



## Allan Terhune and Team Win at the NAs



The 2008 NAs were held in picturesque Newport. Sail Newport at Fort Adams was the main location where the boats were stored and the regatta was hosted. The NYYC was the sponsor club and did a great job both on and off the water. Katie and I teamed up with Jeff and Amy Linton for this regatta. While in Tampa over the winter I was talking to the newly crowned "Yachtsman of the Year" about the Lightning sailing plan for the year, and somehow our NAs team fell together. It was a little different going into such a big regatta not having sailed together, but we knew our experience would work it out. 105 boats attended with everyone upping their game for the chance to qualify to compete in the US Worlds in Burlington. It was by far the deepest, most competitive fleet I have seen since I started sailing Lightnings, and many shared this thought. The week was going to be a battle. We talked about being consistent and not having the bad one early (which we would find out not to be the case when we were duking it out with NAs and World Champions for 31st place in the first race).

The regatta started for us on Friday. Katie and I met Amy at the airport in Providence and headed to Newport to get the boat ready. Jeff was off sailing with Big Daddy Harkrider in Cape Cod at the Corsair Nationals. The ladies and I got the boat measured and tuned and were able to take on Newport for a nice dinner and to watch the "Opening Games." We were rather amused by the Chinese drummers. We caught up with Jeff after dinner and headed to our hosts, Katie and Will Welles. Katie and Will were kind enough to host our team as well as Tim and Heather Rowe from Vermont.

The First Day of Qualifying started off with a postponement. It seemed like every day started with a six o'clock wakeup and a postponement. The air was light, and the sail out to the ocean was time consuming. I don't remember too much of that day, other than the first race was in lighter air, and we were 6th or so and won the 2nd race in the heavier breeze. Jeff steered the boat in and was trying hard to race the people in the harbor. I remember laughing watching him pump the main with one hand and trying to steer and not spill his beer with the other hand! Clearly he's had practice. As we rounded Fort Adams, we dodged hundreds of spectators for the Jazz Festival where Aretha Franklin was about to take the stage.

The second day of qualifying was sailed on the northern most course in an awesome sea breeze. Two races were sailed to wrap up the series. We had two good races to ensure that we qualified for the Blue Fleet and really felt ready for next few days of the championship. We knew we had speed, and we also felt like the team was coming together. The NYYC hosted a cocktail party that night. NYYC is spectacular. The sunset from the lawn was breath taking. That is where we found the lucky feather. Katie swore it was a sign

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## President's Column

Brian Hayes, Sr.

### CONGRATULATIONS!!!

**2008 North American Champions**—Allan Terhune, Jeff Linton, Katie Terhune

**2008 Women's North American Champions**—Angela Scheibner, Bonnie Shore, Jennifer Flack

**2008 Juniors' North American Champions**—Taylor Lutz, Jason Lutz, James Pottharst

**2008 Masters' North American Champions**—Bill Mauk, Tito Gonzalez, Diego Gonzalez

It is a great honor for me to be nominated and elected as President of the ILCA. I have had the great privilege of working (and sailing) with some of the best leaders the ILCA has ever had, having served as Class Secretary under, first, Carter Utzig and, most recently, Steve Davis. Both of these gentlemen have displayed skills and actions which I hope I can emulate. I thank them both profusely for their dedication to the Class, their support and, most importantly, their friendship.

Our Executive Committee this year consists of Rob Ruhlman (Secretary), Bill Clausen (Chief Measurer) and John Faus (Treasurer). The Class could not ask for a group of people more dedicated to the Lightning, and I'm excited to be able to work with all three for the next year. The Governing Board will be choosing the 5th EC member this month, by ballot, to round out the 2008-09 EC.

I'm excited about the prospects for the ILCA for the next few years. We just completed the North Americans in Newport which tested competitors and organizers with challenging, but fair, conditions. Our thanks once again to the entire Newport team for running a great series. In the USA there are still lots of local and regional events going on over the next few months. I personally hope to attend the Borderline



Regatta in North Carolina (October 25-26 and, yes, they plan to have water this year!!) and the Bluenose Regatta in Nashville (November 1-2. Will it be 80 degrees or will it snow??). The 2009 Worlds in Burlington are set, and

the committee there (led by VP Worlds Bill Fastiggi) looks as organized and prepared as any regatta I've ever seen. The gang at Sodus Bay is all set for the NAs next summer, and it looks like a lovely place to sail and vacation. We are all looking forward that as well. The Class continues to work on building our international base. The 2011 Worlds have been awarded to Brazil, and they are currently building new boats there as we speak. We continue to work on making certain the Lightning is chosen as a Class for the 2011 PanAm Games in Mexico. To that end, we recently got two new members to join the ILCA from Mexico, and they hope to be sailing at the Southern Circuit this March.

I'm looking forward to the next year, and I hope to see many of you at local and regional events. Feel free to contact me at: [president@lightningclass.org](mailto:president@lightningclass.org) if you have any questions, ideas or want to volunteer your services and help us continue to grow the great Lightning tradition. See you on the water.



## Official Notices

It is with pleasure that the International Lightning Class Association and the ILCA Executive Committee announces that the ILCA has accepted the bid from the city of Búzios and the Iate Clube de Búzios-ICAB to host the 2011 International Lightning Class Association World and Masters World Championships. The ILCA is excited to for the opportunity to return to Brazil for our World Championship. Brazil offers a rich tradition in Lightning sailing and boasts a strong commitment to the ILCA which is reflected in both participation in many global ILCA events as well as a history of outstanding individual performances in World and regional Lightning events. Qualification details, regatta information and other pertinent information can be found at [www.lightningclass.org](http://www.lightningclass.org) as it becomes available. Congratulations to the city of Búzios, the Iate Clube de Búzios-ICAB and the Brazilian District.

### International Lightning Class Association

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[www.lightningclass.org](http://www.lightningclass.org)

# **US SAILING's One-Design Sailing Symposium Sails to Atlanta**

## **November 15–16, 2008, Atlanta, Georgia**

You are, no doubt, passionate about wind, water, boats, racing, and your sailing buddies. Learn more about growing your sport and improving your sailing skills. At ODSS, US SAILING brings racing rock stars and legendary leaders in our sport to one venue for a great exchange of ideas and information.

This year at Atlanta Yacht Club, enjoy hearing Dave Perry, Greg Fisher, Skip Dieball and approximately 25 other speakers including builders, coaches, marketing and public relations experts, fleet builders, and class leaders.

You will also enjoy:

- Mt Gay Rum Speaker Series Presentation and Party Saturday night
- North U Rules Seminar with Dave Perry
- Go Fast Workshops with Greg Fisher and Skip Dieball
- National One-Design Awards
- Race Management Seminar (Friday)
- On the water sailing photography lesson

On the build-your-sport agenda, we share the best growth and promotion ideas, solve common problems, discover resources, and connect with new sailing buddies. Expert presenters with innovative ideas provide fleet builders with a tool box overflowing with proven fleet building techniques. Would you like to make your grassroots class growth campaign more effective? What works in fleet building or pumping up the fun factor? What makes a one-design class successful? How can you improve your web site, public relations, marketing, insurance, safety and measurement at events? Come away informed, enthused, and energized to promote one-design sailing.

For the sail-faster track, you'll hear fresh presentations and discussions to move your team up to fame and glory. Ever heard of a "puff bomb?" Could you improve your upwind lane management?

After revealing all secrets of brilliant fleet/class building and blazing boat speed, we'll do the next logical thing--party!

Multiple sessions run concurrently so you bring your leadership team as well as your racing team—one person cannot get to every session on the agenda.

Ultimately the success of your whole class determines the value of your own boat and how much fun you have racing. If your class, fleet, or club would like to grow or be stronger, then come to The US SAILING's One-Design Sailing Symposium. It's for everyone who is enthusiastic about sailing.

For topic updates and registration information see [www.ussailing.com/odcc](http://www.ussailing.com/odcc).  
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## Lightning Family News

Dear Supporters,

We've just returned home to the USA from the Olympic Games. The last four weeks in China was the experience of a lifetime. We finished the Olympic regatta in 12th overall. This was not the position we had hoped for heading into the racing, but we can safely say we gave it all we had and left everything on the waters of Qingdao. The 470 racing took place in the earlier part of the sailing competition, which turned out to be the light wind week. We had flashes of brilliance with 5 finishes in the top 10 during the ten-race regatta but we had difficulty putting consistent results on the board.

The highlight of our racing was undoubtedly day #4 (races 7 & 8). We launched at 11:00 AM for a 1pm start (it was a 45 minute tow to our race area). The day looked promising with surprisingly clear skies and even a little cumulus developing on shore. Perhaps a meaningful thermal would bless the day's racing? But alas, when we finally arrived at the start, there wasn't a breath of wind. We bobbed around until 4pm when the evening land breeze began to fill. The race committee was quick to start us, hoping to keep the fleet on schedule. Because all of China is on one time zone and Qingdao is on the eastern frontier, dusk comes early, even during summer! We had a wonderful 8–12 knots for both races and even got to pump downwind. We rolled two consistent scores: 7, 6, which was good enough to boost us into the top 10. By the time we reached the ramp in the Olympic Harbor it was 7:30 and pitch black. Thankfully, US Team Leader Dean Brenner was there to meet us, trolley and American flag in hand. We were exhausted but thrilled to turn in a consistent day.

We spent August 21–24 in Beijing at the Olympic Village. It was incredible to live and meet with U.S. athletes from other teams. We also got the chance to attend a few events including the gold medal games for volleyball, men's basketball, women's basketball and handball. On August 24th we capped our Olympic experience by marching in the Closing Ceremony and what a show it was! China has set the bar extremely high for all future Olympic host cities.

It has been a pleasure and a privilege to represent the United States at the 2008 Olympic Games. The Olympic ideal has had a profound effect on our lives. Competing in the Games has made us better sailors, better sports-women and better people. The Olympic movement is humbling and awe-inspiring. We hope use our momen-

tum to give back to sailing as it has given so much to us. We would like to thank each and every one of you for your support, enthusiasm, good wishes, emails, phone calls and ongoing interest in our sailing. We truly believe we would not have made it to the Olympics without such an incredible support system behind us. Thank you, Thank you, Thank you!

We would especially like to thank: Our Families, US Sailing Team AlphaGraphics (especially Dean Brenner, Katie Kelly, Gary Bodie & Sarah Hawkins), Coach Bunny Warren, Gill, Kaenon Polarized, Snapper Rock, Mills Sails, SeaMar Gloves, New England Ropes, Kinesys Performance Sunscreen, Shelter Island YC, Surf City YC, New York YC, Seawanhaka Corinthian YC, Shrewsbury Sailing & YC, NJYRA, the Lightning Class, Sailing Foundation of New York, Southport Sailing Foundation, and the Oyster Bay Sailing Foundation for believing in us!

Very Best Always,

*Sarah & Amanda*

### **Welcome New Member Andres Daroch**

I'm 48 years old and have been sailing since 15, mostly in keel boats.

Currently I own a J24 that we enjoy with wife and two kids (15 and 20) in Concepcion Bay, South of Chile.

With a 5-time Chilean world champion (Tito Gonzalez) is impossible to miss the Lightning Class and was the enthusiastic start of the new Chile South Fleet 514 that made me decide to switch to an active participation, and I'm very happy with it. We're having a great time down here, so you should plan to visit us.

### **Welcome New Member Charles Grugan**

I've been power-boating since about age 10 with my father. I got turned on to sailing in 2004 when I purchased a Hobie Cat. I fell in love with sailing and my mind became a sponge, wanting to learn more about it and hone my skills.

A friend of the family who was never that interested in sailing told me about his father's boat. A Lightning class from 1965. He showed me the boat and I saw the battered interior including a snapped boom. Through all the damage, I could see a great learning experience. I made him an offer and went to work on the damaged parts, replacing the boom with a beautiful piece of western pine and working to repair the wooden benches and trim on both the interior and exterior of the hull.

The sails were beautifully kept, aside from one jib whose brass snap pins had become irreversibly corroded and stuck shut. Not two worry, she came with two sets of sails (to mains, two jibs and two spinakers.)

I am proud to announce that after a long winter filled with a lot of work, her hull touched the water for the first time in 20 years and she's been a float ever since. She sails like a dream and I've got her to plane a few times with only two sailing. She still has a long way to go and I plan to finish all repairs this winter.

Once I get myself acclimated to the new boat and find a crew, I'd love to join a local fleet and test the skills that I have learned.



### **John Mathers Weds at PYC**

Ten years ago our son, John, performed a wedding at the Pontiac Yacht Club, and he thought it was a wonderful setting for a wedding. On June 7, 2008, John was married at the yacht club lakefront with a dock full of Lightnings in the background. Though storms were predicted, none materialized, and the weather was beautiful with balmy breezes. After the festivities John and his bride, Cathy, sailed off into the sunset with a "Just Married" sign on the back of our boat as the song "Come Sail Away" played in the background.

Both John and I have been members of the ILCA for many years. The biggest thrill I had this summer, besides John's wedding, was to have John and his son, Caleb, crew for me at the 70th Anniversary Regatta. We had a great time! After the regatta John said he and Caleb would bring me to the 100th Anniversary Regatta to crew for them. Then we figured out that I would be 105 years old, he would be 75 and Caleb would be 45. So John said, "Maybe we should plan on sailing in the 80th Anniversary Regatta instead!"

—submitted by Bob Mathers

### **From Peter Wellington**

My name is Peter Wellington and I recently purchased Lightning#7650. It's now located in Montreal Canada. I have sailed it twice since I bought it. The boat has had a good life, and it's in excellent shape, but the last person that did a semi-restore, meaning a new deck, exterior fibreglass and paint, did an average job.

So this winter coming, I am planning to re-do the whole boat. Getting to the point, I would love to purchase some plans from you to help me in my restoration.

I don't have a name for the boat yet, but I'll let you know as soon as I have one.



*Mission Bay Lightning and Laser fleets are painting the electric box out by the main road with these images*

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—continued from page 1

and from the lucky swan she fed all week at the Nas in Cedar Point the year we won. Katie was not too hungry as she and Kristine had seven helpings from the nacho bar while Brian was speaking. We left the yacht club and decided to grab a quick bite at the local diner. We just happened to be at the same place as the Fishers, Moriartys, Wakes, Brian Hayes and Hofmeisters. Captain Hof was telling us about how he ordered his senior citizen meal and could not decide between the free coke and sundae. Very humorous to say the least—I thought Amy was going to pee her pants. Allan got a hold of some crayons, and by the time we left every team was drawn on a placemat with great detail.

**Day 1** of the Championship Racing was tough, for us at least. The course was sailed just north of the Newport Bridge, due to the possibility of inclement weather. As we were preparing, we felt our speed was good, and we had a good plan for the course we were about to sail. The race started, but I really did not. It started off tough for us and we never recovered...We finished 31st in the first race. We battled hard and sailed our best and still wound up with the result. This was by far the toughest fleet we had seen, and it was going to be a battle. As we crossed the line, all three of us looked at each other with silence. We worked our tails off, sailed the best we could and it did not work out. I figured I would break the ice, and I said "well, that sucked." We all kind of chuckled and Jeff said, "Well we learned two things. We cannot duck boats to get to a side, and we have to stay bow out." We said we were going to follow that plan the next race and see where it would take us. We started near the boat and started to work the right side. Early in

the race it was tight, but we decided we were not going to take the transoms on the left to get over there. Jeff and Katie kept us working the shifts, and I just kept driving as fast I could. Three quarters of the way up, it could have gone either way, but in the end, sticking to our guns paid off, and we rounded fifth at the first mark. We worked hard and found our way to the lead and won the race. 31–1, not exactly what we hoped for, but we decided to keep our head down and keep working. We headed back to our hosts house that night for a nice dinner and to watch the Olympics...a good way to unwind.

**Day 2** of the championship started with the races on time and we finished third in this race. We sailed well and were happy. We followed our same plan and let our speed and conservative tactics do the work for us. The second race of the day started, and we were doing OK, until the wind went crazy. The RC did a great job of cancelling the race, and as the weather continued to deteriorate, we headed back to Sail Newport. With only one race in on Day 2, we were in a bit of trouble, as we needed the RC to get three races in on Wednesday in order have a throw out. (There was a little disappointment as our stock was down and the down pour was the cherry on top.) We were 7th, but it was a tight group and we knew anything could happen. The RC pushed back the start time to 9:30 (which I was happy about), and we headed out for the evening. We were saying our prayers the weather man was wrong for the next day. The forecasted weather was no wind until the sea breeze would up at two. We went out to eat at "Flo's Clam Shack." Jeff, Amy, Katie and I ate more fried seafood than anyone should in one sitting. What a surprise we ran into more Lightning sailors (Frank Atkinson and the whole Vermont gang). We all felt a little sick after that, but what an amazing view of the ocean from Flo's. We spent the rest of the night at the Welle's house. For entertainment that night we watched Michael Phelps win his eighth medal and watched Katie chase Will's dog around trying to get her clothes back. I think she managed to skin both knees during one face plant.





**Day 3** of the Championship came and when we arrived, no wind. We weren't truly surprised as this was the prediction. This day we lightened up on gear. (Katie had no bibs or spray top and Jeff only had two beers.) The RC decided that we would tow to the ocean. The forecast was not great, but I was still hoping for the sea breeze we were all talking about...as we entered the ocean, it came. Now we had to do our part. We got all tuned up and we started to talk our plan. Jeff said the plan was simple—good starts, haul ass, get the mark and turn left! Seemed easy enough. The first two races we sailed hard and earned a 2, 5. With a drop we were leading, but we needed the last race. The last race started with fifteen minutes to go before the time limit. We knew there were a few boats in contention, so there would be no funny business before the start, so we kept our same plan. We had a good start near the boat end and worked right. We had a good lane and went fast. Half way up the beat we were looking good, real good. There was a little lefty at the end, and we rounded the weather mark fourth. We worked the run and got to the bottom second. The final beat, there was more of a shift left and we were able to sail on port for a long time, which made defending a little easier. We rounded the final weather mark in third, knowing if we stayed the same we would win. The final run was LONG. Jeff, Katie and I kept pushing each other to work as hard as we could until we finished. Then we did it, the race was over, and we won. Katie let out a little whoop, and we had high fives and hugs all around. We had sailed a major come back to win the NAs. Phil Mickelson had broken through.

On the sail in, we did our usual routine. Jeff steered in, Katie flew the kite, and I became the wave blocker. The difference was we were pumped. Jeff had his last Busch on the way, and Katie had a huge grin. She could barely trim the kite because she could not stop clapping her hands. As we were being congratulated by the fleet and planing in the nice ocean waves I thought about what a great week we had. Jeff, Katie and I had a blast sailing

together, and we had even more fun on shore with Amy. We took a team that had not sailed together before, and made it work out. Many folks were curious to see how Jeff and I would sail together, and I can say from my side, it was great. I hope to get to crew for him sometime...Amy greeted us at the dock, with a huge smile and drinks, and it was a happy afternoon.

The NYYC did a great job with the Banquet and running the regatta. The banquet was held on the lawn of NYYC, and it was truly special for us. Our team wants to thank Randy Shore and Wendy Lotz for all their hard work. Sail Newport and all their staff were very organized and hospitable, considering what a busy week they had. Ron Hopkins and the entire RC were great. I know they made the NYYC, Sail Newport and ILCA proud with the job they did under trying conditions for a good part of the week.

Lastly, I want to again thank my team. Katie does all the hard work so I can work and sail. She is the toughest person I know, and no one tries harder. She insists that if we are going slow it won't be because the boat is dirty. Jeff and Amy were great. Jeff is truly a team player, both on and off the water. He helped in every aspect of making this happen, including soaping the boat every day. The week could not have gone better, and even if we did not win, it would have been one of the more fun weeks of sailing. Jeff showed why he is always at the top. He works harder than anyone I have ever met, never quits and is always thinking. Don't let his laid back personality fool you, he is a fighter! Finally, I want to thank Will and Katie Welles for all their hospitality in Newport. They welcomed us into their home and were most accommodating. We can't wait to repay them in Annapolis and Tampa. We are all looking forward to Sodus Bay and Burlington. See you on the water!

We would also like to Thank Jeff Becker for the champagne for the trophy and Busch beer the official beer of World Champions, and also, Crystal Lite the official drink of Allan's starvation diet!

# 2008 North American Championship

## New York Yacht Club, Newport, Rhode Island

### August 11-13, 2008

| Pos | Bow | Sail  | Crew  | 1   | 2        | 3   | 4        | 5        | 6        | Total |
|-----|-----|-------|---|-----|----------|-----|----------|----------|----------|-------|
| 1   | 46  | 15353 | Allan Terhune, Jeff Linton & Katie Terhune              | -31 | 1        | 3   | 2        | 5        | 3        | 14    |
| 2   | 64  | 15045 | Matt Fisher, Dan Moriarty & Tobi Moriarty               | 4   | 2        | 6   | 4        | -11      | 10       | 26    |
| 3   | 33  | 14855 | Jody Lutz, Jay Lutz & Taylor Lutz                       | 2   | 4        | 7   | 9        | -27      | 4        | 26    |
| 4   | 16  | 14880 | Marcus Eagan, Zak Fanberg & Sarah Fanberg               | -20 | 7        | 10  | 10       | 2        | 1        | 30    |
| 5   | 70  | 15260 | Bill Faude, Hannah Swett & Jared Drake                  | 1   | 9        | -21 | 3        | 12       | 9        | 34    |
| 6   | 59  | 14673 | Juan Santos, Sebastian Herrera & Juan Andres Santos     | 11  | 6        | 9   | -24      | 3        | 5        | 34    |
| 7   | 79  | 14975 | Bill Healy, Tim Healy & Nicole Breault                  | 6   | 5        | 5   | 1        | 21       | -23      | 38    |
| 8   | 12  | 15208 | Jim Allen, Ernie Dieball & Brenda Crane                 | -34 | 10       | 13  | 6        | 1        | 19       | 49    |
| 9   | 50  | 15355 | David Starck, Scott Ikle & Ellen Starck                 | 10  | -27      | 18  | 12       | 6        | 8        | 54    |
| 10  | 96  | 14453 | Darrell Peck, Kara Ganter & Allison Webber              | 3   | 12       | 19  | 14       | 9        | -31      | 57    |
| 11  | 18  | 14821 | Ched Proctor, Jay Mueller & Charlie Proctor             | 17  | 19       | 4   | 11       | -23      | 7        | 58    |
| 12  | 35  | 11011 | Tito Gonzalez, Diego Gonzlez & Steve Frasier            | 5   | 21       | -25 | 18       | 7        | 16       | 67    |
| 13  | 37  | 15164 | Jed Dodge, Bill Dodge & Sarah Costich                   | -22 | 11       | 11  | 22       | 10       | 14       | 68    |
| 14  | 93  | 15151 | Geoff Becker, John Mollicone & Dan Rabin                | 9   | 13       | -29 | 26       | 15       | 6        | 69    |
| 15  | 32  | 15380 | Jim Crane, Larry Bone & Pete Bone                       | 7   | -32      | 22  | 5        | 16       | 21       | 71    |
| 16  | 21  | 14589 | Brian Taboada, Karl Bradley & Matty Schon               | 12  | 15       | 16  | 15       | -31      | 15       | 73    |
| 17  | 87  | 15215 | Dave Peck, Neal Fowler & Sonya Smith                    | 25  | 16       | 26  | 8        | -28      | 2        | 77    |
| 18  | 43  | 14794 | Cristobal Perez, Juan Eduardo Reid & Pablo Cerna        | -38 | 22       | 1   | 7        | 36       | 12       | 78    |
| 19  | 84  | 15381 | Bill Fastiggi, Chantal Leger & Suzy Coburn              | 15  | -26      | 2   | 16       | 25       | 22       | 80    |
| 20  | 5   | 15111 | Gianni Cuccio, Tom Emch & Gaelen Adam                   | 8   | -34      | 12  | 31       | 13       | 18       | 82    |
| 21  | 44  | 15234 | Todd Wake, Brian Hayes,Sr & Kristine Wake               | 28  | -31      | 14  | 17       | 4        | 28       | 91    |
| 22  | 69  | 14619 | Larry Colantuono, Steve Kirkpatrick & PJ Shaffer        | 26  | -28      | 24  | 20       | 8        | 17       | 95    |
| 23  | 40  | 15251 | Debbie Probst, Theresa Colantuano & Cindy Kelly         | 13  | 17       | 20  | 19       | -37      | 26       | 95    |
| 24  | 3   | 15285 | Fred Strammer, Charles Enright & Charlotte Sims         | 14  | 3        | 28  | 23       | 30       | -33      | 98    |
| 25  | 48  | 14548 | Jon Guth, Peter Rich & Martin Hermida                   | 27  | 14       | -36 | 33       | 17       | 13       | 104   |
| 26  | 4   | 15240 | Steve Constants, Dave Constants & Mike Constants        | 19  | 33       | 8   | 21       | 24       | -35      | 105   |
| 27  | 25  | 15125 | Jody Starck, Skip Dieball & Tom Starck                  | 32  | 23       | -38 | 13       | 29       | 11       | 108   |
| 28  | 52  | 14922 | Jack Huntsman, Max Lopez & John Huntsman                | 18  | 36       | 15  | (39\RAF) | 18       | 24       | 111   |
| 29  | 82  | 8330  | Frank Atkinson, Mike Holly & Valerie Holly              | -37 | 8        | 17  | 25       | 34       | 36       | 120   |
| 30  | 42  | 15298 | Ian Jones, Lauren Jones & Timothy Scanlon               | 24  | -35      | 35  | 30       | 14       | 20       | 123   |
| 31  | 61  | 14786 | Jon Schwartz, Don Schon & Paul Krzensky                 | 23  | 24       | -31 | 28       | 19       | 30       | 124   |
| 32  | 11  | 14900 | Rob Crane, Kelly Crane & Doug Herling                   | 16  | 29       | 27  | -35      | 33       | 25       | 130   |
| 33  | 81  | 15345 | John Faus, Clay Shaner & Paul Whitesides                | 21  | 25       | -37 | 34       | 20       | 34       | 134   |
| 34  | 1   | 14901 | Ian Schillebeeckx, Connor Aswad & Will Schwarz          | 30  | 18       | 32  | 29       | 32       | (39\DNS) | 141   |
| 35  | 62  | 15246 | Larry MacDonald, Joy MacDonald & Adam MacDonald         | 33  | 20       | 23  | 27       | (39\DNS) | 39\DNS   | 142   |
| 36  | 7   | 15143 | Dave Helmick, Carol Ewing & Davy Helmick                | 29  | 30       | 30  | -32      | 26       | 27       | 142   |
| 37  | 10  | 14866 | Bill Mauk, Chris Vann & Michele Sumpton/Tiffany Skinner | 36  | (39\RAF) | 33  | 37       | 22       | 32       | 160   |
| 38  | 88  | 14719 | Bill Bogardus, Jarrett Lynn & Alyson Villano            | 35  | -37      | 34  | 36       | 35       | 29       | 169   |



**1<sup>st</sup>**



*Katie Terhune, Jeff Linton and Allan Terhune*

**2<sup>nd</sup>**



*Rob Ruhlman presents the runnerup trophy to  
Dan Moriarty, Tobi Moriarty and Matt Fisher*

**3<sup>rd</sup>**



*Jay Lutz, Taylor Lutz and Jody Lutz*



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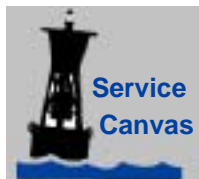
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### Robert Ruhlman

The last time I sailed in Newport it was 1991, and the North Americans were rudely interrupted by Hurricane

Bob. Ryan was 8, Maegan was 6, Abby and I were seventeen years younger as well. Abby was only 26, of course. Certainly, the memories from that year revolve almost exclusively around the hurricane itself.

This year's memories are very different. After arriving in the early morning hours on the first day of qualifying, fresh from a family wedding in Costa Rica, the three Ruhlman teams qualified in the President's series. Dave Werley, Nick Turney, Caroline Sundman, and Martha Fisher did a great job of delivering, measuring and setting up our boats. We sailed in a variety of conditions on every race area possible and finally had more than a hypothetical answer to that age old question, "would you rather be first in the President's Cup or last in the Blue Fleet?" More on that later.

A difficult first day of racing in the qualifiers was put quickly into the proper perspective when we learned that my uncle had passed away earlier that day. Family circumstances were such that our initial thoughts of returning home were unnecessary, and we set our sites on Day 2 of the qualifiers with all three teams still positioned to make the Blue Fleet, albeit all three teams needed two good races. We all clearly had used our throw out on Day 1. Alas, it was not to be, but we were in great company!

Race 1 saw Maegan, Martha and Patrick out to an early lead in a tightly packed group that included the other two Ruhlman teams, Tom Allen, Jr. with his kids, Shelby and Karl, as well as just about everyone else who ultimately finished in the top ten.

Tom, Shelby and Karl proved to be just too tough, especially downwind, and they ultimately won Race 1, Abby, Dave and I finished 2nd, just ahead of Maegan's team in 3rd and Ryan's team in 5th. As one might imagine, dinner conversation that

evening revolved around how cool it would be to have a Ruhlman sweep, who was going to beat who, another beer, etc., another beer, etc., you know the drill.

I'm not one of those guys who have a great memory for races. Unlike some guys I know who can remember every click of the mainsheet over their storied careers, my "hard drive" is several sectors short. Sure, I remember some standouts, good and bad, but most of them, no.

What I do remember from the President's Cup this year is, as always, the thrill I get sailing against my kids, the fun we have competing with Tom, Shelby and Karl, watching Mark Schneider with his daughters, Ashley and Greta put on a clinic in the great breeze of the final day, and the toughness of folks we haven't really seen before, like Peter Denton's team and runner-up, Justin Coplan and his team of Fiona Gordon and Ellen Turk. Justin, Fiona and Ellen are 2008 Boat Grant Recipients and, from what we saw, are well on their way to being a perennial force to be reckoned with!

All things considered, we had a great week and our thanks to everyone involved with putting on the event. Sail Newport is a difficult venue for hosting one hundred boats and three hundred competitors, and the folks did a nice job. Race management was very well handled over a variety of conditions and race areas. PRO Ron Hopkins and his team did a great job, particularly of communicating with the three fleets. I think we are all growing in our appreciation for the use of radios.

Okay, so what is our answer to the age old question, "would you rather be first in the President's Cup or last in the Championship Series?" First of all, I want to thank Abby and Dave for maintaining their competitive spirit in the face of early disappointment. That went a long way to our success this year. Having now actually done both, I have to say, honestly, that I can argue it either way. I suppose if I went into the event given the choice before Race 1, I'd pick first in the President's Cup, but that's not how this wonderful game works. It's great to win the President's Cup, and it is no easy feat, in any year. This year was no exception, and that is a tribute to the level of competition in this great Class.

We hope to see you all on the Southern Circuit.





# 2008 President's Cup

## New York Yacht Club, Newport, Rhode Island

### August 11-13, 2008

| Pos | Bow | Sail  | Crew  | 1      | 2      | 3  | 4  | 5  | Total |
|-----|-----|-------|---|--------|--------|----|----|----|-------|
| 1   | 67  | 15257 | Robert Ruhlman, Dave Werley & Abby Ruhlman            | 2      | 4      | 6  | 2  | 2  | 16    |
| 2   | 31  | 15247 | Justin Coplan, Fiona Gordon & Ellen Turk              | 6      | 7      | 2  | 11 | 9  | 35    |
| 3   | 15  | 15385 | Peter Denton, Tom Slook/John Townsend & Weston Barlow | 7      | 3      | 4  | 12 | 13 | 39    |
| 4   | 38  | 9     | Thomas Allen, Shelby Allen & Karl Allen               | 1      | 16     | 1  | 17 | 7  | 42    |
| 5   | 73  | 15172 | James Taylor, Stan Cummins & George Auer              | 17     | 8      | 3  | 16 | 14 | 58    |
| 6   | 63  | 15363 | Sean Fidler, Mike Moody & Susanna Tellschow           | 23     | 17     | 10 | 8  | 5  | 63    |
| 7   | 74  | 14947 | Ryan Ruhlman, Nick Turney & Caroline Sundman          | 5      | 12     | 24 | 14 | 8  | 63    |
| 8   | 13  | 15377 | Ryan Flack, Kevin Morin & Jennifer Flack              | 12     | 20     | 7  | 7  | 18 | 64    |
| 9   | 72  | 15154 | Mark Schneider, Greta Schneider & Ashley Schneider    | 13     | 22     | 27 | 1  | 3  | 66    |
| 10  | 90  | 14676 | Carlos Lecaro, Oscar Viteri & Jorge Norero            | 14     | 13     | 11 | 9  | 23 | 70    |
| 11  | 19  | 15279 | Bob King, Bill Healy & Conor Healy                    | 15     | 9      | 31 | 13 | 6  | 74    |
| 12  | 110 | 15356 | William Brown, Ben Siegal & Leigh Kempton             | 21     | 25     | 13 | 6  | 10 | 75    |
| 13  | 91  | 15336 | Steve Sarren, Phil Fritz & Alez Loboizzo              | 4      | 27     | 8  | 10 | 28 | 77    |
| 14  | 8   | 15255 | Richard Hallagan, Hendrix Teneyck & John Steiner      | 30     | 11     | 30 | 5  | 4  | 80    |
| 15  | 101 | 14119 | Chad Miller, Tanya Miller & Brad Harris               | 26     | 14     | 29 | 15 | 1  | 85    |
| 16  | 55  | 14584 | Peter Hazelett, James Unsworth & Derrick Demming      | 16     | 5      | 26 | 23 | 15 | 85    |
| 17  | 20  | 15024 | Jason Werner, Brian Debrincat & Heather Dodd          | 9      | 29     | 14 | 18 | 17 | 87    |
| 18  | 22  | 15122 | Jim Carson, Eric Reitingner & Ryan Stagaard           | 18     | 6      | 23 | 21 | 21 | 89    |
| 19  | 56  | 14640 | Don Brush, Tammy Kolbe & Clark Bailey                 | 19     | 24     | 18 | 20 | 11 | 92    |
| 20  | 66  | 14766 | Terry Burke, Bryan Burke & Caleb Leonard              | 8      | 10     | 20 | 26 | 29 | 93    |
| 21  | 2   | 15211 | Larry Frost, Batton Kennon & Chance Miller            | 20     | 30     | 21 | 3  | 20 | 94    |
| 22  | 71  | 15171 | Josh Goldman, Ian Gill & Sarah Paisley                | 11     | 26     | 5  | 30 | 24 | 96    |
| 23  | 68  | 14888 | Bob Sengstacken, Mino Tsutsui & Daniel Zitin          | 10     | 21     | 22 | 19 | 25 | 97    |
| 24  | 58  | 15310 | Bob Harkrider, Collin Lineham & Ellie Stone           | 25     | 23     | 9  | 25 | 16 | 98    |
| 25  | 75  | 15057 | Maegan Ruhlman, Patrick Wilson & Martha Fisher        | 3      | 31     | 32 | 22 | 12 | 100   |
| 26  | 53  | 15142 | Nabeel Alsalam, Russ Roberts & Lisbet Kugler          | 31     | 1      | 15 | 31 | 26 | 104   |
| 27  | 47  | 14740 | Victor Lobos, Hugo Perrin & Sebastian Lobos           | 33\DNF | 33\DNS | 16 | 4  | 19 | 105   |
| 28  | 34  | 14942 | Dick Moyer, Helen Moyer & Emily Aspland               | 28     | 2      | 19 | 27 | 31 | 107   |
| 29  | 94  | 15103 | Nick Farina, Elizabeth Henry-Hooker & Bretton Gardner | 29     | 18     | 17 | 32 | 22 | 118   |
| 30  | 98  | 14808 | John Boxberger, Graham Leonard & Allison Stevens      | 24     | 15     | 25 | 28 | 30 | 122   |
| 31  | 28  | 15206 | William Hofmeister, Mandy Hofmeister & Dennis Colby   | 27     | 28     | 12 | 29 | 27 | 123   |
| 32  | 14  | 15093 | Joan Hurban, Peter Jodrosich & Judith Hanlon          | 22     | 19     | 28 | 24 | 32 | 125   |



**NAs  
2008**

# President's Cup

**1<sup>st</sup>**



*John Faus presents the trophy to Robert Ruhlman, Abby Ruhlman and Dave Werley*

**2<sup>nd</sup>**



*Ellen Turk, Fiona Gordon and Justin Coplan*

**3<sup>rd</sup>**



*Peter Denton, Tom Slook/John Townsend & Weston Barlow*

**Richard Walsh**

Alec and Alex and I were prepared to deal with adversity on this trip.

The truck just got out of the shop, we filled it full of gear and gas, attached the boat and left Thunder Bay for our 26-hour drive to Newport. It was our expectation that we would be fixing vehicles, tires, and struggling with sleeping in a tent for the week. However, everything was going quite smoothly; we had no complications with travel, the tent seemed comfortable, measurement and registration went effortlessly. There was nothing left to do but clean and tune the boat, go for a sail and sit back in our lawn chairs relaxing with a beer. Laid back and relaxed, yes we were. We were ready for the qualifying races and some fun competition.

Qualifying is the most difficult part of the North American Championships. The first day we went into the ocean and were second out to the race course. This was purely due to how early you can wake up when staying in a tent. We were able to spend some time figuring out the course. Race 1—ouch, poor start and went to the right a little and a solid 24th. Some thought went into the next race. After getting a clear start and clear lane, we managed a sixteenth, but it was quite close. The two-hour trip back home was less than exciting. I don't recall hearing any conversation on our boat for the whole trip. It seemed that we had lost some of our excitement.

A change was necessary, so we went back to our tents and did a little refocusing with our good friend "Sailor Jerry" and his buddy "Coke." After all, tomorrow was a new day and, remember, we are prepared for adversity. This was just a new challenge, two top ten finishes was our goal to ensure a Blue Fleet spot. The team was ready. Good starts, clear air and great speed all combined together in one great day for our boat. We had it figured out that the third qualifying race was a 7th and the 4th qualifying race was a second place. There was a difference on the boat ride back to Sail Newport today. We were talking, we were excited we were ready for tomorrow. I even was considering new shorts for tomorrow.

Then it hit us. Steve Constants told us that the Race Committee had scored us DNS and DNS in race 3 and 4. My immediate response was "Well, we will just have to go and get that fixed right now." The only possible way

to have that happen would be if we sailed in the wrong color fleet on those races. That clearly was not possible, as we had a discussion on the way out to the race course about how it would suck to sail in the wrong qualifying heats. This discussion would have prompted us to look at the sheet wouldn't it? No, we didn't need to look, we knew what color fleets we had to sail. Apparently, we just did not know the order of those colors. Next year I have requested that our boat just have only one color ribbon to fly off the backstay for all qualifying races. This would be the only fair solution I can think of for us. After qualifying in 85th place it was now time to rethink and deal with our next challenge. We knew that with twenty-eight boats, winning the yellow fleet would be no easy task, and the racing would be close.

Now for the racing. We soon realized who our competition was going to be on the course. Good thing the first start was a general recall because I "generally recall" watching the fleet sail away after the start. The first race finished with us in the lead. Marcus Moehlman worked his way to second throughout the race. Frank Hanson was third but had the lead often in Race 1.

In the next race the battle was mainly between Juan Santos Jr. and Marcus Moehlman for first and second. A late gybe paid off for Juan Santos Jr. for first, and Marcus Moehlman was second. We were third by what must have only been an inch to Brian Gibbs. So we leave the first day in a tie for first with Marcus Moehlman and crew. Our take on the first day was that Bob Bush always seemed to get off the start line and into clear air very quickly, Marcus Moehlman was always going to be near the front, and Juan Santos Jr. showed moments of brilliance.

There was only one race on Day 2, and it finished with dying winds and a big shift. Marcus was in the lead with us just behind. A gybe set allowed us to get to the new shift and more pressure. At the finish it was us, then Clinton Hayes followed by Marcus Moehlman. We were hoping for wind on the last day, and we were able to get some. With only a two-point lead on Marcus, we set a goal to get ahead, stay ahead and keep an eye on bow 29 at all times. We had a decent start, but I could not believe the start that Pierce Barden had. Pierce had a solid lead as he crossed the fleet on port; he also had some great boat speed. He led all the way around the fifth race as well, but we were able to move past on the last leg. In the wind other boats were now going fast. Brian Gibbs, Bill Cabrall, Juan Santos Jr., and Clinton Hayes all posted good results on Day 3. Overall, the racing was as expected—close, challenging and fun.



# 2008 Governor's Cup

## New York Yacht Club, Newport, Rhode Island

**August 11-13, 2008**

| Pos | Bow | Sail  | Crew  | 1      | 2      | 3      | 4      | 5      | Total |
|-----|-----|-------|---|--------|--------|--------|--------|--------|-------|
| 1   | 99  | 15064 | Richard Walsh, Alec Smith & Alex Cox                | 1      | 3      | 1      | 1      | 1      | 7     |
| 2   | 29  | 14127 | Marcus Moehlman, Eli Putnam & Emily Paulos          | 2      | 2      | 3      | 6      | 8      | 21    |
| 3   | 45  | 15189 | Clinton Hayes, Matthew Clarke & Stephen Widdis      | 5      | 6      | 2      | 8      | 4      | 25    |
| 4   | 86  | 14671 | Juan Santos,Jr, Julio Velez & Santiago Garcia       | 11     | 1      | 7      | 3      | 9      | 31    |
| 5   | 65  | 15132 | Brian Gibbs, Mike Boardman & Beth Holland           | 8      | 4      | 17     | 5      | 3      | 37    |
| 6   | 51  | 15351 | Pierce Barden, Chip Till & Tommy Van Arsdale        | 10     | 18     | 8      | 4      | 2      | 42    |
| 7   | 54  | 14654 | Bob Bush, Sterling Bush & Scott McBurney            | 7      | 5      | 13     | 10     | 7      | 42    |
| 8   | 60  | 15060 | Heather Ambrose, Tris Wallace & Tim Ambrose         | 6      | 7      | 10     | 9      | 15     | 47    |
| 9   | 49  | 15159 | Frank Hanson, Taylor Hanson & Bob Slattery          | 3      | 9      | 16     | 14     | 17     | 59    |
| 10  | 89  | 15258 | Brian Comfort, Dan Hadley & Jen Millar/ Liz Hall    | 12     | 22     | 9      | 7      | 11     | 61    |
| 11  | 41  | 14684 | Bill Johns, Gui Castelao & Peter Largess/ Deb McCay | 4      | 20     | 18     | 17     | 5      | 64    |
| 12  | 30  | 15315 | Bill Cabrall, Raeyane Farrell & Jennifer Bernet     | 22     | 23     | 12     | 2      | 6      | 65    |
| 13  | 23  | 14146 | Nick Aswad, Steve Holm & Brett Baker                | 13     | 17     | 5      | 13     | 19     | 67    |
| 14  | 27  | 14073 | Gary Hurban, Mike Carney & Logan McReynolds         | 17     | 19     | 4      | 12     | 20     | 72    |
| 15  | 9   | 15220 | David Spira, Bill Darling & George Darling          | 18     | 12     | 11     | 15     | 16     | 72    |
| 16  | 24  | 14566 | Frank Gallagher, Brian Kuzon & RT                   | 15     | 11     | 6      | 22     | 21     | 75    |
| 17  | 36  | 14342 | Tim Millhiser, Sam Davidson & Tyler Swiggett        | 19     | 15     | 15     | 18     | 10     | 77    |
| 18  | 39  | 14737 | Tom Niles, Kenneth Niles & Karen Park               | 14     | 10     | 22     | 19     | 13     | 78    |
| 19  | 92  | 15360 | Clarke Newman, Michael Gent & John O'Riordan        | 21     | 8      | 19     | 16     | 29\DNF | 93    |
| 20  | 100 | 13726 | Bill Buckles, Amy Backus & Kim Disbrow              | 23     | 16     | 29\DSQ | 11     | 14     | 93    |
| 21  | 57  | 14630 | Dan Perkins, Ben Greenfield & Janel Zarkowsky       | 9      | 14     | 23     | 20     | 29\DNF | 95    |
| 22  | 26  | 15383 | Angela Scheibner, Randy Shore & Ryan Brown          | 16     | 13     | 14     | 29\DNC | 29\DNC | 101   |
| 23  | 83  | 13983 | Karen Dial, Kathy Gaddy & David Wrisley             | 24     | 21     | 24     | 21     | 12     | 102   |
| 24  | 80  | 14622 | Jared Lathrop, Becky Nygren & Mieke Lathrop         | 26     | 24     | 20     | 24     | 18     | 112   |
| 25  | 17  | 15096 | Xavier Monge, Jimmy Pazmino & Santiago Romero       | 20     | 25     | 26     | 23     | 22     | 116   |
| 26  | 6   | 15362 | Ian Edwards, Lindy Edwards & Bill Biermann          | 27     | 29\ZFP | 21     | 25     | 23     | 125   |
| 27  | 76  | 14045 | John Womble, Amy Williams & Ginger Armstrong        | 25     | 26     | 25     | 29\DNC | 29\DNC | 134   |
| 28  | 77  | 14881 | Dan Egan, John Cunningham & Jay Dieselman           | 29\DNC | 29\DNC | 29\DNC | 29\DNC | 29\DNC | 145   |



**NAs  
2008**

# Special Trophies

**Steketee Award**



Awarded to Fleet 1, Skaneateles Country Club for hosting the 70th Anniversary Regatta

**McDermott Trophy**



For the most improved from 2007-2008  
qualifying series-24 places  
**Bill Bogardus with crew Jarrett Lynn**

**Fallon Trophy**



For the last boat to qualify into the  
Championship Fleet  
**John Faus**

**Thermis Trophy**



To the highest finisher in the Championship Fleet  
who has never qualified before  
**Marcus Eagan**

**Jack Elfman Trophy**



Presented to the highest finishing Master  
who also competed in the  
Masters NA Championship regatta  
**Jin Crane**

**Kaleigh Wilday Trophy**



For the youngest competitor  
**Kenneth Niles**

**Swanson Trophy**



To promote and encourage women skippers  
**Debbie Probst**



# Special Trophies

**NAs  
2008**

## Colin Park Award



For the highest finishing married couple  
**Allan and Katie Terhune**

## Fleet 36 Award



For the highest placing junior skipper  
**Ian Schillebeeckx**

## Appreciation Awards

- **Wendy Lotz** for her dedication and expertise in serving as Chairwoman of the 2008 Lightning North American Championship Regatta.
- **Theresa Colantuono** for her dedication and expertise in serving as Housing Coordinator for the 2008 Lightning North American Championship Regatta.
- **Ron Hopkins** for his dedication and expertise in serving as Principal Race Officer for the 2008 Lightning North American Championship Regatta.
- **Will Museler** for his dedication and expertise in serving as the On-Site Coordinator for the 2008 Lightning North American Championship Regatta.
- **Tinker Myles** for his dedication and expertise in serving as the New York Yacht Club Race Committee Chairman for the 2008 Lightning North American Championship Regatta.
- **Sharon Pavignano** for her dedication and expertise in serving as the Ida Lewis Yacht Club Race Committee Chairwoman for the 2008 Lightning North American Championship Regatta.
- **Brad Dellenbaugh**, Sailing Director New York Yacht Club, for his dedication and expertise in support of the 2008 Lightning North American Championship Regatta.
- **Craig Thayer** for his years of dedication to the Classic Lightning community and for his time and dedication in acting as a liaison with the Skaneateles Country Club in planning the 2008 70th Anniversary Regatta.
- **Brian Hayes** for his dedication and expertise in organizing the Super Lightning Lab at the 70th Anniversary Regatta



**Victor Lobos** for his dedication and enormous efforts in founding Lightning Fleet 514 and arranging for importation of boats into Chile



**James Taylor** for his dedication and expertise in organizing the Lightning 70th Anniversary Regatta in Skaneateles, New York



# NAs 2008



*Lightning Regatta meets Newport Jazz Festival!*





# NAs 2008

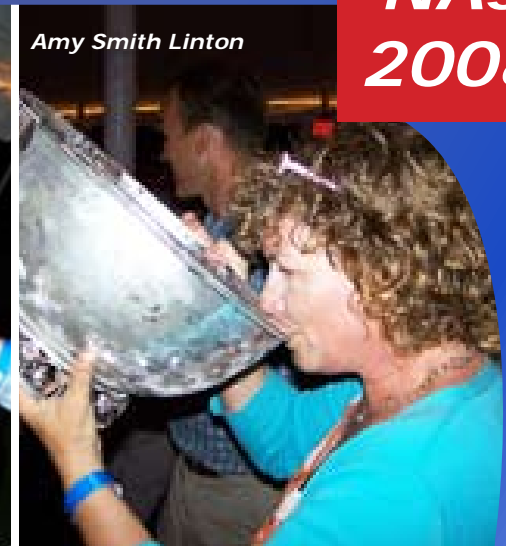
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Crew Katie Terhune



Amy Smith Linton



Joan Hurban

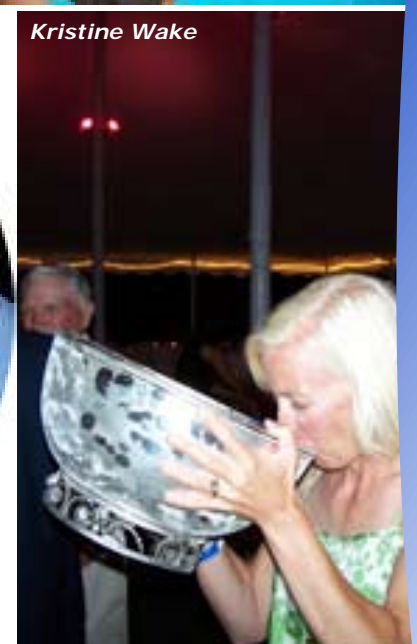


NA Champion Skipper—Allan Terhune



Sweet Taste of Success

Kristine Wake



Debbie Probst



Dan Moriarty



Randy Shore



### Lessons Learned at the 2008 Lightning Women's North Americans

Angela Jean Scheibner

The 2008 Lightning Women's North Americans was my first event at the helm of a Lightning, and I sincerely hope it will not be the last! I had so much fun sailing in this event, and I took away several lessons learned.

My first lesson was that the Lightning is a great racing boat; it is tweaky like an Etchells but responds like a dinghy, and it was an absolute blast to sail downwind in breeze. But I think that was due in large part to my veteran spinnaker trimmer's flawless technique!

Secondly, the "B" course, 'North of the Bridge,' provided at times what could only be described as mysterious currents. While it was critical to always have a handle on what the tide was doing and it certainly helps to pay close attention to the visible current lines on the water, there were still a few areas on the race course where the current kept us guessing!

But let me back up a bit. Before the racing even started, I had already learned a lot about the Lightning Class. I watched in the months preceding the event how Randy Shore and the other event volunteers made their preparations with a dedicated and determined effort. I knew this was going to be an event to remember—but I had no idea that I would be a participant!

In fact, I wasn't certain that I would be a participant until the day before the racing started when I had a 4:00 AM wake-up call from Randy who said, "We're driving to Connecticut to pick-up your boat!" Groggily, but with interest, I jumped in the car where I learned that Randy's friend, Dave Spira, had generously agreed to let us borrow his boat for the event. Randy and I had discussed my interest in the event for some time, but without Dave's help, it would not have happened! So, we brought it back to Newport, got measured and registered, and proceeded to confirm the crew.

What I learned about my crew was simply that they were the best!

In the front of the boat I had Jen Flack, who I met the morning of the first race, and I could think of

no better introduction than watching her handle the front of the boat like a pro! She was so smooth in her movements and knowledgeable about how to make the boat go fast. Well frankly, you'd easily think she built them (for those of you who may not know, Jen's family builds Lightnings at Nickels Boat Works in Flint, Michigan). Jen's mother, Nancy, filled the position of team mom, in addition to helping Randy as an event volunteer, and her efforts are greatly appreciated! As for Jen, well, she taught me a lot about the Lightning. It was a pleasure to sail with her, and I hope to do it again soon!

In the middle of the boat I had someone that can only be described as a class legend. In helping pull a team together for me, Randy Shore worked very hard, and probably the hardest part was convincing his extremely talented mother, Bonnie Shore, to jump back into a Lightning for the first time in many years with an unproven newbie in my Lightning debut. I'm not sure how he managed it, but I couldn't be more appreciative because it was truly an honor to sail with Bonnie. Rarely have I seen a spinnaker trimmed with such finesse. Bonnie kept both the sheet and the guy in her hands at all times, working them together for optimum rotation, and with flawless gybes she certainly made my driving look better than it was! What I didn't know was that this was not to be Bonnie's first win at the Women's NAs; in fact, she had previously skippered her own boat to victory in 1978 (OK, the year before I was born)—a fact that I was glad to have learned after the event, as it was already very intimidating to have a class legend in the boat with me. I will never forget how special it was and how honored I felt to have had this opportunity to sail with Bonnie.

Another lesson learned is that the competition in the Lightning fleet is very intense. The racing was extremely close; in fact, it was nip and tuck right to the end of the final race. Winning an event always provides a wonderful memory, but more importantly, what I will have taken away from my first Lightning event is the knowledge that the Lightning Class is about families, friends, & fun!

I am so fortunate to have had the opportunity to compete in the 2008 Lightning Women's North Americans, but it would absolutely never have happened without the overwhelming support of friends and families in the Lightning Class.

The racing in Newport provided exciting, diverse, and challenging conditions. And when the event had concluded, I learned that without a doubt, this is a class that I look forward to competing in for years to come!

### Women's North American Championship Ida Lewis Yacht Club, Newport, Rhode Island

August 5–7, 2008

| Pl | B# | Sail # | Skipper          | Crew                           | T  | 1  | 2      | 3 | 4    | 5  | 6  |
|----|----|--------|------------------|--------------------------------|----|----|--------|---|------|----|----|
| 1  | 9  | 15220  | Angela Scheibner | Bonnie Shore, Jennifer Flack   | 5  | 1  | 1      | 1 | 1RDG | 1  | -3 |
| 2  | 99 | 14516  | Lorrie Walsh     | Katrina Oostveen, Tina Cornes  | 15 | 3  | 6      | 2 | 2    | -7 | 2  |
| 3  | 03 | 14902  | Carol Park       | Rhea Cosentino, Mel Keen       | 16 | 4  | -7     | 4 | 5    | 2  | 1  |
| 4  | 21 | 15383  | Kristen Lane     | Kim Hapgood, Genny Tulloch     | 18 | 2  | (9)DNF | 8 | 1    | 3  | 4  |
| 5  | 54 | 14654  | Pam Murphy       | Sterling Bush, Erin McReynolds | 19 | -7 | 2      | 3 | 4RDG | 5  | 5  |



**1<sup>st</sup>**



*Angela Scheibner, Jennifer Flack and Bonnie Shore*

**2<sup>nd</sup>**



*Katrina Oostveen and Tina Corness and Lorrie Walsh*

**3<sup>rd</sup>**



*Carol Park, Mell Keen and Rhea Consentino*



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**Taylor Lutz**

Coming off of an exhilarating win in Montreal at the Youth Worlds, I found myself back at square one—in a boat with people who I'd never sailed Lightnings with before. James Pottharst, a once World Class Optimist level sailor, was stuck up front, with my Cousin, Jason Lutz, calling tactics in the middle. James had sailed in the US Double-handed Championships with me, but he had never once stepped foot on a Lightning until we arrived at the regatta. Jason, on the other hand, has sailed Lightnings for years and was coming off a thid-place finish at the Youth Worlds. James and Jason did an unbelievable job thinking ahead and limiting mistakes throughout the racing, which helped me focus on sailing the boat fast. With unusual weather patterns bringing almost every wind condition conceivable, the key to winning was doing your best to stay consistent. We managed to claim a first or second in all but two of the eight races, which was exactly what our game-plan called for. Matty Schon, who (like Jason) was coming off of a third-place finish at the Worlds, stayed close in every race, finishing second at the end of the series. Ian Schillebeeckx finished the regatta in third. With great wind and limited current, there is absolutely nothing one could possibly complain about. The NYYC Race Committee did a fabulous job keeping racing fair and fun, while prevailing through "iffy" conditions.

## Juniors' North American Championship Ida Lewis Yacht Club, Newport, Rhode Island

**August 5–7, 2008**

| Pos | B# | Sail # | Skipper            | Crew                                | 1    | 2            | 3            | 4            | 5            | 6            | 7          | 8    | Total |
|-----|----|--------|--------------------|-------------------------------------|------|--------------|--------------|--------------|--------------|--------------|------------|------|-------|
| 1   | 55 | 14855  | Lutz, Taylor       | Lutz, Jason<br>Pottharst, James     | 2    | 4            | 1            | 1            | 2            | 2            | 1          | [10] | 13    |
| 2   | 33 | 15166  | Schon, Mathew      | Tim Crann<br>Michael Crann          | 5    | 1            | 3            | 3            | 1            | 1            | 2          | [9]  | 16    |
| 3   | 01 | 14901  | Schillebeeckx, Ian | Schwarz, Will<br>Aswad, Connor      | [10] | 3            | 5            | 2            | 3            | 3            | 7          | 6    | 29    |
| 4   | 07 | 14948  | Scanlon, Tim       | Natalie Bates<br>Brendan Heussler   | [13] | 2            | 7            | 11           | 4            | 6            | 4          | 3    | 37    |
| 5   | 42 | 15298  | Mangan, Connor     | Markarian, Jeffrey<br>Jones, Lauren | 3    | 7            | 4            | 6            | [19/<br>DNF] | 4            | 6          | 8    | 38    |
| 6   | 02 | 14416  | Godrey, Connor     | Allen, Shelby<br>Ring, J.Henry      | 1    | 5            | 12           | 7            | [19/<br>DNF] | 19/<br>DNC   | 3          | 2    | 49    |
| 7   | 71 | 15171  | Proctor, Charlie   | Pedrick, Jeff<br>Marriner, Greg     | 11   | 10           | [14]         | 5            | 6            | 5            | 10         | 7    | 54    |
| 8   | 40 | 14895  | MacDonald, Adam    | Sanders, Atley<br>Steadman, Patrick | [14] | 8            | 11           | 8            | 7            | 12           | 9          | 4    | 59    |
| 9   | 62 | 15246  | MacDonald, Joy     | Waldron, Maddie<br>Moloney, Kathryn | [15] | 11           | 13           | 14           | 8            | 9            | 8          | 1    | 64    |
| 10  | 88 | 14719  | Lopez, Max         | Carolus, Patrick<br>Aldian, Robert  | 8    | 15           | 6            | 4            | 5            | [19/<br>DNF] | 19/<br>DSQ | 11   | 68    |
| 11  | 24 | 14120  | Kirby, Collin      | Mullins, Ryan<br>DaSilva, Datia     | 4    | 13           | 15           | 10           | 10           | 8            | 12         | [16] | 72    |
| 12  | 12 | 15054  | Thomson, Ainsley   | Thomson, Linnhe<br>Gardner, Julia   | 7    | 12           | 9            | [19/<br>DNF] | 12           | 7            | 11         | 14   | 72    |
| 13  | 29 | 15205  | King, Tom          | Leonard, Andrew<br>King, John       | 17   | 9            | [19/<br>DNS] | 9            | 9            | 10           | 16         | 12   | 82    |
| 14  | 47 | 14727  | Luisi, Paul        | Brooke Luisi<br>Marisa Bloodgood    | 16   | [19/<br>OCS] | 2            | 19/<br>DNF   | 19/<br>DNC   | 19/<br>DNC   | 5          | 5    | 85    |
| 15  | 66 | 14766  | Moriarty, Ian      | Leonard, Caleb<br>Burke, Bryan      | 12   | 6            | 10           | 15           | [19/<br>DNF] | 19/<br>DNC   | 14         | 13   | 89    |
| 16  | 25 | 15125  | Wright, Timothy    | Wright, Lindsay<br>Mangan, Peter    | 6    | 14           | 8            | 12           | [19/<br>DNF] | 19/<br>DNC   | 13         | 18   | 90    |
| 17  | 46 | 14849  | Murphy, AJ         | Murphy, Peter<br>Shaw, Thomas       | 9    | [19/<br>DNF] | [19/<br>DNF] | 13           | 11           | 11           | 15         | 15   | 93    |
| 18  | 17 | 14667  | Gershuny, Josh     | Gershuny, Ryan<br>Gershuny, Kyle    | 18   | 16           | 16           | [19/<br>DNC] | 19/<br>DNC   | 19/<br>DNC   | 17         | 17   | 122   |



**1<sup>st</sup>**



*Taylor Lutz, James Pottharst and Jason Lutz*

**2<sup>nd</sup>**



*Runner up—Matthew Schon, Tim Crann and Michael Crann*

**3<sup>rd</sup>**



*2nd Runner up—Ian Schillebeeckx, Will Schwarz and Connor Aswad*

**Bill Mauk**

I was looking forward with much anticipation to competing in the 2008 Master North American Championship in Newport, Rhode Island. I had spent several weeks in Newport over the last year and a half assisting and coaching one of the United States' paralympic Sonar sailing teams. Newport is a great sailing venue, and there is a lot to do when not sailing. Plus, I had a lot of sailing information if we sailed north of the bridge!

In addition, I was going to be reunited with Diego and Tito Gonzales. The last time we sailed together we won the Etchells World Championship. For the last two years Diego and Tio had been pursuing, full time, their goal of going to the Olympics. While they fell a little short, what a great experience to compete at the highest level as father and son representing their country. Sounds like a Lightning thing!

It was going to be fun to sail against and becoming reacquainted with many Lightning legends. There also was sadness, as several of the greatest legends would not be there. George Fisher, Bruce Goldsmith and Colin Park had given all of us some great competitive moments and had given so much to our Class and to sailing in general.

On the way to Newport, I traveled to Rock Hall, Maryland, for the ACC. It was a great place to sail, the organizing group put on a great show, and I got to sail with a next generation sailor, Charlie Proctor.

Charlie Proctor, Chuck, as his friends call him, is more than a chip off the old block. I look forward to sailing with him again. We need to pass a rule that both the Gonzales and Proctors cannot sail with each other except with me. It puts the rest of us at a competitive advantage.

The racing was very competitive. Jim Crane and his team won the first three races, with us in second. We were ahead in all of these races, but some less than perfect tactical decisions and great sailing by Jim put us in second. In the fourth race sailed we established an early lead and managed to stretch our margin as the race progressed, with Crane's team second. It was a five-leg race, with winds 12 to 18 knots. On the last weather leg we slowed down, positioned ourselves and tack and tack on Jim and were lucky enough to stay in first and put a boat (Dick Hallagan) between us. We were feeling good going into the last day.

When we arrived at the venue the next morning, we discovered that we were not counting the last race because the Race Committee only had scores for the first six boats. We had our work cut out for us, as there would be only two races allowed on the last day.

Our strategy was to have a good start to weather of Jim and tack on him at every opportunity. We were able to do this, and we won the race with Jim coming in fifth, thanks to Dick Moyer, Georges Peter and Bill Hoffmeis-



ter. We were in the lead by one point, but it really came down to who beat whom in the last race.

Team Crane decided to match race us starting about six minutes before the start. It became very exciting. At about three minutes with Jim slightly to leeward and behind (both on starboard), we jibed on to port and Jim bore off and stayed on starboard. We almost hit and he said protest. There was no need to go to the room, to have someone else decide if he gave us room and opportunity. We did our circles. As we did them Jim's boat circled with us. Having completed the required two tacks and two jibes, we kept circling for some time with Jim doing the same. With about 70 seconds we stopped circling at a point that positioned us overlapped and to leeward, about three boat lengths from the line. We managed our speed to stay overlapped and forced Jim closer to the wind as other boats set up around us. We saw that boats to leeward were setting up close and there was a large hole to weather. If we did not have a great start we risked being shot out the back, with Jim being able to tack on us. At about 40 seconds we backwinded our main, got behind Jim, tacked on to port, moved up the line about two boat lengths, tacked on to starboard, trimmed in and had a great start, ahead and to windward. From then on, it was stay on top of Team Crane.

We had a great time. Thanks to all who put their time and effort into making it all happen. I know everyone understands those who participated in organizing stood up and came through when the Class needed you.

THANK YOU!

# Masters' North American Championship

## Ida Lewis Yacht Club, Newport, Rhode Island

August 5-7, 2008

| Pl | B# | Sail # | Skipper            | Crew                               | 1  | 2  | 3      | 4  | 5  | Total |
|----|----|--------|--------------------|------------------------------------|----|----|--------|----|----|-------|
| 1  | 10 | 14866  | Bill Mauk          | Tito Gonzalez<br>Diego Gonzalez    | 2  | 2  | 2      | 1  | 1  | 8     |
| 2  | 32 | 15380  | Jim Crane          | Larry Bone<br>Pete Bone            | 1  | 1  | 1      | 5  | 2  | 10    |
| 3  | 15 | 14417  | Don Barrett        | George Wiedermann<br>Donna Barrett | 3  | 4  | 8      | 8  | 4  | 27    |
| 4  | 28 | 15206  | William Hofmeister | Mandy Hofmeister<br>Bruce Richards | 9  | 6  | 9      | 4  | 5  | 33    |
| 5  | 08 | 15255  | Richard Hallagan   | Alister Thomson<br>Kathie Wild     | 10 | 9  | 5      | 9  | 3  | 36    |
| 6  | 16 | 14261  | Edwin Roseberry    | Peter Godfrey<br>Mathew Moscati    | 11 | 5  | 7      | 7  | 13 | 43    |
| 7  | 38 |        | Georges Peter      | C.H. Ritt<br>Gaelen Phye           | 5  | 14 | 6      | 3  | 16 | 44    |
| 8  | 18 | 9653   | Jack Mueller       | Charles Vanderhorst<br>Jay Mueller | 8  | 17 | 3      | 6  | 10 | 44    |
| 9  | 34 | 14942  | Dick Moyer         | Helen Moyer<br>Cap Pin             | 4  | 15 | 19     | 2  | 6  | 46    |
| 10 | 22 | 15122  | Jim Carson         | Dave Ruiter<br>Michael Schon       | 13 | 3  | 11     | 17 | 8  | 52    |
| 11 | 14 | 15093  | Joan Hurban        | Peter Jadrosich<br>Stephanie Mayo  | 6  | 7  | 14     | 18 | 12 | 57    |
| 12 | 36 | 11136  | John Hughes        | Fred Stammer<br>Ted Lavery         | 18 | 16 | 4      | 14 | 9  | 61    |
| 13 | 20 | 15296  | Judith Hanlon      | Ryan Sprole<br>Ron McCormack       | 14 | 11 | 13     | 13 | 14 | 65    |
| 14 | 27 | 14073  | Gary Hurban        | Mike Carney<br>Logan McReynolds    | 7  | 18 | 17     | 19 | 7  | 68    |
| 15 | 19 | 4321   | Jack Jones         | Mary Lou Carlucci<br>John Steiner  | 19 | 8  | 15     | 11 | 17 | 70    |
| 16 | 05 | 15055  | Hugh Hutchison     | Gary Swangler<br>Marc Vennables    | 15 | 10 | 25/DNF | 10 | 11 | 71    |
| 17 | 60 |        | Mark Gardner       | Lynn Gardner<br>Marilynne Johnson  | 12 | 20 | 12     | 12 | 20 | 76    |
| 18 | 83 | 13983  | Karen Dial         | Kathy Gaddy<br>David Wrisley       | 23 | 12 | 10     | 20 | 19 | 84    |
| 19 | 04 | 14397  | John Atkins        | Alan McReynolds<br>Lori Foster     | 16 | 13 | 16     | 21 | 18 | 84    |
| 20 | 11 | 15276  | Jonathan Lange     | Philip Lange<br>Theresa Fleming    | 21 | 19 | 25/DNC | 16 | 15 | 96    |
| 21 | 26 | 14629  | Anthony Iacono     | Tom Compton<br>Barb Hill           | 20 | 22 | 25/DNF | 15 | 24 | 106   |
| 22 | 06 | 15362  | Ian Edwards        | Lindy Edwards<br>Bill Biermann     | 22 | 21 | 18     | 23 | 23 | 107   |
| 23 | 23 | 14955  | Richard Corcoran   | Garr Corcoran<br>Stephen Zwalen    | 17 | 24 | 25/DNC | 22 | 21 | 109   |
| 24 | 13 | 15319  | Daniel Parietti    | Jeff Sorensen<br>Bill Mayo         | 24 | 23 | 25/DNC | 24 | 22 | 118   |





**1<sup>st</sup>**



*Tito Gonzalez, Bill Mauk and Diego Gonzalez*

**2<sup>nd</sup>**



*Jim Crane, Larry Bone and Pete Bone*

**3<sup>rd</sup>**



*Don Barrett, George Wiedermann and Donna Barrett*

# WJMs 2008

## Women's, Juniors', Masters' NA Championships







## Appreciation Awards

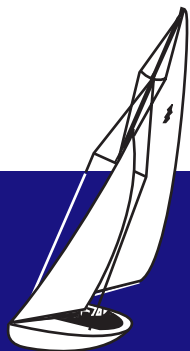


Randy Shore receiving ILCA Certificate of Appreciation from ILCA Secretary Brian Hayes

- **Randall Shore** for his dedication and expertise in serving as Chairman of the 2008 Women's, Juniors' and Masters' Lightning North American Championship Regatta and for serving as the overall North American Championship Organizer.
- **Peter Gerard** for his dedication and expertise in serving as Principal Race Officer for the 2008 Women's, Juniors' and Masters' Lightning North American Championship Regatta.

Thanks to Bill Clausen, Marc Schillebeeckx, Titou Schillebeeckx, Carter Utzig, Amy Smith Linton and John Atkins for their photos used in this edition of Flashes





# Classic Lightning

Craig Thayer — [thayer@a-znet.com](mailto:thayer@a-znet.com)

[http://groups.yahoo.com/group/wooden\\_lightning](http://groups.yahoo.com/group/wooden_lightning)

Bob Astrove — [astrove@hotmail.com](mailto:astrove@hotmail.com)

## Finding Courageous, Part II

Scott Graham



If you've read Part I of Finding "Courageous" ([http://www.lightningclass.org/Woody/Your\\_Woody/8501.pdf](http://www.lightningclass.org/Woody/Your_Woody/8501.pdf)) you know that as a teenager on Long Island back in 1977 I had sold my 1963 Lippincott Lightning and always regretted it. After telling my friend Laura about the boat she went on a mission to find it for me, and in December of 2006 tracked it down to a boatyard on the eastern end of Long Island. A month later I was headed off to Valencia, Spain to help the Spanish Americas Cup team get the most out of ESP-97, the boat I had designed. ESP-97 took the Spanish AC team to Louis Vuitton Cup Semi-Finals, but New Zealand eliminated the Spanish and were then being beaten by Alinghi 5-2. So I was heading home a bit earlier than I'd have liked, but happy that ESP-97 had proven to be a quick boat. Now it was time to get back to life in San Diego. While I was in Spain, Laura made several calls to the boat yard where Courageous was stored, but got no response. Boatyards on the Eastern end of Long Island tend to be pretty quiet in the middle of the winter, but summer soon arrived and we still weren't having any luck in connecting with the boatyard. The summer went by in a blur of resuming my research for the US Navy, negotiations with AC teams, and the roller coaster of the now infamous Challenger of Record court-

room debacle. I finally made it back to Long Island in mid September 2007 to visit family and see if I could track down Courageous in person. One morning my dad and I headed out to the east end of the island, hoping that the yard would be open and we would have a chance to talk with the yard manager. I wondered what Courageous was going to look like 30 years later. In my mind, and in the photos I had, it of course hadn't aged a day; but I was afraid I was going to find an old wreck of a boat that had long since been abandoned. We found the yard, and wandered about until we found the yard manager. I explained that Laura and I were the ones who had been inquiring about the Lightning, that I had owned it 30 years ago, and would be interested in purchasing it again if it were in reasonable shape. Steve, the yard manager, directed us to a corner of a big tin shed, and there tucked in behind a big wooden ketch was Courageous all neatly wrapped up and sitting on a trailer. The east end of Long Island is a small place, and in a good way, somewhat stuck in a time years ago, so Steve knew some of the history of the boat—probably like all of the wooden boats in the yard. Steve explained that as best he knew Courageous had been out in Orient Point where it had fallen on some tough times, but eventually the Mayor of Greenport had

“come to own the boat” (a poker game?) and asked if Steve could store the boat for him as a favor. Steve, clearly with a soft spot for wooden boats, tucked Courageous away in one of the sheds where she sat for a few years. Eventually one day a “colorful” middle aged woman came by the yard and told Steve that she now owned the boat and would like it restored. Apparently the story the woman had heard was that the boat had won many races in her day and was a piece of east end history. She wanted it restored to its original aquamarine color and the name Courageous restored. Steve moved the boat to where he could work on it, and began a serious effort to restore Courageous to her former glory. When I finally saw Courageous again after all these years she looked great! Steve had done a beautiful job refinishing the hull exterior and deck, so there she sat, all freshly painted up in the same colors I remembered.

Unfortunately for Steve, the yard bills sent to this “colorful” woman for his efforts restoring Courageous went unpaid. At that point Steve had carefully wrapped up the boat and tucked her away in a corner of the shed, hoping he would eventually hear from the woman and get paid for his efforts. Therefore the restoration was never fully completed. After showing us to the boat, Steve found us a flashlight, and let us give Courageous a thorough inspection. It was a bit like going back in time. The mahogany door with the lightning bolt I built 30 years ago to create a stern storage locker looked just like I remembered. A coat of varnish and it would be good as new. The same with the spray rails and cockpit coamings. The rest of the interior needs a good refinishing, but the underlying wood is sound. She still has the same spruce mast and T-section boom, both in good shape. Steve and I went back to the yard office and he pulled out the paperwork on the boat and gave me the woman’s phone number. He hadn’t had any success getting a hold of her and wished me luck. Over the next few months “Any luck getting a hold of the Lightning Lady?” became a common question from Laura. After leaving numerous messages and getting no response, the woman finally picked up the phone in person. “Hi, my name is Scott Graham, I am looking for the owner of the Lightning sailboat in the yard ...”, She cut me off with a quick: “It’s not my boat” - click! Apparently I sounded too much like a bill collector! Over the next several weeks Laura gave it a try, still no luck. I’d been keeping Steve up to date with our lack of progress, and finally called him in exasperation, telling him I was still interested in buying the boat, but he would probably have to take legal steps to gain title to the boat. Fortunately fate

intervened. Greenport being the small world that it is, a week or two later Steve ran into the woman in town, and convinced her to sign over title of Courageous to the yard to settle the yard bill. This finally cleared the way for me purchase her back. This was now the middle of March 2008. Once Steve had title, I sent him a deposit and made plans to get back to Long Island to bring Courageous home again. Since Courageous was tucked into the back corner of a boat shed, I needed to wait for most of the other boats to be launched. Laura and I looked for a window in our schedules around Memorial Day. I arrived back on Long Island late Thursday, and Friday afternoon my dad and I headed out to the boat yard to check out the boat and make a list of things I’d need to bring Courageous home. Steve had the boat moved out from the corner of the shed and was re-packing the trailer wheel bearings for me. Unfortunately, the first thing I looked at was the trailer tongue, the bottom of which looked badly rusted. A few well placed



rubber mallet blows confirmed the bottom of the structural tube was completely rusted out. Much better to find out in the boatyard than on the highway, but this did complicate things a bit. Fortunately my brother had a little 15ft outboard skiff with a galvanized trailer that I could re-configure to fit Courageous, so

that became the temporary replacement. Laura arrived Sunday afternoon, and since the boat yard was closed Monday for Memorial Day, we went to Commissioning Day for the Great South Bay Cruising Club, the club I grew up racing in. The weather forecast for Tuesday called for scattered showers and thunder storms, so we planned to bring Courageous home on Wednesday. That morning we hitched up my brother’s trailer, loaded up the tools we’d need to re-configure the bunks on the trailer and headed out to the boat yard. When we arrived Steve had the boat out in the yard ready to be hoisted onto our trailer.

Within a few minutes we had Courageous supported by both the trailer and slings, and an hour or so later we had all the trailer bunks adjusted to fit the hull and the mast secured. After an uneventful trip, Courageous was “home” again, 30+ years after I had last sailed her. I spent the next day or two getting Courageous settled in to my dad’s back yard, covered up to keep the rain out and finding a new trailer so I could return the one borrowed from my brother before I headed back to San Diego. After getting to spend a few days with Courageous again, I was anxious to get her out to San Diego where I could get started working on her.



After looking into a few different shipping options, I finally found someone to bring her out to San Diego at a reasonable price. The afternoon Courageous arrived in San Diego it felt like I had been re-united with a long lost friend. The memories of the good times we spent sailing on the Great South Bay came rushing back like it was yesterday. I was 14 years old when I bought Courageous with money I had saved up from a paper route. There were countless mornings I rode my bicycle down to the marina, slid my surfboard under the foredeck of Courageous and sailed over to the beach. I'd anchor in the shallows on the bay side, wade in and walk across the barrier beach to the ocean and surf all day. At 3 or 4 in the afternoon when the sea breeze had kicked in, I'd tuck the board under the deck again and reach home. When I got back to the marina people were always amazed to see this little kid tack back a forth in the narrow slipway, drop the mainsail and coast into the boat slip. I am really looking forward to getting Courageous out sailing again; I expect it will seem a little bit like being transported back in time to those carefree days heading over to the beach. I feel a bit guilty taking her from the shores of Long Island, but I will be able to work on her here and the winters will be easier since she'll be stored in my garage instead of my dad's back yard.

The photo below is Courageous circa 1977, white canvas deck and a beautiful varnished interior with teak floorboards.



This is what she looks like now; fundamentally sound, but the interior is in need of refinishing.



Laura and I of course want Courageous to again look like she did in 1977, so it appears that there will be lots of paint & varnish remover, scraping, and varnishing in our future. I expect that the hours spent working on her in the garage will be a welcome diversion when I need a break from sitting in front of a computer running CFD & VPP analyses for the next Americas Cup.

Laura and I would also like to send a special thanks to Bob Astrove, and Malcom & Bruce Hendry who were instrumental in locating the boat for us! Hopefully we will have her out sailing in the not too distant future...

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More information about locating, restoring and building wooden boats can be found on the ILCA website at:

<http://www.lightningclass.org/Woody/>







# 3

... the number of family members it takes to win the  
Annapolis Frigid Digit Regatta.

PHOTO: Larry MacDonald with daughter Joy and son Adam  
blasting away to one of many victories families and friends  
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Photo Bill Clausen



# MAKING SOME NOISE...



## IN THE LIGHTNING CLASS

### Regatta Results 2007 - 2008

'07 Ohio District Championships - 1st!  
'07 Lightning Midwinters - 1st!  
'07 Lightning MidContinent Regatta - 2nd, 3rd  
'07 North American Championship - 1st!  
'08 Lightning Spring Classic - 1,3,5  
'08 Lake Erie Districts - 2nd  
'08 Midwest Districts - 2nd  
'08 Independence Day - Pymatuning - 1\*,2,4  
'08 BCC Club Championships - 1st!

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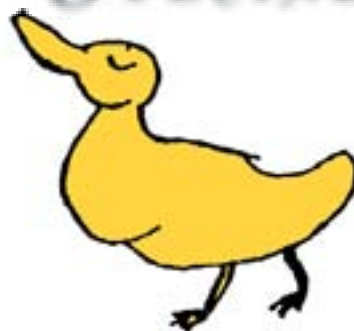
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# Lightning Junior Worlds

Taylor Lutz



This year's Lightning Junior World Championship was nothing short of a thrill ride. From start to finish, it was one of the most exciting, stressful, frustrating, and yet still unbelievably fun regattas of my life—all rolled into one.

The regatta started out with a bang—20–30 knots on the practice day! This was indeed the first time I have ever seen a Race Committee actually abandon the practice race. The breeze hit so suddenly, and so dramatically, that one boat capsized completely, snapping their mast in half! With one boat's mast down, we returned to the dock and spent the rest of the afternoon taking a mast from a spare boat and using it to replace the broken one.

Day 1 of racing saw similar conditions, with puffs upwards of 20 knots. When we went in for lunch to change sails to a different boat (Junior Lightning Worlds Class Rules require each team use a different boat every race), the competitors were informed that we would not be sailing another race. The St. Lawrence had claimed yet another two boats in collisions, and having already broken into the reserve boats the day before, finding even more boats proved to be quite a hassle. Luke, Bernie, and I were lucky enough to have won the first race, putting us on top of the standings through the first day of racing.

Day 2 was a bit lighter, with strong currents headed the same direction as the wind. After a bit of a pile-up at the pin, we managed to salvage a 4th place finish in the first race of the day and a 2nd in the following race. After the second race, storms proceeded to threaten our racing

area, again kicking up the winds and causing abandonment of races for the day. Although the Race Committee hoped to finish all racing on Day 3, the "wind god" had a different idea for us. With very light winds only allowing a single race, we finished the day with a 2nd that put Ian Schillebeeckx in first, Bernie, Luke and I in a close second, and Matty Schon, Timmy Crann, and Jason Lutz in third.

The final day of racing brought light, northerly breeze that was VERY shift. Thrown into the mix was a ripping left-to-right current that made for some crazy course angles.

The first race of the day, Matty rounded the windward mark after a 20 degree right shift, along with current, allowed him to brilliantly lay the mark. We, having overstood by nearly 50 boat lengths, rounded in a workable second place position. With consistent current, but unpredictable winds, I decided to split from Matty and continue on starboard gybe, heading up current first and then with the current into the leeward gates. Matty did a very impressive job holding his position through finding a great breezeline, with both of our boats extending a significant amount of distance on the rest of the fleet.

The final race found the top three boats separated by two points. After a crazy start, we managed to round the windward mark in first, with both Brazil boats close behind. At the leeward marks, Bernie and Luke noticed large storm clouds over the left side of the upwind. We decided that they were close enough to force a left shift on the upcoming beat, and we split completely from the fleet, being the only boat to round the right marks and head left. Risky move, yes, but also correct, and soon enough, along with significant rain came a significant shift. And indeed—a left shift. The Race Committee shortened the course to only three beats, and Bernie, Luke and I managed to make it to the finish winning the race, successfully clinching the World Title. Ian finished second in the regatta, and Matty in a close third.

The regatta was run brilliantly and I couldn't have been happier with the conditions and organizing effort. The Race Committee worked extremely hard to both keep us safe and provide for fair racing. Winning the World Championship was exciting, but the best part of it all was to have our names put on the same trophy that my Uncle, Jody Lutz, won 28 years ago.





**Lightning Junior Worlds**  
**Montreal, Quebec, Canada**  
 July 14, 2008

| Competitors                                       | Country | Sail # | R1  | R2 | R3 | R4 | R5  | R6 | Ttl  | T/O | Ttl  | Pos |
|---|---------|--------|-----|----|----|----|-----|----|------|-----|------|-----|
| Taylor Lutz, Luke Vreeland, Bernie Roesler        | USA     | 15298  | 1   | 4  | 2  | 2  | 2   | 1  | 12   | 4   | 8    | 1   |
| Ian Schillebeeckx, Connor Aswad, Will Schwarz     | USA     | 14901  | 3   | 1  | 2  | 1  | 4   | 5  | 16   | 5   | 11   | 2   |
| Matthew Schon, Timmy Crann, Jason Lutz            | USA     | 15166  | 5   | 2  | 1  | 5  | 1   | 4  | 18   | 5   | 13   | 3   |
| Joao Hackerott, Gustavo Thiesen, Marian Hackerott | BRA     | 15333  | 2   | 12 | 3  | 4  | 3   | 3  | 27   | 12  | 15   | 4   |
| Rafael Krausz, Marco Brancher, Otavio Birman      | BRA     | 14602  | 4   | 3  | 4  | 3  | 3.2 | 2  | 19.2 | 4   | 15.2 | 5   |
| Cedric Garnier, William Hall, Charles Jones       | CAN     | 15210  | 6   | 7  | 6  | 7  | 5   | 12 | 43   | 12  | 31   | 6   |
| Adam MacDonald, Patrick Steadman, Avery Saunders  | CAN     | 14895  | 7   | 6  | 7  | 6  | 7   | 9  | 42   | 9   | 33   | 7   |
| Connor Godfrey, Henry Ring, Griffin Orr           | USA     | 14416  | 7.4 | 5  | 10 | 8  | 8   | 6  | 44.4 | 10  | 34.4 | 8   |
| Joy MacDonald, Maddie Waldron, Katherine Maloney  | CAN     | 15246  | 8   | 8  | 8  | 12 | 6   | 7  | 49   | 12  | 37   | 9   |
| Francois Ranger, Cedric Campbell, Baptiste Guez   | CAN     | 14114  | 9   | 9  | 9  | 9  | 9   | 8  | 53   | 9   | 44   | 10  |
| Chris Saunders, Neil Paterson, Breanna Bakkelund  | CAN     | 14612  | 12  | 10 | 11 | 10 | 10  | 10 | 63   | 12  | 51   | 11  |







**Runnerup—USA**  
*Ian Schillebeecks, Connor Aswad, Will Schwarz*



**3rd—USA**  
*Matthew Schon, Timmy Crann, Jason Lutz*



**World Champions—USA**  
 Taylor Lutz  
 Luke Vreeland, Bernie Roesler



**4th—Brazil**  
*Joao Hackerott, Marian Hackerott, Gustavo Thiesen*



**5th—Brazil**  
*Rafael Krausz, Marco Brancher, Otavio Birman*



***Junior***

***Worlds***











# European Championship

Neuchatel, Switzerland, Fleet 358

July 20-25, 2008

| Rank | Boat           | SailNo    | Helm               | Crew                          | Club                           | R1         | R2  | R3  | R4         | R5       | R6       | Tot | Nett |
|------|----------------|-----------|--------------------|-------------------------------|--------------------------------|------------|-----|-----|------------|----------|----------|-----|------|
| 1    | Midnight Drift | GRE 14377 | Manolakis Ioannis  | Chondrokoukis P. Papadakis V. | Yacht Club of Greece           | 3          | 1   | 2   | 3          | 1        | -7       | 17  | 10   |
| 2    | Meltemi        | SUI 13790 | Wyler Urs          | Dürr G. Dürr W.               | SCM                            | 4          | 3   | 1   | 1          | 2        | -5       | 16  | 11   |
| 3    | Renata         | GRE 11811 | Stoumpos Emmanouil | Stoumpos S. Karamvasis L.     | S.C. Pireas/S.C. Chania        | 5          | -7  | 6   | 2          | 4        | 2        | 26  | 19   |
| 4    | Masi VII       | FIN 15281 | Aromaa Kimmo       | Aromaa M. Aromaa J.           | Merenkävijät ry                | 2          | 2   | -9  | 8          | 9        | 1        | 31  | 22   |
| 5    | Gaston         | SUI 14530 | Perret Jacques     | de Montmollin A. Perret A.    | CVN                            | -9         | 5   | 3   | 4          | 5        | 6        | 32  | 23   |
| 6    | Areknames      | ITA 13462 | Jommi Carlo        | Mariani G. Mandolini A.       | Gr.Vela L.N.I. P.S.GIORGIO     | 1          | -16 | 4   | 6          | 3        | 11       | 41  | 25   |
| 7    | Ayolos         | FIN 14018 | Lappalainen Niko   | Hannila P. Kanerva K.         | Tuusu Iänjärven Purjehtijat Ry | 7          | 4   | 5   | (17.0 DNF) | 7        | 3        | 43  | 26   |
| 8    | Nikea          | FIN 14364 | Salminen Samppa J. | Kotimäki T. Nurmi H.          | Jyväskylä Veneseura            | 6          | 8   | 7   | 5          | 6        | -12      | 44  | 32   |
| 9    | JOY III        | NGR 15267 | King Kevin         | Schwantz G. Laidlow S.        | LYC                            | -11        | 10  | 11  | 7          | 8        | 4        | 51  | 40   |
| 10   | Kikka          | FIN 14269 | Paloma Markku      | Vartiainen K. Vartiainen O.   | Oulu Purjehdus-seura           | -13        | 11  | 8   | 11         | 10       | 10       | 63  | 50   |
| 11   | Milan          | SUI 13692 | Schmid Hans-Peter  | Menzi J. Sutter B.            | SCM                            | 8          | 9   | 10  | (17.0 DNF) | 17.0 DNF | 9        | 70  | 53   |
| 12   | Chiloé         | SUI 13840 | Birchler Christian | Birchler M. Strehle N.        | SCC/YCSe                       | 14         | -15 | 15  | 9          | 11       | 8        | 72  | 57   |
| 13   | Karhu          | SUI 14664 | Graf Peter         | Holzer M. Schmocker S.        | SV Thalwil                     | 10         | 12  | -14 | 12         | 13       | 13       | 74  | 60   |
| 14   | Shark          | FIN 14331 | Pesola Risto       | Pesola S. Suutari Jääsko E.   | Tuusu Iänjärven Purjehtijat Ry | (17.0 DNS) | 13  | 12  | 10         | 12       | 14       | 78  | 61   |
| 15   | Chiloé II      | FIN 14406 | Pyy Pertti         | Karhusaari . Karhusaari M.    | Tuusu Iänjärven Purjehtijat Ry | 12         | 6   | 13  | (17.0 DNS) | 17.0 DNS | 17.0 DNS | 82  | 65   |
| 16   | Cézanne        | SUI 13705 | With François      | With E. With Y.               | SCSG                           | 15         | 14  | -16 | 13         | 14       | 15       | 87  | 71   |



## European Champions

*Manolaki Ioannis  
Petros Chondrokoukis  
Vassilis Papadakis*



*Runnerup—Urs Wyler, Gilbert Dürr and Walter Dürr*



*2nd Runnerup—Emmanouil Stoumpos,  
Sotiris Stoumpos, and Loukas Karamvasis*



*4th— Juha Aromaa, Kimmo Aromaa  
and Mika Aromaa*



*5th—Jacques Perret, Andre de Montmollin  
and Alain Perret*



*Masters Champions  
Walter Dürr, Urs Wyler and Gilbert Dürr*



*Top Three Masters Teams  
Urs Wyler, Walter Dürr, Gilbert Dürr  
Jacques Perret, Andre de Montmollin, Alain Perret  
Kevin King, Gary Schwantz, Scott Laidlaw*



# Atlantic Coast Championship



*Robert Harkrider, Geoff Becker, Justin Coplan*

Arriving at the Rock Hall Yacht Club, one is welcomed by a modest but meticulously maintained and hugely accommodating facility. There are what easily feels like a few football fields worth of green, rolling grounds (ten acres, I'm told), including car, boat, and RV parking, camping areas, an in-ground swimming pool, large dining tents, a pavilion, and a homey clubhouse with all requisite furnishings (i.e., stocked bar and spacious deck overlooking the entire scene). Although this was the first Lightning class event hosted by Fleet 513 and RHYC, the experience, hospitality, and professionalism of club members and staff were clearly evident.

On the water conditions, combined with an excellent job by the Race Committee, made for two days of thoroughly enjoyable and challenging sailing. We were lucky to have good breeze both days, which allowed for a total of five well-run races. On Saturday evening, sailors were treated to a catered feast of some of the best regatta fare I've had in a long time. After fifteen legs of 10–15 knots, this was much appreciated, along with the band and good company. On Sunday, after two more good races in 8–12 knots, it was as if the timing was scripted with (almost?) everyone able to pack up and tie a bow around NAs bound double-deckers before attending the awards and departing down the stone driveway in the afternoon downpour.

There were 37 boats, including four out of six 2008 Boat Grant Program recipients: Justin Coplan with crew Ellie Turk and Fiona Gordon, Nick Farina with crew Ian McKenzie and Jenii Bernet, Clinton Hayes with crew Tyler Baeder and Steven Widdis. The award for the top Junior skipper went to Boat Grant skipper William Brown with crew Ian Donahue and Dan Gilman. Awards were also given to the top placing female and grand master's skippers, Heather Rowe-Ambrose and Gary Hurban.

At a time when the Lightning Class is demonstrating organizational strength and promoting the next generation of competitors, it's fitting to scout new locations and add a great venue such as RHYC. Thanks to all who made it a successful event.



*1st Place–David Starck, Scott Ikle & Ellen Starck*



*Runnerup–Meg Muller, Katie Terhune & Allan Ternume*

# Atlantic Coast Championship

## Rock Hall Yacht Club — Fleet 513

July 26–27, 2008

| Pos | Sail  | Skipper                | Crew                           | Club                              | 1  | 2  | 3          | 4          | 5          | Points |
|-----|-------|------------------------|--------------------------------|-----------------------------------|----|----|------------|------------|------------|--------|
| 1   | 15355 | David Starck           | Scott Ikle/Ellen Starck        | Buffalo Canoe Club                | 1  | 1  | 2          | 2          | 6          | 12.00  |
| 2   | 15353 | Allan Terhune, Jr      | Katie Terhune/Meg Muller       | Eastport YC                       | 7  | 3  | 4          | 3          | 2          | 19.00  |
| 3   | 15151 | Geoff Becker           | Dan Rabin/John Loe             | Severn Sailing Association        | 15 | 2  | 1          | 6          | 1          | 25.00  |
| 4   | 15381 | William Fastiggi       | Suzy Coburn/Kolby Kroger       | Mallets Bay Boat Club             | 3  | 11 | 3          | 9          | 5          | 31.00  |
| 5   | 14719 | William Bogardus       | Jarrett Lynn/Alyson Villano    | Metedeconk River YC               | 4  | 13 | 7          | 4          | 9          | 37.00  |
| 6   | 14548 | Jonathan Guth          | Peter Rich/Martin Hermida      | Severn Sailing Assn               | 2  | 4  | 9          | 7          | 16         | 38.00  |
| 7   | 15345 | John Faus              | Clay Shaner/Paul Whitesides    | Barnegat Light YC                 | 5  | 10 | 5          | 8          | 10         | 38.00  |
| 8   | 15240 | Stephen Constants      | Mike Constants/Dave Constants  | SSA                               | 13 | 9  | 11         | 5          | 4          | 42.00  |
| 9   | 15356 | William Brown          | Ian Donahue/Dan Gilman         | Barnegat Light Yacht Club         | 10 | 6  | 25         | 18         | 11         | 70.00  |
| 10  | 15385 | Peter Denton           | John Townsend/Sarah Pramik     | Riverton Yacht Club               | 14 | 16 | 8          | 25         | 12         | 75.00  |
| 11  | 15171 | Josh Goldman           | Ian Gill/Sarah Paisley         | Cedar Point                       | 17 | 12 | 24         | 19         | 7          | 79.00  |
| 12  | 15154 | Mark Schneider         | Ashley Schneider/Evan Swartley | Riverton Yacht Club               | 9  | 5  | 38/<br>DNC | 15         | 13         | 80.00  |
| 13  | 14684 | Bill Johns             | Ryan Smith/Gui Castelao        | CGSC Miami FL                     | 12 | 17 | 20         | 11         | 20         | 80.00  |
| 14  | 15057 | Morely Flynn           | Matt Franzek/Beth Brown        | Fort Schuyler Yacht Club          | 26 | 7  | 12         | 13         | 24         | 82.00  |
| 15  | 15234 | Justin Coplan          | Ellie Turk/Fiona Gordon        | Nyack Boat Club                   | 23 | 20 | 19         | 12         | 8          | 82.00  |
| 16  | 14821 | Ched Proctor           | Jay Muehler/Austin Schaeffer   | Cedar Point Yacht Club            | 6  | 37 | 38/<br>DNF | 1          | 3          | 85.00  |
| 17  | 14866 | Bill Mauk              | Charlie Proctor/Gary Hoffer    | Coral Reef YC                     | 16 | 15 | 10         | 29         | 17         | 87.00  |
| 18  | 15189 | Clinton Hayes          | Tyler Baeder/Steven Widdis     | East Greenwich                    | 21 | 24 | 6          | 14         | 27         | 92.00  |
| 19  | 15060 | Heather Rowe-Ambrose   | Tim Ambrose/Tristram Wallace   | Malletts Bay Boat Club            | 27 | 18 | 22         | 10         | 15         | 92.00  |
| 20  | 14044 | Charles Wardwell       | Collin Bedell/Sarah Evans      | Fishing Bay Yacht Club            | 11 | 21 | 21         | 23         | 18         | 94.00  |
| 21  | 14888 | Bob Sengstacken        | Mino Tsutsui/Daniel Zitin      | Nyack Boat Club                   | 20 | 19 | 15         | 27         | 14         | 95.00  |
| 22  | 15367 | George Harrington      | Art Guerrero/Christian Thomson | Monmouth Boat Club                | 18 | 8  | 13         | 30         | 28         | 97.00  |
| 23  | 15132 | Brian Gibbs            | Mike Boardman/Beth Holland     | Fleet 121                         | 24 | 14 | 23         | 17         | 21         | 99.00  |
| 24  | 14073 | Gary Hurban            | Mike Carney/-                  | Eastport Yacht Club               | 8  | 28 | 18         | 21         | 30         | 105.00 |
| 25  | 14940 | Craig Cobbum           | Jenn Millar/Batton Kennon      | -                                 | 19 | 22 | 14         | 28         | 23         | 106.00 |
| 26  | 15310 | Robert E Harkrider, Jr | Ellie Stone/Collin Lineham     | augusta sailing club              | 22 | 25 | 16         | 26         | 22         | 111.00 |
| 27  | 15093 | Joan Hurban            | Judy Hanlon/Guy Tawney         | Eastport Yacht Club               | 28 | 27 | 26         | 31         | 19         | 131.00 |
| 28  | 15142 | Nabeel Alsalam         | Scott Bradford/Alan Rukin      | Potomac River Sailing Association | 25 | 23 | 38/<br>DNF | 20         | 25         | 131.00 |
| 29  | 14942 | Richard Moyer          | Helen Moyer/Mike Rabbets       | Riverton                          | 30 | 30 | 17         | 34         | 26         | 137.00 |
| 30  | 15103 | Nick Farina            | Ian McKenzie/Jenii Bernet      | Denver Sailing Association        | 32 | 36 | 28         | 16         | 29         | 141.00 |
| 31  | 14074 | Trevor Prior           | Ken Brenner/Jen Goldstein      | Susquehanna Yacht Club            | 36 | 26 | 27         | 24         | 31         | 144.00 |
| 32  | 14008 | Charles Parry          | Steve Mathis/Glenn Ross        | Rock Hall Yacht club              | 33 | 33 | 29         | 22         | 33         | 150.00 |
| 33  | 7603  | Robert Astrove         | Billy Astrove/Michael Brown    | PRSA                              | 34 | 29 | 38/<br>DNC | 32         | 38/<br>DNF | 171.00 |
| 34  | 14699 | Allan Crew             | Mike McCourt/Austin Neuman     | Riverton YC                       | 31 | 32 | 38/<br>DNC | 33         | 38/<br>DNC | 172.00 |
| 35  | 14525 | John Bates             | Barb Hill/Mel Keen             | SYC                               | 29 | 31 | 38/<br>DNF | 38/<br>DNC | 38/<br>DNC | 174.00 |
| 36  | 14276 | Dale Barney            | Cole Barney/Aaron Freeman      | Monmouth Boat Club                | 35 | 34 | 38/<br>DNC | 35         | 32         | 174.00 |
| 37  | 15232 | Robert Hall            | James Nardozi/Ed Salva         | Lake Wallenpaupack Yacht Club     | 37 | 35 | 38/<br>DNC | 36         | 34         | 180.00 |





**Central Atlantic District Championship**  
**Barnegat Light Yacht Club, Harvey Cedars, New Jersey, Fleet 335**  
**July 12-13, 2008**

| Pl | Sail # | Skipper           | Crew                               | 1  | 2      | 3      | 4      | 5      | Tot |
|----|--------|-------------------|------------------------------------|----|--------|--------|--------|--------|-----|
| 1  | 14821  | Jody Lutz         | Brian Hayes/Jonathan Lutz          | 2  | 11     | 1      | 3      | 2      | 19  |
| 2  | 14960  | Mitch Knatt       | Tara Schon/Don Schon               | 5  | 9      | 3      | 1      | 3      | 21  |
| 3  | 14719  | Bill Bogardus     | Jarrett Lynn/Alyson Villano        | 4  | 5      | 2      | 10     | 6      | 27  |
| 4  | 14589  | Brian Taboada     | Owen Carrolin/Casey Yetman         | 1  | 10     | 14     | 2      | 1      | 28  |
| 5  | 15154  | Mark Schneider    | Ashley Schneider/Kathy Buckley     | 11 | 2      | 5      | 7      | 7      | 32  |
| 6  | 15336  | Steve Warren      | Alex Loboizzo/Phil Fritz           | 10 | 3      | 11     | 5      | 4      | 33  |
| 7  | 15122  | Jim Carson        | Ryan Stagaard/Michael Crann        | 3  | 1      | 6      | 8      | 18     | 36  |
| 8  | 15356  | Will Brown        | Leigh Kempton/Dan Gilman           | 7  | 4      | 15     | 9      | 9      | 44  |
| 9  | 15365  | Matt Smith        | Dan Mergenthaler/Liz Geraghty      | 15 | 15     | 4      | 6      | 5      | 45  |
| 10 | 15345  | John Faus         | Clay Shaner/Courtney O'Connor      | 6  | 13     | 13     | 4      | 10     | 46  |
| 11 | 15197  | Matt Reiser       | Christine Jurczak/Maria Ciccotelli | 9  | 6      | 12     | 12     | 11     | 50  |
| 12 | 15218  | Mike Warren       | Christian Geary/Randy Swartley     | 16 | 8      | 8      | 11     | 8      | 51  |
| 13 | 15204  | Bill Mergenthaler | Derek Day/Sheehan Commette         | 12 | 7      | 9      | 15     | 12     | 55  |
| 14 | 14890  | John Townsend     | Sara Pramik/Ryan Sprole            | 8  | 12     | 16     | 13     | 14     | 63  |
| 15 | 14597  | Keith Taboada     | Russ Schon/Alex Curtis             | 14 | 17     | 7      | 16     | 20     | 74  |
| 16 | 14882  | Greg Kinzel       | Caitlin Crann/Meghan Crann         | 13 | 14     | 18     | 18     | 13     | 76  |
| 17 | 14348  | John Parker       | Kevin Robinson/Rob Shields         | 18 | 18     | 10     | 19     | 17     | 82  |
| 18 | 14942  | Dick Moyer        | Helen Moyer/John Depenbrock        | 17 | 16     | 22     | 20     | 16     | 91  |
| 19 | 14595  | Robert Rizzitello | Drew M/Beth R                      | 20 | 27/OCS | 21     | 14     | 19     | 101 |
| 20 | 13970  | Mark Kaplan       | Jenn Ryerson/Adam Kaplon           | 21 | 27/DNC | 24     | 17     | 15     | 104 |
| 21 | 14415  | Gidge Glenn       | Chappy Hopkin/Alex Buzby           | 23 | 19     | 17     | 21     | 27/DNF | 107 |
| 22 | 15079  | Franz Schneider   | Susan Lojek/Nicholas Lojek         | 24 | 20     | 19     | 22     | 23     | 108 |
| 23 | 14489  | Bill Clark        | Justin Monnig/Mark Epstein         | 22 | 21     | 20     | 23     | 27/DNS | 113 |
| 24 | 14350  | Chris Gasorek     | Steve Drapcho/Arthur Bartolozzi    | 19 | 22     | 27/OCS | 25     | 21     | 114 |
| 25 | 14833  | Pete Menninger    | Travis Pierce/Michael Kaplon       | 25 | 23     | 23     | 24     | 22     | 117 |
| 26 | 13708  | Alex Klein        | James Clark/Jeff Zeelander         | 26 | 24     | 25     | 27/DNF | 27/DNS | 129 |



*Editor's Note: This was possibly THE party of the year!!*



### Lightning New Jersey State Junior Championship

Matthew Schon, Timmy Crann, Jason Lutz, Chris Gasorek, Arthur Bartolozzi,  
Steve Drathcho, Arielle de Lisser, Tyler Menninger, Adam Caplon

## *Do Not Buy ANY Boat Cover Until You Study This Comparison Chart*

| Sailors' Tailor  | Competitors  |
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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 |
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| Supplied hardware  | A trip to the hardware store                               |



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## Brotz Regatta

*Todd Wake*

The Sheboygan Yacht Club and Fleet 187 hosted the 47<sup>th</sup> Annual Brotz Regatta on July 26–27. Competitors were treated to excellent weather, race management and hospitality. Warm westerly winds and clear skies persisted on both days. On Saturday the wind ranged from 10 knots to 20+ with frequent shifts of 30 degrees. Sunday the winds were a little calmer but just as erratic. Trying to find any kind of a pattern in the oscillations was nearly impossible. Every one of the thirteen competitors can honestly say they were leading a race at some point. It was definitely a five-star weekend for sailing, as long as you don't mind a few "auto-tacks."

Tryg Jacobson made his first appearance of the season sail with all-star crew Jared Drake and Mike "Elmo" Elmergreen. Regattas are always more fun when Tryg is competing. Hans Graf borrowed a boat and sailed with Deano Cady and Garrett Forkner. Hans seemed to know just when to catch the last lefty puff and sneak into the windward mark. Four races were completed on Saturday before gusty winds and a capsize convinced us it might be time to head in and get the party started early.

The highlight of the weekend was the Mexican Fiesta after racing on Saturday. Planned by Lynelle Reak and Brad Gruneberg it featured rum, beer, appetizers, dinner, Mexi-

can music and a piñata. The beer, rum and appetizers were donated by Fleet 187 members, and the party was enjoyed by all. It's surprisingly hard to hit a piñata if the RC chairman is pulling the rope while you blindly swing.

The Race Committee was led by Dave Bronson and Fred Tyszka and a whole slew of volunteers. Dave and Fred have both spent a lot of time and energy honing their race management skills. Terry Kohler has also been very generous in providing RC and safety boats. The quality of our races in Sheboygan has greatly improved due to their efforts and generosity. Jason Bemis was on the water taking photos on Saturday and provided every boat with a DVD on Sunday.

Three more races were sailed on Sunday. Pete Orlebeke, sailing with his wife Kimberly and brother Tony, continued their consistent sailing and took second place. Pete's team has been steadily improving over the last several years and has always been near the front this year. Thanks to my wife Kristine and Lynelle Reak for keeping our boat pointed at the mark all weekend. You don't normally gybe eight times on a .7 mile run. Their ability to pull off flawless gybes, while some competitors were struggling to keep control of their boats, was what won the regatta for us.



# Brotz Regatta

## Sheboygan Yacht Club — Fleet 187

### July 26–27, 2008

| Pos | Sail# | Helm           | Crew            | Crew            | R1            | R2            | R3          | R4            | R5            | R6          | R7          | Ttl | Nett |
|-----|-------|----------------|-----------------|-----------------|---------------|---------------|-------------|---------------|---------------|-------------|-------------|-----|------|
| 1   | 15234 | Todd Wake      | Kristine Wake   | Lynelle Reak    | 1             | 1             | 1           | 2             | -5            | 1           | 1           | 12  | 7    |
| 2   | 15158 | Peter Orlebeke | Kim Orlebeke    | Tony Orlebeke   | -4            | 2             | 3           | 3             | 2             | 2           | 2           | 18  | 14   |
| 3   | 15119 | Ric Larson     | Eric Larson     | Lori Jost       | 3             | 3             | 2           | -6            | 6             | 3           | 6           | 29  | 23   |
| 4   | 14380 | Tryg Jacobson  | Mike Elmergreen | Jared Drake     | 2             | 7             | 7           | 1             | -9            | 5           | 3           | 34  | 25   |
| 5   | 14007 | Hans Graf      | Garrett Forkner | Dean S Cady     | 6             | 4             | 5           | 5             | 1             | -7          | 4           | 32  | 25   |
| 6   | 13794 | Pat McGuinnis  | Bob Franke      | Luke Franke     | 8             | 6             | 4           | 4             | 7             | -9          | 9           | 47  | 38   |
| 7   | 15301 | Kathy Lindgren | Denise Cornell  | Erin McReynolds | 7             | 9             | -10         | 7             | 4             | 6           | 7           | 50  | 40   |
| 8   | 14938 | David Stix     | Mark Wessel     | Rachel Maloney  | 5             | (14.0<br>DNS) | 14.0<br>DNS | 14.0<br>DNS   | 3             | 4           | 5           | 59  | 45   |
| 9   | 15137 | Steve Adamski  | Doug Olson      | Lori Rynen      | 9             | 5             | 6           | (14.0<br>DNF) | 10            | 8           | 8           | 60  | 46   |
| 10  | 11589 | Brad Gruneberg | Carol Detwiler  | Rob Koenig      | -11           | 10            | 9           | 9             | 11            | 10          | 10          | 70  | 59   |
| 11  | 15342 | Paul Reak      | Jen Bogati      | Jason Allard    | (14.0<br>RAF) | 8             | 8           | 8             | 14.0<br>DNS   | 14.0<br>DNS | 14.0<br>DNS | 80  | 66   |
| 12  | 11622 | Tim Lorenz     | Robert Turk     | Sandy Weiland   | (14.0<br>DNF) | 12            | 11          | 11            | 8             | 14.0<br>DNF | 14.0<br>DNS | 84  | 70   |
| 13  | 13818 | Joel Lemahieu  | Paul Lemahieu   | Greg Lemahieu   | 10            | 11            | 12          | 10            | (14.0<br>DNS) | 14.0<br>DNS | 14.0<br>DNS | 85  | 71   |

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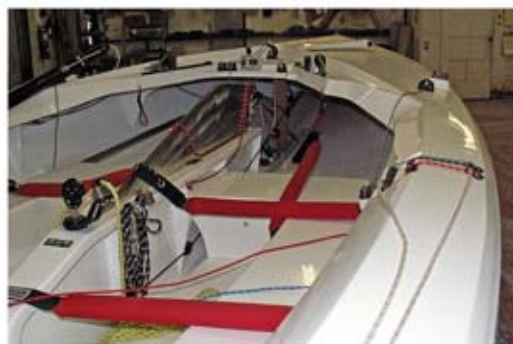
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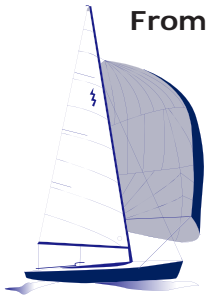
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**15351 Nickels** White hull, light gray deck, black rubrail. Tacktick digital compass. Spin. halyard led aft. Jib wire & cloth double ended to side forward deck. Fiberglass rudder head & JCD tiller extension & universal joint. Nickels galvanized long tongue trailer. Contact Pierce Barden - Wilmington, NC 910-612-7224 [piercebarden@hotmail.com](mailto:piercebarden@hotmail.com)

**15047 Nickels**, 2001, 401-723-1579 Contact Christian. (Rhode Island) AUGUST SPECIAL! \$12,500 This boat is pristine!

**14890 Nickels** white hull with blue and gold trim in fast race condition. Galvanized trailer and North 2 piece cover with light bar. 1 main, 1 jib, 1 spin North Fisher sails. Fiberglass rudder w/mast cover. Boat in NJ, contact John Townsend, [townsend@drs-c3.com](mailto:townsend@drs-c3.com). \$11,000

**14743 Nickels**. Excellent condition, all white with blue stripe, fast and ready to race. North J-M & S -very light use and very crinkly. Mast cover and Sailors Taylor deck cover. Galvanized Nickels trailer, new tires, bearings, & bearing buddies - \$9,900. I also have many other preowned Lightnings. Contact Joe Dissette MI. 989-631-2133

**14652 Nickels** "race ready". Galvanized trailer, Trailer cover, Dry mooring cover, Tack-Tick Micro Compass. Price is \$8,500. \$10,000 - If sold with newest set of sails -1 jib and 1 main excellent condition (delivered fall 2006, light use during summer of 2007) and 1 spinnaker never used. Contact Paul Nagel at [Nagel@tir.com](mailto:Nagel@tir.com) or (248) 334-1959.

**14622 Nickels** in fantastic shape. 2 full sets of north fishers, 2 spin poles and brand new VSP travel covers (mast and 1 piece hull cover). Also included is the mooring cover and a tack-tick race master compass. Trailer in fantastic shape. \$9000. Contact Jared at: (910) 686-9972 [jared.lathrop@ge.com](mailto:jared.lathrop@ge.com)

**14597 Allen** with VSP sails in good condition. New VSP trailer cover. Allen trailer. White hull with Teal deck. Needs some TLC. \$7000 firm. [ktaboada@pattersonsheridan.com](mailto:ktaboada@pattersonsheridan.com)

**14531 Nickels**. All White with Navy Blue Striping. Very Good Condition. New Spinnaker (used once) shrouds + spreader. SS centerboard, Compass, 2 mains + jibs. Mast & Deck Covers. Galvanized Trailer. Wintered indoors. \$8,750 Located in Tenafly, NJ. Contact Bill Roesch: [gwroesch1@optonline.net](mailto:gwroesch1@optonline.net) (201) 675-9760

**14287 Nickels**. White hull, gray deck, good condition, fast & race ready. SS centerboard, 700-705 lbs., updated deck layout, forward cleat banks and twings. Dry sailed & stored indoors. Covers. Trailer. \$4000 Located in Dayton, OH, contact Steve Weeber at 937-866-1183 or [drsweeber@hotmail.com](mailto:drsweeber@hotmail.com). Photos upon request.

**14275 Allen**, very good condition. White hull, gray deck. Shore and VSP sails. Covers. Trailer. SS board. New Hampshire. John Hughes (h) 603-898-1862 (c) 603-548-5648 \$6,500

**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 [pyridean@yahoo.com](mailto:pyridean@yahoo.com).

**14134 Nickels**, white, good condition. Indoor storage since 2001. Two piece travel cover, sails, race rigging, trailer with spare tire. \$7,500 OBO Contact: Duncan 905-333-9671

**14012 Nickels**, white with red stripe. 2006 M-5 main and 5A jib; 2 spinnakers; practice sails; S/S board; new mooring cover; Nickels trailer; race equipped. \$5,500.00 217-429-5237 or 217-429-1179. (IL) [RW058@AOL.com](mailto:RW058@AOL.com)

**13989 Nickels**. Excellent competitive racer. Cream colored hull with red and blue stripes. Stainless steel centerboard, mint condition sails, with red boat cover (2 years old) Recently purchased Nickels built galvanized trailer. Price: \$3900.00 Phone: 216-991-8250 E-mail: [JSeppelt@aol.com](mailto:JSeppelt@aol.com)

**13983 Nickels** 2007 North MJ '97 mast, updated bow

stem, new rub rail. New boom, travel cover, mast cover. Gal trailer, new bunks, tires, replaced bearings and races. 680 w/o weight. Competitive boat. Columbia, S.C. \$5300.00 Contact: David Wrisley 803-767-4518 [e-mail\\_wmbz@bellsouth.net](mailto:e-mail_wmbz@bellsouth.net)

**13877 Nickels**. Creme with Kelly green stripes. Race equipped. 2 full sets sails (M-5). Newer set used 2 seasons. SS board. Galvanized Allen trailer in very good condition. New 2 piece full travel cover. \$3600. Raleigh, NC Michael Rees 919-782-1866. [msreesmd@aol.com](mailto:msreesmd@aol.com).

**13869 Nickels**—I took a very good hull and re-rigged it to modern race standards. 2 ½ sets of North Sails. 2 rudders, one barely used. New full hull cover and travel covers. Spartan trailer. \$6000.obo Peter Beecher San Francisco, CA. 415-495-6364 [peterbeecher@comcast.net](mailto:peterbeecher@comcast.net) Detail photos.

**13848 Allen**-Light gray hull, race rigged. 2 sets sails and spinnaker, ss centerboard, trailer with cover. Located Southport, NC \$3200. Contact Jim Cofer -910-253-7173 e-mail: [icofer@aol.com](mailto:icofer@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. Full Fabricraft cover. Excellent trailer with good tires and spare. Stored inside. \$1999. Call Alice Melvin at 315-457-7919 near Syracuse, NY to take a look. [alice.melvin@yahoo.com](mailto:alice.melvin@yahoo.com)

**13370 Eichenlaub**. Mint green hull with white deck. 2 mains a jib and a spinnaker. Stainless centerboard. Blue cover. The boat needs some tlc but will clean up nice. Trailer and lifting brail for boat hoist. \$3300. Boat is located in Nashville, TN. 615 400-9534 [alightning@aol.com](mailto:alightning@aol.com)

13232 Lippincott, blue fiberglass hull, wood tiller/rudder. full set of north sails, like new, spare set of sails, includes spinnakers. stainless steel centerboard, full boat cover and mooring cover. trailer usable, needs new tires, wiring needs minor work. Bob, Cape Vincent, NY, [grumoll@hotmail.com](mailto:grumoll@hotmail.com), \$1500/b0

**13218 Lippincott**, White Hull w/Boot Stripe, 2 each main/jib, 1 spinnaker, PA registered trailer and green mooring cover, \$2,200 Contact Ken Kuzdro, Lancaster, PA, Phone 717-394-9196, e-mail [ckk.2301@verizon.net](mailto:ckk.2301@verizon.net) or [ken@tahconstruction.com](mailto:ken@tahconstruction.com).

**13176 Allen**. Boat is too heavy (940#) and so will be "parted out". Available --- Stainless board \$600; Aluminum mast, Boom and rigging \$450; Two Old Sails \$100 for both: Miscellaneous blocks and lines \$250; Rebuilt trailer \$650. Buy it as a whole for \$1,500. Chuck Parry Cestertown, MD 410-778-4560

**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](mailto:reyn685@yahoo.com).

**12400 Nickels**, Gray with off white topsides. SS center board, Ready to race, some rigging upgrades, including twings. North M&J in good shape. Other sails used, but OK. Boat Covers. Galvanized trailer. \$2600 Andy Smith, Rochester, NY. 585 482-1467, [apsmith@rochester.rr.com](mailto:apsmith@rochester.rr.com)

**11458 Tom Allen Lightning** boat for sale with trailer. Two masts (1 original wooden mast and 1 aluminum mast) Boat in very good condition. Asking \$3800. Montreal, Canada Call Louis Semeteyts H 514-425-4773 or C 514-972-4244 [monique.sem@sympatico.ca](mailto:monique.sem@sympatico.ca)

**11092 Free. Lippincott?** St. Louis, MO. No mast, no rudder, centerboard is rusted around hinge pin. I don't think any of the hardware is salvageable. Fiberglass hull and deck. The ribs are all rotten and the seats are missing. The trailer is beyond repair. E-mail [rvsandersli@hotmail.com](mailto:rvsandersli@hotmail.com)

**10892 Allen** Oval spars, SS board, trailer; 1 racing suit and many other sails; some rigging upgrades. \$2000. (LI, NY) Bill Weiss, 212-923-7800 x2531; [bill\\_weiss1@juno.com](mailto:bill_weiss1@juno.com).

**10493 Lippincott**, Ugly but fast. Modern rigging, spars. Competitive in fleet racing. Trailer, 2002 North jib, good North M5 and spinnakers. Will reward TLC. \$1,400.00 Roger Link, 410-322-4376; (w) 410-278-5160, [roger.link@us.army.mil](mailto:roger.link@us.army.mil) Havre de Grace, MD

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

**10410 Lippincott**. Good condition, full mahogany seating, floor boards and trim - recently refinished. Bryant alum mast, galv steel centerboard. Light, near grey, lilac hull, red boottop, white bottom. Old boat cover. Dry boat. Needs trailer. Photos available \$1500 or best offer. Terry Pindell - 603-358-6322 - [terrypindell@yahoo.com](mailto:terrypindell@yahoo.com)

**10163 1967 Lippincott?** Hull fiberglass, spars refinished wood. New mahogany seats and new running rigging. Two older mains/jibs plus one spinnaker. Includes 4 life vests, floatation bags, cover and trailer. Asking \$1800 Charles Emerson, 269-341-9144 or [charles.emerson@wmich.edu](mailto:charles.emerson@wmich.edu).

**9464 Wood Lightning European-built**, once a competitive boat, needs some restoration. \$2,000 with trailer/\$1,000 without. Contact Stephen Longmire (for the East End Classic Boat Society): 631/725-2288; [slongmire@gmail.com](mailto: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

**9075 Wood Lightning** "Goddess" Total Restoration 2007 by experienced sailor/boat builder. Stored inside. Gal steel center board. Older trailer in great shape. Full new FabriCraft Mast up Cover. Central Iowa. Pictures. \$2500 or Best offer. Contact Su Sunday 641-752-1064, [sundaysu@mchsi.com](mailto:sundaysu@mchsi.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) [devervd@verizon.net](mailto:devervd@verizon.net)

**2606** available for free to an interested sailor/refurbisher who will arrange for pickup and trailing from the South Bruce Peninsula area near Wiarton, Ontario Canada. The hull was fiberglass-sheathed some years ago and the decking repainted. 416-346-4540 or [bmcckie@tectran.com](mailto:bmcckie@tectran.com)

**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](mailto:healthisfree@yahoo.com)

**2 Wood Lightning** As seen and raced at the 70th Anniv. Regatta. Alum. Spars, stainless board, new Harkens and rigging. North main, jib and spinnaker. Covers. Single plank built by Bearce in Mass. Galv. Trailer. Still needs more TLC. \$4000.00. Fisk Hayden 407-339-8697 (evenings)

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