interior and Cockpit Trim area Deck Canvas Scraps and Staples		
		<input type="checkbox"/> Get self bailers to open and lose—attempt to replace bracket and handle on starboard side bailer		
		<input type="checkbox"/> Disassemble rotted rudder		
		<input type="checkbox"/> Remove varnish from interior hull—starboard side from forward deck to aft deck		

8/21/2002	Wednesday	<input type="checkbox"/> Removed all deck hardware, Shroud brackets and interior hardware like mainsheet cam and lifting point plus other wood brackets	8	8:00–4:00 1-hr break in two breaks or more
-----------	-----------	---	---	---

- ☐ Scraped, heavy sanded, light sanded, vacuumed deck
- ☐ Organized all bags of hardware and other incidentals, and put them all in the pickup with the standing rigging for winter storage
- ☐ Scraped more putty, rubber-like material, from bottom of hull
- ☐ Sanded sidewalls of hull
- ☐ Removed hull hardware
- ☐ Sanded bottom of bow
- ☐ Removed wiring from trailer and the rest of the old mats on the supports; removed one tail light
- ☐ Vacuumed interior from aft to bow and aft again
- ☐ Stored seats, decks, and some mast trim in shed

Note: It does not appear that I will be able to completely remove the paint from the exterior of the boat, deck, sidewalls or hull.

Paint removal was ineffective—scraping did not get it down far enough and when it did there was too much gouging.

Sanding with an orbital sander only knocked down the flakes that I couldn't get with the previous methods and also smoothed things out. My plans are to bring my heavy sander and give it a try.

If that does not work then I will layout and fill the deck, sidewalls, and hull and do one of the multipaint "Dr. Rot" methods that do not require a coating of CPES.

Then I will try to spray CPES on the underside of the deck and most probably sand and varnish the interior of the cockpit (this last item will depend on how a test spot looks using CPES before the varnish). Then there is still "2nd coat" sanding-coating with CPES—and varnishing the spars, seats, decking.

My current plans are to also remove the varnish, sand, and re-varnish the teak cockpit trim.

8/22/2002	Thursday	<input type="checkbox"/> Remove varnish from the last three floor panels	2	9:00–11:00
		<input type="checkbox"/> Test sand one half of one panel		
		<input type="checkbox"/> Visually test look of CPES coated mast with previously varnished cockpit areas—still need to perform test, but it looks like the cockpit will be getting a coating of CPES, which means I will probably have to order two more gallons—one for the cockpit and under deck and the second for the exterior hull if I can get the wood that clean.		

—to be continued



Coach's Corner

Introductory Rules for Racing Version 1.01—February, 2008

Some Explanations

Windward and *Leeward*: The *leeward* side of your boat is the side where your mainsail lies. The *windward* side is the other side.

Port and *Starboard tack*: You are on *port* or *starboard tack* according to your *windward* side.

Advisor: A person appointed by the race organizers to assist competitors in understanding the rules and, when appropriate, to penalize a boat.

Basic Rules

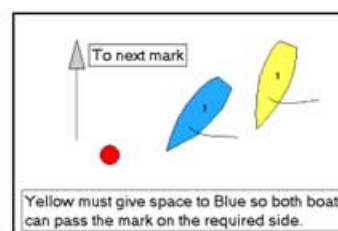
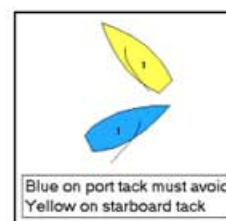
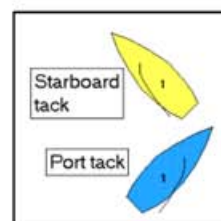
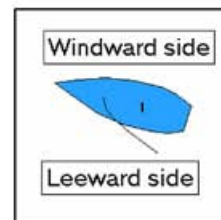
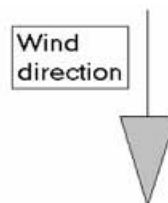
1. You must comply with the principles of good sportsmanship.
2. You must try not to collide with another boat.

Rules When Boats Meet

3. When you and the other boat are on opposite *tacks*, if you are on *port tack* you must avoid the boat on *starboard tack*.
4. When you and the other boat are on the same *tack*, you must avoid the other boat
 - (a) if she is in front of you, or
 - (b) if she is on your *leeward* side.
5. After starting, when you and the other boat approach a mark or an object that both boats need to avoid, and the other boat is between you and the mark or other object, you must give her sufficient space to pass it safely on the same side. However, when the boats are on opposite tacks at a windward mark, this rule does not apply.
6. When the other boat is required to avoid you, if you change course, you must give the other boat an adequate opportunity to avoid you.

Other Rules

7. At the starting signal you must be behind the starting line.
8. After the starting signal, you must sail the course described by the race organizers.
9. You must not touch a mark of the course.
10. If you think you or another boat has broken a rule or if you are unclear about the rules at any time during the race, you must describe the incident to the *advisor* after the race. The *advisor* may then add two points to the score of any boat that has broken a rule. If the offence is serious, the *advisor* may add extra points to the boat's score.



Responsibilities of Race Organizers

- (a) To run fair, enjoyable and safe races.
 - (b) To inform all the competitors about the sequence of starting signals, the starting and finishing lines, the course to be sailed and the marks to be rounded.
 - (c) To score each boat points equal to her finishing position, after adjusting for handicaps when appropriate.
 - (d) To appoint an *advisor* on the rules and procedures for racing.
-

Introduction and Use

These rules are designed to stand on their own so that sailors who are starting to race can compete using only these few rules and without the need to learn the many details of the ISAF Racing Rules of Sailing (RRS). They are appropriate for small boats in sheltered waters; they are not intended for boats over 6 metres (20 feet) long when an experienced person should be alongside and able to instruct the novice helm. These rules are compatible with the principles and fundamental rules in the RRS. However, they are neither a guide to nor an abbreviated form of the RRS.

The rules are intentionally minimalist and they omit as many complications of the RRS as possible. They are written for sailors who are starting to race and with no more than 2 years of racing experience. After this period these sailors should be encouraged to sail races under the Racing Rules of Sailing.

Boats racing under these rules should race on their own course and should not share the course area or marks with boats racing under the RRS.

Unlike normal racing, there is an obligation on the race organisers to verbally brief all competitors about the marks, the course and all relevant race management matters.

The role of rules advisor is a vital part of teaching the rules. Ideally the rules advisor should be afloat and should watch the racing but, as a minimum, the advisor must be available for discussion immediately the sailors return ashore. The rules advisor may be the same person as the race officer.

The standard penalty for breaking a rule is necessarily small at this learning stage and the difficulties of penalty turns are avoided. As it is only the advisor that imposes a penalty, possible pressure on a less confident competitor while racing is avoided. Note this two place penalty applies to all errors (including starting and course errors) although there is provision for increasing the penalty to avoid any advantage being gained from the error.

Feedback

These rules are 'experimental'. Please let ISAF have your comments, criticisms and suggestions at www.sailing.org/contactisaf. The rules will be updated as required and the latest version published on the ISAF website www.sailing.org.

ISAF has produced a new "Introductory Rules for Racing" to be used by Fleets and those not familiar with the complete Racing Rules of Sailing. Please see www.lightningclass.org for printable copies



2008 Mid-Continent Regatta

Tobi Moriarty

At our Fleet meeting held in February, Matt Burrridge stepped up to organize our Mid-Continent regatta in 2008. Little did he know, it would entail more coordination than any other year. Carlyle Lake flooded in April, and it became obvious that the water would not recede in time for the Mid-Continent regatta. The people of Carlyle Fleet 266 had a hard time simply canceling the season kick-off event, so Matt contacted the fleet at Lake Decatur to see if the regatta could be held at their venue in 2008. Bob Olsen and Greg Florian, long time Lightning sailing friends and members of the Commodore Decatur Yacht Club, responded enthusiastically to the idea. From that point on, everything fell into place beautifully.

Years ago, Commodore Decatur Yacht Club had very active Lightning Fleet, but over the recent decade it had dwindled down to the point where they no longer host club races or regattas. With that, the facilities were sufficient for hosting a regatta, but a few items, such

as marks and signal flags, needed to be brought from Carlyle. It was fun to see how all of the Fleet members from both CDYC and CSA were willing to step up to fill in any voids in the regatta planning.

There were more than enough volunteers to fill in for Race Committee at the re-located regatta. The day of the event, however, the volunteers realized that they all signed up to "help out," but not one of the volunteers wanted to "be in charge." Fortunately, Lal Burrridge stepped up and took the challenge of running the races. Lal thought he had volunteered to help out on a mark—set boat pulling anchors and watch his son at mark-roundings, but lucky for us, he took the reins and ran the crew on the RC boat.

Friday night the hospitality was wonderful. The out-of-town guests arrived to plenty of cold beer and smiling faces of CDYC members. Several of the CDYC members made their way to the club over the course of the entire weekend to see the regatta hustle-and-bustle that they either remembered being a part of years ago or heard stories about when they joined the club.



Dan Moriarty, Denny Heisler, Rick Bernstein and Greg Florian



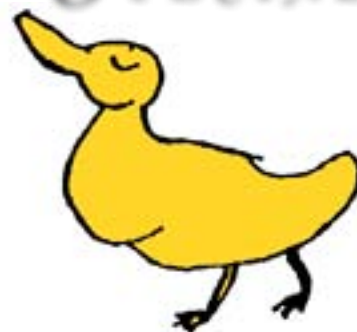
Bryan Burke, Edd Burke and Carolyn Burke

All six races scheduled were raced: four on Saturday and two on Sunday. Lal and his RC team did a wonderful job getting the races off without much delay. The conditions Saturday were cool, breezy, puffy, and shift. Place changes were prevalent during the races, but Dan Moriarty managed to cross the line first in all four races. At the end of the day, Saturday, three-time regatta winner, Todd Wake, was in second. Matt Burrige also had some great races, but tipping over during one race was keeping his hopes high for a throw-out.

The regatta was finished with a second day of good wind. Matt Burrige was able to pass Todd Wake in the standings with two first place finishes. Dan Moriarty, with his team of wife Tobi and Nicholas Beckmann, won the regatta and the Augie Paoli Memorial Trophy. Matt Burrige came is second with the SoCal pair, Jim Sears and Jeff Coppens. Todd Wake was the third place finisher with his hula-hooping champion wife, Kristine, and Brian Hayes from Connecticut. Bill Faude from Chicago, along with wife/husband crew Jacsline and Ernie Dieball, finished the regatta fourth. Terry Burke rounded out the top five with his two sons Bryan and Edd.

Thank you to all of our out-of-town guests, to the members of CDYC, and to everybody who stepped up to make this event possible. It was definitely one that we won't forget. We look forward to seeing you all at the Mid-Continent on Carlyle next year, but in the event of another flood, we know where to go!

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Lightning Fleet 266

Mid Continent Regatta

6 Races in series. 0 Races needed to qualify. 5 Races scored.

Sail#	Skipper/Crew	R1	R2	R3	R4	R5	R6	Place	Total
15364	Dan Moriarty	1	1	1	1	4	DNS	1	8
	Tobi Moriarty, Rick Bernstein	^	^	^	^	^			
14834	Matt Burrige	3	8	2	3	1	1	2	10
	Jim Sears, Jeff Coppens	^		^	^	^	^		
15234	Todd Wake	2	2	4	5	2	5	3	15
	Kristine Wake, Brian Hayes	^	^	^		^	^		
15260	Bill Faude	4	3	3	OCS	10	3	4	23
	Jacsline Dieball, Ernie Dieball	^	^	^		^	^		
14766	Terry Burke	13	4	6	2	6	7	5	25
	Edd Burke, Bryan Burke		^	^	^	^	^		
13726	Bill Buckles	5	6	5	6	12	6	6	28
	Greg Florian, Nick Florian	^	^	^	^		^		
14798	Denny Heisler	8	5	8	11	3	8	7	32
	Kay Ward, Nick Beckmann	^	^	^		^	^		
14012	Gerry Paoli	6	7	9	7	5	9	8	34
	Bob Olsen, Doug walker	^	^		^	^	^		
15332	Pat Considine	9	10	10	4	11	2	9	35
	Ryan Considine, Kevin Considine	^	^	^	^		^		
14260	John Folwell	10	9	12	8	9	4	10	40
	Mark Paoli, Courtney Menges	^	^		^	^	^		
15158	Peter Orlebeke	7	DNF	7	9	8	10	11	41
	Kim Orlebeke, David Bronson	^		^	^	^	^		
14636	Bart Snyder	11	11	11	10	DNS	11	12	54
	Jessica Snyder, Carson Menges	^	^	^	^		^		
13836	Michael Reed	12	12	13	12	7	12	13	55
	Cris Reed, Amira	^	^		^	^	^		

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Flat-Felled seams double stitched through 4 layers	Single or chain stitched through 2 layers of cloth
Double-folded hems stitched through 3 layers	Turned-up hems stitched through 2 layers of cloth
Ample reinforcing over all stress points	Little or no reinforcing over wear spots
Stand-up flaps that snap around stays	Gaping cut-outs or velcro closures that are shot in a year
5/16" elastic shock cord in the hem AND tie downs	You secure somehow
Supplied hardware	A trip to the hardware store



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2008 Long John Regatta

I'm a Lightning Mom

Teresa Colantuono

I am sitting here asking myself, "How has it come to this?" Shocked, I realize I am a Lightning Mom!!! Not Super Mom, Lightning Mom—even better!



What is a Lightning Mom? A mom who sails Lightnings you say. Sails...yeah...not so much. I am a Lightning Mom because Parker is now a confirmed Lightning sailor. He raced the 2008 Long John Regatta at Monmouth Boat Club with Brian Taboada and his dad, Larry Colantuono. It was windy, stormy and inexplicably shifty, as only the Navesink can be, and they placed second. Parker is eight.

When we told Parker he would be racing the Long John, he didn't say much. And that is the way he has handled the whole event. While he dressed in the parking lot under an ominous sky, donning his wet suit, boots and dry top, all he asked over the din of the clattering halyards was, "Mom, can I have your hat?" When he came in, he was quiet, as his crew members boasted about how first Larry (hmm...over 200 pounds, too big to go past the spreaders) then Brian climbed the mast after a spin halyard that had not been tied to the chute. When I asked Brian if Parker is talking on the boat, he said, "No, he's been pretty quiet." Parker nodded sheepishly when others asked if he was having a good time. Even when I grilled him, pretending to be a Lightning Flashes reporter, he didn't say much.

I had hoped to write about the Long John Regatta from an eight-year-old's perspective. I can't. But I can write about the Long John Regatta from a Lightning Mom's perspective. For us going to the Long John Regatta is about going to sail with family. We see our peeps, and we do the thing that we all enjoy doing the most, race Lightnings. It is fun, and none of us would rather be doing anything else.

Racing Lightnings is our way of life. When I ask Parker about what he wants to do this summer, he simply answers, "Sail." I guess Parker isn't saying much because he has been going to Lightning regattas since he was six months old. It is what he knows. As Brian pointed out during the awards, Parker is not a rookie. He was second at Massabesic in 2006. He's a pretty lucky kid. Both his Lightning Mom and his Lightning Dad feel lucky too and very





Photos by Art Petrosemolo

proud of him and are delighted he has taken to the sport we love to do so much. That's why we felt it necessary to go ahead have two more Colantuono's, fill a boat, ya know. No...that's not why...not really.

I still think of myself as twenty or so, road tripping somewhere, racing for the weekend, working through the week only to do it all over the next weekend.

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55th Open Lightning European Championship

Neuchâtel – July 19th to 25th 2008

CVN, Rte des Falaises, CH 2000 Neuchâtel. lightning@cvn.ch <http://lightning.cvn.ch>



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Notice of Race

1. Venue and Date

The Championship will be held from Tuesday 19th to Saturday 25th of July on the Lake of Neuchâtel in front of Neuchâtel city.

2. Organizing Authority

Cercle de la Voile de Neuchâtel

Rte des Falaises 14

CH2000 Neuchâtel lightning@cvn.ch <http://lightning.cvn.ch/>

Chairman of the Organizing Committee:

Jacques Perret, Chênaie 29d, CH- 2034 Peseux

Chairman of the Race Committee

Samir Saydjari, Pfändwiesenstrasse 14, CH- 8152 Glattbrugg

Chairman of the Jury: tbd

Chief Measurer

Paul Kurth, Orisstrasse 8, CH- 4434 Hölstein

3. Rules

3.1 The regatta will be governed by the "rules" as defined in the Racing Rules of Sailing RRS 2005-2008.

3.2 Sailing instructions

3.3 Additional prescriptions of Swiss Sailing

3.4 Lightning Class rules

3.5 Swiss federal law for inland navigation with local amendments

4. Eligibility

4.1 All registered class-boats are admitted

4.2 Competitors must be members of a Club affiliated to ISAF. For Swiss competitors the amendments of Swiss Sailing to the Eligibility Code will apply.

5. Advertising

5.1 Advertising Category C will apply (see rules for advertising, appendix 1, RRS)

6. **Entry**

- 6.1 Entries shall be submitted on the enclosed Entry Form, completely filled out.
The following documents shall be enclosed:
- Measurement Certificate or Certificate of Conformity
 - Copy of the Third-party liability Insurance form
 - Confirmation of club membership or Licence
 - Confirmation of the legitimacy for advertising Category C.
- 6.2 Deadline for Entries:
Entries shall be received by the Organizing Authority no later than June 20th 2008 (post stamp). Late entries will be accepted by July 20th 2008 with entry fee for late entries.
- 6.4 Entry fee: € 250.- per boat,
to be paid by Bank transfer to:
Banque Cantonale de Neuchâtel n° IBAN CH29 0076 6000 R017 4341 0
Included in entry fee, Gala dinner for the crew.
Entry fee for late entries: € 300.-

7. **Schedule of Races**

- 7.1 Programme:
- | | | |
|---|---------------|---|
| July 19 th 2008 | 08.00 - 17.30 | Check-in at Race Office, hand-over of the Sailing instructions, Measuring |
| July 20 th 2008 | 08.00 - 17.30 | Check-in at Race Office, hand-over of the Sailing instructions, Measuring |
| | 14.00 | Tune-up race |
| | 19.00 | Opening Ceremony |
| July 21 st – 25 th 2008 | 09.00 | Competitors at disposal of the Race Committee |
| July 25 th 2008 | 15.00 | Latest Warning Signal |
- 7.2 Scheduled Races:
- The Championship will be sailed with **6** valid races.
 - To constitute the Championship at least 4 valid races must be sailed during the scheduled time.

8. **Measurement**

- 8.1 The check of the Measurement Certificates and the control measurements will take place next to the club house, under the boathouse.
- 8.2 A measurement check can be held any time by the race committee or the measurer

9. **Scoring**

- 9.2 The Low Point Scoring System of Appendix A will apply.
- 9.2 One worst score will be excluded by at least 4 sailed valid races

10. **Prizes**

- 10.1 The following prizes will be awarded:
- Main-Prices for the 3 first classified boats
 - Perpetual **Trophy**
 - Souvenir for each registred competitor.

11. **Mooring and Parking**

- 11.1 A suitable place will be provided for every boat. Arrangements of the harbour administrator must be respected

11.2 During the Championship, launching and hauling will be organized by the Club.
The trailers has to be parked correctly

11.3 Parking-cards will be delivered at the check-in for motor-cars

12. Support boats

12.1 Support boats shall be registred at the race committee before beginning of the event and comply with the Support Boat Regulation for the championship. The authorization for navigation on the waters concerned will be obtained by the organizing authority

12.2 Support boats will be part of the security arrangement for the event.

13. Social Events

The following events will be organized

13.1 Tuesday 20th July 2005 19.00

Opening ceremony

13.2 Every evening

happy hour and dinner at the Club

13.3 Wednesday 23rd July 2008

Gala Dinner

Additional Dinner Cards can be bayed at the check-in

14. Liability and Insurance

14.1 Competitors participate in the regatta entirely at their own risk (See RRS rule 4 - Decision to race). The organizing authority 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.

14.2 Each participating boat shall be insured with valid third-party liability insurance with adequate cover per event (min. 1.5 Mio CHF) and valid for racing.

15. Accommodation

Tourist offices:

Tourisme neuchâtelois

Hôtel des Postes

Case postale 3176

CH-2001 Neuchâtel

Tel. +41 (0)32 889 68 90

Fax +41 (0)32 889 62 96

info@ne.ch <http://www.neuchateltourisme.ch/e/home/>

Dormitory:

45 places in 3 rooms are available at the Club

Price: € 15.- /per night incl. breakfast (with own sleep bag)

Reservation: lightning@cvn.ch

Camping-Car:

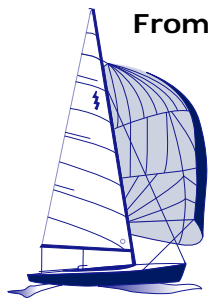
possibility to stay on the site

Reservation: lightning@cvn.ch

Included:

Entry-Form is available on the ILCA website:

<http://www.lightningclass.org/NOR/2008/NOR%20European%20Champ%20REV.pdf>



**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

15233 Nickels, Like new, beautiful and fast! Min weight rudder, 12 X 1 centerboard hoist, 2 X 1 jib sheet plus single sheet, double number of holes on jib track for jib car settings, retractable hike assist for middle crew, fore and aft hike strap for front crew, vang on forward deck and special bailer closer. All FabriCraft covers. Travel cover, skirted deck cover, mast & rudder covers. North, Fisher cut sails. Jib, Main, & R2 Air-X spinnaker. Many extras. Contact Joe Dissette MI. 989-631-2133

15221 Nickels 2004. Excellent Shape. Bottom and top north covers. Nickels trailer, 2008 North Fishers MJS & a set of 2005 North Fisher MJS, Bottom and top cover. Fat board, rudder is race ready. \$13,500 Williamsburg VA Call George Nagy at 757-645-4385 H or Cell best place to reach 703-835-3122 or write: nagygeorge@earthlink.net.

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", Always stored under cover, spotless. Very fast hull, max SS centerboard, min fiberglass rudder, totally race-optimized. All Fabricraft covers - 2 piece trailering, mooring, mast, rudder. Galvanized trailer. Three spinnakers, 2 jibs, 2 mains (NS & VSP), many extras. \$14,000. (North Carolina) Call/email Avis & Henry Bridges: 919.542.5547; chickenbridge@earthlink.net.

15051 Nickels, ready to race. Like new '07 North MF-2 Main and JF-2 jib barely used, 2nd set of practice sails, 2 R-2 spinnakers, 2 pc. travel, mooring, mast, and rudder covers. All controls to side decks, adj. jib cars, spin halyard led aft to take-up blocks, Tacktick Micro compass. Galvanized Nickels trailer with mast support and light bar. \$13,500. Contact David Howe, Westport, CT (914) 319-4836, dhowe@hudsonscenic.com

14975 Allen 2007 Worlds Runner Up is For Sale. A proven winner, owned and raced previously by Allan Terhune for 2007; its tweaked, loaded and ready to win anything. Full set of covers, upgraded running rigging, blocks and more, Dieball bottom, new full set Quantum sails (used 4 days), two full sets of used Norths. Travis Weisleder Richmond, Virginia travis@weisleder.com

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

14940 Nickels. Boat is fast, in excellent condition. Tac Tic micro compass, recent rigging updates, minimum weight rudder, Fabricraft travel and summer covers, galvanized trailer with newer tires, adjustable lowers. North main, jib, and spinnaker. \$9,800. I have a newer Quantum main, jib, and spinnaker that have been used in 4-5 regattas \$1,000. Annapolis, delivery arrangements can be made to the Midwest. Contact: Craig Coburn - craig@vanguardtrials.com phone: 317.340.1192

14787 Nickels. Very fast in good condition. Two sets of North Sails. One set used one summer season, the other an older set. Boat has not been sailed in two years and has remained protected under cover. Travel cover and day cover included, both in great condition. Stainless board. Nickels galvanized trailer. Long Beach Island, NJ. (610) 202-1518 or jsailracer@yahoo.com. \$8,750

14743 Nickels. Excellent condition. 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. 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

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

14655 Allen. While hull, gray deck. \$9000. SS Board, galvanized trailer. Race ready (formerly Dick Hallagan's boat). Very fast boat in excellent condition. Always stored inside except for regattas. Boat located in Pulaski, NY. Rudder cover, trailing cover. Not used since 2004. One very good M-5 main, two 5A jibs (one OK, one good), 2 spinnakers (one Haarstick, one North). Jean Hallagan 315-298-7821 or hallagan@oswego.edu

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.

14605 Nickels. Minimum weight hull, stiff and fast. 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. \$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. \$8,750 Located in Tenafly, NJ. Contact Bill Roesch: gworesch1@optonline.net (201) 675-9760

14345 - Nickels - faired bottom. 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. stored indoors. Excellent condition. \$7,800 Brian Gibbs - Rowley, MA 781-572-6666 bgibbs_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

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.

14066 Nickels. Excellent condition. M+J+S by UK Sails. Spinnaker pole. Additional Banks spinnaker. SS Centerboard. Black annodized 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. 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. jimfer2@gmail.com. Columbus, OH. 614-527-9867 (evening) 614-760-2309 (daytime)

13869 Nickels - A very good hull, re-rigged to modern race standards. 2 1/2 sets of North Sails, one set fresh, the other good for day sailing or practice. Same for Spinnakers. 2 rudders, one "new" or 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.

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

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

13684 Allen, White fiberglass hull with wood tiller and Rudder. Al spar with new shrouds and turnbuckles. Full set of North sails, steel centerboard. All lines color coded. Full Fabricraft cover. Excellent trailer with good tires and spare. Stored inside. A nice starter priced at \$1999. Call Alice Melvin at 315-457-7919 near Syracuse, NY to take a look. alice.melvin@yahoo.com

13381 Nickels White, with red and blue striping. Good competitive racer. Lines are run for racing, with 2 traveler controls, Cunningham,

and backstay at the beam. Stainless centerboard with updated controls. Spinnaker, pole, and lines. Decent North Sails, and spare set. Trailer is in excellent condition, with recent tires and spare. Blue full cover included. Adjustable tiller extension, and spare rudder. \$2,995. Boat is in Northern NJ. 973-670-0483 mmarusich@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.

11379 Allen. All white with black rub rails. One set of North sails ok shape and VSP set used one season. Allen trailer, full hull and mast trailing covers, stainless centerboard, custom rudder, 700 lbs. Stu Nickerson re-rigged for racing, including hull. \$3800 Contact Jon Ruykhaver (St. Petersburg, FL) 727.822.6267 jruykhaver@msn.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, roger.link@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

9464 Wood Lightning European-built, needs some restoration. Wooden mast and boom and two suits of sails, all in good shape. Steel centerboard. \$2,000 with trailer/\$1,000 without. 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 that could use TLC. Nickels trailer with good tires, but requiring new bunks. Oval Spars, nice rudder and tiller. Aluminum CB. Plastimo compass. Philadelph, PA. Ascache@comcast.net 267-496-7180 (Ash Scache)

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

884 Wood Lightning built by Hubert Johnson, great shape needs sails and the centerboard installed, 4000.00. Scott Groves 810-629-9113 Fenton Michigan, healthisfree@yahoo.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

197 Wood Lightning Built 1939. Alum Mast, several sails. Trailer and brand new 4 hp outboard included. \$2500 OBO. Located in Michigan. Karen Niswander ksn6138@frontiernet.net Phone: 517-467-7030.

Classified Advertising Policy for ILCA Flashes and website

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

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