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LIGHTNING *Flashes*

From INTERNATIONAL LIGHTNING CLASS ASSOCIATION

EDITOR: Helen Limbaugh, I.L.C.A. Executive Director
808 High Street, Worthington, Ohio 43085, Phone 614-885-0475

Bluenose Back In Business

After two years of no racing, or abbreviated racing, this year the Bluenose Regatta was back in business with enough wind to re-establish the late season, Nashville (Tennessee) classic as a genuine two-day, five-race Lightning event. Thirty-four boats from all over middle America participated in glorious fall sunshine with every boat finishing every race and every sailor finishing every bite on his plate at the fabulous Saturday night steak dinner.

Defending Champ Jim Carson arrived a day early to get a head start in switching gears to lake sailing after just having won the Quantico Regatta on larger waters. Barney Mead won the Friday night welcoming party hands down, with Bruce Goldsmith a close second. Hank Hodgson and Clarence Holman III trucked in from Michigan; Lance Drewes was up from Dallas; Lal Burridge was over from St. Louis; Gordon Ettie, Roger Grohne, and Greg Florian were down from upper Illinois; Brad Currie led a nine or ten boat contingent of welcome good friends from Memphis; and Joe Kelly and Doc Gilbert were there spinning yarns in the best "feet up around the fireplace" tradition.

Then there was this young man all the way from Long Beach, California. David. David Pritchard. Visiting in Atlanta. Came up with Ken Wallace who, the perfect host, brought David along and is going to let him skipper. Gee, that's nice. Sure, we'll be happy to fill him in on the Class rules. And this lake sailing — pretty tricky, not like the Pacific Ocean, so don't get discouraged. What a pleasant young fellow, so quiet and polite. Hope he really enjoys what promises to be gorgeous weather — and what a break to try out a Lightning when he can watch all these hot skippers perform. If he's really as alert as he seems he could learn a lot this weekend. Oh well, back to registration . . .

Saturday morning is a bit brisk, but bright and sunny and there is a small breeze. Jack Caldwell and his Race Committee get 'em off in light stuff but it seems like it will build. It doesn't! All goes limp on the first off-wind leg, but this turns out to be the only drifting leg of the entire Regatta. Goldsmith shows great nerve in hanging low, rides the new breeze into the jibe mark, but elects to go high when he should have hung low again. Davis McConico, a junior member of the host club sailing in a borrowed boat, gets to the take-down mark first, but in the sprint to the finish Lance Drewes calls on years of experience to slip by at

the very last moment and take the gun. Holman finishes third and Goldsmith really picks up boats on the beat to salvage eighth.

And who is that in sixth place. David Pritchard! Wow, the fluky air probably made this the race in which he gets his thrill for the weekend. Beats Goldsmith! How about that for his first Lightning race.

For the second race the wind has filled in nicely — six to eight but pretty steady. Don Sherburne from the local fleet is over early but cuts back around, finds the middle wide open, and goes on to catch Barney Mead and Hank Hodgson right at the line, finishing third, hard on Goldsmith's transom. But who was that ahead of Bruce: Who won it? David Pritchard! Gee, the kid really got lucky this time, didn't he!

Third race is pretty much a repeat, weatherwise, but the sun is sinking and the jibe mark gets sort of lost in the shadows off the west bank. Local skipper Walter England finds it first and goes on to win followed by Cully Ward, Lal Burridge, and Fred Beesley. Pritchard slips to ninth, but ends the first day leading the Regatta, with Drewes second, Sherburne third, and Goldsmith and Burridge tied for fourth.

Sunday is beautiful again and there is a steady, light breeze out of the north. Off go thirty-four Lightnings again and half way up the first leg Gordon Ettie catches a shift perfectly and moves way out. But — you guessed it — David Pritchard holds off the pack for second place and a big Regatta lead. Drewes and Burridge slip out of contention with a twenty-first and twenty-second respectively, while Sherburne and Goldsmith take sixth and seventh to keep the battle for second place very much up in the air.

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FLASHES — 1981 (Yet to Come)

1981 *Flashes* will include monthly columns by President George Fisher to keep us informed on the Class activities.

We hope to have periodic columns by Chief Measurer Sandy Huntsman when anything comes up of interest to the Membership.

1981 *Flashes* will also contain feature articles of special interest.

Ready are:

TO COVER OR NOT TO COVER, THAT IS THE QUESTION

Djoerd Hoekstra gives the answer.

HYPOTHERMIA, SHIP INTERACTION

Discussion at Annapolis Spring Seminar will be reprinted from USYRU News.

SEAT OF THE PANTS RACING

Bruce Goldsmith's basic ideas

MAST TUNING

Mark Bryant's ideas on the mast.

TOM ALLEN

Sailing Magazine's Michael Levy's interview with Tom.

BUILT TO WIN

Susan Peterson's story of the Lightning.

CAREFREE CRUISING IN A ONE-DESIGN

David Buckman takes his Lightning cruising.

Planned are:

"TYPHOON'S" HARDWARE. TWINGS & TWANGS

Djoerd Hoekstra's handmade "go fasts."

WINTERIZING YOUR BOAT

Mark Bryant

THE LIGHTNING

Matt Fisher

THE PRESIDENT'S COLUMN

George Fisher

Our Class is on a calendar year and technically begins January 1, 1981, so I am officially writing this report as your new President. I must admit I feel very humble and just a little bit apprehensive.

I don't think anyone becomes active in the administration of the Class for recognition. And, incidentally, if that were the reason, that person would be very disappointed, because it is just not there. I don't say this critically of the Class. It's just the way it is. The heroes of our Class are our sailors and it should be that way. Fortunately, we have a lot of them.

I believe that individuals become active in the Class administration for the reason I did — no matter what I contribute it would be a very, very small fraction of what it would take to repay the Class for the pleasure and enjoyment that my family and I have enjoyed over the years as members of the Class. It is a debt I owe the Class that I know there is no way I can repay.

I have such great admiration and respect for my predecessors that I only hope that I can carry on what has taken years and years of hard work and dedication by our past officers and members. I sincerely thank you for giving me the opportunity to be your President. I promise you I will do my best; we will have goals and will try to reach them.

Certainly one of our outstanding officers is our Past President, Don Delorme. Don has been a great leader this past year. Of course, one of the best things about Don is his neat wife, Wanda. They're great to be with and, as you all know, are very popular in our Class throughout the country. They have traveled literally coast to coast and throughout the world. Another good example of Don and Wanda's dedication is the trip they will have taken to Chile by the time of the printing of this issue of *Flashes*. Don has been requested by both South American sailors and our Class officers to visit the site of the World's Championship in Chile and, basically, firm the date, place, transportation and so many details that we all tend to take for granted that will just happen. I am sure Don and Wanda will write an interesting and informative report for *Flashes* about the trip. The Class appreciates the time and leadership that the Delormes have given to the Class to make and keep it the great Class it is.

I do hope that everyone is thinking about the Southern Circuit this year. If you have been fortunate enough to attend any of the three regattas in the past, you know what a great time you have. If you haven't, ask anyone who has and I am sure they will tell you that sailing on the Circuit is one of the greatest experiences in sailing.

Our thanks to John Schneider who is the Class Chairman of the Southern Circuit this year. As you can imagine, there is a great amount of planning, work and detail to the Circuit. For sure one thing John isn't is retired or looking for things to do. But, those of us who know John are very confident that, as always, this will be another great Circuit. John McIntosh has been the permanent Chairman of the Circuit for years and years. As a matter of fact, I thought for years that the Chairmanship of the Southern Circuit was John's vocation and his hobbies were the running of utility companies and lumber companies in Savannah. These are extremely big shoes to fill, but the Southern Circuit will continue to be in

very good hands. I do hope you can work out going to the Circuit, it is one of the best vacations ever.

I am sorry to report that Cal Schmeige and Don Brush resigned this year as Assistant Chief Measurers because of their heavy work schedules in 1981. Cal has been on the Measurement Committee these past three years and Don in 1980. We hope that in the not too distant future both Cal and Don will see their way clear to return to the Committee as they are very talented, extremely knowledgeable and know how to get the job done.

Bluenose Back In Business

(Continued from p. 1)

In the final race David Pritchard pulls such a horizon job that everyone is still convinced he started at the windward mark. Don Sherburne does it the hard way, struggling from about seventh at the windward mark into second for the race and second in the Regatta. Goldsmith slips to eighth in this race, which is still enough to hold off Hank Hodgson for the third spot overall.

Now about David Pritchard. From Jim Car-

son's crew, Paul Gelenitis, the word comes that David Pritchard has been National Champion in 470's and finished fourth in the last Olympic trials for the two-man yacht. How about that! He sailed a virtually flawless series, promises to come back and defend next year, and left us all hoping that he'll like Lightnings well enough to keep coming back again and again. "Y'all come" next year, too — one never knows who'll show up at the Bluenose.

THE TOP TEN

	RACES					Pts.
	1	2	3	4	5	
12935 David Pritchard	6	1	9	2	1	19½
13208 Don Sherburne	13	3	8	6	2	32
13309 Bruce Goldsmith	8	2	18	7	8	43
10387 Hank Hodgson	5	4	22	11	7	49
12974 Greg Florian	4	8	19	5	14	50
13377 Gordon Ettie	16	11	7	1	19	53¾
13228 Lance Drewes	1	9	13	21	12	55¾
11999 Brad Currie	11	10	14	8	13	56
13555 Clarence Holman, III	3	32	6	16	4	61
12511 Walter England	20	24	1	3	16	63¾

Go for the HORIZON!

1980 U.S. Eastern Championship 2nd & 3rd
 1980 N.E. Districts 1st, 3rd, 5th & 6th
 1980 Conn. Governors Cup 1st
 1980 Mass. State 1st & 2nd
 1980 North Americans 2nd
 1980 Southern Circuit 2nd
 1980 State of Maine 1st
 1980 Red Bank 1st

This is the first year that Horizon Sails has put itself on the line in major Lightning Class competition. So far we've been able to chalk up 2nd place finishes on the Southern Circuit and the North Americans and we've won major regattas in New Jersey, Massachusetts and Maine. Now, some of the top names in the class are showing an interest in our sails. Not bad for the new kid on the block! Hey, if you're tired of the same old shoreline, you too can reach for new Horizons.

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 Marblehead, MA 01945
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Official Notice

It has been brought to the attention of the I.L.C.A. Executive Committee that some Lightnings are being raced in more than one District Championship. This does not comply with the spirit nor intent of the Class Rules.

The Constitution says that a member cannot belong to more than one Fleet at a time, nor can a yacht be registered in more than one fleet.

There are a number of Lightning sailors who live (and sail) in two different areas. These sailors designate their primary fleet.

The Class makes note of both Fleets for these people, and they can be shown on the rosters of both Fleets but they only count in the Fleet (of their choice) which is their primary fleet.

Once they have designated their primary Fleet that becomes the District they belong to and the Championship of that District is the one they sail.

Exceptions are made for sale of a boat during the season.

Commencing 1981 season, if a skipper and/or boat races in two different District Championships they will be disqualified from both.



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Lightning Flashes (USPS 117-190)

Editor: Mrs. Helen Limbaugh

I.L.C.A. Executive Director

808 High Street, Worthington, Ohio 43085
614-885-0475

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DEEP SOUTH REGATTA

MARCH 8TH AND 9TH, 1981

(PRACTICE RACE — SATURDAY, MARCH 7th)

Savannah Yacht and Country Club

Route 6 — Box 271

Savannah, Georgia 31404

Enter Lightning Number _____ Named _____
which I certify is of legal weight, has a legal measurement certificate, and has legal sails. My crew & I are members of ILCA for 1981.

(Please print full name) _____

Signed _____, Skipper

Fleet Number _____

Home Address _____

Entry Fee: \$15.00

☐ Please forward information on Hotel-Motel accommodations.

*Savannah Yacht Club will hold open Tuesday, March 10, for any races which may have had to be abandoned or postponed because of severe weather conditions. Participants should plan accordingly.

MIAMI MIDWINTER REGATTA

WEDNESDAY AND THURSDAY, MARCH 18TH
AND 19TH, 1981

(PRACTICE RACE — TUESDAY, MARCH 17th)

Miami Mid-winter Lightning Regatta

Coral Reef Yacht Club

2484 South Bayshore Drive, Miami, Florida 33133

Enter Lightning No. _____ Named _____
which I certify is of legal weight, has a legal measurement certificate and has legal sails.

My crew and I are members of ILCA for 1980.

(Please print full name) _____

Signed _____ Skipper

Fleet Number _____

Home Address _____

Participants are asked to make their own motel reservations.

Entry fee of thirty dollars will be payable at Miami.

Swiss Championship and "Kami-Kaze-Cup" 1980

Only two years ago there was no Swiss Championship in the Swiss Lightning Class, because there were not 25 boats present for the first departure of that series as it is ruled out by the regnant for Swiss Championships. But the Lightning is still alive in Switzerland and 30 boats participated in 1979 on the lake of Greifensee and then again in April 1980 another 28 boats on the Lake of Sempach. Many skippers have crew problems to get a third man free over a four day long weekend, free from school, family or business. And so many new combined teams met for this Championship, which is not only a serious event but also a meeting for new and old friendships.

It was surprising, that the new junior team Schar/Scharer/Scharer from the Lake of Murten sailed in the sence of "Veni, Vidi, Vici" quite in the top boats of each race in between the favorites DuPasquier and Despland from the Lake of Neuchatel and Luthy from his home Lake of Sempach. The winds blew all days from east and southeast and were mostly light and very shifty. That is unusual for the Lake of Sempach, as it is known for strong winds from west or almost no wind from southerly directions as we then call a "Fohn-Staulage" (stowing). Our juniors had both a good nose for the windshifts and probably the fastest boat in the whole fleet too. So they were hard to beat. As the winner of this Championship they were elected to participate at the last Junior Worlds at Buffalo getting there a good tenth place.

The "Kami-Kaze-Cup" is the annual trophy sailed out in a series of four events in Switzerland. This so called District Regattas I-IV are the most important races besides the Swiss Championship. As usual there was little participation in boat numbers. But there was always a meeting of the top skippers and for that quite interesting regatta series. In 1980 all races had to be sailed in light airs up to beaufort three only this in contrary to 1979. But the two top skippers still are the same as in the former year and Urs Wyler won this trophy for the third time yet.

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March 12, 13, 14, 15, 1981

SORENO HOTEL
110 Beach Drive NE
St. Petersburg, Florida, 33701
Phone: (813) 896-7666

Daily Rates: (Special)
Single occupancy \$24.00 & up
Double occupancy 30.00 & up
Extra person 6.00

Across from SPYC
Restaurant in hotel and others
within walking distance.
City beach is 4 blocks away.
City pool is 10 blocks away.

Deposit (equivalent of daily rate)
requested and refunded if notified
10 days prior to expected arrival date.
No efficiencies.

CALAVIER MOTEL
1325 Fourth Street North
St. Petersburg, Florida, 33701
Phone: (813) 894-9691

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Extra person 2.00

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Deposit requested: Equivalent of daily rate.
Advance registration required.
No efficiencies.

PONCE DE LEON HOTEL
Central and Beach Drive
St. Petersburg, Florida, 33701
Phone: (813) 822-4139

Daily rates:
Single occupancy \$20.00
Double occupancy 26.00
Hotel parking

Across from SPYC
Restaurant in hotel and others
within walking distance.

CONCORD HOTEL
100 Second Avenue North
St. Petersburg, Florida, 33701
Phone: (813) 822-4133
Coffee shop and restaurant in hotel; also swimming pool

Daily Rates:
Single occupancy \$19.00
Double occupancy 24.00

EMPRESS MOTEL
1503 — 9th Street North
St. Petersburg, Florida, 33704
Phone: (813) 894-0635
Pull-through parking for car
and boat trailer.
Swimming pool/

Daily Rates:
One double bed/2 people \$18.00
Two double beds/2 people 22.00
Efficiency 2/people 24.00
Two bedroom apartment/2 people 34.00
Extra person 3.00

PRINCESS MARTHA HOTEL
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St. Petersburg, Florida, 33701
Phone: (813) 898-9751
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Extra person

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No Pets
No check.s
No refunds.

Rate, 2 people \$6.00
Two day minimum; 7 day maximum.
Cannot make reservations more than
30 days in advance.
Extra person: \$.50
Deposit requested: Full amount at time
of reservation.

.....Since reservations must be made in person, I will be happy to make them for anyone interested in camping here. I need your name, address, number in party, vehicle and license number, type of camping unit, date coming and number of days of stay, and a check or money order payable to MARY LOU HELT for full amount of reservation. Please note: No refunds. I feel Ft. DeSoto is one of the nicest camping areas around.

LAZY A CAMPGROUND

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Phone: (813) 544-5570
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from SPYC.
Small pets allowed on leash.
Owned by sailors.

Daily Rate: \$ 7.00
Weekly Rate: 42.00
(For coaches, trailer or camper regardless of
number of people).
Includes water, light & sewer hookup.
Advance reservations needed.
Deposit requested: \$25.00

KOA CAMPGROUND

5400 - 95th Street North
Pinellas Park, Florida, 33565
Phone: (813) 392-2233
Approximately 45 minutes
from SPYC.
Two small pets allowed per site
Entrance north off Tyrone Blvd.
opposite Bay Pines Hospital.

Daily Rate, 2 people \$10.00
Includes water & electricity
Sewer, \$1.00 extra
Extra person: 1.00
Deposit requested: \$10.00
(State on reservation that you are with
Lightning Regatta.)

No camping allowed on Snell Isle or the South Mole.

Please note: None of the rates quoted include tax; 4% sales tax and a 2% resort tax will be added to all rates.

Time flies quickly.....seems like only last month I was gathering rates and information for last year's regatta! And I have even had long distance phone calls for reservations already, so it won't be long before we'll be greeting you all again in sunny St. Pete. Please write me if you need any help making reservations.

Smooth sailing,

Mrs. Mary Lou Helt
2595 - 63rd Avenue South
St. Petersburg, Florida, 33712

Phone:
(813) 867-3935, Home
or (813) 822-4814, Hotel

*

ALL RATES ARE SUBJECT TO CHANGE.

Spring Championship for Lightning Class

by P. Ala

As training for the Argentina Districts the Lightning sailors in the River Plate sailed six races in three week-ends, September 13,14,20,21,27,28, in sunny skies and light winds.

The regatta was held at Club Nautico Olivos, near Buenos Aires, on the River Plate.

TOP FIVE BOATS (one race dropout)

Races		Pts.
12824	Angel Vila	25
13296	Gmo. Giavedoni	21
8412	Guan Echarri	20
9643	Mario Abinzano	19
13295	Gustavo Cristofa	14

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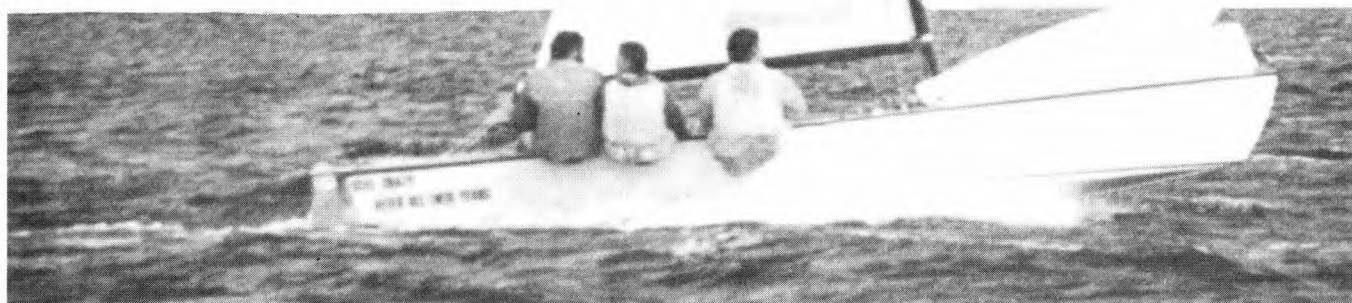
SHORE SAIL 1980 RESULTS

OVERALL SOUTHERN CIRCUIT	1st
DEEP SOUTH (Partial)	1st
ST. PETE WINTER	1st
MIAMI MIDWINTER	1st
DON BLISS	1st
SAVANNAH/ST. PETE	1st
ST. PETE/MIAMI	1st
CALIFORNIA CIRCUIT	1st
INDIANA OPEN	1st
CEDAR POINT EARLY BIRD	1st
SOUTH AMERICAN CHAMPIONSHIP	1st
EUROPEAN CHAMPIONSHIP	1st
ATLANTIC COAST CHAMPIONSHIP	1st

1086
0380

10860
03801

North American Championship
Mark Bryant (Counting Finishes)
1,1,1,1,1,2,3
Junior World Championship
Ian Jones
Junior North American Championship
Jody Lutz



Look at the record. We're proud to say that presently every major Lightning Class Championship has been won by a great crew and their Shore Sails. In addition, this year more District winning skippers won with Shore sails than all other brands **combined**.

We at Shore are proud of our outstanding victory record, but we're dedicated to more than just winning World Championships. Our boat tuning and sail trimming guides (standard with every Shore sail) is a compilation of the fastest, most accurate techniques used on the race course today.

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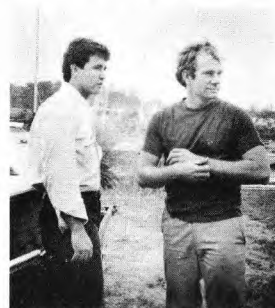
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Buenos Aires, Argentina

1700 Niagara St.
Buffalo, NY 14207
(716) 877-8221



Jay Lutz, (left) will work with Bill Shore in the development of even faster Lightning sails.

Lightning Grand Prix

While President of I.L.C.A., John Schneider, in order to provide additional interest in our racing program throughout the year, initiated the Lightning Grand Prix and deeded a trophy to the Class for an annual Grand Prix competition.

The first year Bill Shore was the Grand Prix winner. Since then we failed to plan in advance and announce what events would be scored, and a review of the available records does not reveal any one clear cut winner of any given series of championships for either 1979 nor for 1980.

At my request, with John's blessing, Bill has worked up a formula for the award. It can be used, without change, from one year to the next and will give our European and South American sailors a chance to win, as well as the North American sailors.

We are going to back up and ask those of you who had good racing records in 1979 and in 1980 to complete the Score Sheets printed elsewhere in this issue and send it to I.L.C.A. Headquarters on or before February 14th. We will then be able to determine the winners for those two years and record their names on the trophy. Presentation will take place on the Circuit in March.

Looking ahead to the 1981 season, keep track of your finishes in the championships and regattas so that it will be easy for you to put the record together at the end of the year.

Formula — Lightning Grand Prix

Qualifying Events:

Group I	Worlds
	World Youth
	N.A.'s (Blue Fleet)
	Southern Circuit (Overall)
	Pan Americans
	Juniors
	Womens
Group II	Europeans
	South Americans
	Canadian Opens
	Deep South (Savannah Y.C.)
	St. Pete (S.P.Y.C.)
	Miami (S.P.Y.C.)
	West Coasts
	Atlantic Coasts
Group III	District Championships
Group IV	Any other Regatta
Group V	Any other Regatta
Group VI	Any other Regatta
Group VII	Any other Regatta

Procedure for scoring:

1. Finishes in the Championships entered in Groups I, II, & III would be recorded.
2. Finishes in four other Regattas would be recorded (and the Regattas identified).
3. Each finish would be multiplied by the factor applicable to the events in the Group —

(Continued on p. 8)

SCORE SHEET Lightning Grand Prix — 1979

Finish

Worlds

World Youth	XXX
N.A.'s (Blue Fleet)	
Southern Circuit (Overall)	
Pan Americans	
Juniors	
Womens	

Europeans

South Americans	
Canadian Opens	
Deep South (Savannah Y.C.)	
St. Pete (S.P.Y.C.)	
Miami (C.R.Y.C.)	
West Coasts	
Atlantic Coasts	

Name of District

Championship

Name of Regatta

Name of Regatta

Name of Regatta

Name of Regatta

Name of Skipper

Address

SCORE SHEET

Lightning Grand Prix — 1980

Finish

XXX

Worlds

World Youth

N.A.'s (Blue Fleet)

Southern Circuit (Overall)

Pan Americans

XXX

Juniors

Womens

Europeans

South Americans

Canadian Opens

Deep South (Savannah Y.C.)

St. Pete (S.P.Y.C.)

Miami (C.R.Y.C.)

West Coasts

Atlantic Coasts

Name of District

Championship

Name of Regatta

Name of Regatta

Name of Regatta

Name of Regatta

Name of Skipper

Address

Lightning Grand Prix

(Continued from p. 7)

Group I times 1

Group II times 2

Et Cetera

This establishes the Points for each event entered.

4. The six lowest Point Count events would be counted.

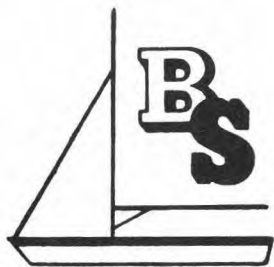
5. The skipper with the lowest total would win the Grand Prix for the year.

Note: Only those Championships held during the year in contention would be scored.

Prominent Editor Wins Whiskerpole Regatta

by Ron Wulff

Lightning Fleet 95 hosted its Eleventh annual Whiskerpole Regatta on Sept. 6 & 7 on beautiful Greenwood Lake on the N.Y.-N.J. border amid fair skies and cool light breezes. (Hey, there is a drought on, remember?) Anyway, our expert race committee, pros Shimko, Howell and Mossman set up courses even challenging for the home team as they rearranged some of the marks and distances customarily sailed. Add that to low water and many unsuspecting skippers fell victim to the weed and mud hazards. Very interesting! Due to some confusion and conflicting of dates and information our usual turnout of about 24 boats was cut to 11 — but the spirit in those eleven boats was none-the-less dampened. Heck, it lowered the odds to getting hold of the silver didn't it? Anyway, we got the first race off clean as the wind started building up toward mid-day, and Tom Bierman (1979 yearbook editor referred to above) of Lake Mohawk ran away with first place followed by yours truly and Ole Olsen of the home fleet, thence Bill Meyer, one of our Hi-Tor friends, and then Bob Graham, also of the Lake Mohawk fleet. (If you don't show in the top five you gotta capsize to make this column.) We all wet-docked for dogs, soda and beer offered by our wonderful "ladies auxiliary" and then we went back to the "fire". A different course was set by our Charge'd Affairs but we couldn't fool Tom on this one either. He promptly took the lead and after the 2nd race was 4 points away from his nearest competitor Olsen sitting on two 3rds for a 2nd place here to build up his total to 7 points for third position. Your truly was sitting in 4th spot with 8 points and Sandy Huntsman of Monmouth Boat Club fifth with 11 points. So, here's where we quit for cocktails, "baloney" and cheese and a super spaghetti dinner at the Inn with all the trimmin's. So many one-liners went across the tables so fast I couldn't record them here. Some I couldn't record anywhere. Suffice it to say a good time was had by all. Next — race number three on Sunday morning. Again, beautiful weather, great racing and Tom Bierman took first again for a clean sweep of the regatta and Bob Graham pulled in another 2nd place to give him 2nd spot in the finals and our own Olsen pulled a 6th place giving him third overall. A three-way tug-o-war for fourth place hardware resulted in Ron Wulff taking it in a "who beat who the most" followed by Bill Meyer and Sandy Huntsman. So you see, it's not the quantity of boats that make a regatta but the quality of the spirit that's put into it! We hope all our friends come back again next year . . . and bring a friend (no Tom's allowed).



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Argentina District Championship

by P. Ala

The Argentina District regatta was held October 4, 5, 11, 12, 18, 19, 25, 26 and November 1, at Club Nautico Olivos, in Olivos, near Buenos Aires in the River Plate, with boats from all fleets in the District.

Sailing conditions were excellent for all the races sailed in 12-18 mph winds with no major shifts except races 5 and 6 sailed in light winds.

This District Championship was also the trials for the XXVII South American Championship which will be in Salinas, Ecuador in April 26 to May 3, 1981, and for this reason the courses and the score were Olympic.

To indicate the closeness of the competition many boats won races and the two first places was not decided until the end of the 7th race. The two skippers, the winner Roberto Ricoveri (crewed by Hugo Arazi and Rolando Turrado) and the runner-up Angel Vila, crewed by Martin Canepa and Eduardo Weisbeck, will be in Salinas next year. The standings of the top six boats are:

										Pts.
11041	Roberto Ricoveri	1	4	2	1	8	1	4	19	
12824	Angel Vila	DNF	3	1	2	3	6	1	26.1	
8411	Javier Pascuchi	3	6	4	3	2	2	2	28.4	
12747	Jose M. Blanco	6	1	3	4	5	3	3	35.1	
13296	Gmo. Giavedoni	4	2	5	5	1	5	5	41	
13295	Gus. Cristoforeti	2	8	6	7	9	4	DNF	64.7	

Total points based on one dropout race.

1981 North American Championship Cedar Point Yacht Club Westport, Connecticut

Chairman John Cuccio advises that the schedule of post race events is not yet finalized. Race dates are firm.

Women's & Juniors' Championship

Wed. Aug. 19	Meas/Reg/Tuneup	6:00	Cookout/Movie-CPYC
Thur. Aug. 20	1st, 2nd & 3rd races	6:00	Bar-B-Que-CPYC
Fri. Aug. 21	4th, 5th, & 6th race *	6:00	Trophy Dinner-CPYC

* Women's schedule may call for 5 races only.

North American Championship

Sat. Aug. 22	Meas/Reg/Tuneup	5:30	Beer/Snacks-CPYC
Sun. Aug. 23	Meas/Reg/Tuneup	5:30	Opening Ceremony
		6:00	Skipper's Meeting
		6:30	Cocktails/Hors D'oeuvres (free)
Mon. Aug. 24	1st & 2nd Qual/race	7:00	Chowder/Salad Bar/Talk on local weather/waters
Tues. Aug. 25	3rd & 4th Qual/race	7:00	Governing Board Dinner at Manero-free night for others
Wed. Aug. 26	1st & 2nd Champ/race	7:00	Governing Board Cocktail Party-free night for others
Thur. Aug. 27	3rd & 4th Champ/race	6:30	Cookout/Annual Meeting/CPYC Tour
Fri. Aug. 28	5th Champ/race		
Sat. Aug. 29	6th Champ/race	7:00	Trophy Dinner/Longshore Club (The Inn)

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Pacific Coast Championship

by Ralph Mergen

Mark Patty won the Pacific Coast Championship held July 4th and 5th, 1980 on Klamath Lake Oregon. Twenty four boats came from as far as Kelowna, British Columbia and San Francisco to compete. The winds were light to moderate except for the third race which was heavy. This was to Mark's liking for he did his best in the lighter air.

At the end of the first day and three races, Ken White was in first place with 10 points, Neil MacGibbon in second with 12 points and Mark in third with 14 $\frac{3}{4}$ points, but on the second day with light air, Mark was able to finish second in the fourth race while Ken finished eleventh and Neil finished fifteenth. Ken had to put six boats between himself and Mark Patty to win. Ken won the last race but Mark finished second and Mark won the Championship.

It was a great regatta and a special thanks to the people at Klamath Falls Yacht Club who put on a heck of a meal complete with live music. They were great hosts.



The Best on the Pacific Coast in 1980. Left to right, Bruce Dietz, 4th; Greg Zettler, 3rd; Ken White, 2nd; and Pacific Coast Champion Mark Patty.

photo by Grace Mergen

PACIFIC COAST CHAMPIONSHIP TOP FINISHERS

Boat	Skipper	1	2	3	4	5	Total
13243	Mark Patty	1	6	8	2	2	18 $\frac{3}{4}$
11151	Ken White	4	4	2	11	1	21 $\frac{3}{4}$
11457	Greg Zettler	3	15	4	4	3	29
12158	Neil MacGibbon	6	3	3	15	4	31
13054	Bruce Deitz	2	7	11	1	11	31 $\frac{3}{4}$
13012	Dennis Torgeson	5	5	6	9	8	33
9226	Ralph Mergen	7	14	1	10	7	38 $\frac{3}{4}$
12053	John DeBenedetti	10	10	10	3	10	43
12674	Mark McBride	8	12	13	5	5	43
12990	Phil Parshley	DSQ	2	5	6	9	48

Official Notice

The Specification Amendments published in October 1980 Flashes have been approved by the Governing Board and the IYRU.

The Royalty Fee increase to \$70.00 US is to be effective January 1, 1981.

Note error in the printed amendment in re the main window. It read "-- to be no closer than 4 feet (1219 mm) to the head of the boom." The correct word is **or**.

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1979

North American Championship	1st
North American Women's Championship	1st
World Championship	3rd
North American Qualifiers	1st (3 firsts)
Eastern U.S. Championship	1st
Connecticut/Rhode Island Districts	1st
Lake Erie Districts	1st
Southeastern Districts	1st
Metropolitan New York Districts	1st
Chile National Championship	1st
Finland Districts	1st
Argentina National Championship	1st, 2nd

1980

Deep South	1st
Southern Circuit	2 in top 5
Texas Districts	1st
Connecticut/Rhode Island Districts	2nd
Lake Erie Districts	2nd

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Entry Form

Mail to: Darlene Clark, Registration Chairman,
c/o St. Petersburg Yacht Club, St. Petersburg, Fl. 33701

Skipper _____	Boat No. _____
Address _____	Boat Name _____
_____ Zip _____	Hull Color _____
Crew _____	Spinnaker Color _____
Address _____	Fleet No. _____
_____ Zip _____	Yacht Club _____
Crew _____	Home Newspaper _____
Address _____	My CREW and I are Members of I.L.C.A. for 1981.
_____ Zip _____	

Regatta is operated under I.L.C.A. Rules. Boats must hold approved Measurement Certificate.

A \$65.00 entry fee must accompany each entry. Please print and mail entry early. Early entry fee will be refunded if unable to attend. Please make check payable to St. Petersburg Yacht Club, Bruce Watters, General Chairman.

ROOM RESERVATION BLANK

Mail to: Mary Lou Helt, 2595 63rd Ave., South, St. Petersburg, Fla. 33712

I desire reservations beginning _____, 1981 through _____, 1981.

There will be _____ in my party and we need _____ rooms.

Hotel _____ Single _____ Twin _____

Motel _____ Double _____

Remarks _____

Name _____ Address _____
_____ Zip _____ Phone _____

MARCH 12 - 13- 14- 15, 1981

St. Petersburg Yacht Club

Thursday, March 12

9:00 A.M. — 5:00 P.M.: Registration, Quarterdeck.
12:00 noon — Sailors' Lunch on Patio.
1:00 P.M. — Skippers' Meeting, Ballroom
2:30 P.M. — Warm-up Race off Municipal Pier
6:00 P.M. — Governing Board Meeting,
8:00 P.M. — Informal Get-together, Heritage Lounge
8:30 P.M. — I.L.C.A. Winter Meeting, Ballroom

Friday, March 13

9:00 A.M. — Start of First Official Race
12:00 noon — Sailors' Lunch on Patio
2:30 P.M. — Start of Second Official Race
6:30 to 8:30 P.M. — Dinner and Beer on Terrace
7:30 to 11:00 P.M. — Dancing

Saturday, March 14

9:00 A.M. — Start of Third Official Race
12:00 noon — Sailors' Lunch on Patio
2:30 P.M. — Start of Fourth Official Race
7:00 to 8:00 P.M. — Cocktail Party - Dinner - Theme Party in Ballroom

Sunday, March 15

9:30 A.M. — Start of Fifth and Final Race
12:00 noon — Sailors' Lunch on Patio
2:30 P.M. — Reserved for any postponed race
6:00 P.M. — Cocktail Party
7:00 P.M. — Buffet Dinner and Trophy Awards, Ballroom

Tickets for Cocktail Parties, Dance and Buffet Awards Dinner may be obtained from Registration Committee.

Dancing every night in Heritage Lounge.

No Breakfast Served at Club House.
Doughnuts and Coffee — docks — 13th, 14th & 15th.
Lunches served daily — 12:00 noon to 2:00 P.M. in Grill.
Dinner served daily — 6:00 P.M. to 9:00 P.M. and Saturday — 6:00 P.M. to 11:00 P.M.
Bar open daily from 11:00 A.M. to 2:00 A.M.
Bar open Sunday from 1:00 P.M. to 11:00 P.M.

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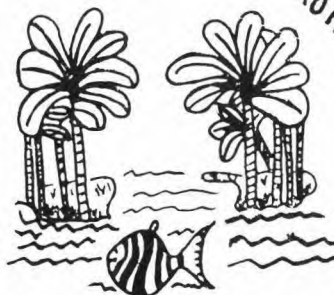
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march 17th AT Coral Reef Yacht Club)



Pinard Wins Connecticut Governor's Cup "Open"

by "Bumble"

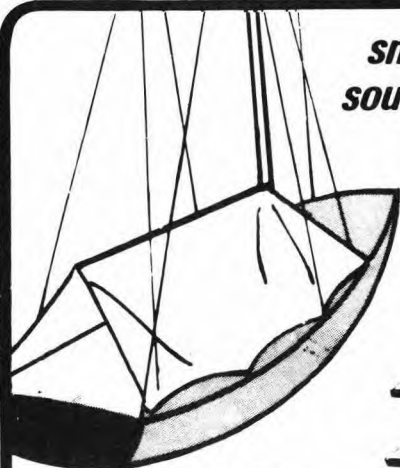
Bob Pinard, sailing "Mellow Yellow," with sons David and Brian became the first non-Connecticut/R.I. District sailor to win the Connecticut Governor's Cup in its new "Open" format at Niantic Bay, September 6 and 7.

In previous years, the trophy had been reserved for Ct./R.I. District sailors only. The Governor's Cup, which over three feet high, is emblazoned with the names of the boats and the sailors who have made Lightning history on Long Island Sound. Bill Cox in Zig Zagger, Dr. Bill Healy in Bottoms Up and Charley Brown, and Dave Peterson in Hypertension and Woody are but a few of the truly fine Lightning sailors in whose homes the venerable trophy has wintered. Recognizing the way in which Lightning Sailing has evolved over the past few years, the District chose this year to change the regatta to an "Open" format, inviting all who would make the journey to Niantic Bay.

They came from Massachusetts, New York, New Hampshire and even as far away as Pennsylvania. Twenty six Lightnings, sailed a three race series which provided a full range of wind conditions.

The first race was sailed in a light southwesterly which had a tendency to veer from time to time to the right. Dave Peterson rounded the weather pin with a substantial lead, but was slowly overhauled and passed by John Collins at the jibe mark. Collins, Peterson and Phil Griffin battled up the windward leg, with Collins the winner, Griffin second, Bob Pinard pulling off a third and Peterson fourth. The second race was won by Griffin, followed by Collins and Nelson Hoffman, with Don Barret fourth. Pinard had finished sixth and Peterson ninth. At this point it looked like a two boat regatta, with Collins and Griffin at 2 3/4 points each and a seven point spread to the next nearest

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competitor, as the fleet headed back to the Yacht Club.

That evening Fleet 85 hosted its traditional open bar cocktail party followed by a steak dinner to be remembered.

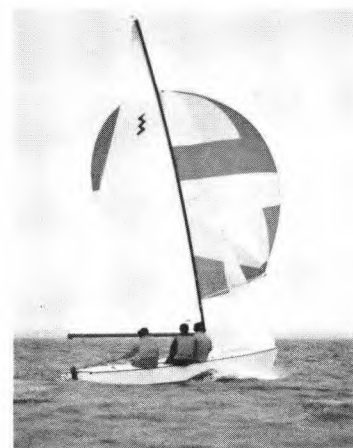
The next morning found the winds from the northwest at about 10 knots. The race committee headed out of the bay and kept going...and going...and going. Just prior to the start the wind eased considerably. Yours truly was caught below the fleet, blanketed and firmly in the grasp of a 4 to 5 knot tide. From this vantage point, I was able to personally watch all twenty-five of the other boats

start. (I was later to tell my crew that this was part of my master game plan). I had planned to go off to the right side, but each time I looked to see if it was clear to go, the left kept looking better and better. Peterson, Pinard, Barrett and I stayed left and rounded the windward mark in that order. As we reached down the leg it grew lighter ahead. At the same time, the wind had veered right and was increasing from behind. The result was a bunching of the fleet at the jibe pin. Peterson managed to hold his lead with Jay Renehan and Don Barrett rounding behind him. Griffin, Collins and Pinard were in the next group to round as was your

reporter. Once again, the left paid off on the final beat to the finish. Dave Peterson won, followed by Don Barrett, Bob Pinard, Georges Peter, Dave Peck and my crew. John Collins finished eleventh and Griffin twelfth. Pinard wins the regatta, with Barrett second and Collins third. Consistency had won the regatta for Bob Pinard and his young boys whose enthusiasm at the victory echoed across the bay as they crossed the finish line. Along with the Governor's Cup, silver was presented to the top five finishers with engraved boat-swain's knives for the top three crews.

BOAT OWNERSHIP CHANGES

Boat #	Name	Fleet #		
377	Larry Burnor & Bruce T. Martens, 48 Glenaire Dr., San Rafael, CA.....		9281	Clem Spieden, 2104 Pickwick Lane, Alexandria, VA ... 50
1267	Thomas C. Corey, 39 Lee Road, Dryden, NY.....		9485	Arthur Scheffler, 9 Hamilton Rd., Glen Ridge, NJ 70
2503	Fred Bagley, Deer Run, Mendon, VT 227		9813	Matthew Mauro, 2675 Browncroft Blvd., Rochester, NY ...
4185	Dewey Ives, 517 Plaza Sevilla Ct., Treasure Island, FL		9871	Jim Mikulinski, 2243 Miles St., Thunder Bay, Ontario, Canada 279
4590	Jeffrey Persitz, 777 Pioneer Rd., Lot 70, Marquette, MI		10048	Nicholas Santoro, RD #2, Box 220-2, Hewitt, NJ 95
5090	Harold Banta, 9911 Brookfield Ave., Livonia, MI		10210	Eleanor & Ben F. Hawn, 6935 N. Boulevard, Andover, OH36
5552	Jorma Lehtonen, Vanha Rastaaletie 35, Espoo 62, Finland	456	10668	Pekka Hongisto, Kalamiehentie D 31, SF 04300 Hyryla, Finland & Tuomo Kauhanen, PL 6, SF-04300 Hyryla.. 456
5656	Knut J. Takle, 1019 Springbrook Dr., Plano, TX		10705	R. B. Stevens, Star Route, Ellisburg, NY 225
6376	B. Hager, Lindenweg 1, CH-6300 Zug, Switzerland		10722	P. Marshall Henderson, 1720-G Franciscan Terrace, Winston-Salem, NC 415
6446	James Bomball, 522 W. Division, Decatur, IL..... 74		10805	John R. Mathers, 14336 Ramblewood, Livonia, MI 54
7711	Peter Johnson, 332 NE 52, Seattle, WA		10886	Clinton M. Hamilton, 3550 Stewart Ave., Miami, FL
7798	Roert Schnurr, 39 Shady Lane, Shrewsbury, NJ	70	11456	Don L. Johnson, 2019 Dagmar Pl., Decatur, IL
7815	Rick Batt, Alexian Medical Center, 800 Diesterfield Dr., Elk Grove, IL..... 12		11811	Jakob Vos, 8169 East D Ave., Richland, MI 137
8283	Mark Gordon, 19648 Stehl Rd. NE, Poulsbo, WA		12027	Sergio Messina, via Cattaneo 5, Marsala, Italy 449
8567	Talbot Penner, 3120 Chaparral Lane, Fort Worth, TX		12247	Antonio Tessadori, via Manara 6, Falconara Marittina (Ancona), Italy 466
8620	Alberto Vivani, via Matteotti 4, Falconara Marittina, (Ancona), Italy	466	12306	Jakob Blickendorfer, Im Weinberg 32, CH 8910 Affoltern, Switzerland



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WARNING GUN

All Lightning sailors are hereby alerted to the fact that they will not receive a 1981 Year Book unless their 1981 membership dues are paid at the time the order is placed (about January 15th). (Only exception — the overseas members who have collection delays).

Editor Mimi Dimon and Assistant Editor Lal Burridge say this is going to be the finest Book ever — make sure your dues are paid so that you'll get a copy when they come off the press.

Page Sixteen

From

INTERNATIONAL LIGHTNING CLASS ASSOCIATION

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January, 1981

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Oval mast & boom; Aro-rigged by me. Has slight cork screw twist over length. Used one season. Will not sell separately. \$490.00 firm plus shipping. Jack Elfman. Work 215-348-4178. Evenings 215-348-8855.

11090 Lippincott, oval mast, two Silva windfinder compasses, side controls for vang, Cunningham, backstay and snubber, equipped for easy handling with Harken blocks, cleats, and magic boxes, re-faired bottom. \$3500. ELVSTROM sailing boots \$24. Selection of used sails available. Hank Hodgson (517) 788-5976 or 529-4470.

13456 Aeron, Shore MJS, stainless board, low profile trailer, used one season by builder. \$4000 (617) 462-6987 or (617) 465-5611.

Absolutely as new #291. Beautiful! \$6,000.00 value with extras. Sacrifice all for \$1500.00. Must Sell. Write for Info. 1002½ Pass-A-Grille Way, St. Petersburg Beach, Florida 33706.

12496 Fully race equipped, oval spars, stainless board, competitive, new Shore sails, extra sails, trailer, tent cover, trailering cover. Always dry sailed. Dan Danielson, Loveland, Ohio. (513) 683-5620 home, (513) 769-4040 office.

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I have a number of good mains, jibs, and spinnakers recommended for day sailing priced from \$50 to \$125. Contact Jim Carson, 499 Princeton Ave., Brick Town, NJ 08723 or 201-892-1924 weekends.

Aluminum centerboard WANTED, must be 3/8 thick and No. 6061T6 hardness. Call or write to Stan White, 222 Camp St., Barre, VT 05641. Tel. 802-479-9887.

CREW WANTED: Experienced fore and middle. Weight range 180 lbs. Savannah and St. Pete. Bill McKinley, 2348 Bay Woods Ct., Bay City, MI 48706. B (517) 892-5541; H (517) 686-1888.

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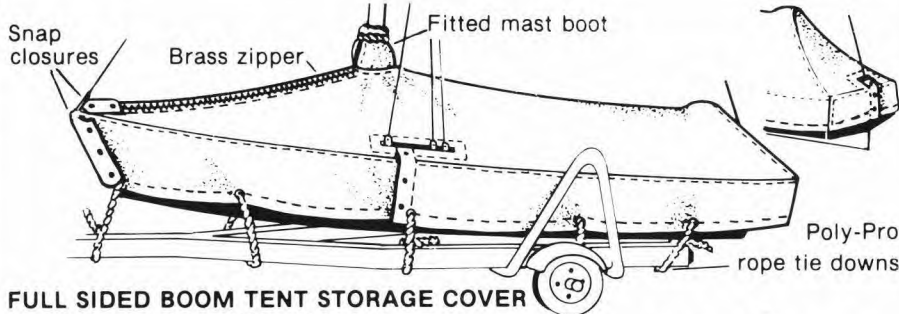
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