



As Bobby Martin's "Mentor"

Mark C Schneider



Mark Schneider

2007 was a great year for the Lightning Class, Riverton Yacht Club, and Fleet 228 for there was excitement in the air...Bobby Martin was a grant boat recipient.

Looking back over the many years of the Lightning Class's existence, how many North American Champions started their careers in the Class as a youth? How many of our children are now involved? This is a strong class with generations upon generations sailing together. Now, for the first time, we

opened that opportunity to young, top-level sailors who might not have considered our Class. What a concept, what a great move for this Class.

I have to admit that when I heard about Allan Terhune and Bill Fastiggi's concept I was a little skeptical. Where would the funding come from, how could we sustain it, would those within the Class support it and encourage the recipients. I clearly was not the visionary of this

program, but when Bobby Martin sent me an e-mail stating he was applying for the Grant, I was instantly excited about the potential which this program brought to the Class. At that moment the Grant Program was a success because a young man who was a leader in his college sailing team (Boston University) and has strong roots at Riverton Yacht Club (the home of Fleet 228), was now considering the Lightning Class, something he may never have considered otherwise. Now I had a chance to generate excitement within my club and fleet...Bobby Martin was looking at Lightnings. I could do something with this, even if Bobby didn't receive the grant.

Riverton Yacht Club and the Lightning Class have gained so much with the efforts of Howard Lippincott, builder of the legendary Lippincott Lightning and Great Uncle to Bobby Martin. So what? Well, Bobby does have a little of that Lippincott Lightning blood in him, but more important is the fact that you need all your hands and toes to count all those related with Howard Lippincott who are still living in Riverton and are members of the club. It is one really big family of which Bobby was a part and was now expressing a renewed interest in the Lightning Class. Think of the energy generated when Bobby received the Grant boat. Think of the excitement and energy Bobby generated when sailing the Central Districts at Riverton Yacht Club and winning. Yes, 2007 was a great year for the Lightning Class, Riverton Yacht Club and fleet 228 because of the Grant program and Bobby Martin.

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Bobby Martin winning the 2007 Central Atlantic Districts with Ben Spiller & Erin Kilcline



President's Column

Steve Davis

What a great year for the Lightning Class!

Southern Circuit-most entries EVER!

European and World Championships in Greece—most countries represented EVER!

Back in the Pan American Games!

Spectacular North American Championship!

South American Championship in Colombia! The US contingent will include Steve and Jan Davis, Jeff and Amy Linton, and Ched Proctor!

But that is just the beginning...

The Lightning Class and its members have been named in many annual awards presented by US Sailing. Congratulations to all!

For much of this year, I have been the "Where's Waldo?" of the Lightning Class in my quest to visit all the Districts. This past month it has been "Who am I?"

In Phoenix at the US Sailing Annual Meeting, I was Amy Linton, VP Southern Circuit.

US SAILING awarded the National Trophy For Excellence in Race Management to St. Petersburg Yacht. The name of the trophy, which US SAILING has been awarding since 1978, is called the St. Petersburg Yacht Club Trophy since the club donated it to US SAILING the previous year. This is, however, the first time for St. Petersburg Yacht Club to receive its namesake trophy.

Amy worked over the winter with Bob Birkenstock and Tom Farquar to make the Winter Championship event the best possible. Giant Jenga, fabulous prizes, great wind conditions and great sailboat racing. Congratulations SPYC and Amy Linton!!



US SAILING President Jim Capron, Bob Birkenstock of St. Petersburg Yacht Club, representing Amy Smith Linton Lightning Class President Steven Davis, and US SAILING Race Committee Chairman Robin Wallace; not pictured PRO Tom Farquar

In Columbus at the US Sailing One Design Sailing Symposium, I was Bill Fastiggi and Allan Terhune, ILCA Boat Grant Program organizers.

They received the One-Design Leadership award for successfully creating the revolutionary International Lightning Class Association's Boat Grant Program, designed to help young sailors experience the high level of competition offered by the Lightning Class.

Jan and I wrote the nomination during a fly fishing adventure in Crested Butte this Fall. That day, I caught a seven-pound trout on a #20 copper john. There was good karma for this nomination.

Bill and Allan have done a great job of running a first-class program. In a sailing world where everyone wants to attract younger sailors to their Class, Bill and Allan came up with a formula that really works. Congratulations Bill and Allan.



Jan and Steve Davis, representing Bill Fastiggi and Allan Terhune, exhibit the US SAILING One-Design Leadership Award

It was an honor for Jan and me to be present at the US Sailing One Design Sailing Symposium to witness Greg Fisher being presented with the One-Design Service award for distinguished service and exceptional dedication in the promotion of one-design sailing and class organization.

Greg is the nicest guy on the planet. He always has time for you and his ability to impart his knowledge to a "sailor crowd" is amazing. I spoke to George Fisher after the presentation and congratulated him on his son's achievements. George allowed that he was very proud but "a parent's job is never done, though Greg is coming along pretty well now." I hope that means there are even more great things to expect from this Lightning family. Congratulations Greg!



Greg Fisher receiving the US SAILING One-Design Service Award from Tom Hubbell



—continued from page 1

During the application process Bobby had to outline the regattas he planned to sail. I was impressed; it was a significant commitment on Bobby's part and serious regattas. We all celebrated when Bobby was awarded the grant, and then when we heard he was receiving a brand new Nickels Lightning. Bobby was a very lucky individual, but so were we as a Fleet. We had young energetic horsepower!

To make this a successful experience for Bobby and those involved, Bobby had to sail all the regattas he planned to sail and be equipped. That meant we needed to make sure Bobby was up to speed with what it takes to sail a Lightning fast, that he had all the resources and support possible, and that the boat needed to be ready to win races at all times. That was our job, the Lightning Class, Riverton Yacht Club, Fleet 228 and mine. Think about it, we have the network and knowledge to make it happen, and the grant recipient doesn't. Clearly everyone had a part in helping make Bobby's experience a success, and we all enjoyed the process...well at least, I did.

I often wonder if the reason we had such an enjoyable time helping Bobby was because Bobby was such a likeable individual both on and off the race course. But when I look at all four of the recipients, it is clear that they are all just like Bobby, and they all were grateful to be

in the program and enjoyable to get to know. You simply wanted to help these individuals succeed for they are great to have around.

Everyone in the Lightning Class works at helping people buy boats, join our respective Fleets and get up to speed. If you are lucky enough to receive a Grant Boat within your Fleet, work it to your advantage. It alone will generate excitement and with your efforts that excitement will ripple through your Fleet and club. Bobby did that for our Fleet and club. Will Bobby be back? I truly don't think that was our only objective. I do think Bobby will be back, but so will a number of other people who didn't give the Lightning Class a thought—people associated with Riverton Yacht Club, the Central Atlantic Districts, and the Boston University Sailing Team. This one boat touched so many prospects. How many prospects did all four grant boats touch. Think about it and support the Grant Program.

I am, and we should all be, proud of the 2007 grant recipients. I look forward to 2008's grant recipients, knowing that this is the right thing to do and the benefits are great. As members of one of the greatest small boat racing organizations we owe everyone involved, especially those who thought through the program and donated money and equipment, more than just a "thank you," for it was their visionary leadership which has placed the Lightning Class at a new level.

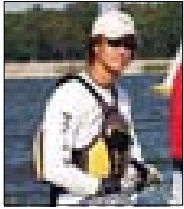
The ILCA is now accepting applications for the Boat Grant Program for the 2008 season.
The application deadline is: **December 31, 2007.**

http://www.lightningclass.org/Boat_Grant/GrantProgramIndex.htm





Lightning Family News



Ian Schillebeeckx Claims 2007 Inland 20 National Championship

Carlyle Sailing Association,
Carlyle, Illinois—September 28–30, 2007

Zack Clayton, Quantum Sails

Ian is a very promising youth sailor and has been racing anything he can get his hands on over the past five years. He has sailed worldwide and will continue to be on the short list of the top junior sailors in the nation. This weekend he got a chance to race the Inland 20 scow for the first time and captured the title in front of several past National Champions on his home lake—certainly a thrill for him and his family. I took a few minutes to ask Ian a bit about the regatta, the Inland 20 and his future plans for his sailing career. What follows is a short interview. Enjoy and don't forget to keep looking for Ian's name at the top of the Junior sailing circuit.

ZC: Ian, congrats on being crowned the 2007 Inland 20 National Champion.

IS: Thanks again. The regatta was a great experience and I had a blast.

ZC: Ian, tell me a bit about your previous sailing experiences?

IS: My previous sailing experience are mainly in the Lightning Class. Including my first year skippering the Lightning from 2004 to 2007, I came in 5th, 5th, 1st and 3rd respectively. The second year, I qualified for the Youth Worlds and got 6th in Finland (2006). I also sailed the Lightning Open North Americans and was the top placing Junior in 05-06. The truth is I try to get on any boat I can. In 2005 I was runner up as skipper and crew in the Junior Flying Scot Nationals and the Junior Y-Flyer Nationals, respectively. Last September I crewed in the F-18 nationals and was the highest placing Junior as well.

ZC: How did you hear about the Inland 20 and did you know anything about the boat before the regatta?

IS: I heard about the I-20 when David Crosby showed up with it a while back. I had never sailed it. The only relating experience I had was a ride on an E-scow. The Nationals was the first time I had stepped on an I-20.

ZC: What was the largest challenge sailing the I-20?

IS: The largest challenge I had with the I-20 was just the lack of feel for the boat. However, my experience with the Nacra 20s and F-18s gave me a little help. At first, I was unsure about gybing angles and acceleration/deceleration rates, but after the first race I was pretty confident. These things come into play especially during starts and crossing situations.



ZC: When you win a championship, there is always one moment that sticks out as the key to the event. What was that moment for this regatta?

IS: To me the point that sticks out was the first race of the second day. I finally had the hang of the boat's handling and how fast the boats got to shifts. I had a perfect start and a textbook upwind. The first beat I rounded in 1st by a dozen or so boat lengths. I was surprised because I was aware of the level of competition the fleet brought. This gave me the confidence for the rest of the race and, ultimately, the day.

ZC: How critical was it to have a crew that had experience sailing the Inland 20?

IS: I can't stress the importance of having a competent crew. Without David Crosby I wouldn't have been able to achieve the success I had. The best feeling a skipper can have is knowing that what ever he/she asks of the crew will be done quickly and efficiently. Sometimes I asked Dave to gybe three times before dousing the spinnaker in a matter of 30 seconds, and he did so perfectly, including the douse. A skipper just drives the boat, the crew makes the boat work.

ZC: What is next for you in the world of sailing?

IS: I plan on participating in the Orange Bowl in 420s this winter. I feel that 420s are the pinnacle of youth racing, so I want to get a gauge on how I stack up on the rest of the nation. I want to try to do a Snipe Mid-Winters event, but I'll have to do a lot of planning for that one. The same goes for the Tybee 500 in Nacra 20s. Also I have the Lightning Youth Worlds in Montreal, Canada, next summer. With the I-20 championship win, I am going to apply for the Champion of Champions regatta next year. They are at CSA (Carlyle Sailing Association) in Lightnings, so I'm crossing my fingers for that one.

ZC: What are the odds that the Inland 20 class will see you on the water for the 2008 National Championship?

IS: I definitely want to do the I-20 nationals next year, but it all depends on timing. I happened to luck out cause I got out of class early enough Friday and the event was so close. But we'll see, I may be able to work around it.

ZC: Thank you for your time, and good luck at your upcoming events. I am sure that the Inland 20 fleet will be one of your largest supporters as you move towards your ultimate sailing goals. We hope to see you back on a scow sometime soon.

CSA juniors Bryan Burke, Caleb Leonard, Megan Crosby and Melina Crosby also raced in the Inland 20 Junior National Championship Regatta. Bryan brought home a 2nd place trophy, followed closely by Caleb who took the 3rd place trophy. All scores can be viewed online at:

<http://www.inland20.org>

David Crosby

Life Member—David W. White

Maine is still my home, but I do spend much of the winter in Florida (Gainesville).

I am currently retired and sold my pension administration company about six years ago. I am divorced and living with a wonderful lady (Mary Bird). When I say retired, that is really a misnomer, as I am busier than ever. I own and operate a Nautical Antique business: whitesnauticalantiques.com. I buy, restore and sell all sorts of nautical items, such as pond models, ship models etc. We travel all over the east coast going to antique and boat shows. While doing a show in Mystic, Connecticut, this past summer, I was able to see #1 on display. It was a real nostalgic trip, as I sailed on her when I was a kid living in Skaneateles.

While I do not now own a Lightning, I still do a great deal of sailing. When I sold my Lightning, I began racing J24s, as that was the local fleet. My boys were young and crewed for me along with other juniors. We sailed that boat for a number of years, sold it and began racing Etchells. My son Carter went to Hobart College and became a collegiate All-American sailor.

Both Mary and I do a considerable amount of RC work here at our local club.

While Mary is a sailor, the Etchells was too much for her, so we bought a cruising boat (Bristol 32). We spend much of the summer cruising the Maine coast.

My ties to the Class are still strong, although I do not now own a Lightning. I cannot tell you the number of times I have seen and helped current owners. Mostly they are boat owners who have very little clue as to how

to best rig their boats. They are usually day sailors. Up here in Maine, our fleets are inactive. The reason is that we have no dry sailing facilities anywhere on the coast. My son Carter is a Class member and owns an older Lippincott boat that he is in the process of upgrading. We plan on racing in the anniversary regatta in Skaneateles next summer. He will be sailing his boat. I have located my first Lightning (755) which I sailed in the North Americans in Tawas Bay MANY years ago. I hope to charter it for the anniversary regatta.

My best to all my Lightning friends.

Welcome New Member—Jack Shepherd

Yorktown, Virginia

I'm a retired dentist. Kids are grown so we sold the ski boat and wanted to go back to sailing.

Years ago, when we were newly married, we loved sailing and owned and raced a Mobjack, then a Cal 25, Laser, and S2 7.9. Recently I met two nearby neighbors who have Lightnings (one is Jim Dillard #15301), and I decided it was the boat I wanted.

I've had #14209 for two months and keep it on a boat lift at the end of my dock. We've had a great time going day sailing with other couples and friends. Twice we took out two other couples and, with six adults, we had water coming in the scuppers! But shifting everybody forward about a foot allowed us to continue sailing without bailing!

This winter's project will be doing minor repairs and replacing old lines, etc. Looking forward to next spring. We're planning on forming a neighborhood fleet and hope to do some informal racing. Hope some others nearby will join us.

DISTRICT & FLEET REPORTS

The 2008 yearbook is currently being assembled. If you have not yet done so, please submit your District and Fleet reports, officer and member lists and images/photos to the ILCA Class Office so they will be included in this next publication.

MEMBERSHIP APPLICATION AND RENEWAL

Members may apply for or renew membership in the ILCA on the website and pay by credit card. Crew can now renew individually and Fleets may pay their dues. The credit card process provides members a secure payment environment and a more efficient method of processing credit cards for the Class Office.

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Bill Faude Wins 53rd Hoosier Regatta

Lake Wawasee, Indiana, Fleet 154

September 29–30, 2007

Chairman's Report—Jeff Schmahl

The 53rd annual Hoosier Regatta was held September 29 and 30, at the Wawasee Yacht Club on beautiful Lake Wawasee near Syracuse, Indiana. Twenty Lightning teams representing nine fleets enjoyed spectacular conditions with moderate winds and afternoon temperatures in the upper 70s. Six races were completed allowing for one throw-out.

Bill Faude, with teammates Ernie Dieball and Jacqueline Voigt, sailed an outstanding regatta for the victory, beating Team Klaban (2nd place) by 10 points. Faude's name now joins those of many other legendary Lightning sailors on the Hoosier Regatta perpetual trophy (Bill's remarks can be read below).

The Wawasee Yacht Club has long had a reputation for hosting outstanding regattas, and I would like to recognize some of those who worked to continue this tradition: Principal Race Officer Steve Bonifas and his team conducted superb races. Their effort and professionalism, which includes that of protest committee chairman, Dick Tillman, was recognized by all. Housing was made available for each visiting team courtesy of local members. The food and beverage committee, namely Donna Schmahl and Daphne Wagnon, once again exceeded all of our expectations. Additionally, the door prize sponsors, Quantum Sails, Wawasee Boat Company, West Marine, and Reynolds Farm Equipment, provided great give-aways. Finally, I would like to thank all WYC members for their dedication toward making this event such a special regatta.

I invite everyone to come "back home again" to Indiana and join us for next year's Hoosier Regatta.

Bill Faude's Report



I just got back from the **perfect regatta**.

Someone was bound to accomplish it. I mean, sailors have been hosting regattas for what...175 years or something? So you knew it had to happen sooner or later.

First of all, can we agree before I go two vowels farther that even a so-so regatta is better than almost any other way to spend a weekend? OK, now that we agree on that, the thank you's were hailed in a timely

fashion, and the race committee was applauded at the finish line by the competitors. All the conditions for an article raving about a regatta have been met—we may move ahead with hearing the rave.

The 2007 Hoosier Regatta was perfect. Oh, it was probably nothing really, simply a matter of incredible organization, beautiful weather, willing volunteers, power boaters who stayed home to wax their chests, global warming, free soup on Sunday, the traditional fire in the fireplace on Friday night, old friends coming out of inactivity, parents sailing with their pre-teen children and still winning races, luxurious party boats that turned up at the precise moment you wanted to go across the lake to the Frog Tavern, mushrooms stuffed with crabmeat on Saturday after sailing. Then there was the free housing for everyone, the write one check and lock your wallet in

you glove box for the rest of the weekend pricing. Then there was the free beer anytime you wanted it, the hot buttered rum that still tastes good even in 80 degree weather, the craft contest for the kids, and the breakfasts and the lunches. No kidding, had someone come to the regatta and discovered they had forgotten to hook up their boat, it's entirely possible they would still have had the finest weekend of the sailing season. You know how companies hire the Ritz Carlton or The Four Seasons to consult with them on customer service? It's rumored they were originally trained by the kitchen volunteers at Wawasee Yacht Club.

It's well known that I love the Hoosier Regatta. If you don't know how to say Lake Wawasee, let alone find it on a map, one word: Mapquest—Syracuse, Indiana. Start making plans to be there next year. Gush.

There was wonderful sailing this year. Six races, each between forty-five minutes and an hour were completed. What would be the perfect way to complete six races? Yes, four on Saturday and two on Sunday so people could get on the road a bit sooner. Yes, in a perfect regatta, it would be a little windier on Sunday so those with hangovers wouldn't have to deal with as much climatologic subtlety.

In a perfect regatta you would sail with two people who got along fantastically, never had any conflicts and worked beautifully together. No way they'd be married! Ernie Dieball and Jacqueline Voigt aren't married as I write this, but they will be by the time you read this. They were a blast to be with. Best wishes!

Then in the perfect regatta, there would be two stories like these:

Debbie Probst, sailing with her two older children, Tanner and Abbie, was having a very nice race. They were in about fourth position in a tight pack near the leaders. As we got to the bottom, Debbie decided to soak low and round the left gate. She wanted to give her team a little more time to get the kite down, even perhaps time to have a discussion about whose turn it was to take down the pole or stuff the chute...without disturbing a few pet insects they'd discovered living inside the cockpit. Deb took a look back at our boat and waved us around inside the mark. Now, Mrs. Probst is the 2006 Atlantic Coast Champion and she's...competitive. She gives no quarter under normal circumstances. But she's also a better parent than I am. So we went around in front of her, went out on port tack for awhile, got knocked a bit, flipped and were comfortably ahead in the race. We tacked back onto port, leading the group that had been in front and had gone around the right gate mark back to the middle. Debbie didn't bang the right corner. She just got the kite down, sailed a bit farther than we did on port. She then crossed all of us on starboard, tacked onto port on top of the fleet and extended to win the race. Everyone within witnessing distance cheered. It was perfect.

Then there was Jim Allen sailing with his wife Ann and his 7-year-old Tyler who was sailing in his first regatta. Jim is known for going farther right than anyone toward Point Abino in his home waters at the BCC. I've seen him win races by large margins by doing this. On Saturday afternoon at Lake Wawasee where the wind was shifting about fifteen degrees every four minutes, Jim's team won a race by a large margin—coming out of the right. Everyone close enough to read their sail numbers cheered. At the awards, Tyler won a trophy. You should have seen his little sister cheering from the first row. You can't have a perfect regatta, without a scene like that to drive home on.

I've seen perfect. I just wonder how next year they're going to beat it. You can bet I'll be there to find out. Thanks to Jeff Schmahl and everyone else who made it happen.

56th Frigid Digit
Severn Sailing Association & Fleet 329
October 13–14, 2007



Larry MacDonald from Ontario, Canada, and 2nd place finisher Allan Terhune of Annapolis lead the fleet at the leeward mark

This past weekend, October 13–14, 2007, Severn Sailing Association and Lightning Fleet 329 hosted the annual Lightning Frigid Digit Regatta. Forty boats sailed in perfect conditions all weekend with very shifty westerly winds both days. Boats traveled from New Jersey, New York, Canada, Wisconsin, Pennsylvania, Connecticut, Rhode Island, Indiana, North Carolina and Ohio to attend this now major fall event. The regatta is a staple of the Lightning fall schedule and is now the way everyone ends their racing year.

Larry MacDonald from Ontario, and his team of daughter Joy and son Adam, won the event by one point. It was great to watch Larry and his young team work so hard during the past few years and now finally have a major win under their belt. The smiles on Adam and Joy's faces all weekend were contagious, and you could not help but be happy for their victory.

Allan Terhune from Annapolis, with wife Katie and John Townsend as crew, was second for the event. Dave Starck from Buffalo, with Brian Taboada and Cory Sertl, were third and one point behind second. Todd Wake from Wisconsin was fourth, and George Fisher of Ohio was fifth.

SSA and the fleet finished out their busy year, which included hosting the 2007 Lightning North Americans with eighty boats. The race management for the Frigid Digit was perfect, and the sailors were fortunate to sail three long races on Saturday and two races on Sunday for another memorable regatta. The conditions could not have been more perfect, with warm temperatures and shifty, tricky breezes that MacDonald, Terhune, and Starck, who finished with 15-16-17 points found to their liking, leaving the rest of the competitors almost thirty points behind.

Another highlight of the event was the awesome showing by the Ocean City, New Jersey Fleet. Four of the seven boats in their Fleet traveled to the event for the first time, and it completed a busy month as the four boats traveled to three regattas in four weeks! Congratulations to them and on their growth and enthusiasm for sailing Lightnings.

It was a great weekend for the ILCA as there were two major regattas on the East Coast this weekend with almost seventy boats sailing between the two of them.

For further information, please contact Allan Terhune, 732-644-1051.



Regatta Chair Joe Friebele presenting the Garwood Memorial Trophy to Winners—Larry, Adam, and Joy MacDonald

Lightning Fall Classic Fontelieu

Cedar Point Yacht Club— Fleet 126

September 29–30, 2007

Bob King



I broke the mast in Blue Jacket 11 while I was racing at Cedar Point Yacht Club in the Fall Classic. There we sat, after logging 300 miles on Friday night and getting too little sleep the night before, bobbing around Long Island Sound, in a little boat with no mast. It was a little disheartening. It was a great experience.

It was a great experience because it put this year into perspective for me. Sometimes it takes some trauma to put things back

into perspective. Trauma exists when you are sailing upwind in 22 knots of breeze and the mast folds up, especially when it's not your boat. By the time I was back in the yacht club parking lot I could only look in disbelief.

Since leaving the parking lot I have thought a lot about my summer as a boat grant recipient. Breaking the mast was a low point, but there have been so many high points. Being selected as one of the first Boat Grant recipients has been a truly incredible experience. I will never forget the pure adrenaline rush when I read about the boat grant program for the first time. I read and reread the web page the rest of the day to make sure it said what I thought it did. It was a dream come true that the program even existed. When Allan Terhune called to tell me I was one of the people lucky enough to get picked for the program, I was beside myself with happiness. The experience has been truly rewarding. I sailed thirteen regattas, with fifteen different people, traveled thousands of miles, slept on several couches, met scores of new people and just had a lot of fun. There have been countless lessons about sailing and life. I thought the program was going to be about becoming a better sailor. As I sit here today, I think I am a better sailor, but I know the program and the Lightning Class is about so much more than sailing.

The highlight for me, as far as sailing, also came at Cedar Point, in the Atlantic Coast Championships. Cedar Point runs great regattas, so I put it on my schedule, even though I would be leaving for the event right from the New York State Bar Exam in Buffalo. I was sailing

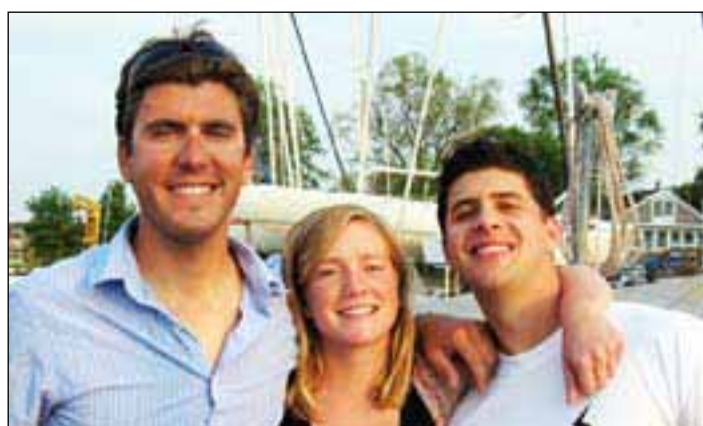
with Billy Healy, my super-star front crew, but needed a third until two days before the regatta. We were lucky enough to sign up a great dingy sailor, Danielle Powers, who was new to Lightnings. Billy and I became friends at our first NAs, 2000 in Annapolis; he was thirteen and I was sixteen. Ched Proctor won, and Bill Fastiggi was second at that regatta. Billy and I were in awe of them. They were both at ACCs. In the second race we rounded the top mark first, Proctor second, Fastiggi third. In the end, the regatta was three races; we won the second two, and finished second overall. It was a complete thrill for us to be able to mix it up with the two guys who were at the top of the Class when we started seven years ago. We knew we had come a long way and it wouldn't have happened without the boat grant program.

The real highlight has been the people of the Lightning Class. Three have gone above and beyond to make this year something special for me. Jim MacIntosh has been my biggest supporter. He is always the fourth crew member. He is such a supporter of the Class and the Boat Grant Program that he provided his new Allen for the season. He has traveled with us and kept the program going strong all summer. Most of all, Jim is always a lot of fun to be around. Mike Healy and Jed Dodge were my two coaches. Jed was in charge of helping me sail better. Mike was in charge of helping me do everything else better. Jed spent the summer trying to race his boat while watching me race mine, so we could dissect every move before the next regatta. Mike spent the summer fielding calls from me. At first the calls were about how to run a sailing program. He did such a good job helping me figure that out that I started asking him about a lot more things. He did a good job helping me figure those out too. I will always appreciate the time and effort the three of them provided to make the Boat Grant Program successful for me.

I have been living a charmed life this summer because of the Lightning Class. The best part of this program, for me, has been the support that I have received from so many great people. It has been a humbling experience to see what other people will do to help me, and the Class, succeed. The support has come from people I have known for a long time and people I have never met. Several people said something like "you're the boat grant kid; if there is anything I can do to help you let me know." That always made me feel welcome. Four people wrote me great letters of recommendation. Several people have housed the team. One person gave me a spinnaker pole when we broke ours. One offered us his boat for Sunday when we broke our mast. One team gave us half their lunch when we left ours on shore. Many of you have shared your thoughts and ideas. Many more of you have been great friends. Thank you all.



Bob with Bobby Martin and Guy Tawney at the No Gas Regatta



Bob with Will Morang and Sarah Costich at the No Gas Regatta



Caz One Day Regatta—September 22, 2007

Willow Bank Yacht Club, Cazenovia Lake, Fleet 164

AJ Murphy

The Cazenovia One Day was held on Saturday, September 22. We had nine boats from our club and another five boats come from around the District. During the night a cold front moved through, so the sailing was cold and wet. It was typical Caz weather with 15-degree shifts (minimum) up and down every ten seconds, so keeping the boat going fast through the water was going to be key, especially with the wind ranging from 7–20 mph.

In the morning we had gotten a 3-2-2 and were one point behind first place Ed Seyerlein who had a 4-1-1. Then about halfway through the first race in the afternoon the wind shifted about 45 degrees to the west. With the pole on the forestay and the wind puffy, everybody had to be on their toes, and it was exciting to see them when they weren't. We all learned how to use the "air brakes" by Fritz Konnecke and crew.

As usual John Steiner, Dave Bull and my dad made their fabulous chili, which everybody enjoyed. Then we were on the water again for three more races. The last race we were first to the windward mark. We got to the offset first, put up the chute and got a puff and were gone. I was amazed when we rounded the leeward mark; everybody was so far away now, when they were just inches from us at the windward mark. Then the wind shifted to the north, and the wind was really cranking, so the race committee sent us in.

Docking was a real fire drill with the wind speed almost 25 mph. We ended up getting three straight bullets in the afternoon to win the regatta. Ed ended up second and Federico Meira in third. It was a great regatta, with lots of great photos shot by my mom.

PS: This year Fleet 164 at Willow Bank Yacht Club celebrated its 60th year of Lightning racing. AJ's great grandfather, Jack Tuttle, was one of the four founders, along with Harold Bentley, Don Sanford and Hal Murray.

The Last Blast Regatta ***Nyack Boat Club, Fleet 75—October 6, 2007***

Joan Hurban

The Last Blast Regatta was held at Nyack Boat Club on Saturday, October 6, with nineteen boats attending.

We arrived at the club to see a sun-lit fog, with eight knots of breeze under it from the southeast. We completed four races in oscillating winds with 30 degree shifts that ratcheted to the southwest, ranging from five to twelve knots. The temperature was in the 80s. What a day for the first week in October!

The first race was sailed in a southeast breeze with a strong ebb current, favoring the left side of the course. Ryan Sprole and Dick Hallagan had the lead at the top mark. John Townsend and Dick Moyer sailed the rhumbline downwind to pull ahead. However, Dick Hallagan went on to finish on top, followed by John Townsend, Dick Moyer, then me.

Bob Sengstacken and Ryan Sprole led the second race at the windward mark. John Townsend and I held starboard jibe out into the middle of the river longer, which brought us up current at the end of the leg, giving us a good angle into the leeward mark. John rounded the leeward mark first, followed by Bob Sengstacken, then me, and we finished in that order.

Frank Hanson and Ryan Sprole led the third race and finished 1, 2 respectively, followed by Bob Sengstacken 3rd, and me in 4th. During the last race the wind shifted to the southwest. Frank, Bob and Ryan were in the lead until a 30 degree right shift turned things around, and Bob went on to win, with Dick Hallagan in 2nd and Tom Dexter in 3rd.

Although we didn't win any races, our consistency paid off, and we won the regatta. Thanks so much to my crew, Judy Hanlon and Peter Jadrosich, for doing such a great job. Dick Hallagan finished 2nd, Ryan Sprole 3rd, Bob Sengstacken 4th, and Tom Dexter 5th.

Racing was followed by a superb steak and chicken dinner organized by our regatta chair, Stephanie Mayo, who did an excellent job organizing and running this event. Thanks to all who attended to make this a big success. Come join us next year!



Blue Nose Regatta

Harbor Island Yacht Club

November 24, 2007

Allan Terhune

Thirty-six boats made the trek to Nashville last weekend to wrap up the 2007 Lightning Season at the Blue Nose Regatta. Harbor Island Yacht Club did an awesome job hosting the event and showed all of us what hospitality is all about. Everyone enjoyed three days of beautiful weather, wind, food and friends.

Brian Hayes and I hosted a clinic on Friday afternoon to kick off the event. We started late morning helping all of those who were there get their boats tuned up and set properly. We then went onto the water where we ran a lot of practice starts and practice races. Brian video taped everyone sailing. I hopped on a few boats to help teams with boat handling and sail trim, and it seemed to work out well. Friday night there was a huge cocktail reception with lots of food and drink. Brian showed the video, and we answered questions to wrap up a very successful day.



After the clinic and the party, I picked up the awesome team of my wife Katie and Dave Starck from the airport. They were excited to be there, and we drove to our awesome accommodations at the Super 8. When we arrived, room 308 was the place to be as the clan from St. Louis had a large gathering.

Saturday morning, Dave and I joined Matt Fisher and Bertie Werley in the Waffle House. I have never been there before; it was quite an experience. We made our way to the club where people were rushing to rig their boats and get ready to sail. The skippers meeting came, and Bill Hof told us he would not race us in no wind, but to head out. Well, the fleet headed out, and it was a slow venture. We left the dock thirty minutes later than the first boat and they were, maybe, 150 yards ahead of us (and that is being nice). We socialized on the water for a few hours waiting for wind, and then it finally came.

Saturday and Sunday we saw some really good racing in some very challenging shifty conditions. Old Hickory Lake is not very large, so at times it was very hard for the committee as the wind was going absolutely crazy on them. The races were very tight, and consistency was the key to this event.

There were a few things I learned and need to remember when sailing at places like this.

1. You are never out of it, no matter how bad things are; the race is never over, and you can always catch up.
2. You don't have to win the start, just get off the line.
3. Stay in the pressure, no matter the angle, as you could be going twice as fast.
4. Have fun. Most of the things that happen while lake sailing are out of your control, so just roll with what happens.

My team, which consisted of my wife Katie and Dave Starck from Buffalo won the event. Dave, Katie and I have always talked about sailing together, and we had a great time. Sailing with "Super" Dave was truly a pleasure, and Katie and I hope to get to sail with him again soon (either on our boat, or crewing for him!)

Matt Fisher, who is continuing his comeback tour, was second with his daughter Amanda and Bertie Werley. Dick Hallagan, Pat Consodine and Brian Hayes with ILCA King and Queen Steve rounded out the top five.

Thanks again to everyone at Harbor Island for another outstanding regatta. You all put on a superb event, and anyone who does not go is missing out on one of the gems of the Lightning Class.



Bluenose regatta winners—Allan & Katie Terhune & David Starck

Pennsylvania Governor's Cup



Lake Wallenpaupack Yacht Club September 15-16, 2007

Boat	Skipper	R1	R2	R3	R4	R5	Total	Place
15255	Hallagan	1	3	1	9	2	16	1
14014	Wagoner	4	1	5	4	6	20	2
14888	Sengstacken	6	2	3	2	13	26	3
14706	Harrington	3	4	4	15	1	27	4
15279	King	2	DNF	2	1	3	28	5
15203	Corr	7	6	7	7	8	35	6
14771	Haiges	10	8	8	6	5	37	7
15079	Schneider	5	5	6	17	14	47	8
14588	Virgin	9	9	10	14	7	49	10
14942	Moyer	8	7	12	12	10	49	9
15093	Hurban	DNF	11	11	10	9	61	11
14074	Prior	11	10	9	16	15	61	12
14699	Crew	DNF	DNC	DNC	5	4	69	13
10301	Seeuwen	14	12	13	19	11	69	14
15118	Mikell III	DNF	DNC	DNC	3	12	75	15
15159	Hansen	12	DNC	DNC	8	18	78	16
14278	Hall	13	DNC	DNC	13	DNF	86	17
14722	Madel	DNC	DNC	DNC	11	16	87	18
14525	Bates	DNF	DNC	DNC	18	17	95	19



Richard Hallagan receiving the winners trophy



NCYC Fall Blowout

Lightning 14937, Scars and Scrapes

Skipper: Gary Sowden / Crew: Nina Lacey & Jeff Pugh

Following the advice of or Fleet 216 buddies, the Flying Hilgers, I (we) decided to put together a program and go down to the Fall Blowout at NCYC last weekend. The first thing I realized was that I don't own a Lightning. This was a bit of a setback, but I contacted our fearless Fleet Captain Matt Princing and "chartered" (borrowed) the Scars and Scrapes for the weekend. This was a VERY generous offer on Matt's part. We met over at BCYC last Thursday and froze our you-know-whats off tearing the boat down and packing it up.

Next step...need crew. Nina Lacey was game to go and do the bow, and Ernie Dieball from the Quantum loft set us up with a guy named Jeff Pugh to do the middle. Jeff owns a Lightning and keeps it at NCYC but didn't get a crew together to do this race. Sooooo, the poor bugger got stuck with us.

Next step, we need to get down to NCYC and set the boat up. Then the harsh realization hits that I've never actually set one of these boats up on my own! Grant Hilger offered to "help" but followed it with the Dr. Evil laugh which made me a little nervous. Ernie also offered to help, no Dr. Evil laugh, but I knew he would also be busy as he was sailing in the regatta. So, we decided to leave really early. I picked Nina up at 5:30 AM and off we went. We rolled into NCYC at about 8:15...and we were completely set up and ready to launch before a lot of the boats even got there! Note to self—sleep in a little next time. By the way, the outside temperature reading in the truck never got above 39 degrees until just before we rolled in to NCYC.

Since we were ready, we launched the boat early, then went to the skippers meeting and found out that they planned to run a triangle with a windward-leeward. Hm-mm, very "old school." I was immediately concerned about the jibe mark on the triangle in a breeze, having heard some horror stories from when our home fleet at BCYC used to race their races that way. (For you literary buffs, what's going on here is called "foreshadowing"... stay tuned).

Nina had loaded up a little cooler with water, a couple of beers, and even some sandwiches. We piled on the boat after the skippers meeting, and pushed off. I did my customary "good undocking guys" to pump the crew up, and we paddled away with our nice cooler still sitting on the dock...and didn't realize it until we were out on the lake. I was pretty dark about the beer situation.

We put the kite up at the end of the break wall and practiced our jibes on the way out. Lots of focus on the reach-to-reach jibes for the mark on the triangle. Everything was clicking (insert ominous background music here), so we got rid of the kite and did some upwind work. Race committee got us started almost right at

11:00, with Thistles first, Lightnings second and Inter-lakes third. Wind was blowing 10–12ish with some puffs and holes and some moderate shifts. It was cold, but not unbearable. Fully geared up we looked like we would have been all set for skiing OR sailing.

We either won the boat or were maybe second from the boat on the first start, on the line but not much speed. For those that know me, it's no shocker that I was at the boat end. The good news was that we were on the correct side of the committee boat this time and moving forward, not backward. Unfortunately, the pin end and working the left side of the course paid off, so we rounded in eighth (out of nine boats total) with the Hilgers right inside of us. We got a good lane on the reach and passed the Hilgers and another boat. Smooth jibe at the reach mark, nice takedown at the bottom mark, and back upwind we go. Decided to work the left upwind and basically held our spot, rounding in the weather mark in sixth. Grant, Drew and Jonathan jibed immediately at the weather mark behind us and made some big gains

on the left side of the run. We held them off (barely) to hold on to our sixth place finish.

We nearly nicked another boat for fifth, but they had a better angle at the finish and got us by a boat length or so.

As we waited for the second race to start, someone pushed the "Wind ON" button. Jumped up to the high teens, I would even say 20+ at times (just for added drama).

We decided for a mid line start, but we were in fast forward mode so that turned

into a pin end start. I've read about these, but never tried one (see picture, we're on 937, you can see the back of the Hilger's main 616 two boats upwind, Ernie is on 880 just above us). We did OK working up the left side of the beat and rounded in fourth, in contact with the front three, including the Hilgers. We screamed down the reach leg (planing at times, pretty cool) and set up for the jibe mark. We put some weather distance in the bank, turned dead downwind toward the pin, and made the jibe. Nina yelled "made" just as the pin went by to port, and I shoved the tiller down hard to head up for the leeward mark. In hindsight, I wouldn't do it quite that way again. The bow came up, boat rolled up, Jeff and I both dumped as much sheet as we could...but all too late. Over we go, into Lake Erie on a nice 40 or 50 something degree day.

This concludes any commentary that I have on the actual racing. From this point on it's all about cleaning up the mess. Maybe one of the GD racing boys can fill us in on the rest of that race. I can tell you that they kept their boat upright and had a good enough finish that they were third for the regatta. Nice job guys.

So, we got on the centerboard and started getting the boat stood back up. We declined outside assistance as we thought we could get back into the race. The boat came back up, Jeff and I piled back in from the same side (those of you who have done this before are saying



NOooooo) and promptly flipped it back over on top of us. Nina did a quick inspection of the mainsail from underneath it; we had a bit of a "moment" until she finally popped up. At that point I realize we were putting quite a bit of litter into the water, including our mast blocks. We were getting pretty cold and tired, so we decided that our day was done. Nina climbed into the chase boat, and another chase boat helped us get upright. We accepted a tow in, draining the boat on the way. They ended up canceling the third race as a total of four Lightnings (including Ernie) and quite a few Thistles and Interlakes ended up with their centerboards wagging in the air at some point. The only damage to the Scars was a slightly bent spreader, a lost bucket, and complete loss of mast blocks. Matt, all parts are on order!

Summary:

North Cape is a very cool club, and this regatta was a lot of fun. I know that I (we) will be back. I can't say enough for how efficient the race committee and crash boats were. They had a lot of boats in trouble at once, and it seemed like everyone who needed help got it promptly. We needed a lot of help!

By the way, the last thing that boat owner Matt said to me as we finished packing the boat on Thursday was "you need to flip one of these things—get that under your belt." Thanks buddy.

Grant Hilger (Lightning 14616, Adrenaline) adds:

Gary's account appears to be quite accurate, and a lot more exciting than ours, so I won't take away from it. Race 1 left us feeling "rusty" to say the least after not sailing the boat since the last BCYC races. We were really glad to see the breeze fill in between races but didn't realize how windy it was until boats started capsizing.

Since I don't have anything inspiring to say about race 1, I'll skip right to race 2.

We started down at the pin end with good boat speed and on time. We were above Ernie (14880 in photo), and we had a 15313 from Detroit on our weather hip. Drew and JJ hiked really hard off the line, and we were able to maintain a lane on Ernie while pinching off 313. At the weather mark the left side proved to pay off as we rounded just behind Ernie and eventual regatta champ Davis (14779). We took the high line on the spinnaker reach and passed Davis immediately, thanks to an aggressive set and complete lack of fear. The leg was fun with a few good rides and one capsized Thistle to avoid. Drew noted that the wind was getting pretty broad as we passed the Thistle, so we decided to douse at the mark rather than try to carry on the next reach. It was the right call, as Ernie could not carry with a reaching kite and lost some ground to us during his douse. The jib reach was one great ride, minus the point when we looked back to see Scars shiny side up (not sure which time that was). We were going back to weather in no time, and I think did a good job of playing the shifts to narrow the gap on 14880 and keep them "nervous." On the last leg (downwind), we just put up the kite and tried to keep the boat under it. All in all we were fortunate because we had no "close calls." We jibed inside Ernie, and he capsized while jibing to cover (nice move on our part I guess). We made sure everyone was OK and then continued to an uneventful bullet for the race. When all was said and done Davis took the day with a 4 and a 2, 14313 took 2nd with a 2 and a 5, I believe, and we rounded out the hardware with an 8 and a 1.

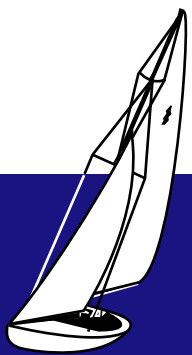
Fun day! Loved the big breeze...finally. This regatta is always a good way to cap off the season!



Ed Hinds Memorial Bow Lake One Day Lightning Flash Regatta

Saturday, September 22, 2007

Pos	Skipper	Crew	Fleet	Boat #	Boat Name	R1	R2	R3	R4	Total
1	Ken Deyett	Ali Deyett, Jeannine McKay	Massabesic	14396	Run-Around	1	1	4	3	9
2	Bob Shapiro	Mike Baker, Josh Gershuny	Bow Lake	14667	Miss Behavin'	2	4	1	5	12
3	Ned Hinds	Guillaume Joffrees, Jeff Baker	Bow Lake	14296	Naut!	3	3	5	1	12
4	Bob Bush	Sterling Bush, Paul Henkel	Spofford	14654	AmBush	4	2	2	4	12
5	Tony Pascone	Julie Pascone	(Maine)	15125	RANA	6	6	7	2	21
6	Pat McQueen	JJ Bell	Spofford	14360	---	7	7	3	6	23
7	Aaron Hertzner	Dan Hertzner, Pat Mahan	(Rhode Island)	14848	---	5	5	8	7	25
8	John Boynton	Jamie Boynton, Steve Smith	Bow Lake	13888	What Now?	9	8	6	9	32
9	Bob Murphy	Dave Sandmann, Norbert Church	Bow Lake	14296 1/2	Three Men in a Tub	8	9	9	8	34



Classic Lightning

Craig Thayer — thayer@a-znet.com

Bob Astrove — Bob Astrove — astrove@hotmail.com
http://groups.yahoo.com/group/wooden_lightning

#6133

John Barber

Joe Lacroix looked shocked when I told him I wanted to buy his Lightning only a few minutes after first seeing the boat in the summer of 2006. But he didn't know I had been waiting twenty years for the chance and had followed all kinds of blind alleys before returning to my original inspiration: a wooden Lightning to cruise Lake Huron's beautiful Georgian Bay in simplicity and style. I wasn't going to get distracted this time, like I did when I bought an expensive powerboat for the same purpose. So I snapped up Lightning 6133 as soon as I saw it.

I've cruised and camped the Great Lakes all my life, under power, sail and paddle. But twenty years ago, when I raised the idea of doing it in a Lightning with John Turnbull, former editor of Canadian Yachting magazine and founder of Boat for Sale, he told me I wanted a Wayfarer. It was classic good advice. The Wayfarer was designed for the task, and there were many boats, fully outfitted for cruising, easily available. Unlike a Lightning, John pointed out, a Wayfarer is beachable.

Its advantages were clear, but it just didn't grab me. I looked at a few plastic Wayfarers, then got distracted.

It was another old boat, Lightning 10890, that helped bring me back to where I started. She was a castoff acquired from a fellow islander on Lake Joseph, a few miles east of Georgian Bay, that I adopted as a zero-cost knockabout. But what fun she was. Our basket case was the most spirited daysailer on the lake, easily dominating the "run-what-you-brung" races we entered, with picnic basket and poodle aboard. She's now a hulk, stripped of her fittings and half-sunk in

the shallows near the mooring where 6133 preens, but I'm reluctant to tow her to the landfill where she probably belongs. I still feel guilty about leaving her for a sexier (albeit older) model.

Despite the long gestation of my Lightning love, 6133 was still unprepared for her role as camp cruiser when my 16-year-old son Kelly and I slid her into the bay for her initiation this August. We had no means of reefing

the big mainsail and were sailing with a fixed rather than a kick-up rudder—a foolhardy omission in notoriously ledgy Georgian Bay. We were also missing the "essential extras" of GPS and auxiliary power, sailing instead with paper charts and two paddles. But the opportunity to take the old race boat for her maiden cruise on her 50th birthday overrode caution.

A narrow, windless passage toward the open water quickly revealed the limits of a Lightning's paddle-ability. But before you could say "kicker" we were rollicking across a windy bay, short-tack-



ing between rock outcrops in a maze of islands, chart flapping as we paced blindly in search of the campsite we had reserved in The Massassauga Provincial Park. The sudden drama taxed my seamanship, a fact not lost on my skeptical crewmate, but I was half disappointed when we finally nosed into a quiet cove on our own island, anchoring the boat stern-to-shore, and set up camp. The sailing over the next few days was never less than challenging, and often thrilling. I found it difficult to reconcile my cruise mentality with the Lightning's racing pedigree, plotting longer courses every day but never going half as far as she wanted to.



Besides being fast and agile, 6133 vindicated my early intuition about the Lightning as a cruiser. Modern dry bags obviate the need for storage lockers: our entire kit stowed around the mast, leaving ample sprawl space in the cockpit. We always kept the board down far enough to protect the rudder, and although I winced at the first bangs it sustained, we learned to use it as a kind of sounder, even a brake when we strayed off the

marked passages in search of gunkholes. Sailing into a few inches of water, lifting off the rudder and dropping the board deep into the mud was often enough to secure the boat for an hour or an evening, with no lines or anchors necessary. I brought some tackle and rollers to beach her if needed, but never did.

Nor did we miss the absent kicker as we became more proficient at sailing the boat in tricky passages where everybody else motored. The fact that none of the dozen or so keelboats we encountered was actually sailing helped to sharpen our anti-engine purism. For next year, 6133 will have oarlocks and a pair of long sweeps as auxiliary power—in addition to the reef points needed to slow her down, in retrospect a greater priority.

For sure there will be a next year. Kelly and I both feel as if we have rediscovered a lost sport, a kind of elemental sailing exhumed from beneath multiple strata of modern convenience and technology. I only wish I had found it earlier, when the Lightning first struck my imagination. But perhaps dreams need to live a while before they come true.



Fleet in the Spotlight

513

Report of The Rock Hall Fleet

Chuck Parry, Fleet Captain

In the fall of 2006 Jason Werner from the Havre de Grace fleet brought his Lightning down to our club for a boat symposium. We had several class boats come in to try to decide what class we wanted to promote as a new class at RHYC. We decided that Jason's Lightning was not our father's Lightning, as it seemed faster, lighter and more exciting than the woodie with jumpers I raced on Barnegat Bay when I was a kid.

By Spring we had a Fleet going, and now we have seven boats that are either on the grounds of the Club or coming and going. That is with the exception of Doug Megargee's "Tinman" that has been undergoing an extensive rebuild/refit.

Our club's One Design Regatta on June 15 was the first serious racing most of the boats participated in other than our regular handicap Fleet racing. We had a great time racing, and the one thing consistent about the Class compared to other regattas was that Nabeel Alsalam won the Class (Ben Forman was second)! We hope to add to the total number of boats in our One-Design Regatta to raise it from the record of 93 set in 2007. In 2008 the regatta will be held on June 21 and 22 following The "Down River Race." The Down River is a handicap race from Chestertown to Langford Creek on the Chester River. Last year we had forty-six boats, from Sunfish to a Log Canoe, many of which were getting ready to sail in the One Design. Overall with the band, bar and buffet on Saturday night, it was a great weekend.

None of us have as yet participated in travel to other venues for regattas, as we have been learning about the boats, finding crew, and clearing our schedules so we can travel. We have not had the luxury of having one or two experienced or hot-shot Lightning sailors in our Fleet who could guide our efforts, so we are all learning by the trial-and-error method. It is great that we can be part of a larger organization that can offer us the assistance we have needed and received.

We are looking forward to a Lightning Lab day in the Spring but do not have a date set yet. We are also hoping to host the Lightning ACCs on July 26 and 27 in 2008. We hope to add another 360-degree crane/hoist during the winter, which will give us two hoists and a trailer ramp.

We have great place to race on the Chester River, with the ability to set a one-mile course in any direction, very little power boat chop and as good a prevailing southerly breeze as can be found anywhere on the Bay. The club also has about ten acres of grass for boat parking and camping and no overhead wires. We are planning to join the Lasers in frostbiting in November this year and start in late April with weekend racing.



Coach's Corner

Practice Doesn't Always Make Perfect, but Perfect Practice Makes You Better!

Many times I hear people complain about their boat handling or starts, and the common theme is that they need to practice more. This is often very true, but the problem is most people do not know how to practice or how to get the most out of their time on the water.

Many people go out on the water and just sail around and aimlessly practice things and expect to improve. Below are a few things to remember and a few things to try when you go out in the spring to practice and get ready for next year.

1. Make sure you have goals for your practice. Don't just say you are going to practice boat handling. Make specific and measurable things to practice and figure ways to do it. For example, work on tacks or gybing or starting techniques. You can do a few in one day, but not all at once.
2. If possible get a coach. It doesn't have to be a professional, just someone in a motor boat willing to video tape you is good enough. We have tons of video of our practices. It is amazing how much you learn watching yourself. Also, having someone from outside the boat watching you will give you another perspective to help the team.

3. Make sure practice is fun. It is not a race; there should be no yelling. It is about the team getting better. If people are cold, go in; if people are tired go in. If no one is having fun, it is not worth doing.
4. Switch jobs on the boat. Give everyone a chance to do the other jobs. It will help everyone, especially the skipper, gain a perspective of what everyone does and appreciate how hard everyone's job really is. It is a good team building exercise and is a lot of fun.
5. Work as hard as you can. Practice like you race. Set short courses, push your self. Make sure you are hiking hard and working as hard as you can.
6. Don't be afraid to fail. This is what practice is for. Try new things, push your self and see what your limits are. If you tip over, so what, if you fall out of the boat, who cares. This is what practice time is for—to try new things to get better. It will not always work, but you never know if you don't try and this is the time to do it.

Practice is the best way to get better in a short amount of time. It is amazing how many places better you will do if you sail one night per week! Happy Sailing!



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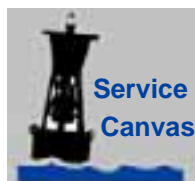
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Ample reinforcing over all stress points	Little or no reinforcing over wear spots
Stand-up flaps that snap around stays	Gaping cut-outs or velcro closures that are shot in a year
5/16" elastic shock cord in the hem AND tie downs	You secure somehow
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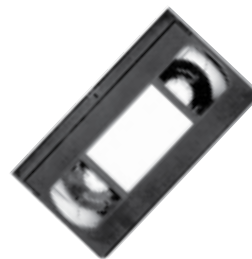


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This one-hour video includes light, medium and heavy air boat handling lessons shot on the water over two days of filming in Annapolis. It is narrated, in detail, in a question-and-answer format by North American Champions Greg Fisher and Rick Bernstein. In addition, Greg Fisher and crew were microphoned during the filming, so you'll hear real race simulated lessons and gather important insight into championship caliber crew/skipper communication. This video features extraordinary video scenes shot by Rick, an award winning video producer by trade and producer of the previous two ILCA Training Videos.

DVD\$49.99

VHS \$39.99

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To purchase a DVD or a VHS tape go to the ILCA Store website or contact the ILCA Office at office@lightningclass.org or call 303-325-5886.

I'd like to compliment you guys on the excellent quality and content of the latest Lightning Training Video with Greg & Joanne and Jeff Eiber. I've already watched it twice this week, and I find that there are several layers of valuable information in the video and commentary.

I've got to say that there is nothing like having the unbiased eye of a camera to capture the smoothness of a championship team going through the moves. It really drives home the importance of solid boat handling as the foundation upon which speed around the race course is built. Being able to see this team perform and hear expert commentary is enormously fun.

Matt Burrridge—14834—Yeti

2008 ILCA Yearbook Booster Ads



This year we are again offering you, your fleet, your business, your favorite local haunt, your relatives, your district (you get the idea), a special opportunity to send a message to your ILCA friends while helping support the next edition of the Lightning Yearbook. The Lightning Yearbook is known throughout the sailing community as one of the finest annual publications for any class worldwide. What better way to show your support for the Class? Your booster ad will be seen for years to come by current and future generations of Lightning sailors.

What's a booster ad?: A booster ad can be anything. A special message of support from your family. Your district's racing schedule. A favorite recipe. A picture of your kids, your boat, your kid's boat. A thank you. An anonymous signature. Your companies ad (where else can you get an ad in this quality of a publication for \$100 bucks!!). A picture of Bill Faude (I said it could be anything!!...within reason...)

What do I need to do?: Email office@lightningclass.org with your message. For company ads a high resolution non-bleed, 1/4 page ad. Don't have one?? We'll create something for you. Have a thought and a picture? Send a high-res picture and what you want to say and we'll do the rest.

I want to do it but I'm not sure what I need to do: Call us at 303.325.5886. Email us at office@lightningclass.org or skype us at "ilcaoffice." We'll answer your questions and help you get your message put in print.

How many booster ads will are you trying to get?: Our goal is to get 50 booster ads for this year's edition (We'll take more!!). That's 5% of our active (owner) members, but anyone can do a booster ad.

When do I need to get my booster ad info to the ILCA Office?: Since we hope to publish the yearbook in the early spring we want all the booster ads to be in as soon as possible. We'll do a running count and post it on the web weekly. Our goal is to have 50 by January 1st. Who's 1st?? What am I waiting for? I don't know. You went and read this to the end. You must at least be interested in being a part of this great project. Pick up the phone. Find a photo. Check with the boss. Get an ad in!!

It's time for you to join the **International**



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MEMBERSHIP DUES for the 2008 Season

<input type="checkbox"/>	Active Membership with Paper Flashes & Yearbook	\$ 57
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Please remember us when considering charitable donations for 2007



You Can Make a Difference

How Important has the Lightning been to You and Your Family?

Consider the years of enjoyment that you've had with the Lightning. Reflect on the support and organization the ILCA has provided over the years. Think of the friends you've met on the water. Now is the time to help guarantee your children and grandchildren can make their own special Lightning Memories.

There are two important reasons to make a donation to the International Lightning Class Association today. First, the Class has been good to us over the years. Without it, Flashes, the Yearbook, racing, day sailing, and maybe even the wonderful camaraderie might be threatened. We've enjoyed competing, learning from others in the Class, and maybe finishing on top once in a while. Most importantly though, we want to make sure that the next generation of Lightning sailors can continue to enjoy the strong class organization we've come to expect. It's time to help ensure the ILCA stays strong!!

Second, the Class needs support now. By donating to ILCA-established funding mechanisms, you can make a difference. Our annual budget supports planned expenses, but if we are to remain a strong Class association, we need to have a substantial "rainy day" fund. And we need to put money into special projects and equipment upgrades annual dues can't cover.

The ILCA Fund

The ILCA Fund was established in 1982 as a way to guarantee the long-range operations of our Class. The goal is to secure funding equivalent to two-years of the operating costs so that the Class can remain solvent during hard times. This will assure that future sailors can have the opportunity to enjoy the excitement and fellowship of sailing our very special boat.

The Mary Huntsman History Fund

The Mary Huntsman History Fund's primary objective is to help recover and properly preserve the Lightning Class Heritage. The Fund is named after Mrs. Mary Huntsman, Past President and Officer of the Class, and who was the first to hold the Historian VP position when it was established. Under her Presidency, Mary secured the purchase of Lightning Number One and subsequently coordinated its donation to the Mystic Seaport Museum, where the boat will be restored and rightfully displayed.

The Helen & Jay Limbaugh Fund

The Helen & Jay Limbaugh Fund was established in memory of two of our most avid supporters. Helen was our Executive Director from 1965 to 1982. Jay was our Class President in 1964. Both remained strong supporters of the Class long after their tenures were completed.

Because of Helen and Jay's strong interest in junior sailing and their belief that our juniors are the future members and officers of our Class, the organizers of the fund have dedicated these funds toward Junior activities.

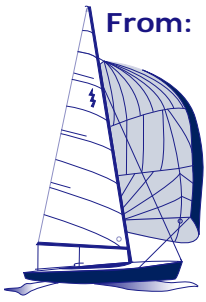
The Boat Grant Program

The ILCA wants to give selected young sailors an opportunity to experience Lightning racing at it's best. ILCA will provide a competitive boat, will pay for insurance and substantial regatta expenses. The grant applications will be reviewed and the grant will be awarded with preference to age, level of interest, skill level and strength of references.

Your donation will be recognized in the ILCA Yearbook as follows:

Benefactor	\$500 or more
Donor	\$100 or more
Supporting	\$50 or more
Contributing	\$20 or more

Donations at the Supporting Membership level and higher will receive a Gold Circle, a special decal which goes over your regular boat decal, to acknowledge your generous support of the ILCA.



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Classifieds

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15348 Nickels shop boat. BRAND NEW. This boat hasn't seen water yet, it will be available in Nashville. Beautiful Maroon hull with light grey deck. Take advantage of the winter boat show rebate now! \$17,500. Ryan Flack, Fenton, MI 810-513-5002 ryan@nickelsboats.com

15239 Nickels. All white, LIKE NEW boat, stored indoors last winter. Brand new TackTick Micro Compass with bracket. Ready for you to race! Replacement cost approx. \$24,000, asking \$19,500. (Cass Lake, MI). Contact Dwight Smith, (734) 516-1356, dsmith@colefmfgsystems.com

15047 Nickels. All white, Full covers (two piece trailing, deck, mast, rudder, etc.), 1 set of North Sails used in two regattas, 1 set of older sails. Must sell. Contact: whatleyc@seekonk.k12.ma.us or 401-723-1579

15021 Nickels. Race ready. Beautiful, white with red boot and deck stripe. Covers: mooring, mast, rudder, hull travel. North sails in good shape. \$14,500 Contact Matt Struble, (MI) 248-669-4583 strubleus183@sbcglobal.net

14855 Allen, built 1999, white with gray deck, \$14,000. Includes galvanized trailer. Contact: Dick Hallagan, 116 Grant Street, Newark, NY or 315-331-5664. Boat could be delivered to the California Circuit or Denver, CO.

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

14713 Nickels. Grey with blue boot stripe. SS board, condition-excellent, galv. Nickels trailer w/ spare tire, B/N North (Proctor) MJS, Brand new Bryant mast. Full deck cover, race ready. \$12,250 Jim McIntosh, Williamson, N.Y. Phone: 315-589-8138, cell 315-576-0320 jmcintosh2@rochester.rr.com

14708 Allen, White/grey, New Rigging Systems Spar, SS Ctrbd., Galv. Allen trailer, Race ready. Trailing, Dry Sailing, Day, Rudder and mast covers! No sails. \$9500.00 firm. 305-649-1540 Located Miami. Delivery can be discussed. email frank@riggingsystems.net.

14706 Allen White hull, grey deck, black rail. New North Fisher sails this season, good set of VSP training sails. New running rigging this year, all covers (new VSP day and mast this year), Tactic Micro Comp. Located in Red Bank, NJ George Harrington 917-238-0261 gharrington19@yahoo.com

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

14650 Intermountain. White hull, Galvanized trailer, Alum. mast and boom. Missing rudder. This boat is missing patches of gel coat on the sides and bottom of the hull. This boat was donated to the ILCA. All proceeds will go towards the Boat Grant program. Please contact John Faus at 609-921-6788 or johnfaus@yahoo.com—the boat is in NJ.

14412 Nickels -White hull/ green trim, good condition. 2 sets of sails, 1 new, SS board, Tacttic compass. Oval alumin. mast & boom, newer full mooring cover, two piece trailing cover, galvanized nickels trailer. (\$7800.00). Terry Patrick, Annapolis MD. 443-223-6062, tpatrick@fandrlaw.com

14230 Nickels –mast-deck-hull good condition, Medium blue hull, minimum weight with 20lbs correctors, twings, and center board controls, rudder with cover; Rooke full-skirt mooring cover, forward deck controls for cloth, vang, twings, and halyard (wire), galvanized Nickels trailer (\$6,000). Mike Arndt, Memphis, TN 901-219-7680 mike23928@yahoo.com

14126 Nickels. Ivory hull and deck with blue deck and hull stripe. Excellent condition. Nickels trailer, new tires and bearings. \$7,500. I also have many other pre-owned Lightnings. Call to see what's in my barn. Joe Dissette 989-631-2133 dissettesail@chartermi.net (MI)

14060 Nickels. White hull, grey deck. Excellent condition, 700#, race ready. 2005 North set of sails used only one weekend. Two extra sets of sails. Nickels trailer with wide bunks, SS centerboard. New Nickels rudder. All covers including new full skirt mooring cover. \$7000. John Butine 215-367-2102 (w) 215-896-9612 (c) john.butine@timken.com (PA/NJ)

13856 Nickels – Very fast lightweight racer, blue fleet in recent NAs, all upgrades completed, one set North M5/5A+/R2 club racing sails, Tactick digital compass. Galvanized trailer, all traveling and mooring covers. A front-fleet racer at a entry-level price. \$6500 obo Ed Petit de Mange 858-405-9307 edward.petit@gmail.com

13110 Allen. Yellow hull, white deck, gold boot and deck trim. Oval mast and boom, stainless board, North J,M,S, trailer. \$2,300 Joe Dissette 989-631-2133 dissettesail@chartermi.net (MI) I also have many other pre-owned Lightnings. Call to see what's in my barn.

12687 Lippincott white hull w boot stripes, oval mast and boom, many rigging upgrades, good sails, trailer, very solid and stiff, nice looking lightning, ready to race, \$2300, 315-685-5149, reyn685@yahoo.com.

9614 Siddons & Sindle. Light blue fiberglass hull. Seats, centerboard cover and coamings are all teak. New spars and all rigging by Bryant Performance Spars in 2004. New Harken fittings, spinnaker pole, paddle, hand pump. \$2,500. P. A. Simeone 860-536-9818 (w) 860-536-9818 scrollpane@yahoo.com (CT)

9464 Wood Lightning European-built, needs some restoration. Double-planked bottom has a few cracks, all repairable; plywood sides and deck. Deck needs new canvas or glass; new coaming is partially cut. Centerboard, needs new drum. \$2,000 with trailer/\$1,000 without. Stephen Longmire 631/725-2288; slongmire@gmail.com

9350 Lippincott 9350-1965 Fiberglass. Modernized and rebuilt. Blue Deck/White Hull (Interlux) New North Main & Jib (never sailed). Built by Metalmast Marine. New Shrouds in 2002. Trailer & asking Price: \$3,500.00 Contact: Ed Wroblewski (765)987-0365

8540 Wood Lightning 1960 Wood Lightning in good condition. Recent upgrades: new canvas deck and new Harkin deck tackle. Has been stored under cover. Two sets of sails, 5 HP motor and trailer included. Boat is stored on Marthas Vineyard, Mass. \$2,000 obo Contact: Hubert Bush 860-872-8681

7216. Wood Lightning sailed since 1955 on fresh water. Blue hull 2 suits of sails, spinnaker. Raced until 90. Pictures available. Loads of other stuff. Trailer & dry storage cradle included. Boat can be seen at Saratoga Lake Sailing Club. \$1850 Bill Dever 518-374-8532 (h) deverwd@verizon.net(NY)

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

4045 Wood Lightning with protective Fiberglass exterior finish. 2 sails, Motor and Trailer asking \$1,400 Robert Cutting, New York-Phone # 718-984-8617 Email: cjoanbob@aol.com

550 Wood Lightning circa 1942. Fully restored. Wood, (Spruce, White Oak, Mahogany). No rot, needs some light woodwork repair. Marine battery, bilge pump, speakers are in working order. No structural problems, just light scrapping and painting and a small amount of woodworking needed to get it sailing. Grand Rapids, MI. \$2900 or best offer. 616-914-9103 or email: chapmanbd@gmail.com.

Classified Advertising Policy for

ILCA Flashes and website

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

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