



ILCA Boat Grant Program Sailors Announced



Above are some of the kids at their first Lightning regatta—The No Gas in Annapolis, Maryland.

Bob King, Sarah Costich and Connor Healy of Syracuse, New York
Bobby Martin, Erin Kilcline and Ben Spiller of Riverton, New Jersey
Guy Tawney, Andrew Erving and Lauren Marks of Baltimore, Maryland
Stephen Waldie, David Gelston and Tej Trevor Parekh of Montreal, QC, Canada

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This innovative program provides a race-ready Lightning, regatta subsidies, and a Lightning Class coach/mentor for the 2007 summer racing season to young sailors who don't have the funds to buy their own boats.

Fifteen teams applied—sailors ranging in age from 14 to 26—made the March 30 deadline from across North America as well as Brazil.

The brain-child of Bill Fastiggi of Vermont Sailing Partners and Allan Terhune of North One Design, the Boat Grant Program aimed at providing boats for two skippers. What neither expected was the level of support from inside the Lightning Class as well as the groundswell of interest from the larger sailing community.

"In the first three days after the news broke about the ILCA Boat Grant Program, our website had something like 10,000 hits per day. Normally it's around 10,000 a week. The interest was incredible," noted Steve Davis, President of the ILCA. Sailing groups around the world took notice. Magazine articles, internet interviews, and more followed.

"When we announced the grant program, we were excited to finally have a way to answer the question of how to attract and retain enthusiastic young sailing teams," according to Bill Fastiggi. "And then people stepped up," said Terhune.

continued on page 3

Secretary's Column

Brian Hayes

At the very least Jan Davis is polite. I opened my email this morning to find the following: "Good morning! Remember you promised me a column for the Flashes today." A polite kick in the backside to start my Friday. Since President Davis is otherwise occupied on his quest to visit every Lightning District in the world during his tenure (and since he failed to write his column before departing), I have been asked (read: told) to update you all on the latest in ILCA-dom.

Yearbook

The yearbook is getting close to completion. It is at (or near) the top of Jan's, Steve's, Sherryl's and many others' to-do list. The Fleet's section is complete and much of the content is nearing completion. This is an area in which, this fall, we could use a LOT of help. If you have skills that you think can help us with producing next year's yearbook, please call Jan and ask how you can help. Also, it's not too late to get in a Booster ad! Show your support and buy a booster ad!!



Boat Grant Program

The Boat Grant Committee has announced the recipients of this year's grants. Due to the generosity of many people, the committee has been able to expand the program to supporting four teams. Many thanks to all who got this going. Look for details on the recipients on the website and in Flashes.

Worlds' Events

The Worlds in Athens is shaping up, and it looks like it will be a great time. I will be crewing for President Davis at both the Europeans and the Worlds. Let's hope we fair better (both on the water and health-wise) than our

last international adventure in November!! Do they serve ceviche in Greece??

Upcoming Meetings

The Governing Board and Annual Meeting will be held at the Yacht Club of Greece in July during the Worlds. The Class will vote on the election of officers at the Annual Meeting for terms starting September 1. The Nominating Committee will be posting its slate of officers soon, and

Fleet Captains will again have the option of casting their vote via proxy before the meeting should a representative not be able to attend. There will be a "Special" meeting at the NAs to present VP and Executive Committee reports in Annapolis in August.

Memberships

Quick story. I'm at Sail Newport yesterday working with a Sonar Paralympic team. Up pulls a gentleman with a older, red Muel-ler Lightning. I stroll over and strike up a conversation. He just bought the boat and is planning on sailing in the bay in Rhode

Island. For fun, we look over the boat. He needs spreaders and a few other minor items. I give him some phone numbers. We make some calls and get the spreaders ordered, etc. As I head back to the Sonar I ask him to do me a favor—join the ILCA. He says he will. Hopefully, Glen from Warren, Rhode Island, is our newest ILCA member and he's reading this right now. Can I count on you to find one more Lightning owner who's not a member and sell him/her on joining the Class?? You never know where you'll find that next member—at a boat ramp, a garage sale or maybe the boat next to you at your home fleet. Don't keep it to yourself. Sell someone else on the benefit of being an ILCA member!!

Official Notices

The Executive Committee has approved the request of the North American Organizing Committee to revise the qualification ration to 1-7.

Notice of Meetings

The next General Meeting of the ILCA will be held July 22, 2007, after the Practice Race at the World Championships, approximately 4:45 PM, at the Yacht Club of Greece in Athens, Greece.

The next Governing Board Meeting of the ILCA will be held July 22, 2007, after the Practice Race at the World Championships approximately 4:30 PM, at the Yacht Club of Greece in Athens, Greece.

International Lightning Class Association

Jan Davis—ILCA Executive Secretary

7625 South Yampa Street, Centennial, CO 80016

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

www.lightningclass.org

Donations small and large followed:

Nickels Boat Works: use of one new boat for the season.

Tom Glynn: Donation of Lightning 14860.

Jim McIntosh: Use of Lightning 15279 for the season.

North Sails: Use of new suit of sails for season.

Quantum Sails: Use of new suit of sails for season.

Vermont Sailing Partners: Use of new suit of sails for season.

Fred & Jennifer Bagley: Donation of Lightning 13477.

Todd Wake: Donation of two used mains and two used jibs.

Dr. Steve Horowitz: Donation of full suit of used sails.

Jon and Carol Ewing: Donation of new bottom cover, new mast cover, used spinnaker.

Maegan Ruhlman: Donation of used spinnaker.

Denise Cornell: Donation of used spinnaker and used mast cover.

John Heagy: Donation of used rudder cover.

In addition, a special thanks to the following people who have donated their valuable time to help:

Gianni Cuccio: Picked up donated boat from Tom Glynn, delivered to CPYC.

John Faus: Picked up donated boat from CPYC, delivered to MRYC.

Jim Carson: Picked up trailer at Allen Boat Company, delivered to New Jersey; put donated boat on new trailer.

Rick Fastiggi: Picked up donated boat from MRYC and delivered to Annapolis.

Nabeel Alsalam: Drove two hours from his home, met Hugh Armbuster of Nickels Boat Works at 4:00 AM. Picked up new boat and returned home to Virginia.

Erik Hostvedt: Picked up boat in Virginia, delivered to Riverton, New Jersey.

Allan Terhune and Jason Werner: Made upgrades to donated boat.

Thanks to all for helping ensure that the future of the ILCA will stretch further and include sailors who might not have Chosen the Class otherwise!

ABOUT THE TEAMS



Bob King, 24, is just about to graduate from law school and has been skippering Lightnings since being a junior sailor. The boat grant will mean his team will have a boat ready to travel to events in Central New York and the East Coast this summer.

Bob is a student at Syracuse University. He was born and raised in upstate New York. He began sailing at the 60th Anniversary Lightning Regatta in Skaneateles where he crewed for his uncle, Jed Dodge. Since then Bob has been a regular in the Central New York District. He has sailed in several midwinter, national and international events. Last year Bob began skippering after several years of crewing. He campaigned Jim MacIntosh's boat, Blue Jacket XI, for most of the season.

Bob has assembled a talented group of crew to sail with him over the season: Sarah Costich, Conor Healy, John Boxberger, Will Morang and Bill Healy. One of Bob's letters of recommendation said the following: "Many or most young sailors have parents that sail or sailed and have helped their sons or daughters with boats, finances, etc. This has not been the case with Bob. He has begged and borrowed boats and sails."

Bob will graduate from law school heavily in debt, but he wants to be part of this Class for the long haul. The Boat Grant program will help pay Bob's travel expenses for the season as well as provide insurance for the borrowed boat. Thanks to the generosity of Jim MacIntosh, we are happy to see him on the water.



Bobby Martin, 21, a senior at Boston University, had never been aboard a Lightning, but he has already made his presence known to the Lightning Class. While on spring break in Miami, his college sailing team crashed the Lightning Midwinters where he stepped up to win the men's division of the Hoola Hoop contest held at Coral Reef Yacht Club. Hoop away, Bobby!

Martin and crew—members of the BU Sailing team—plan to attend the Atlantic Coast Championships, the Canadian Open, and the North Americans while sailing with the Riverton, New Jersey Fleet. Sailing with Bobby will be Erin Kilcline and Ben Spiller. Bobby has been an avid Laser and collegiate racer at Boston University.

Mark Schneider wrote "Bobby Martin is the type of individual the Lightning Class is trying to attract. He is young, self-motivated, clearly capable and excited. He has the support of his parents and those within Fleet 228. The grant program has already opened a door which wasn't really open before and provided us, Fleet 228, the opportunity to bring another young man into the Lightning Class."



Guy Tawney is nineteen and has just finished his freshman year at Washington College, where he is on the sailing team. His teammates are high school seniors. None has any experience on the boat, but they plan to compete at the Junior North Americans as well as the North American Championships. They will sail with both the Annapolis Fleet and the Potomac River Fleet near Washington DC.

Guy wrote in his application: "I should be selected for this grant because I am a dedicated, competitive individual who would love to become any active member of the Lightning fleet, which may not be possible without this grant. This is because family is currently paying for three substantial tuitions, with two kids in college and a third in her junior year at a private school."

In Guy's recommendation letter, Gary Jobson wrote, "I've watched Guy develop as a sailor over the past ten years. It is fascinating to see a young person set a goal and work to achieve it. I've done an ocean passage with Guy. He is terrific on a boat. He is also very skilled at small boat handling. More important than his sailing skill is his attitude. Guy is a joy to work with and would be an asset to your program."

Mark Bryant

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No picture of Stephen Waldie is currently available. Continue checking the ILCA website for pictures and updates.

Stephen Waldie is 20, and while he and his team have raced 29ers, 49ers, Fireballs and Laser 2s, they have no time on the Lightning.

They will race with the Montreal Lightning Fleet and plan to attend the Lake Champlain Spring series, the Canadian Open, the Atlantic Coast Championships, and the North Americans. Stephen wrote in his application, "I have been a competitive sailor for the past ten years, in Montreal, Quebec, and have been interested in the possibility of training and competing in the Lightning Class for some time now. Sailing the Lightning would serve to further my tactical knowledge and help me gain experience in a different class. Over the past eight years I have competed on the national and international level and in several world championships." Stephen looks forward to sailing with and learning from Peter Hall, Al Boucher and Jamie Allen at the Royal St. Lawrence Yacht Club.



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Lightning Family News

Welcome New Member Elbert Kennard

I am from the Eastern Shore of Maryland and have always been around the water. In the late 70s I was introduced to sailboat racing on the Rehoboth Bay when I was part of a crew that raced Lightnings. I didn't have a clue as to what I should be doing, but since I'm big at 6'5" and 220 pounds, I made good rail meat. We never won a race but we sure did try. If it wasn't for the case or two of beer in the bow of the boat, I'm sure we would have done better. I was hooked! I then bought a Laser, my first sailboat, and we would race across the Delaware Bay from Lewes to Cape May, major shipping lanes. Good thing you couldn't keep much beer on a Laser!

That was the beginning of what was to be a lifetime of sailboats, racing, crewing and cruising. I now have a Mirage 236 which I race on the Pamlico River in eastern North Carolina. I'm also the Commodore of the Pamlico Sailing Club, which is a racing club. I'm always upgrading my current boat, ERACER, and watch Ebay all the time for parts. That is where I found the Lightning. I couldn't help myself. It was sitting in a yard for sale, included several sets of sails but no trailer and was close—only 250 miles from my home. I put a bid on the boat thinking, well, the boat is probably trash since it looked pretty rough, but the sails looked to be in good enough condition that I could probably sell them and make a buck or two. I put a low bid on the boat, really never expecting to win the auction—but I did.

I borrowed a trailer, picked up the boat and was surprised to find that it's not in real bad shape. With some fiber-glassing, I know I can bring her back. It has all of its rigging and three sets of sails. I have work to do on it, but what boat doesn't. Every time I look at it the memories of those very first days on a sailboat come back, and I get a BIG SMILE. I was really surprised to find the name plate with the number 137. It's an all-glass boat, but it came with a wooden boom and the aluminum upgrade.

I joined the Lightning Class Association so I could do the right repairs on the boat and keep up with races in my area. It will probably take another year before I get it on the water, but I know I'll be smiling!

Welcome New Member Lee Urbani

Thanks for the welcome to the ILCA. As an eight year old hanging around the docks of a yacht club in Toms River, New Jersey, I was invited to "crew" in club races for a fellow who owned a Lightning. He was a great guy, probably in his late 40s at the time, and he was a priest. I mention that fact for no other reason than to set the stage for the next sentence. He enjoyed his time on the boat and taught me how to sail. We never won anything; he was just never aggressive enough, (for obvious reasons). But those sails were some of the fondest memories of my childhood. I'm now almost sixty, and I have been boating ever since.

Now is the time I would like to teach some grandkids to sail/race, so I naturally looked into the Lightning Class. I found out that the boat has evolved over the course of time which, as a result, has kept the vessel current. As luck would have it, a couple of fellows at our yacht club, "The Rock Hall Yacht Club," just started a Lightning Fleet, so that and the fact that the boat is still very exciting to sail, sealed the deal. We are now the fourth boat in the Fleet and are ready for the season to start. It was an easy decision.

As a family, we have sailed in keel boats since our kids were very young and still do with our Hunter 37.5 on the Chesapeake Bay. The kids are great sailors. The very best sailing that my best friend and wife, Dawn (also a very accomplished sailor), and I get to do is when one or more of our four kids (the baby is now 27) is on board. It's like having pros on the boat. Everything just happens right, the tacks are crisp, the spinnaker flies just right, everything just works so much better, and I don't sweat so much. They are all excited about racing our "new to us" Lightning, as there is something different and exciting about being in that size boat and going fast.

So I am getting back to my sailing roots and hope to help bring along another generation of sailors. Of course, I want to win, but I know we will have fun regardless.

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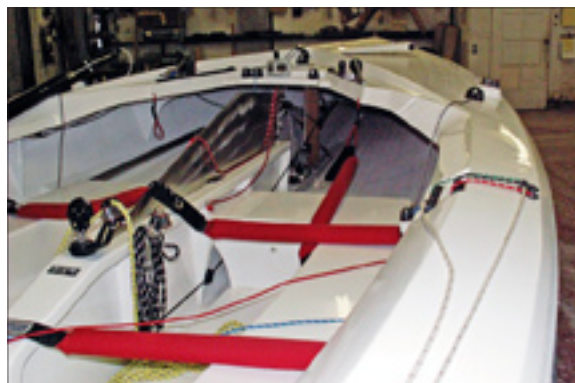
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ILCA Regattas

5/3/2007 - 9/27/2007	Thursday Evening Race Series	Temple Reef Sailing Club
5/5/2007 - 5/6/2007	Burl Harmon Memorial INDIANA OPEN regatta	Indianapolis Sailing Club
5/5/2007 - 5/6/2007	Doc Gilbert Memorial Potomac Cup	Lightning Fleet 50
5/12/2007 - 5/13/2007	No Gas Regatta	Severn Sailing Assoc.
5/12/2007 - 5/13/2007	Nigerian Lightning National Championships	Lagos Yacht Club
5/18/2007 - 5/18/2007	Florida District Masters Championship	Davis Island YC and Fleet 502
5/19/2007 - 5/20/2007	Early Bird Regatta	Cedar Point Yacht Club
5/19/2007 - 5/20/2007	Hernando DeSoto Regatta	Delta Sailing Association
5/19/2007 - 5/20/2007	Pymatuning Spring Classic	Pymatuning Yacht Club
5/19/2007 - 5/20/2007	Florida District Championships	Davis Island YC and Fleet 502
5/19/2007 - 5/20/2007	Dixie Lightning Lab	Havre de Grace YC & Lightning Fleet 192
5/26/2007 - 5/26/2007	Kam River Slush Cup	Temple Reef Sailing Club
6/2/2007 - 6/3/2007	Lighthouse Regatta	Fond du Lac Sailing Club
6/2/2007 - 6/3/2007	Malletts Bay Boat Club Spring Regatta	Malletts Bay Boat Club
6/2/2007 - 6/3/2007	Celebration of Spring	Newport Yacht Club
6/2/2007 - 6/3/2007	Magnus Pederson Regatta / Metropolitan Districts	Nyack Boat Club
6/8/2007 - 6/10/2007	MVL District Championships	Carlyle Sailing Association
6/9/2007 - 6/10/2007	Central Atlantic Districts	Riverton YC
6/9/2007 - 6/10/2009	Dixie District Championships	Susquehanna Yacht Club
6/14/2007 - 6/17/2007	Finland District Championship	
6/16/2007 - 6/17/2007	Caz Flash Bash	Willowbank Yacht Club
6/16/2007 - 6/17/2007	Caz Flash Bash - Fleet 164 60th Anniversary	Lightning Fleet 164 - Willow Bank Yacht Club
6/16/2007 - 6/17/2007	Governor's Cup	Riverton YC
6/16/2007 - 6/16/2007	Tune-Up	Metedeconk River YC
6/16/2007 - 6/17/2007	TX District Championships - Dallas, TX	Corinthian Sailing Club
6/23/2007 - 6/24/2007	Dave Fitch Memorial Regatta	Spofford Yacht Club
6/23/2007 - 6/24/2007	2007 CT/RI District Championship	Noroton Yacht Club
6/23/2007 - 6/24/2007	Midwest District Championship Open	Fleet 187 SYC
6/24/2007 - 6/25/2007	Michigan District Regatta	Higgins Lake Boat Club
6/30/2007 - 6/30/2007	Keuka One Day	Keuka Yacht Club
6/30/2007 - 7/1/2007	Brian Hughes Memorial Leukemia Cup Regatta	American Yacht Club
6/30/2007 - 7/1/2007	Canadian Open Championship's	Royal St-Lawrence Yacht Club
6/30/2007 - 7/1/2007	Ohio "open" Districts	Pymatuning Yacht Club
7/7/2007 - 7/8/2007	Tawas Bay Lightning Regatta	Tawas Bay Yacht Club
7/13/2007 - 7/13/2007	Women's, Master's, Juniors New England District Championships	Malletts Bay Boat Club
7/14/2007 - 7/15/2007	Central New York District Championships	Rochester Yacht Club
7/14/2007 - 7/15/2007	New England District Championships	Malletts Bay Boat Club
7/14/2007 - 7/15/2007	Bay City Yacht Club Regatta	Bay City Yacht Club
7/18/2007 - 7/21/2007	European and Masters Championships	Yacht Club of Greece
7/21/2007 - 7/21/2007	L.I. Districts	Orient YC
7/21/2007 - 7/22/2007	NBYC Governor's Cup	Niantic Bay Yacht Club
7/21/2007 - 7/21/2007	Long Island Districts	Orient Yacht Club
7/21/2007 - 7/29/2007	Lightning World Championship	Yacht Club of Greece
7/21/2007 - 7/22/2007	Central Canada Districts Part 1	Loon Lake
7/28/2007 - 7/29/2007	Woody Regatta & Get Together	Onondaga YC
7/28/2007 - 7/29/2007	Atlantic Coast Championship	Cedar Point Yacht Club
8/3/2007 - 8/3/2007	Lightning NJ Jr. State Championship	Metedeconk River YC
8/4/2007 - 8/4/2007	Hospice One Day	Sackets Harbor
8/4/2007 - 8/5/2007	2007 Duck Challenge	Havre de Grace YC & Lightning Fleet 192
8/11/2007 - 8/12/2007	Down Bay Invitational Regatta	Little Egg Harbor Yacht Club
8/11/2007 - 8/12/2007	Amethyst Weekend	Temple Reef Sailing Club

8/15/2007 - 8/18/2007	2007 Women's, Junior's, and Master's Championship	Potomac River Sailing Association
8/18/2007 - 8/24/2007	2007 Lightning North Americans	Severn Sailing Assoc. & Eastport Yacht Club
8/25/2007 - 8/26/2007	Squam Lake Annual Regatta	Squam Lake Sailing Association
9/8/2007 - 9/8/2007	Skaneateles One Day	Skaneateles Country Club
9/8/2007 - 9/9/2007	Lake Massabesic Annual Regatta	Massabesic Yacht Club
9/15/2007 - 9/16/2007	Central Canada Districts Part 2	Temple Reef Sailing Club
9/22/2007 - 9/23/2007	Red Flannels	
9/22/2007 - 9/22/2007	Caz One Day	Willowbank Yacht Club
9/22/2007 - 9/22/2007	Bow Lake Ed Hinds Memorial One Day Lightning Flash Regatta	Bow Lake Sailing
9/29/2007 - 9/29/2007	NJ States/Manahawkin Bay Championship	Surf City YC
9/29/2007 - 9/30/2007	Fall Classic	Cedar Point Yacht Club
9/29/2007 - 9/30/2007	Hoosier Regatta at Beautiful Lake Wawasee	Wawasee Yacht Club
10/6/2007 -	Last Blast	Nyack Boat Club
10/7/2007 - 10/7/2007	Frostbite	Ithaca Yacht Club
10/13/2007 - 10/14/2007	Leaf Peeper	Malletts Bay Boat Club
10/13/2007 - 10/14/2007	Frigid Digit	Severn Sailing Assoc.
10/27/2007 - 10/28/2007	Borderline Regatta	Fleet 481, Carolina Sailing Club
10/27/2007 - 10/27/2007	Pumpkin Bowl	Barneget Light YC
11/3/2007 - 11/10/2007	Colombia - Campeonato Nacional 2007	Club Nautico Portillo
3/8/2008 - 3/8/2008	Deep South	Savannah YC
3/10/2008 - 3/12/2008	Miami Midwinter Championships	Coral Reef YC and Fleet 226
3/13/2008 - 3/16/2008	Winter Lightning Championship	St. Petersburg YC

**All regattas are entered by the regatta organizers on the ILCA website. Please check www.lightningclass.org for details and the most current information.*

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FOR THE RECORD

North Americans 1,2,4,5,6,7,8,9,10

South Americans 1,2,4,5,6,7,8,9

US PAN AM Trials 1,2,3

Youth Worlds 1

Worlds 05 1,2,3,4,5,6,7

Atlantic Coast Champs 1,2,3,4

Canadian Open 1,2,3,4,5

Bluenose Regatta 1,2,3,4,5,6,7,8,10

Frigid Digit Regatta 1,2,3

Snow Ball Regatta 2,4,5

Dixie Districts 1,2,3,4,5

Texas Districts 1,2,3,4,5

Spring Classic Regatta 1,3,4,5

Long John Regatta 1

California Circuit 1

So. Circuit - St. Pete 1,2,3,5,6,8,9,10

So. Circuit - Miami 2,3,4,5,8,9

So. Circuit - Savannah 1,3,4,5,7,8,9,10

* partial inventory

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Ecuadorian Districts

Though we sailors didn't have the chance to shake hands with him, Ecuadorian President Rafael Correa's visit and the magnificence of "Taita Imbabura," the father mountain, brought solemnity to our Districts.

First day started with winds on the lighter side of the scale, 4 to 6 knots. Nine boats lined up for the start of the first race. Olaf Dyck (14675) with wife Ada and young daughter Sara took the first two races, with clear intentions of bringing the trophy to the locals. Juan Santos (14673) with Rafael Lecaro and son Juan Andres had different plans for the trophy, so they fought fiercely and had two second places. Carlos Luis Lecaro (14676) with the youngsters Sebastian Herrera and Manuel Ignacio Granja, trying to win his first Districts, kept the pace for two thirds.

Marcelo Leon (14160, me) had trouble switching from the heavier winds of the recent Circuit. Sailing with my wife Clara and Sebastian Dalmau, we managed to take two fourths. In the last race of the day, things mixed up a little. Cesar "Colo" Baquerizo (14541) with Orlando Rodriguez and Arturo Iturralde, followed by Ernesto Martinez (14558) with brother Jaime and his wife Paty, found a great lift on the left side just after the start, which lead



them to the first mark 100 yards in front of the rest. In the end Colo took the race, and Carlos Luis found a great second place, which left his possibilities intact. End of day one, Ecuadorian style party, a little rum, lots of karaoke and a great time.

In the low part of the chart, fighting for the green fleet trophy, we had Gustavo Cordovez (4675) with wife Paulina and young son Ignacio. They did a great job, even though they haven't been racing lately. Javier Monge



(15096) raced with Gustavo Maenz and Luis Antonio Baca, who were racing Lightnings for the first time. We also had our rookie Juan Martin Aguirre (11661) with Santiago Aguirre, former skipper, and Juan C. Beltran.

On second day we had better breeze, 10 to 15 knots. Almost everything was defined on fourth race, with Olaf taking first place followed by Carlos Luis and Colo.

Fifth and sixth races were fought by the inch on every tack, mark and gybe; lots of coverage and strategy were the tone.

At the end, Carlos Luis prevailed, taking the last two races and the Districts for the first time. Congratulations Champion. On the last leg of the regatta the wind died, turned around 180°, started blowing again and sent us all planing on 20+ knots to the finish line before a thunderstorm reached us (see picture below).

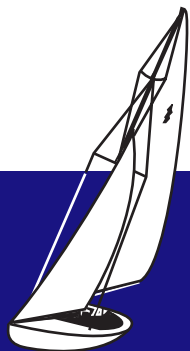


Ecuadorian District Championship 07–ILCA Overall

Sailed: 6, Discards: 1, To count: 5, Entries: 9, Scoring system: ISAF Appendix A

Fleet	Sail#	Helm	Crew	Club	R1	R2	R3	R4	R5	R6	Total	Nett
405	14676	Carlos L.Lecaro	Manuel I.Granja, Samuel Herrera	SYC	-3	3	2	2	1	1	12	9
447	14675	Olaf Dyck	Sara Dyck, Ada Cordova	CNSP	1	1	-4	1	4	4	15	11
405	14673	Juan Santos G.	Juan Andrés Santos y Rafael Learo	SYC	2	2	-6	5	3	3	21	15
447	14160	Marcelo León	Sebastián Dalmau, Maria Clara Ordoñez	CNSP	4	4	-5	4	2	2	21	16
405	14541	Cesar Baquerizo	Orlando Rodriguez, Arturo Iturralde	CNSP	6	6	1	3	5	(10.0 DNF)	31	21
447	4675	Gustavo Cordovez	Ignacio Cordovez, Paco Dalmau	CNSP	-7	7	7	6	6	5	38	31
447	14558	Ernesto Martinez	Jaime Martinez, Paty Roman	CNSP	5	5	3	(DNC)	DNC	DNC	43	33
405	15096	Javier Monge	Gustavo Maenz, Luis A.Baca	SYC	(10.0 DNF)	8	8	7	7	6	46	36
447	12661	Juan M. Aguirre	Santiago Aguirre, Juan C.Beltrán	CNSP	8	(10.0 OCS)	9	8	8	7	50	40





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736—Craig Thayer, Syracuse, New York



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584—Doug Dixon, Gloucester Point, Virginia



3104—Peter Humphrey, New York



7310—Mauriello
Chichester, New York



4773—Mark Popiel, Ontario, Canada



5023—Joe Bottenhorn, Suttons Bay, Michigan



6066—Chuck Mayer, Boston, Massachusetts



5836—David Teller, New Jersey



7286—Ken Lambert, Crystal Beach, Ontario, Canada



7041—Nelson Laffey, St. Louis, Missouri



7603—Bob Astrove, Rockville, Maryland



9793—Martin deGroot, Netherlands



10752—Malcolm Hendry
Middle Island, New York



8656—John Pattison, Tuscon, Arizona



10113—Byrne & Karen O'Brien
Ithaca, New York



15140—Martin & Andrea Osterode
Beverly, Massachusetts



13156—David Little
Burlington, Vermont



11347—Terry Moore, Ithaca, New York



15097—Carl Simmons, Maine



Armando Trivero, Buenos Aires, Argentina



Ribs replacement



Virginia Biddle, Maine



Bottom replacement





Coach's Corner

Roll-Gybing

Amy Smith Linton

First a definition. The roll-gybe is a maneuver similar to the roll-tack but used going downwind. In the right conditions, it maximizes your speed through the gybe.

The right conditions include having a prepared crew (practice, practice, practice) and medium (6–12 knots) of breeze. Speed is maximized because a good roll-gybe keeps the spinnaker full throughout the gybe and reduces the amount of rudder movement. It also squeezes out that same boost forward as a good roll-tack.

Consider a standard gybe. The skipper shoves over the helm and yanks the mainsheet across while the middle crew and foredecker wrestle the spinnaker around the forestay. It takes a moment or two for the spinnaker to bounce back into shape—if it doesn't hang up on the forestay—and the boat slowly lumbers up to speed, leaving back-eddies spinning off the rudder. None of these details adds to boat speed.

Now the roll-gybe. The crew uses body weight to rotate the boat under the spinnaker, with the foredecker instigating the turn. The rudder barely moves, and the boom more or less FALLS across the boat, adding to momentum. The spinnaker stays full and pulling. The good roll-gybe unfolds at a deliberate pace. It's a matter of timing and leverage, just like a roll-tack.

A roll-gybe will not help you in light air, as the chute will not stay full, and it won't offer the resistance you need no matter how you try. Rolling waves can work to your advantage—combine surfing with a good roll, and you are thing of beauty. But alas, with stronger wind and waves, and there's always a risk of catching a chine and going swimming.

There are a few different methods that work well in the Lightning, but here's how we do ours. We have

twing lines rather than hooks which are led so that the foredecker can control them. We also use a large-ended pole. These directions are aimed primarily at the foredecker, because *THE FOREDECKER CONTROLS THE GYBE*.

Preparation. Start by going nearly dead downwind. The foredecker sits on the low side, facing the stern, keeping an eye on the puffs and (we hope!) the competition. Be sure the main cunningham is eased so the foredecker can grab the mast during the gybe if need be (Figure 1: Mast).

When the skipper says, "Ready," or "Let's go," or "Giddyup," or whatever, pull the leeward twing so that the sheet is around eighteen inches from the deck. I drape the ends of both twing lines across the centerboard so I can reach them easily (Figure 2: Twings).

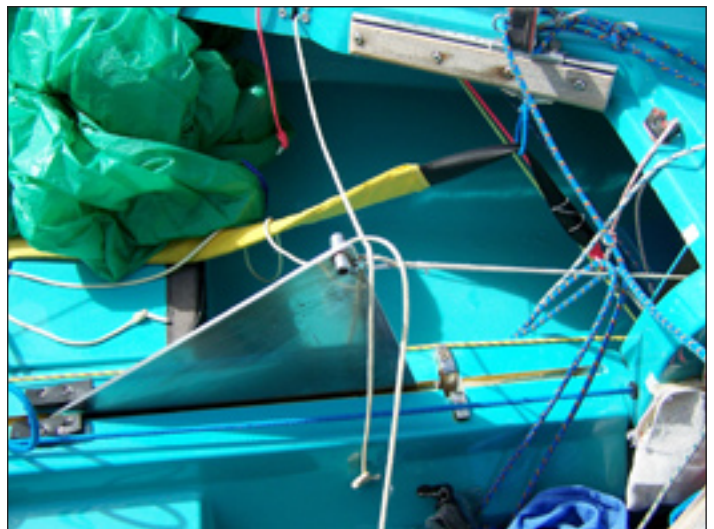


Figure 2: Twings

Step 1: The foredecker steps onto the deck, toward the shroud, while smoothly releasing the windward (guy) twing around 24 inches. More than that, and the spinnaker can get unstable. (Figure 3: Initial Roll)

Step 2: Foredecker, unhook the pole from the mast. I use one hand for this: I have a heavy pole that doesn't bounce around much, and plenty of practice, and while I often hook a leg around the mast to hold on, it's good to have one hand free when you are making a big roll. Facing the bow, your inboard foot is at the base of the mast, while the outboard foot braces against the base of the guy-side shrouds.

Put most of your weight on your outboard foot, even putting your butt into the shrouds. This will start turning the boat. Push the pole-end—still attached to the spinnaker—outboard. This gets the sail out and away from the boat, keeping its ideal shape. (Figure 4: Push Out)



Figure 1: Mast



Figure 3: Initial Roll

Step 3: Unhook the pole from the sheet. Again, if you have a heavy pole that will pivot around the topping lift, it's a simple matter of opening the jaws and letting the pole-end lift above the sheet. Shift your weight to mid-boat smoothly, resting your butt against the mast. Meanwhile, the middle man ALWAYS keeps the chute drawing and full. (Figure 5: Midroll)



Figure 5: Midroll

Step 4: Hook onto the new guy. Ideally, this should happen hands-free, as you will probably be climbing UP the slope of the deck. Try not to grab the sheet and pull it toward you, as this will distort the spinnaker. Instead, snag the new guy with the open end of the pole. Go on, try it—you'll feel like a rock star every time you can do a "sky-hook" this way, and someone might ask you write an article about how you do it. (Figure 6: Big Roll)



Figure 4: Push Out



Figure 6: Big Roll



Figure 7: Take Time



Figure 8: Extend

Don't freak out if you don't manage the first snag, IT'S OKAY for this step to take a beat or two. (Figure 7: Take time)

Step 5: Again, move deliberately as you push the pole end forward and out, keeping the spinnaker full and gorgeous. (Figure 8: Extend) It's tempting to rush to the high side and flatten the boat, but go slow; big gobs of power will be generated by a smooth, leisurely rock back down. If you feel precarious, hook a leg around the mast.



Figure 9: Sit

Step 6: Step down into the boat, and as you sit to leeward, lean back, snugging the new guy's twing all the way down. (Figure 9: Sit) This last step is when you can feel the acceleration of a good gybe. It happens throughout, but you were too busy to notice. Release the leeward twing the rest of the way, take a deep breath, look around at the wind, the competition, and start talking.

What do the skipper and middle guy do during this drama? They follow the foredecker's lead in rolling the boat. (Figure 10: Watching) The skipper doesn't yank the rudder around; he/she waits for the perfect moment of least resistance to encourage the main across. (Figure 11: Rudder) The middle guy keeps that spinnaker full. Even if the foredecker has a slip-and-fall accident on the foredeck, or misses the heroic "sky-hook," the other crew maintains the roll that will get the boat through the gybe. I believe most foredeckers bounce, anyhow, so carry on, comrades.



Figure 10: Watching



Figure 11: Rudder

What could possibly go wrong?

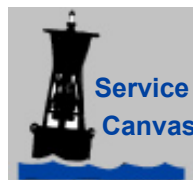
Let me count the ways. If the twing fails to release, you could go swimming as your boat flips. If the chute flaps and billows, well, that's just slow, and if it gets around the forestay—ugh! If the chute gets strapped in, it will be nearly impossible to hook the pole in, let alone push the sail out and around the bow. If someone gets caught on the wrong side of the boat and the roll lasts for ages, well, it's alarming, if not actually slow. If the skipper steers a bunch, making it a reach-to-reach gybe, well, it's not going to be pretty, and I imagine words would be exchanged. If only one person rolls, the gybe is going to feel weak and slow.

All of which return us to the first condition in which a roll-gybe works: **Practice, Practice, Practice.** On a nice day, go sail upwind for an hour and then sail downwind, roll-gybing every seven minutes or so. Then do it again until it starts making everybody happy with the speed of it.

It's a group effort to perform a successful roll-gybe, but when it happens right, you'll feel great and go fast.

(Photo assist from Will Jeffers, Steve Davis, and Laura Jeffers)

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Here are some frequently asked questions about 'who' and 'what' is covered in the One Design Insurance Program...

Who is covered? *The insured person is the boat owner and includes members of the immediate family who live in the same household. Anyone can borrow your boat with prior express permission of the named insured. NOTE: US SAILING members get a discount on the policy.*

How much should I insure my boat for? *You can insure your boat for what you paid for it. The One Design Policy is an Agreed Hull Value policy which does not deduct for depreciation. If you have a covered total loss, you will get a check for the amount shown on the policy, with no deductible. Another other type of policy is called Actual Cash Value. While cheaper, an ACV policy depreciates the hull value based on age. Any claim settlement is more subjective and unpredictable.*

How are sails, covers, rig & spars covered? *Sails are excluded unless damaged by fire, theft or sinking. Covers & outboard motors shall be paid on the basis of their actual cash value adjusted for depreciation. The rig and spars are covered as part of the Hull & Equipment.*

What is the racing deductible? *The deductible applies in the case of a partial loss. Because the risk is greater when you race your boat, there is a racing deductible. The higher deductible makes the boat owner share more in the cost to repair when a mishap occurs on the race course. This also keeps the costs of insurance competitive.*

A note about Trailer coverage: *This is an optional coverage. Any liability damage always follows the auto policy. Be sure you carry adequate limits on your auto policy.*

What liability limit is recommended? *Liability is that amount you are legally liable to pay for an occurrence which results from use or operation of your boat and results in bodily injury or property damage. The most the One Design Policy can offer is \$2,000,000 (by endorsement)*

If you have an excess liability policy known as an umbrella policy be sure your umbrella policy will cover over your boat, in some cases they do not due to the size of boat or value. Your homeowner agent will tell you what the required underlying limit must be for a marine policy. BE SURE TO ADHERE TO THIS LIMIT.

If you buy too little liability coverage on your marine policy, there could be a gap in coverage for which you would be out of pocket. If the umbrella will not go over the boat, you might want to consider buying additional liability coverage. Whether you decide on additional liability coverage, an umbrella, or both, the cost is minimal and the coverage is well worth it.

What are the Charter coverage options: *If the One Design program insures your boat, there are two types of charter coverage available. Each must be added separately to the policy and each has a one time (non refundable) \$100.00 additional charge*

- ☞ *If you Charter your boat to another sailor*
- OR*
- ☞ *If you Charter a non owned boat, but the same class as the one insured. (if we insure your Star boat, you can charter another Star within your navigation area)*

Are there limits to where and when I can use my boat? *You can use your boat 12 months of the year. There is no lay-up period. Depending on your sailing needs, you select either*

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Mid-Continent 2007

Todd and Kristine Wake

The last weekend in April and the Mid-Continent Regatta at the Carlyle Sailing Association mark the official start of the year for Lightning sailing in the Midwest. This year the forecast was for moderate winds and warm weather. We had Jim Walker along as crew. This would be his third regatta in a Lightning and his second Mid-Continent Regatta. We're trying to convince Jim that he needed to buy a boat and join the Class. We pulled into CSA at 7:00 PM, leaving plenty of daylight to rig the boat. Regatta organizers Dan and Tobi Moriarty were in the boat park with a supply of St. Louis's finest beer to greet the sailors. After the sun had set, we all headed to the local VFW hall for a beer and a "Big Bob Burger."

Saturday morning we awoke to temps in the upper fifties and a moderate west wind. During the day both the temperature and the wind rose. Seventeen boats were registered. The champ Matt Burrridge was co-skippering with Jeff Coppens, fresh off his California Circuit win, and crew Jen Algets. Bill Faude came down from Chicago with Jared Drake and Tony Orlebeke as crew. Craig Cobbum was joined by Randy Shore and Barret Rhoads. Tobi Moriarty had her husband Dan and Stacey Zerban as crew. As it turned out, each one of these teams would win a race.

The wind in the first race was shifty and a little spotty. It became evident that you needed to sail to the puffs and get to the right. On the last beat we were able to get to the right of Matt Burrridge and build a good lead at the mark, allowing us to cruise to the finish on the final run followed by Matt and Bill. The racing in the main pack was close and with many position changes during the race.

Before the second race, Ian Schillebeeckx showed he knew what the wind was going to do and changed to his heavy air top batten. As the wind came up, the right was still favored, and Bill's and Craig's "big boy teams" started to assert their power. Craig won the third race.

The wind really started to gust in race three. After sputtering a bit on the first four legs, Bill Faude dropped the hammer on the last leg. As the gusts hit 25 mph, Bill showed us how it's done. As the rest of us skittered sideways across the water, his team powered its way to the finish. There were a few capsizes, and after race 3 the RC decided to send us in, as the wind was continuing to build. Bill's team ended the day in first with a two-point lead over us.

Bill Buckles started happy hour a little early when he broke out his industrial strength blender and supplied margaritas for the whole Fleet. No one deserved a drink more than Dave Stix. He had a main halyard malfunction in the first race. In the third he had a broken internal jib wire purchase, continued the race, and later capsized. He has used up his bad luck for the year. We all enjoyed the good weather for a couple hours before heading into the clubhouse for dinner.

Tobi and her mother Reggie did a great job with the food. The set up for lunches let you choose your own ingredients. For dinner they had a delicious chili buffet, complete with ice cream and brownies for desert. Everybody had a hearty meal while sampling their favorite beverage and enjoying good conversation. The Lightning sailors from Carlyle are as friendly a group as you will ever come across, and they are famous for knowing how to have a good time. Terry Burke or Gerry Paoli are

always good for an entertaining story. The party broke up at a reasonable hour, allowing everybody to get a good night's rest before the morning's races.

Sunday morning was glorious with a gentle breeze and temperatures starting their climb into the 80s. In the first race Jeff Coppens did a horizon job on the Fleet. I can't tell you how it happened because we were too far behind him to see.

We managed to put a boat between us and Bill Faude, resulting in a tie going into the fifth race. The wind was starting to fade as the race began. We had a great start, crossed the Fleet and went right. Bill took off for the left side, caught his own personal puff and was the only one who came out of the left alive. As we neared the mark on the starboard layline, Bill could not cross us and attempted a lee bow. He executed a good tack but couldn't quite make the leebow stick.

We squirted away, and he had to do two tacks to get around the mark. We rounded the mark in first, well ahead of Tobi's team, with Bill further back in third. Then Tobi, Dan and Stacey proceeded to put on light air downwind sailing clinic. They sailed lower and faster, gaining at least a dozen boatlengths on the half-mile leg. Our team watched helplessly as they passed us. With the breeze continuing to fade, the RC shortened course. Tobi held us off on a short beat to the finish and took the bullet. We were second, and Bill's team was third, giving us a one point lead. With the prospects for more wind not looking good, the RC towed us all in. The RC soon decided to end the regatta, making our three-peat at the Mid-Continent official.

The sailors from the Carlyle Sailing Association really know how to put on a great event. They always put fun first. Their boat park has room for an almost unlimited number of boats, and the nearby hotel rooms are cheap. So next year, come and join the great competition and camaraderie at Lake Carlyle.

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Sail #	Skipper	Crew	R1	R1	R3	R4	R5	Place	Ttl
15234	Todd Wake	Kristine Wake, Jim Walker	1	4	3	3	2	1	13
15620	Bill Faude	Jared Drake, Tony Orlebeke	3	2	1	5	3	2	14
14940	Craig Cobburn	Randy Shore, Barret Rhoads	6	1	4	2	8	3	20
14636	Tobi Moriarty	Dan Moriarty, Stacey Zerban	10	3	8	4	1	4	26
14834	Matt Burrige	Jen Algets, Jeff Coppens	2	12	2	1	10	5	27
15158	Peter Orlebeke	Kim Orlebeke, David Bronson	4	9	5	6	5	6	29
14614	Scott Zerban	Bart Snyder, Carson Menges	8	5	6	8	13	7	40
14901	Ian Schillebeeckx	Maxim Schillebeeckx, John Songin	12	8	7	10	4	8	41
14766	Terry Burke	Caleb Leonard, Steve Smith	7	7	9	13	9	9	45
13726	Bill Buckles	Greg Florian, Nick Florian	5	10	10	9	14	10	48
14009	Paul Hanson	Kelle Hanson, Andrea Sepanski	14	DNF	12	7	6	11	57
14798	Denny Heisler	Kay Ward, Bob Ohlson	9	11	11	15	12	12	58
14938	David Stix	Amy Simonson, Mark Wessel	DNF	6	DNF	11	8	13	61
13836	Michael Reed	Keith Vidal, Eric Waldschmidt	11	16	14	12	11	14	64
13278	Pete McGinty	Ken McGinty, Tyler McGinty	13	13	15	16	15	15	72
13657	Michael Franceschini	Mike Naughton, Frank Wilder	16	14	13	14	16	16	73
14260	John Folwell	Glenn Grummon, Jessica Snyder	15	15	DNF	DNF	DNF	17	84



Jim Walker, Kristine & Todd Wake



Jared Drake and Bill Faude



Randy Shore, Barret Rhoads & Craig Cobburn



Stacy Zerban, Tobi & Dan Moriarty



Jen Algets, Jeff Coppens & Matt Burrige

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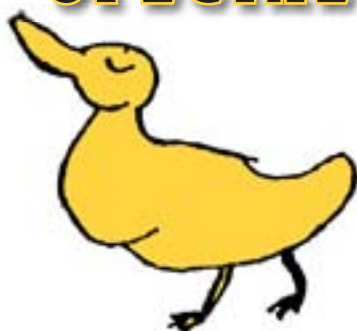
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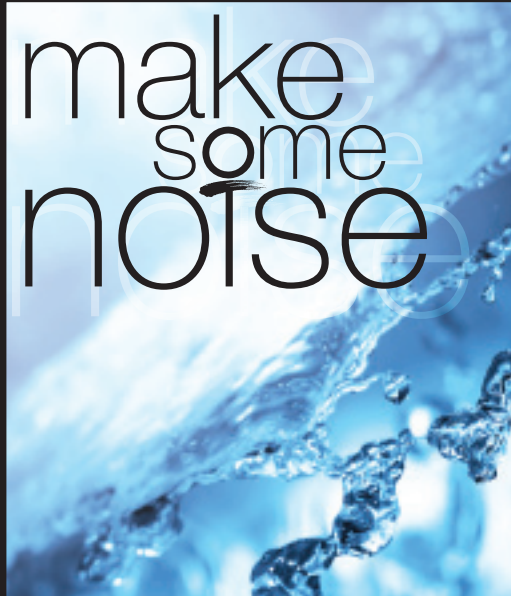
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 8th overall Southern Circuit

*partial inventory



Contact us...

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Quantum Lake Erie
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Toledo, OH 43611

419.729.4777
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edieball@quantumsails.com

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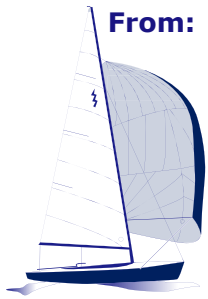
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15069 \$13,800 Nickels, All White. Many sets of sails. Max width CB. This boat carries a lot of lead to get up to 700 lbs. Hull is in near perfect shape. I have a new job and just don't have the time to sail this boat much anymore. Boat is stored in Michigan. Contact Ward Detwiler: Ward.Detwiler@gmail.com or 248-770-7404

14787 Nickels-White hull, grey deck, adjustable jib cars, gal. trailer, spring/summer and winter covers with mast cover, SS centerboard, excellent condition. Ready for racing now. Located on LBI, NJ. Sails not included. \$9,900.00. Contact Andrew Demming at andrew.demming@gmail.com

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

14680 Allen. White hull, grey deck, speckled red stripe at non skid. Good condition- repairs underway at Allen Boat Co. New trailing cover. Mast cover. Tacktick Compass, Galvanized trailer. Rigged for racing, stainless board, North sails (Procter). Mast 5 years old. \$11,500.00 Bill Killebrew 615-604-1684

14635 Nickels, white hull, grey deck, red deck & chine stripe. Minimum weight with lead still installed. Tick Tack micro compass, hull cover & mast up tent cover. New Nickels trailer fall '02. Two racing spinnakers and an old set of sails. New Jersey \$9,500 obo Darryl Waskow wk 609-258-3733, hm 609-333-1113, mailto:waskow@princeton.edu

14568 - \$10,000(US) built 5 years ago using a Mark Patti design with top grade marine mahogany and Gougeon Bros. West Epoxy system. Includes 4 sails- main, two jibs and a spinnaker. Stainless steel keel, 4 horsepower yamaha longshaft motor and trailer. Sailed on Georgian Bay only a half dozen times. Ken Hilge, phone: (519) 371-5159 email: kenhilge@hotmail.com Shallow Lake, Ontario

14208 Allen. Blue and white. It has never been raced. Boat and trailer washed thoroughly with fresh water every time we used it, cover put on. Complete with Allan custom galvanized trailer galvanized wheels and new tires in 2005. Boat always covered or stored inside. New Fabriccraft cover 2005. Complete sails kept inside house in factory bags very good condition. Varnished mahogany rudder with steamed custom wood crutch tiller and extendable handle. Stainless Steel Centerboard. A recent call to the Allen Boat Company placed a value of an average condition boat at \$10-\$11,000. This boat is far above average. RC Matthews, 843-795-9538 e-mail: RCMJAM2001@aol.com Pictures available.

14126 Nickels. Ivory hull and deck with blue deck and hull stripe. Excellent condition. North Jib, Main & Spinnaker. Like new. North Fleet racing J-M-S. All go fast controls. Nickels trailer, new tires and bearings. \$7,500. I also have many other pre-owned Lightnings. Call to see what's in my barn. Joe Dissette 989-631-2133, dissettesail@chartermi.net

14202 McLaughlin Hull. Excellent condition with unique "Stars & Stripes" paint scheme. Great for club racing or for day sailing. Includes heavy duty Tennessee trailer, several covers, a set of sails (m, j, s) and rudder (custom rudder bag included). Dry stored and well maintained: \$5750 obo. Contact Greg, 410-212-6514, glembo@sbcglobal.net or greg.lembo@navy.mil

10444 Lippincott. 1967. Fiberglass hull, stainless centerboard, oval mast, wood trim, seats, floorboards and

rudder. 1 good set of sails, 2 spinnakers and trailer. Have most rigging hardware for inboard jib sheeting and traveler, bridle on main. Cockpit cover. Good club racer. \$1,750.00. Chris Schneider, 419-884-3598, dakota189@aol.com Located in central Ohio.

13860 Nickels - Dark blue hull with white boot stripe and white deck. Four full sets of sails - Quantum measured for 2006 NA's, new used only in California Circuit - (2) North Fishers one good condition and one well used - other sails also. New mast, standing and running rigging. Trailer in good condition with bearing buddies. \$4,000. Dan Gravatt 858-274-7301 daniel.gravatt@intergraph.com

13110 Allen. Yellow hull, white deck, gold boot and deck trim. Oval mast and boom, stainless board, North J,M,S, trailer. \$2,300 Joe Dissette 989-631-2133 dissettesail@chartermi.net

10638 Lippincott. Wimpy-flash. Many extras including sails, covers, trailer. \$4,000 Skip Dieball 419-392-4411 (h) sdieball@quantumsails.com

10494 Lippincott. White fiberglass hull, white deck, rigged for racing, Harken all around, padded hiking straps, spinnaker pole, aluminum oval mast, anchor with line, all in very good condition. Cockpit recently painted. Mahogany trim in very good condition. Sealion. Galvanized boat trailer in very good condition. \$1900. Jim Gill 215-723-9662, mailto:gilljig@verizon.net

10309 Clark. Fiberglass hull, Bryant oval alum. mast. Woodwork (combing/floor boards) needs to be redone, running rigging ok, (2) sets of sails in fair cond. Needs new center board. Comes with 1998 trailer. Art Quade 908-296-6764 (w) 908-575-1786 (h) abquade@biconnexx.com

9904 Allen. Fiberglass hull, aluminum mast, newly refinished mahogany deck seats and dash, full length cover, solid but uninspected trailer, full suit of sails and rigging in good condition. \$2000 Craig Cassel 7175334301 (w) 7175334301 (h) cbcassel@msn.com

9830 Lippincott. 1966. Light blue with white deck. Iron centerboard. Wood seats (not original), trim, rudder and tiller. Upgrades include Harken jib cars, cleats, main sheet controls and blocks; Bryant mast and boom, Elvstrom ballers, padded hiking straps and mooring cover. Serviceable main and jib. Galvanized home-made trailer in decent condition, new tires. Located on Martha's Vineyard. \$1,000. Contact Bill Griffin at 860-614-6599 (cell) or mailto:sachems1@comcast.net

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

9333 Nickels & Holman, wood hull, aluminum mast and boom, mainsail, jib, spinnaker and cockpit cover all in good condition. Includes trailer. Stored in garage. \$1600. Ken Ragland 608 249 9573, ragland@engr.wisc.edu

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. 3.5 hp motor available. \$1850 Bill Dever 518 374 8532 (h) deverwd@localnet.com

6865. Well maintained classic wooden Lightning. 1958 19' Lippincott. Painted exterior and varnished interior. New aluminum mast. Comes with trailer, main sail, jib, one spinnaker and sail cover. I have photos I can email. \$2500.00 Ron Bouchard 802-238-7529 Shelburne, Vermont (VT) 05482 mailto:ron@homestead-design.com

6380. Beautiful, wooden lightning, with protective fiberglass exterior finish. 3 sails, motor and trailer. \$1800 or best offer. Susan Tybur 630-687-0552 (w) 630-687-0552 (h) horselv2@yahoo.com

6296. Well maintained classic wooden Lightning. Stored indoors, comes with trailer, two sets of sails and one spinnaker. \$2500.00 Charles Kesterson 716-434-6020 (w) 716-439-0719 (h) kesteron1@verizon.net

6133. 1955 classic, woody hull and alum/stainless rig. Hull Blue, top white interior bright. Sails in good condition. Recent Hull repair and new canvas deck. New Hardware, brand new dry sail cover, aluminum trailer. Boat is in very good condition. \$3,500 Joe LaCroix 416-830-0294 joe.LaCroix@digitalworldcard.com

1548. "Little Joe" Built 1947, has beautiful wood spars, boat is complete but has a cracked hull plank, deck and feeboard were fiberglassed by my predecessor but could easily be removed if someone wanted to return it to original condition; green deck, white hull, gray interior, white seats; includes like new Trailer, and sails. Boat located in Surry (near Ellsworth) Maine; \$2,500 or best offer; call Nick 978-388-0999 (w) 978-388-4646. mailto:haineslaw@verizon.netnm

561 Project boat. Free to a good home (with old trailer). This "old girl is available" for some handy people to work on and enjoy as I have for the past 25 years. Needs those who will work her back into shape... something I'm giving up on at this time I've done the hard and messy work of tearing out her rotted plywood bottom. She's almost ready for one new frame and a new plywood bottom. Oval black aluminum mast and boom. Les Wyman, leswyman@ameritech.net 216-382-5077 Cleveland, Ohio

322. Sound hull with cedar planking not glass. 2 sets of sails 1 spinnaker. Rigged to single hand, trailer, kick-up rudder, and a mast stepping rig. Stored inside a dry barn. North Carolina. Asking \$2500. Dave Murray 828-682-9329 mailto:junendave@verizon.net

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