

International

September 2004

Volume 64

Number 8

Lightning eflashes

Newsletter from the International Lightning Class Association

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JODY SWANSON WINS NORTH AMERICAN CHAMPIONSHIP(S)



*Women's Champions: Jody Swanson,
Lauren Jones & Maddie Waldron*



*North American Champions: Jody Swanson,
Skip Dieball & Tom Starck*



*Juniors' Champions: John Newell,
Eliza Pope Collins & Joe Raite*



*President's Cup Champs: David Helmick,
Davy Helmick & Ashley Silberman*



*Masters's Champions: Dick Hallagan,
Nancy Bargar & Steve Davis*



*Governor's Cup Champs: Steve Constants,
Mike Constants & Jared Ackers*

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Lightning Flashes (ISSN 0746-7052)
Editor: Ms. Karen Johnson, ILCA Headquarters
P.O. Box 10747, Murfreesboro, TN 37129 USA

Official Journal of the International Lightning
Class Association. *Lightningflashes* is pub-
lished monthly except January and November
by the

International Lightning Class Association,
P.O. Box 10747, Murfreesboro TN 37129 USA
Notify the ILCA of change of address, giving
both new and former addresses, one month
before the next publishing date.

Postmaster: Send address changes to:
Lightningflashes

P.O. Box 10747, Murfreesboro TN 37129 USA

Periodical Postage Paid at Murfreesboro
Tennessee and additional locations

\$22.00 of annual dues is for a subscription to *Lightningflashes*
Display Advertising Rates: \$14 per column inch; \$50 per
1/6 page; \$66 per 1/4 page; \$83 per 1/3 page; \$100 per
1/2 page; \$127 per 2/3 page; \$170 per page.

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President's Column

Paco Solá

Here it goes... My last column as Class President. Time does fly when you are having fun. I have been reflecting on how to write this last piece during the past weekend, and since I was blocked, I went out sailing!

That's when it struck me. We had so much fun out there, sailing in what seemed an 15+ breeze and waves large enough to let you surf downwind, that perhaps the reason I was elected to lead our organization for the past two years is because I love this class so much. And it is this love for the Lightning that has led this Executive Committee to work so tightly over the past few years too. So first, my heartfelt thanks to all of you who have worked as passionately as I have: Jim Carson, Steve Davis, Carter Utzig, Bill Faude and, of course, Karen Johnson. Thank you too to the Advisory Board for their insightful recommendations and to all the VPs and the Governing Board for trusting in our judgment.

But this column will not be a thank you note only, or a farewell either. Rather, I'd like to leave a to-do list of the things I would have liked to accomplish in these past two years:

Our rules. They need a rewrite urgently. They have been partially updated over the years, but now they need a comprehensive rewrite and update.

Our organization. I believe we are too slow to adopt changes. In a way, this is good, as technological changes, for example, could alter the one-design spirit of the class. But other decisions need to be made quicker, they now take a year and maybe two to go in effect, and this affects our organization.

The boat. I'm a firm believer that we need to seriously revisit some aspects of the boat's design like deck layout and rigging to make it more user friendly and up to date.

Junior sailing. Although we have made progress, a lot more needs to be done at the fleet level to allow more kids to sail in a Lightning. Our Youth Worlds and Junior NAs have

to grow in participation, and for that to happen, we need to bring in more kids to the class.

Finally, the office. We have come to a point when we need to make decisions to make the class office more efficient. It's cost is almost unbearable right now. We have been discussing solutions but we have not decided what is best for us yet.

So that's it. That's what I feel I have not accomplished. I have now been elected VP Marketing, so I will continue to contribute to this class I love from my area of expertise, which is kind of nice. Please feel free to continue to drop a line whenever you have ideas, especially about how to market the Lightning. I have appreciated all those emails that I have received and I would love to keep getting them.

Happy sailing!



Limbaugh Fund Note

This year we had FOUR all-junior teams at the North American Championships:

Drew Bergan (17), John Songin (17), Ethan Notarius (14);
Peter Hazelett (16), Brad Harris (16),
Derrick Deming (15);
Chad Miller (16), Tanya Miller (13),
Dan Kagan (16);
Ben Spiller (18), Jonathan Ribich (18), Jake Den Boer (16).

As part of the effort to encourage youth participation, the \$295 entry fee was waived for these teams, and the amount owed to the host club was paid out of the Limbaugh Fund. All four of these teams also competed in the Junior North Americans, which has an entry fee of only \$35 and for which they were provided free housing. Having the NA entry fee waived was "the only way we could [afford to] compete at the NAs". Which is why President Solá proposed this policy! ●



OFFICIAL NOTICE

The following amendment to the Specifications was passed by vote of the Governing Board (changes in **bold type**):

ARTICLE V - SAILS

75. Racing numbers and the Class emblem will be on both sides of the main sail, and be located above the middle batten as per the Plans, and racing numbers with an optional Class emblem will be on the spinnaker. Numbers will be 304.80 mm (12") minimum height and 203.20 mm (8") wide except for the numeral one. International events shall be identified by nationality as defined by ISAF.

The sail number that is assigned to the boat at the time of construction ~~and not a series of digits which are to be single unto themselves.~~ is the hull number. This specification is modified by the By-Laws Racing Restriction. All sail numbers are to be of a solid color contrasting with the sail material.

The By-Laws amendment concerning the use of sail numbers failed to receive the required 2/3-majority vote. While the concept of the amendment was favorably received, a significant number of members feel a definition of "valid Lightning Hull Number" is needed. This will be addressed prior to the Midwinter Meeting in St. Petersburg in March.

In the meantime the following Executive Ruling of August 2003 remains in effect:

"Pending a review of the By-Laws, the sentence in Article VIII, Section 4 stating that the mainsail and spinnaker must carry the number of the sailboat will not be enforced. However, all other rules and specifications with respect to sails will apply."

Chief Measurer's Column

I guess I am supposed to say in the article all the things that we did over the last year. Repeat myself? The measurement and technical teams as well as a number of people who have committed their time to improving the ILCA have accomplished a lot. Thank you! What a great group of people to work with!

Looking forward . . .

The Governing Board passed the proposed change to change the Measurement Specifications so as to allow the sail numbers to be different than the hull number. The Class did not pass the corresponding By-Law change. The discussion centered on what is a valid sail number. The proposed change allowed the number to be any Lightning hull number which the majority of the people did not like. The Measurement Committee will go back and further define what a valid sail number is. The big trade off here is one of control/enforcement and making it easy for people to sail. Keep in mind if we say something like: registered Lightning hull number – you have to be able to know who is registered; better have an up to date listing from ILCA before every regatta or some have suggested have permission from the owner of the hull number which means you better have a letter from the hull owner. If we are going to write rules and specs, we better be able to use them if not keep it simple. Get the picture?



Carter Utzig

The Governing Board did direct the Measurement Committee to move forward and create a proposal for "the bar". I can hear people on the L-List cheering.

There is a rewrite of the specs and rules governing available. Email me and I will send you a copy to review. We will also make it available on the web site. Please comment. We should shoot to have a vote on this at the NAs next year (wishful thinking but we are far enough along that it might be possible).

Paco, THANK YOU. Without going into all the things that you have done or lead us to accomplish, we are a class that has grown in numbers. That in of itself is a great accomplishment. You and the Executive Committee have put us on a path to accomplish great things in the future years.

Jim, THANK YOU for keeping us moving forward and helping us understand our heritage. I personally have learned a lot from you.

But most importantly I got to sail with my daughter, Meghann, at the NAs. What a great experience for both of us. I was proud of her trying to stay on the foredeck gibo in big breeze and waves as we're flipping. Meghann, I guess 10 knots on Lake Norman will be boring from now on, eh? Oh! Jim, thanks for not running her over as she was swimming around the boat to get to the centerboard.

Carter

TIME FOR THE KICK OFF!

The yearbook has always been a predominant feature of the Lightning Class. This year's yearbook will focus on the strength our Youth provide to the Lightning Class. With that in mind, keep your cameras peeled for appropriate photos. Don't forget, sometimes the best kids' pictures are off the water.

Our goal for this year is to have the yearbook IN the mail before the end of March. To achieve this goal, we need everyone's help. Please submit your fleet rosters and reports NOW. Even if you need to update it for subsequent racing, the earlier you can provide us with a draft, the better off we all will be. Please submit articles in word, and rosters in Excel if at all possible.

FINAL DEADLINES

Please submit your yearbook rosters and reports immediately: **FINAL CUTOFF DEADLINE is November 15th.**

Please submit articles in word, and rosters in Excel if at all possible. Submittoyearbook@lightningclass.org or choedemaker@mindspring.com AND office@lightningclass.org

Thanks, *Caroline*

US OLYMPIC TEAM

reprinted from the US SAILING website www.ussailing.org

Carl Eichenlaub, a sailing technician from San Diego, Calif., has been a mainstay of the U.S. Olympic Sailing program for more than 20 years. In 1979, he accompanied the squad attending the Pan Am Games as the official boatwright, a position he has held for the USA at six subsequent Pan Am Games, two Goodwill Games and six Olympic Games. This August will mark Eichenlaub's seventh trip to the Olympic Games, again as the invaluable boatwright or "fixer of all things." The Games veteran is 74 years young.

"Carl embodies the Olympic Spirit more than anyone I know," says Olympic Director Jonathan Harley, who himself is a veteran of five Olympic Games and will serve as Team Manager this time around. "He is selfless and well known among foreign teams for his willingness to provide support and share knowledge during international competitions. At last year's Pan Am Games in the Dominican Republic Carl was selected by the U.S. team captains to be the U.S. Flagbearer for Opening Ceremonies. It was the first time a U.S. Pan American Team had selected a non-athlete for the honor."

Eichenlaub's dedication to the USA sailors is unfailing and never was more apparent than when he suffered a broken hip at the Athletes' Village during the 2000 Olympic Games, yet maintained his duties while on crutches. He is frequently approached at international competitions by foreign athletes with damaged equipment and seldom refuses a request for assistance once his work for the U.S. team is complete. With an ability to fix boats that has become legendary, Eichenlaub now travels to each event with a specially outfitted 40-foot container that holds, among other things, a swedging machine, drill press, compressors and a microwave oven for curing resin. "We come better prepared and with better equipment than anyone in the world," he said. "I'll have welding equipment, cables and a complete array of hand power tools."

Carl Eichenlaub is a Life Member of the ILCA. For years he was one of the preeminent builders for the Class. He won the North American Championships in 1960 and 1963, and the Southern Circuit in 1960, 1961, and 1971. ●

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FOR ALL KINDS OF
USEFUL
INFORMATION!

- How to join the Lightning-L email list
 - How to contact the officers (and who they are)
 - Tips for optimizing exposure at your local boatshows
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A. Lightning Tapered Spinnaker Pole

Tapered poles are stiffer and stronger than straight tubes, and they allow you to use smaller, and therefore lighter, pole ends. The pole is shown here with Proctor ends, but other ends are available. Note on measuring for your Lightning pole: Lightnings measure their poles from the front of the mast. So, we will need to factor in the distance your particular ring adds to the equation. Just measure from the front surface of your mast to the outside surface of your ring, where the pole will be pressing. We'll do the rest of the math. Call us for more information.



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B. Bailers

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A564136 New Large List \$95.03/Layline \$63.50

Internal New Large Gasket

A574194 For a little piece of foam \$15.80

C. Tacktick Race Master

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E. Tacktick Micro Compass

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T061

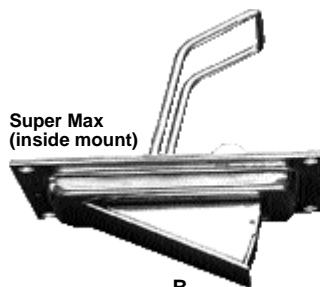
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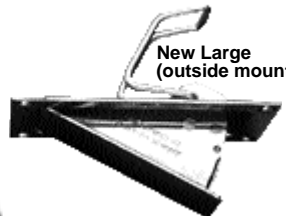


Super Max (inside mount)



B.

New Large (outside mount)



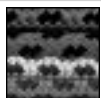
C.



D.



E.



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BRAINWASHED

Adventures in Wooden Boating

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Ever had the feeling you've suddenly discovered where some long-implanted idea came from?

It happened to me a couple weeks ago. The idea had long sat in my brain, and I couldn't figure where it came from.

The idea was more an image - the distinctive curve of the deck, the slant of bow and transom and the characteristic set of angles that make up mast, spreaders, jumpers and shrouds that signify one thing: A Lightning sailboat.

A wooden Lightning.

The dawning came when I replaced a beloved little how-to book on sailing that went missing from the family cottage in Canada.

Some background: I learned to sail when I was 10 or 12. My teacher was a future navy submarine officer who spent a summer disciplining a handful of boys into becoming compe-

tent sailors in the mid-1950s. We learned on a wooden Snipe owned by a YMCA camp in western Michigan called Camp Manitoulin. It was an intense two-week class and I went home proud of having learned a skill that nobody else in my school had.

While I learned many things in that class, the shape or even name of the Lightning was not one. At a later time in my life, the Lightning took on an importance and its image seemed to have been planted in my mind; it was a mystery how and when.

But nonetheless, somewhere, somehow, the Lightning's image did filter through my memory cells, where it came to linger. Anyone who's read a few of my columns on wooden Lightnings for the last almost five years must understand that some powerful compulsion is behind the monthly ritual of concocting an essay about one particular class of sailboat.

Wooden sailboat.

Wooden Lightning.

Following those exciting two weeks of sailing at Camp Manitoulin, I didn't have an opportunity to sail again until I was in my late twenties. The rest of my family were motor-boaters, big into water skiing. So was I, but I longed to feel the pull of a mainsheet.

Then in 1972, a young woman named Karen Fonde with whom I'd become very close - my future wife, in fact - invited me to visit her family's place in McGregor Bay north of Manitoulin Island in Ontario. It was there, on her family's little island, that I had a chance to sail.

The boat was an 11-foot fiberglass dinghy of the CL-11 class. Fifteen years after those classes at Camp Manitoulin, I was back in a sailboat. Fantastic!

But I needed to study.

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My mother-in-law, Edith Fonde, offered me a little sailing text. I studied it before venturing out on the sometimes daunting waters of McGregor Bay.

I was hooked again on sailing. Soon, I'd bought an old wooden Snipe reminiscent of the boat I learned to sail in the fifties. I fixed up two Snipes before realizing I didn't like their heavy metal daggerboard and small cockpit. A friend mentioned the word "Lightning" and it rang through my brain like an old friend. I wondered what a Lightning might look like. I was sure I'd never seen one. And yet, there was this fuzzy image in my mind.

For several years, Edith, my mother-in-law, complained that someone borrowed her favorite sailing manual and never returned it. It was the step-by-step sailing book she and her sister read when they first sailed their little CL-11s, the *Pity Soom* and the *Sloop du Jour*.

Last month, I decided to replace her *Sports Illustrated Book of Small Boat Sailing*, published by J.B. Lippincott in 1960. I logged onto www.bookfinder.com and for less than \$5, including shipping, I ordered the book.



As soon as I opened the package, I recognized the book as the one I'd studied in 1972 before trying the *Pity Soom* on McGregor bay.

Here's what I didn't remember, because it didn't register on any conscious level when I read the book:

"Small Boat Sailing" is not only an excellent primer on dinghy sailing, but its focus is on sailing and tuning one particular class of boat.

The Lightning.

The wooden Lightning.

Yes, indeed, you woodie owners who've asked me how to tune a wooden mast with those goofy looking jumpers can pick up this slim book and read a step-by-step synopsis on adjusting a mast with jumpers.

Talk about indoctrination. This book mentions and pictures 18 different small sailboat classes - Flying Dutchman, Snipe, Y-Flyer, Thistle, Penguin, Comet, Star, Raven and others. But it singles out the Lightning for every instructional illustration, from the basic parts of a sailboat to setting and dropping the spinnaker.



After describing briefly each of 17 sailboat classes, *Sports Illustrated* devotes an entire chapter to the “No. 1 Family Racing Class.”

Guess what boat that would be.

"The outstanding features of the Lightning, essentially unchanged since Olin Stephens first designed it in 1938, are her stable, roomy hull, her well-balanced sail plan, which includes a large spinnaker ... She has a retractable centerboard, as opposed to a fixed keel, so she can easily be hauled from place to place on a trailer or stored in the garage for the winter. Best of all, she can be eased off a mud bank or sand bar if the skipper suffers a lapse in navigation."



“She is ideal for racing, loafing.”

If you sail wooden Lightnings, the book's tips on tuning a wooden mast are an essential reference work.

Sailing instructors who use Lightnings as a teaching platform and clubs trying to promote the class might want to use this book as a text.

Not only are its instructions concisely written, but it also implants - not so subtly - the idea of Lightning superiority.

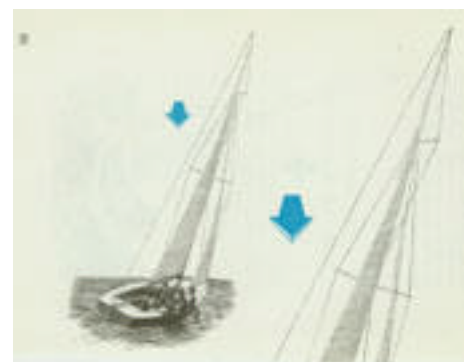
Because it uses drawings of the Lightning throughout its how-to-sail illustrations, this book is guaranteed to impart that beautiful Lightning form into the minds of young and not-so-young beginning sailors.

Sometime in the future, they're bound to come to - or come back to - the Lighting.

Brainwashing?

I'm all for it.

*Joel Thurtell can be reached at
finder@radiofinder.com* ●





Tito Gonzales, 2003 World Champion
Powered by North

2004

SOUTHERN CIRCUIT - Overall 1,2,3,4,5
SOUTHERN CIRCUIT - St. Pete 1,2,3,4,5,6,7,8,9,10
SOUTHERN CIRCUIT - Miami 1,2,3,4,5,6,7,10
SOUTHERN CIRCUIT - Savannah 1,2,3,4,6,7,8,9,10

2003

WORLDS 1,2,3,4,5,6,7,8,9,10
NORTH AMERICANS - Champs 1,2,3,4,5,6,7,8,9,10
NORTH AMERICANS - Masters 1,2,4,5,6,7,8,9,10
NORTH AMERICANS - Junior 1,2,4,5,6,7
NORTH AMERICANS - Women 1,2,3,4
NORTH AMERICANS - President Cup 1,2,3,5,6,8,9,10
SOUTHERN CIRCUIT - Overall 2,3,4,5,6,7,8,9
SOUTHERN CIRCUIT - St. Pete 1,2,3,4,6,7,8,9
SOUTHERN CIRCUIT - Miami 2,3,4,5,6,7,8,9,10
SOUTHERN CIRCUIT - Savannah 1,2,3,4,5,6,7,8,10
SUGAR BOWL REGATTA 1,2,3,4,5
ORANGE BOWL REGATTA 1,2,3,4,5,6,7,8,9,10,11,12
BLUE NOSE REGATTA 1,2,3,4,5,6,7,8,9,10,11
GREAT LAKES REGATTA 1,2,4,5
PYMATUNING SPRING CLASSIC 1,2,3,4,5

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UPCOMING MAJOR REGATTA CALENDAR

A Regatta Calendar is posted on the ILCA Web Site - check <http://www.lightningclass.org>

2004 SOUTH AMERICAN CHAMPIONSHIP 13-15 November Guarapiranga Lake Sao Paulo Brazil
see Notice of Race following page

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SEPTEMBER 11TH AND 12TH, 2004
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JoeBuczowski@aol.com

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Nashville TN

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lightningfleet@hiyc.org or
Rob Hempel hempel@att.net

Notice of Race

INTERNATIONAL LIGHTNING CLASS ASSOCIATION

2004 SOUTH AMERICAN CHAMPIONSHIP

13,14 AND 15 OF NOVEMBER, 2004

GUARAPIRANGA LAKE SÃO PAULO – SP – BRAZIL

ORGANIZING AUTHORITY: The 2004 South American Championship Regatta is organized by the International Lightning Class Association (ILCA) in conjunction with Lightning Fleet 462 & the São Paulo Yacht Club-SPYC, and has been sanctioned in accordance with the bylaws of the ILCA.

RULES: The regatta will be governed by the current Racing Rules of Sailing (RRS), the prescriptions of the Brazilian Lightning Class Association, (ABCLi), and the Rules Governing All Area Lightning Class Championships (Class Rules).

CATEGORY: Regatta is designated Category C in accordance with Appendix 1, regulation 20, restricted as follows: Advertising on hull only.

ELIGIBILITY: Eligibility for entry shall be in accordance with Articles V, VI and XII of the Class Rules. Each South American country shall qualify for participation in the Championship through their local Championship.

Quota will be as follows:

- Two (2) boats for each country
- The Hosting Country may have double quota.

In addition, members of the Executive Committee, the Vice President of South American Championships, the World Champion, The South American Champion, The Hosting country Commodore and current Junior World Champion do not have to qualify and shall not count toward the country's quota;

The Executive Committee and the Regatta Chairman may permit skippers from outside South America to compete;

Additional entries will be awarded to each country until a minimum of 20 entries is reached.

ENTRY REQUIREMENTS: A completed entry form accompanied with the entry fee must be postmarked on or before September 30, 2004 for the Championship. The entry fee is \$ 210. USD provided the entry form is postmarked on or before September 30, 2004. For entries postmarked after September 30, 2004 the fee is \$ 270. USD.

Entry forms are available from the ILCA web page and the host-country web page – www.lightningclass.com.br

REGISTRATION: Registration and measurement will be held from 0800 to 1800 on November 6, 2004, and from 0800 to 1300 on November 13, 2004. At registration each competitor will be required to sign a waiver for loss, damage or injury to persons or property incurred in conjunction with the regatta or on the property of São Paulo Yacht Club and to any sponsors of the Regatta and their members, officers, governors and agents and any sponsors from liability for any such damage or injury.

MEASUREMENT: Boats must hold and present a valid Measurement Certificate, and must display a valid membership decal.

Boats, sails, spars and equipment will be measured and inspected in accordance with Article VI of the Class Rules. A maximum of one (1) main, two (2) jibs and two (2) spinnakers will be measured and approved for the regatta. All sails shall have Official Royalty Labels. Mainsail and spinnaker numbers shall be the same.

BOAT STORAGE: All boats must be on the grounds of the São Paulo Yacht Club by November 12, 2004 @ 1700hrs for the duration of the regatta except by written permission from the Principal Race Officer (PRO).

SCHEDULE OF EVENTS:

Saturday, November 6 09:00-18:00 Registration & measurement
Friday, November 12th 19:00 Opening Ceremony & Cocktail

Saturday, November 13 08:00-13:00 Registration & measurement

	11:00	Skippers Meeting
	13:00	Warning Race 1 & 2
Sunday, November 14	11:00	Warning Race 3&4
Monday, Nov 15	11:00	Warning Race 5 & 6
Monday, Nov 15	17:00	Awards Ceremony

The Race Committee may adjust the racing schedule to suit weather conditions.

RACING AREA: Races will be sailed on Lake Guarapiranga-São Paulo

SAILING INSTRUCTIONS: The sailing instructions will be available during registration beginning on Friday, November 12th, 2004.

NUMBER OF RACES: There are 5 races scheduled for the Championship series.

ALTERATIONS OF RACING RULES:

Rule 44.2 will be changed to include the following provision: when an infringing boat has its spinnaker drawing at the time of the infringement, drops it below the gooseneck while taking her penalty and resets it and has it drawing after the penalty, the penalty is one full 360 degree turn instead of two.

Rule 42.3 (b) shall be altered to read: "On a free leg of the course, when surfing (rapidly accelerating down the leeward side of a wave) or planing is possible, the boat's crew may, in order to initiate surfing or planing, pump the sheet, but not the guy, controlling any sail, but only once for each wave or gust of wind. When the mainsail is pumped, only that part of the sheet between the crew member handling the sheet and the first block on the boom shall be used".

ALTERATION OF CLASS RULES: Article VIII, paragraph 3, second sentence of the Class Rules will be changed to read: "A boat not finishing within 30 minutes after the first boat sails the course and finishes will be scored "Did Not Finish". This will also change RRS Rule 35.

COURSES: May be Triangular, Olympic or Windward-Leeward.

SCORING: Scoring will be in accordance with the low point scoring system as described in Article VIII paragraph 4 & 5 of the Class Rules. The Championship series there will be one throw out only if 6 races are completed.

SUPPORT BOATS: Team Leaders, coaches, and other support personnel shall not go afloat in the racing area between the skippers meeting and the finish of the last competitor in the last race except in boats provided by the Organizing Authority. Individual competitors may not use a support boat at any time during the regatta except as provided by the organizing authority. The penalty for failing to comply with this requirement may be the disqualification of all yachts associated with the infringing support personnel.

TROPHIES: Perpetual Trophies will be awarded to the top 3 placed skippers and crews of the Championship.

FURTHER INFORMATION: For further information, please contact the following:

International Lightning Class Association
Karen Johnson
P.O. Box 10747
Murfreesboro, TN 37129 USA
phone 615-89-FLASH (615-893-5274) fax 615/893-5205
email office@lightningclass.org
<http://www.lightningclass.org/>

Regatta Chairman John S. Bennett
email: jsb@careplus.com.br

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BOAT OWNERSHIP CHANGES BY DISTRICT

Active Class Members are published in bold type.

New Owners who have recently become Active Members are indicated by *

"A" indicates amateur builder building own boat.

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CALIFORNIA	13106	Maggy and Charlie Herbelin, 2619 Ridgeway Lane, Eureka CA 95501	U
CENTRAL ATLANTIC	13824	James Lenahan, 115 Holly Drive, Hatboro PA 19040	491
CENTRAL CANADA	14499	Brian Cox, 26 Sim Lane, Murillo ON P0T 2G0	279
CENTRAL NEW YORK	*11618	Anton Machleder, 22 Bastian Road, Rochester NY 14623	77
	15222	John Glenn, P.O. Box 363, Caroga Lake NY 12032	U
CONNECTICUT/RHODE ISLAND			
	9614	Paul Simeone, 51 East Shore Road, Stonington CT 06378	U
		Peter Fraker, 125 Meroke Lane, East Islip NY 11730	U
DIXIE	14553	Rick Welch, 1200 Portner Road, Alexandria VA 22314	50
FLORIDA	11902	Bobby Dean Landreth, 614 SW 18th Street, Fort Lauderdale, FL 33315	U
GREECE	15226	Drougas George, Dealer	
LAKE ERIE	6133	Joe LaCroix, 92 Rosewell Avenue, Toronto ON M4R 2A3	U
MICHIGAN	11107	James Schweitzer, 602 Jennings Landing, Battle Creek MI 49015	
	13862	Nazir Kasi, 5056 Cheyenne Avenue, Waterford MI 48327	
	14054	Fred Krauss, 409 Burrows Avenue, Roscommon MI 48653	
	15021	Matt & Domonique Struble, 1378 Pond View Court, Wixom MI 48393	U
	15227	Michael & Pat Mulholland, 2746 Craig Road, Ann Arbor MI 48103	U
MIDWEST	14094	Charles K. Stone, 3652 Sequoia Trail, Verona, WI 53593	U
MISSISSIPPI VALLEY	12541	David Hecky, 6 Cherbourg Court, Lake St. Louis MO 63367	U
NEW ENGLAND	12853	Terry Brennan, 73 Auburn Road, Millbury MA 01527-1408	U
	14658	Bill Fastiggi, 150 West Canal Street #5, Winooski VT 05404	301
	*14840	Tripp Blair, 69 King Street, Norfolk MA 02056	U
OHIO	15221	David Vieregg, 531 Quail Run Drive, Broadview Heights OH 44147	36
PACIFIC NORTHWEST	5550	Arie van Dyk, 830 Garnett Road RR#3, Cobble Hill BC V0R 1L0	U
SOUTHEASTERN	12115	Dennis Baker, 111 Pond Terrace Lane, Simpsonville SC 29681	U

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CAZ FLASH BASH 2004

Cazenovia, NY, June 19-20

Bob King

Everyone who sails Lightnings knows what it is like to sail at Cazenovia Lake in the Caz Flash Bash. Even if you have never entered the state you can picture it. It's a small lake, one you might be inclined to swim across at most points just to say you did, if you were a strapping young lad. It's a fun little town without a whole lot around. The club is established and has great facilities for the guests. It's one of the long standing District Regattas where you can always count on a good turn out and a good time.

If you can picture the scene you can probably know the conditions that come along with small lake sailing, shifty.....shifty and puffy. Everyone knows how its going to be before they leave the dock and its just a matter of who handles it the best and who gets the lucky shift when they need it to pick off a boat or two.

If you have sailed Lightnings for long you know the name Dick Hallagan and you also know that Dick is great, really a top level boat, in these conditions. Saturday he showed us, again. With scores all over the board and a lot of struggling going on he dominated, two bullets for Hallagan. Bob Wardwell kept in touch with a 2 and 3 while everyone else had at least 10 points. After these two races the wind started to really hum with the same puffs and shifts, which can be treacherous in a blow. Racing was aborted for the day with Hallagan first, Wardwell second, Clay Murphy third, Fredrico Meira fourth, and John Korkosz fifth. The only good news for those besides Mr. Hallagan hoping to win the regatta was that Sunday would be just as tricky and there were three races left. There was a chance.

Sunday was a day of great sailing. Cazenovia has a way of mixing things up, and no lead is safe. Sunday definitely mixed things up. Bob Wardwell was gone to another commitment, in his place was Billy Healy, in his first regatta of the year. The front had blown through and the wind was lighter.

The third race was won by John Boxberger followed by Jed Dodge. This brought these two boats back into contention for the top five. Dodge then pulled the same trick as Hallagan had the previous day, winning two in a row, to close the series. Also of note in these two races was the performance of Ed Seyerlin who finished with a 2 and 3 to jump several positions in the standings.

This years Caz Flash Bash was great as always. Dave Bull ran the race committee like the expert that he is. The accommodations of the club were outstanding. It was just fun. There were ups and downs for everyone. Good races and poorer, big holes and big lifts. When all the chips were counted it showed us what we already know about these conditions, just keep sailing. Final Results were 1st-Jed Dodge, 2nd-Dick Hallagan, 3rd-Clay Murphy, 4th-John Boxberger, 5th-Wardwell/Healy

Landy Atkinson

Two days with plenty of shifty wind kept competitors jumping from one side of the boat to the other. Saturday morning started with 2 back to back races with winds over 15 and gusting over 20. Dick Hallagan managed two bullets in these tough conditions. We broke for lunch as the wind built and by the time lunch was done, the winds were over 20 with gust into the low 30s. The racing for Saturday was abandoned, but two intrepid skippers and crew (Jed D. and Mark F.) headed out for a leisurely afternoon sail anyway. Both made it back alive!

Sunday brought a little less wind, but with gusts over 15 not uncommon. Shifty conditions again prevailed, for the 3 races. Jed Dodge managed to edge out Dick for the overall win by beating Dick in 3 out of 5 races. ●

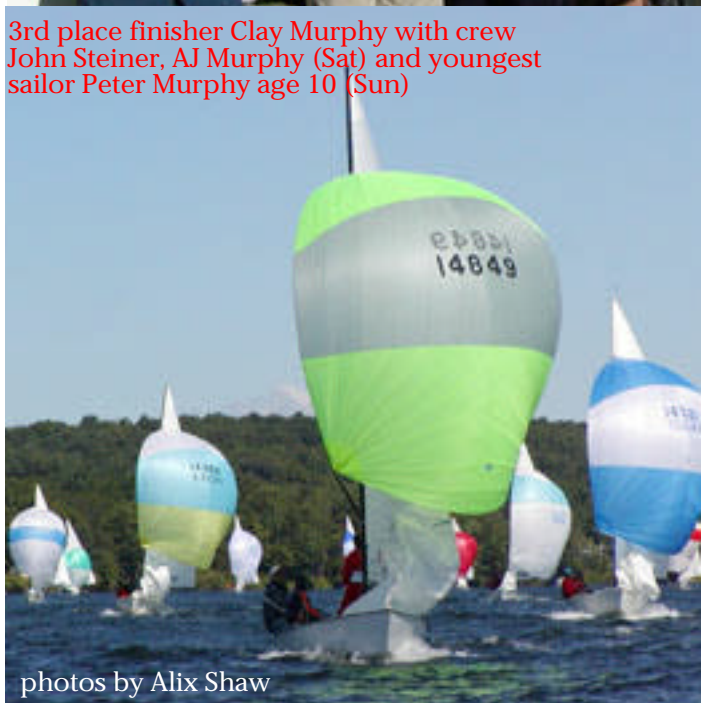
Jed Dodge with Billy Healy and Bob King on the trail of Boxberger. Jed went on to win the Caz Flash Bash



Dick Hallagan with crew of Rick Ten Eyck, Pam Murphy (Sat) and Lori Foster (Sun)



3rd place finisher Clay Murphy with crew John Steiner, AJ Murphy (Sat) and youngest sailor Peter Murphy age 10 (Sun)



photos by Alix Shaw

A RIDE WITH THE CHAMPS!!!

Tawas Bay MI July 17-18
Nick Seraphinoff

Recently my home club, The Tawas Bay Yacht Club hosted a Lightning regatta and Jim Allen and his sister Jane of Lightning fame were absolutely desperate for crew. The local competitors' answer was to offer me up to fill a spot in the center of their boat. (I wonder if this was part of a diabolical plan perpetrated by the local Lightning sailors). I have raced in one-design boats and at one time would have been called "nimble". Now the best description would be "numble". I'm sure no one bothered to tell them this. For me it was going to be a great opportunity to see why some people do their "horizon" jobs while the rest of us wallow along in the pack.

I didn't, of course, see any great magical secrets, but there were a lot of subtle differences that helped them win the regatta despite weaknesses in the center of the boat.

The first surprise was boat speed and pointing. I never saw them go markedly faster or point a lot higher than anyone. At times, with changes in the wind, Jim would ask Jane to make small changes in the jib halyard tension as well as the jib cunningham. My perception was that the changes were more to insure that they didn't go slow rather than a search for superior speed. Of course they either won the starts or were never in what I would call a bad position at the start.

The biggest difference I saw going upwind compared to my methods, was the search for good wind. To them looking for good wind was just as important as the shifts. I actually saw them stay on a headed tack for brief periods of time to sail into a bet-

ter wind ahead. This almost always paid off for them. A lot of the search for good wind velocity was done by Jane as she was constantly feeding information to Jim. Of course she spent even more time studying the wind and looking for better velocity off the wind, which paid off just as much as the search when going upwind.

On Saturday it was quite windy which was good for all three of us and they led at every mark and won all four races. Therefore their attitude was quite relaxed and I didn't see the fierce competitors I expected. However, in lighter winds on Sunday they did not lead all the time and you could really see the competitive nature begin to emerge. The intensity level raised a few points even though the regatta was won by the fifth race. This was a small regatta and I could feel that their intensity would rise dramatically with the size and importance of a regatta.

For a major regatta, I'll bet new sails would come out of the bag and a tried and tested crew would be installed in the center of the boat. So suffice it to say, there is probably a lot more they could reach into their bag and pull out when they need it.

Finally, I did not find it surprising that no one ever raised their voice on the boat. There WAS one time that Jim was sending some pretty frantic instructions to me to help me get the chute flying. But if the fleet was closing in on you and your spinnaker looked like a parachute caught in a tree with the jumper hanging from the cords you would send pretty frantic instructions to the guy who is supposed to have it flying.

The bottom line is they were fun to sail with and fun to watch in action. ●

ECUADOR DISTRICTS

Salinas Yacht Club, July 31-Aug 1
Paco Solá

The Districts were held this past weekend in Salinas, Juan Santos emerged the winner with three bullets and two seconds. Second was Carlos Lecaro, third was Jaime Calderon and fourth was last years' champion Olaf Dyck, sailing with his wife Ada and his seven-year old son! "Green Fleet" champ was Alfredo Ochoa and Junior Champ was Sebastian Herrera.

Juan Jr. belongs to a new generation of Lightning sailors in Ecuador and we are very enthusiastic, as he is, that he will be able to keep us sailing and bring new sailors to the class as well!

Also, at the District's annual meeting, we elected Juan Rafael Santos as District Commodore, in replacement of Olaf Dyck, who has done a great job in the last year. Carlos Luis Lecaro continues to be our District Vice-President. ●

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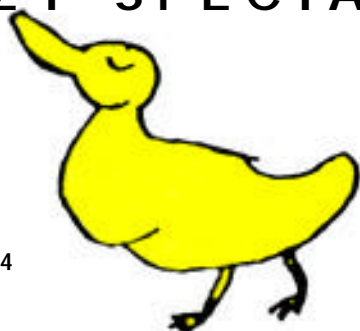
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Pass Christian MS

Gene Walet, Fleet Secretary

The Lightning Class has been actively participating in PCYC regattas this summer as well as Thursday night races.

Our Summer in the Pass Regatta July 24 & 25 was well attended with eight (8) boats competing. We had a four (4) races series with light southerly winds prevailing and temperatures in the mid to high 90's. Eric Aschaffenburg of PCYC was 1st overall with 2,3,3,3 finishes for a total of 11 points. Second place was Robert Bernhardt of Buccaneer Yacht Club of Mobile with a 1,3,4,4 for 12 points. Third place was Eugene H Walet III with 1,2,5,6 for 14 points. Other competing in the series were Bo Clarke, Guy Brierre, Larry Frost III, Whitner Church and Chris Frost.

The following weekend of July 31 & August 1 was the annual PCYC Birthday Regatta and Gulf Yachting Association Lightning Championship. We had a fleet of 12 which was a record number of Lightning racing on the Mississippi Gulf Coast in the last 35 years. Again we had a four (4) race series with light winds out of the southwest at 4-8 knots all weekend. The winner was Guy Brierre with 1,1,1,3 finishes for a total of 6 points. Guy was also presented with the Commodore Eugene Taylor Trophy as winner of the GYA Lightning Championship. Scott Anderson of

White Rock Sailing Club in Dallas was second with 1,3,5,6 finishes for 15 points. Third was Robert Bernhardt of Buccaneer YC of Mobile with 2,4,5,6 finishes for 17 points. Robert was awarded the John G Curren Trophy as the high point skipper combining the District Championship and GYA Lightning Championship. Batton Kennon of Delta Sailing Association out of Memphis won fourth place with 2,3,9,11 finishes for 18 points. Others competing were Larry Frost III, Eugene H Walet III, Eric Aschaffenburg, Bo Clarke, Whitner Church, Barney March, Chris Frost, and John Waskom.

We hope to have a good representation of Lightnings at Race Week September 18 & 19 being hosted by Bay-Waveland Yacht Club. Some of the Southern District Fleet will be going to Hernando MS for the Cotton Pickin' Regatta that same weekend.

In October, some of the Lightning will be going to Jackson Yacht Club for their Hospitality Regatta and to Fairhope Yacht Club for the Wadewitz Regatta.

This has been a very exciting sailing season for me to have the Lightnings back on the race course after approximately 35 years. As a class, we're having fun on the water and on shore. Several people have expressed an interest in buying Lightnings. This could be the next big fleet for this area. ●

HLBC LIGHTNING REGATTA

Higgins Lake MI, July 31-August 1
Matt Princing

Higgins Lake hosted 10 boats on July 31-August 1.

Saturday morning cleared up quickly to bring big breeze lake sailing, WNW 15-22 with a few wicked puffs. The big decisions of the day were wet suit or spray top, and spinnaker or not. Two boats were power-washed early in the day, suggesting the ideal combinations were wet-suit and spinnaker. Most everyone sailing with wives or kids went back to the island after the first race. The rest of us blasted through two more quick races, each leg windier than the last, with better velocity and bigger lifts from the right as the afternoon progressed.

The highlight of this regatta is now Saturday evening on Treasure Island. We were served perfectly grilled parrot (well, chicken really), almost bottomless margarita glasses were provided for a modest premium, a sunset pontoon boat cruise courtesy of Gus Dey and his chiropractor, and a perfect full moon rising over the Lightnings at the dock. Most of the sailors crawled into their tents early, leaving the locals to close the party.

Sunday started quietly. PRO Stan Dent read the mood of the fleet and left the committee boat idling at the dock for a thoughtful half-hour delay. We sailed on the sheltered side, which made the racing a lot less physical and pretty darn tactical-you had to know when to give up on the huge right bend from the island. The last race of the Northern Circuit was our turn to collect some style points, and a bit of a demolition derby for us and Tom Klaban. Tom did the math and his circles, and we both saved our points, with our team winning the regatta on tie-breaker. ●

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WOMEN'S NORTH AMERICAN CHAMPIONSHIP

Buffalo Canoe Club, Ridgeway ON, August 3-6, 11 Teams, 6 Races, 1 Throwout

Sail#	Bow#	Team/Fleet								
1	14572	42 Jody Swanson, Lauren Jones, Maddie Waldron/12	6	2	3	2	1	1	9	
2	14678	9 Debbie Probst, Katherine Maloney, Caitlyn Hayden/154	7	1	5	1	2	2	11	
3	14802	5 Jennifer Millar, Melinda Berg, Jane Allan/12	3	5	2	6	4	3	17	
4	14958	58 Kathy Lundeen, Denise Strand, Lynelle Reak/187	5	4	1	4	6	10	20	
5	14889	41 Cortney O'Connor, Kate Brush, Meghan Crann/34	8	3	4	3	7	4	21	
6	14923	23 Elizabeth Dodge, Donna Sereno, Erin McReynolds/108	4	7	7	5	8	5	28	
7	14937	19 Jennifer Princing, Sarah Caine, Bev Keeler/216	1	9	8	10	5	7	30	
8	14900	15 Kelly Crane, Brenda Crane, Anne Allen/85	10	8	6	7	3	6	30	
9	15119	17 Rachael Moloney, Erin Gregory, Emily Moloney/12	2	dsq	10	8	11	11	42	
10	14371	71 Sarah Montgomery, Sarah Neal, Emily Neal/12	9	11	9	9	10	9	46	
11	15125	24 Monica Jones, Mimi Stedman, Elise Stevens/12	11	10	11	11	9	8	49	

JUNIORS' NORTH AMERICAN CHAMPIONSHIP

Buffalo Canoe Club, Ridgeway ON, August 3-6, 18 Teams, 9 Races, 1 Throwout

Sail #	Bow#	Team/Fleet										
1	14737	31 John Newell, Elizabeth Pope-Collins, Joe Raite/77	1	1	12	9	2	9	3	4	1	30
2	15158	30 Ben Spiller, Jonathan Ribich, Jake Den Boer/187	5	8	1	7	5	2	1	2	8	31
3	15075	75 Maegan Ruhlman, Martha Fisher, Ian Gilliland/36	11	5	6	11	1	1	2	8	2	36
4	15205	10 Bill Healy, Conor Healy, Tim Jones/108	2	9	3	6	4	3	13	1	9	37
5	14901	2 Ian Schillebeeckx, Lucas Hofmeister, Beth Ward/266	6	3	4	2	10	6	4	10	3	38
6	14119	32 Chad Miller, Tanya Miller, Daniel Kagan/301	3	4	7	3	9	4	5	12	6	41
7	14948	112 Charlie Scanlon, Tim Scanlon, Abigail Digel/198	13	2	2	8	3	8	6	6	10	45
8	15057	35 Matthew Schon, Michael Crann, Tara Schon/34	9	6	5	1	13	11	8	9	11	60
9	14584	69 Peter Hazelett, Brad Harris, Derrick Deming/301	10	7	8	12	14	5	9	5	4	60
10	14636	3 Nicholas Beckmann, Ian Moriarty, Edd Burke/266	4	10	14	13	7	7	11	3	7	62
11	14146	37 Nick Aswad, Connor Aswad, Maxwell Far/301	8	13	9	4	8	10	10	7	DSQ	69
12	13881	81 Drew Bergan, John Songin, Brendan Heussler/12	7	12	10	5	6	13	17	13	5	71
13	15121	105 Jeff Robbins, Andy Wright, Adam Craglia/12	12	17	13	10	12	12	7	11	13	90
14	14174	14 Patrick Whistler, Tom Sheedy, T.J. Wright/12	16	11	11	14	11	14	15	14	12	102
15	14842	20 Alex Hess, Jeff LaPalme, Andrew Hess/54	14	15	17	15	15	15	12	15	15	116
16	11117	111 Bergan Ackerman, Geoffrey Pictor, Natalie Fohl/12	15	DNF	16	16	16	17	14	17	17	128
17	14112	109 Will Carry, Bob Dobmeier, Sever Call/12	DNF	14	15	17	DNF	16	16	16	16	129
18	11363	103 Achille Scache, Bill Madel, Matthew Madel/19	17	16	18	18	17	18	DNC	DNC	DNC	142

MASTERS' NORTH AMERICAN CHAMPIONSHIP

Buffalo Canoe Club, Ridgeway ON, August 3-6, 26 Teams, 5 Races, No Throwout

Sail#	Bow#	Team/Fleet								
1	14855	55 Richard Hallagan, Steve Davis, Nancy Bargar/77	2	3	3	6	5	19		
2	15064	33 Bill Neal, Larry MacDonald Jr, Larry Bone/12	1	1	14	3	1	20		
3	14417	117 Don Barrett, Donna Barrett, Judy Hanlon/85	5	6	2	9	6	28		
4	15181	4 George Fisher, Tom Emch, Greg Shea/43	3	14	1	2	11	31		
5	15206	8 William Hofmeister, Mandy Hofmeister, Bruce Richards/262	7	12	5	7	2	33		
6	14811	1 Tom Allen, Tito Gonzalez, Monica Trejo/12	13	8	7	8	3	39		
7	14866	21 Bill Mauk, Claus Engel, John Humphrey/226	4	17	15	1	4	41		
8	14957	57 Bruce Goldsmith, Rob Ruhlman, Abby Ruhlman/31	15	2	12	4	10	43		
9	15221	13 Bill Shore, Betsy Altman, Randall Shore/85	8	7	4	5	19	43		
10	15139	39 Jack Elfman, Cindy Lister-Elfman, Mike Holly/196	6	4	13	11	9	43		
11	14371	12 Bob Starck, Brian Starck, Jim Eagan/12	9	11	8	13	24	65		
12	14321	52 Jack Jones, John Steiner, Gary Swangler/225	12	16	6	12	23	69		
13	14397	29 John Atkins, Chad Atkins, Al McReynolds/77	10	9	17	19	16	71		
14	14261	106 Ed Roseberry Jr, Rich Buckley, Matt Moscati/12	11	20	9	16	17	73		
15	14672	101 Mark Dadd, Mark Grinder, Scott deGolyer/	dns	5	19	10	20	81		
16	14709	7 Pablo Gallyas, Fernando Gallyas, Pablo Lorca/	18	10	21	21	12	82		
17	15120	28 Bob Mathers, John Mathers, Charlie Hess/54	19	22	11	22	15	89		
18	15122	22 Jim Carson, Michael Schon, Donnie Schon/34	22	13	dnf	15	14	91		
19	11425	18 Craig Thayer, Mal Hendry, Daniel Pope/10	16	23	25	14	13	91		
20	14925	25 Dick Pugh, Bill Young, Mike Brock/303	20	21	22	24	7	94		
21	15203	16 Paul A Huntsman, Pat Corr, Crissie Van Siclen/70	dnf	19	10	17	22	95		
22	15093	26 Joan Hurban, Gary Schneiderman, Peter Jadrosich/75	24	18	16	20	18	96		
23	15185	104 Bruce Finsilver, Salo Korn, Adam Korn/54	23	24	20	25	8	100		
24	13910	107 Bill Allen, Peggy Lehman, Adam Probst/154	21	15	18	23	26	103		
25	15178	108 Daniel Parietti, Jeff Sorensen, John Hart/75	14	25	24	18	25	106		
26	14502	102 Tom Ward, Kate Giopulos, John A Frank III/12	17	26	23	26	21	113		

NORTH AMERICAN CHAMPIONSHIP QUALIFYING SERIES

August 8-9, 103 Boats, 4 Races, 1 Throwout

Skipper*	Bow#	Sail#					
1 David Starck	17	USA 15119	1	1	2	6	4
2 Jody Swanson	24	USA 15125	2	1	4	2	5
3 William Faude	99	USA 14740	8	3	2	1	6
4 Ched Proctor	67	USA 14821	6	4	3	1	8
5 David Peck	90	USA 15215	1	3	4	8	8
6 Tom Allen Jr	12	USA 15168	4	1	4	11	9
7 Tito Gonzalez	105	CHI 11011	2	DNF	8	2	12
8 Jim Crane	15	USA 14900	4	3	11	5	12
9 Larry Colantuono	79	USA 14619	5	4	13	3	12
10 Juan Eduardo Reid	7	CHI 14709	3	2	14	10	15
11 Allan Terhune	37	USA 14924	6	2	8	12	16
12 Bill Fastiggi	80	USA 14480	10	6	1	12	17
13 Cristobal Perez	48	CHI 14794	1	10	6	17	17
14 Michael Gooch-Breault	38	USA 15190	2	18	3	12	17
15 Jim Allen	5	USA 15208	15	11	5	2	18
16 Pierce Barden	76	USA 14941	6	18	9	4	19
17 Greg Fisher	4	USA 15181	14	7	6	6	19
18 Robert Ruhlman	75	USA 15075	3	14	16	3	20
19 Debbie Probst	9	USA 14678	7	9	17	4	20
20 Jody Lutz	35	USA 15057	8	5	7	18	20
21 Gianni Cuccio	70	USA 15111	11	5	5	19	21
22 Brian Hayes	27	USA 15171	5	5	11	21	21
23 Jed Dodge	47	USA 15164	15	DNF	2	5	22
24 Sean Fidler	13	USA 15221	13	9	5	8	22
25 Stu Nickerson	96	USA 11346	7	9	6	9	22
26 Robert Wardwell	10	USA 15205	9	6	7	19	22
27 Jeff Linton	83	USA 15083	9	2	14	17	25
28 Ryan Ruhlman	57	USA 14957	14	8	17	3	25
29 Mark Sertl	46	USA 14298	11	10	12	4	25
30 Jack Huntsman	68	USA 14922	3	DNF	10	13	26
31 William Hofmeister	8	USA 14706	14	12	19	1	27
32 Steve Davis	6	USA 15103	5	16	OCS	7	28
33 Richard Hallagan	55	USA 14855	7	15	OCS	6	28
34 Bill Mauk	21	USA 14866	25	4	1	24	29
35 Jon Schwartz	111	USA 14786	16	DNF	3	10	29
36 Larry MacDonald	33	CAN 15222	4	DNF	15	11	30
37 Ryan Flack	52	USA 15022	17	7	24	7	31
38 Brad Thompson	97	USA 15154	10	17	7	14	31
39 Amanda Clark	71	USA 14881	12	7	12	23	31

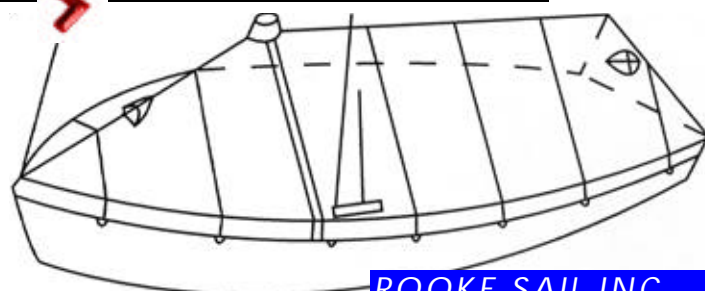
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* All crew names listed in Final Results

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below to race for President's Cup

40	Jack Elfman	39	USA	15139	13	11	8	16	32
41	Don Brush	84	USA	14640	11	13	10	14	34
42	Craig Cobbum	179	USA	14940	8	12	15	15	35
43	Jon Guth	31	USA	14548	20	8	19	10	37
44	David Werley	51	USA	15112	12	6	21	22	39
45	Bill Bogardus	41	USA	14889	10	13	16	DNF	39
46	Michael Holly	56	CAN	15082	16	17	18	8	41
47	Bob Sengstacken	94	USA	14888	9	23	9	DNF	41
48	Dave Viereg	85	USA	14885	13	24	OCS	5	42
49	Bob Bush	54	USA	14654	32	10	19	13	42
50	Gary Hurban	98	USA	14073	18	16	11	15	42
51	David Laidlaw	95	USA	14830	25	22	1	20	43
52	Peter Denton	64	USA	14890	22	20	14	11	45
53	Jeff Schmahl	112	USA	15213	16	15	22	15	46
54	John Boxberger	66	USA	14808	20	14	13	DNF	47
55	David Helmick	63	USA	15143	15	15	23	17	47
56	John Faus	61	USA	14850	18	21	25	9	48
57	John Werley	40	USA	15015	12	20	21	16	48
58	Pete Marriott	3	USA	13957	17	19	20	13	49
59	David Gorman	19	USA	14905	OCS	14	29	7	50
60	Todd Johnson	88	USA	15202	21	11	18	21	50
61	Todd Wake	34	USA	14234	19	18	13	25	50
62	Warren Emblidge	115	USA	14286	17	21	16	18	51
63	Cully Ward	53	USA	14116	23	22	22	9	53
64	Richard Walsh	14	USA	13387	22	DNF	12	20	54
65	James Taylor	72	USA	15172	21	19	23	14	54
66	Charlie Hess	20	USA	14842	19	DNF	15	20	54
67	Tom Allen Sr.	1	USA	14811	19	17	20	18	54
68	Nabeel Alsalam	18	USA	15142	23	12	24	22	57
69	Jamie Brickell	87	USA	15016	26	23	9	DNF	58
70	Steve Warren	62	USA	15218	27	17	30	22	66
71	Clarence Johnson	49	USA	14909	27	DNF	17	22	66

below to race for Governor's Cup

72	Dick Moyer	45	USA	14942	26	23	20	DNF	69
73	Ryan Sprole	74	USA	14514	20	24	25	DNF	69
74	David Spira	58	USA	15220	30	19	30	21	70
75	Ben Spiller	30	USA	15158	30	16	27	28	71
76	Richard Aubrecht	44	USA	14744	22	29	21	DNF	72
77	Logan McReynolds	29	USA	15165	30	29	28	16	73
78	Paul Reak	89	USA	15189	28	DNF	26	19	73
79	George Francis	86	USA	14450	21	DNF	26	26	73
80	Marc Schillebeeckx	2	USA	14901	28	13	33	DNS	74
81	Jeffery Bodkin	77	USA	15117	31	25	18	DNF	74
82	Tim Jehle	42	USA	14572	28	27	23	24	74
83	Bob Harkrider	50	USA	14532	29	DNF	10	DNF	75
84	Ron Buchanan	65	USA	14485	25	22	28	DNF	75
85	Juduth Hanlon	81	USA	14781	29	DNF	22	27	78
86	Jim Carson	22	USA	15122	24	25	29	DNF	78
87	Joan Hurban	26	USA	15093	26	26	26	DNF	78
88	Eric Brandt	91	USA	15191	31	21	28	DNF	80
89	Jonathan Lange	78	USA	15054	24	25	31	DNF	80
90	George Glenn	93	USA	14415	29	20	32	DNF	81
91	Brad Wagnon	43	USA	14600	32	DNF	27	23	82
92	Bill Cabrall	36	USA	15004	31	27	24	DNF	82
93	Pete Bellin	60	USA	14263	23	DNF	29	DNF	85
94	Pat McGee	59	USA	15195	27	26	32	DNF	85
95	David Sprague	11	CAN	14174	24	DNF	27	DNF	86
96	Mike Brock	25	USA	14925	33	24	30	DNF	87
97	Steve Constants	92	USA	14629	18	DNF	DNS	DNS	89
98	Chad Miller	32	USA	14119	32	DNF	25	DNF	92
99	Ira Johnson	73	USA	14828	34	28	31	DNF	93
100	Drew Bergan	82	USA	13881	34	28	33	DNF	95
101	Rod Ratcliffe	138	USA	14807	33	DNF	32	DNF	98
102	Peter Hazelett	69	USA	14584	35	DNF	31	DNF	99
103	Ed Michels	28	USA	14950	33	DNF	DNS	DNF	103

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NORTH AMERICAN CHAMPIONSHIP

Buffalo Canoe Club, Ridgeway ON, August 8-13

CHAMPIONSHIP FLEET

39 Boats, 5 Races, No Throwout

Team	Bow#	Sail #	R1	R2	R3	R4	R5	final
1 Jody Swanson, Tom Starck, Skip Dieball	24	USA 15125	2	6	5	8	8	29
2 Michael Gooch-Breault, Adam Walsh, Nicole Breault	38	USA 15190	6	8	6	11	17	48
3 Tom Allen Jr, John Humphrey, Bill Pictor	12	USA 15168	1	2	4	28	18	53
4 Bill Fastiggi, Suzy Coburn, Nick Farina	80	USA 14480	12	12	9	16	10	59
5 Ched Proctor, Ned Roseberry, Dorsey Roseberry	67	USA 14821	3	11	7	12	29	62
6 Greg Fisher, JoAnn Fisher, Jeff Eiber	4	USA 15181	13	3	12	7	31	66
7 Mark Sertl, Joe Starck, Becky Starck	46	USA 14298	7	1	14	24	21	67
8 Allan Terhune, Katie Terhune, Rob Ruffus	37	USA 14924	15	34	2	13	3	67
9 Jim Crane, Robert Crane, Brenda Crane	15	USA 14900	5	16	11	30	9	71
10 Sean Fidler, John Morley, Tiffany Miller	13	USA 15221	24	36	15	1	1	77
11 Brian Hayes, Joshua Goldman, Martha Fisher	27	USA 15171	18	4	18	35	7	82
12 Jim Allen, Jane Allen, George Sipel	5	USA 15208	17	15	1	23	27	83
13 William Faude, Jared Drake, Ernie Dieball	99	USA 14740	8	13	DNF	10	12	83
14 Jody Lutz, Peter Godfrey, Matt Schon	35	USA 15057	16	28	20	21	2	87
15 Debbie Probst, Theresa Colantuono, Jess Gerry	9	USA 14678	21	14	10	20	24	89
16 Tito Gonzalez, Diego Gonzalez, Jay Lutz	105	CHI 11011	9	35	DNF	2	4	90
17 David Peck, Nina Peck, Neal Fowler	90	USA 15215	4	7	DNF	5	36	92
18 Jeff Linton, Amy Smith Linton, Mark Taylor	83	USA 15083	38	5	8	25	20	96
19 Juan Eduardo Reid, Fernando Gallyas, Pablo Lorca	7	CHI 14709	10	27	24	31	5	97
20 Robert Ruhlman, Abby Ruhlman, Maegan Ruhlman	75	USA 15075	31	9	30	15	14	99
21 Richard Hallagan, Hendrix TenEyck, Alister Thomson	55	USA 14855	29	17	28	4	26	104
22 Bill Mauk, J.P. del Solar, Phillip Norris	21	USA 14866	30	18	17	3	37	105
23 Amanda Clark, Mac deTuro, Victor Lobos	71	USA 14881	14	19	32	14	30	109
24 Larry MacDonald, Joy MacDonald, Kevin Robinson	33	CAN 15222	11	24	31	26	19	111
25 David Starck, Ian Jones, Rick Bernstein	17	USA 15119	DNF	26	3	32	13	114
26 Pierce Barden, Paul Whitesides, Doug Sherwood	76	USA 14941	37	30	25	17	11	120
27 Larry Colantuono, PJ Schaffer, Tyler Keysworth	79	USA 14619	26	10	19	34	33	122
28 Robert Wardwell, Mike Healy, Billy Healy	10	USA 15205	27	31	23	29	15	125
29 Jack Huntsman, John Huntsman, Andrew Brennan	68	USA 14922	25	25	27	27	23	127
30 Ryan Ruhlman, Sean Carroll, Kate Brush	57	USA 14957	20	20	16	37	35	128
31 Cristobal Perez, Christian Perez, Ignacio Perez	48	USA 14794	19	DSQ	13	18	38	129
32 Jed Dodge, Bob King, Conor Healy	47	USA 15164	36	29	DNF	19	6	130
33 Gianni Cuccio, Harry Mattison, Ellen Starck	70	USA 15111	23	32	DNF	6	32	133
34 Steve Davis, Michael Ledger, Travis Maier	6	USA 15103	28	23	21	36	28	136
35 Brad Thompson, Ted Duffy, Kathy Thompson	97	USA 15154	22	DNF	22	39	16	139
36 Stu Nickerson, Hannah Nickerson, Kip Hamblet	96	USA 11346	35	37	26	9	34	141
37 William Hofmeister, Mandy Hofmeister, Chip Clifton	8	USA 14706	33	21	29	38	22	143
38 Jon Schwartz, Jay Schwartz, Paul Krzenski	111	USA 14786	34	22	DNF	33	25	154
39 Ryan Flack, Jennifer Armbruster, Chris Ashley	52	USA 15022	32	33	DNF	22	DNF	167

PRESIDENT'S CUP FLEET

32 Boats, 4 Races, No Throwout

Team	Bow#	Sail #	R1	R2	R3	R4	final
1 David Helmick, Davy Helmick, Ashley Silberman	63	USA 15143	1	1	8	4	14
2 David Werley, Jonette Werley, Greg Maras	51	USA 15112	2	2	6	10	20
3 James Taylor, Brian Riddiford, Bridget Ireland	72	USA 15172	3	5	7	12	27
4 Cully Ward, Jim Ward, Beth Ward	53	USA 14116	10	10	5	9	34
5 Craig Cobbum, Ron Lester, Barret Rhoads	179	USA 14940	8	3	1	25	37
6 John Werley, Bertie Werley, Tim Werley	40	USA 15015	4	14	13	6	37
7 Dave Vieregg, Justin Proctor, JD Dunne	85	USA 14885	9	7	4	24	44
8 Peter Denton, John Townsend, Sara Pramik	64	USA 14890	5	13	11	15	44
9 Bill Bogardus, Jarrett Lynn, Courtney O'Conner	41	USA 14889	7	20	2	17	46
10 John Faus, Sarah Mergenthaler, Ian Gilliland	61	USA 14850	6	6	9	26	47
11 John Boxberger, Allison Stevens, Graham Leonard	66	USA 14808	19	4	3	22	48
12 John Guth, Jen Millar, Melinda Berge	31	USA 14548	15	21	12	2	50
13 Todd Wake, Kristine Wake, Hans Graf	34	USA 14234	21	12	10	8	51
14 Richard Walsh, Tina Walsh, Tom Covino	14	USA 13387	26	18	14	1	59
15 Don Brush, Tris Wallace, Nick Aswad	84	USA 14640	18	9	19	13	59
16 Bob Sengstacken, Mino Tsutsui, Daniel Zitin	94	TBD 14888	14	11	15	19	59
17 Charlie Hess, Alex Hess, Beth Groesbeck	20	USA 14842	24	15	18	3	60

18	Steve Warren, Rich Warren, Susan Berry	62	USA 15218	12	17	16	18	63
19	Michael Holly, Valerie Holly, Jonathan Quigley	56	USA 15082	11	23	26	7	67
20	Bob Bush, Sterling Bush, Jody Murphy	54	USA 14654	23	16	23	11	73
21	Nabeel Alsalam, Russ Roberts, Lisbet Kugler	18	USA 15142	16	19	17	27	79
22	David Gorman, Bretton Gardner, Tim McCormick	19	USA 14905	22	8	28	23	81
23	Warren Emblidge, Mimi May, Meghan Borowiak	115	USA 14286	17	22	22	20	81
24	Jack Elfman, Cindy Lister-Elfman, Ashley Jerman	39	USA 15139	13	29	25	16	83
25	Pete Marriott, Lauren Beauchamp, Randy Beauchamp	3	USA 13957	25	26	21	14	86
26	Gary Hurban, Stewart Fossceco, Lisa Maday	98	USA 14073	31	28	DSQ	5	98
27	Jamie Brickell, Susie Brickell, Mike Greene	87	USA 15016	28	DNF	20	21	102
28	Tom Allen Sr., Christy Synowiec, Monica Trejo	1	USA 14811	20	27	27	28	102
29	Todd Johnson, Alex Johnson, Katie Offerman	88	USA 15202	30	24	24	DNF	111
30	Jeff Schmahl, Stuart Webster, Michael Schmahl	112	USA 15213	27	25	29	DNF	114
31	Clarence Johnson, Sarah Caine, Robert Shaw	49	USA 14909	29	31	30	DNF	123
32	David Laidlaw, Irma David, Kevin Laidlaw	95	USA 14830	32	30	DNS	DNF	128

GOVERNOR'S CUP FLEET

32 Boats, 3 Races, No Throwout

Team	Bow#	Sail #	R1	R2	R3	final
1 Steve Constants, Mike Constants, Jared Ackers	92	USA 14629	1	5	3	9
2 Jim Carson, Rich Morris, Wade Schon	22	USA 15122	5	3	6	14
3 Marc Schillebeeckx, Ian Schillebeeckx, Nicolas Beckmann	2	USA 14901	8	6	5	19
4 Dick Moyer, Helen Moyer, John Depenbroch	45	USA 14942	3	8	14	25
5 Richard Aubrecht, William Neal, Mike Gaulack	44	USA 14744	4	18	4	26
6 Ben Spiller, Jonathan Ribich, Jake Den Boer	30	USA 15158	9	1	17	27
7 George Francis, Richard Thomas, James Majoros	86	USA 14450	6	2	20	28
8 David Spira, Nancy Armbruster, Kellee Johnson	58	USA 15220	13	12	9	34
9 Judith Hanlon, Ron McCormack, Rachel Avenia-Prol	81	USA 14781	15	16	7	38
10 Joan Hurban, Gary Schneidman, Peter Jadrosich	26	USA 15093	11	20	8	39
11 David Sprague, John Kerr, Carter Nicol	11	CAN 14174	2	21	18	41
12 Bob Harkrider, Carter Utzig, Megan Utzig	50	USA 14532	24	17	1	42
13 Ryan Sprole, Christopher Sprole, Susann Sprole	74	USA 14514	10	9	23	42
14 Tim Jehle, Matt Moscati, Erin Sowdinski	42	USA 14572	16	13	16	45
15 Jonathan Lange, Philip Lange, Derek Lange	78	USA 15054	25	10	11	46
16 Ed Michels, David Sliom, Joy Jones	28	USA 14950	17	28	2	47
17 Pat McGee, Jose Monteiro, Ian MacLeod	59	USA 15195	7	14	28	49
18 Brad Wagnon, Kevin Keller, Mark Kilbey	43	USA 14600	26	4	21	51
19 George Glenn, James Glenn, Chappy Hopkins	93	USA 14415	22	11	19	52
20 Paul Reak, Jason Allard, Eric Larson	89	USA 15189	14	15	25	54
21 Ira Johnson, Glenn Everett, Heather Everett	73	USA 14828	21	24	10	55
22 Jeffery Bodkin, Debralee Swancy, Ed Dodds	77	USA 15117	18	23	15	56
23 Pete Bellin, Larry Schmitz, Lucas Hofmeister	60	USA 14263	12	DNF	22	68
24 Mike Brock, Mike Kemp, Stephanie Waugh	25	USA 14925	20	22	26	68
25 Chad Miller, Tanya Miller, Daniel Kagan	32	USA 14119	19	19	DNS	72
26 Ron Buchanan, Bucky Buchanan, Jeff Ullman	65	USA 14485	DSQ	7	DNS	76
27 Bill Cabrall, Andrew Cabrall, Bob Stoller	36	USA 15004	27	25	24	76
28 Drew Bergan, John Songin, Ethan Notarius	82	USA 13881	23	27	29	79
29 Logan McReynolds, Alan McReynolds, Erin McReynolds	29	USA 15165	DNS	DNS	12	80
30 Eric Brandt, Stan Fuller, Josh Lehman	91	USA 15191	DNS	DNS	13	81
31 Rod Ratcliffe, Heather Dodd, Tom Proctor	138	USA 14807	29	26	27	82
32 Peter Hazelett, Connor Aswad, Derrick Deming	69	USA 14584	28	DNF	DNS	96
33 Paul Gelenitis, None, None	150	USA 150	DNC	DNC	DNC	102

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