



International

Lightning



Flashes

October/November 2006, Volume 66, No. 9

Storing Your Boat for the Winter

Gianni Cuccio

Jan Davis called me about doing an article on winter boat storage. She was looking for someone who's a bit fanatical about boat preparation, and Uncle Bob Starck said "call Gianni!" How could I refuse? I'm just wondering why he didn't say Dave Peck! Ahem... Anyway, anyone who knows me will tell you I am, like many of you out there, very particular about prepping my boat for a regatta. My dear wife Amy uses a four letter adjective for this, but I think "particular" sounds better! When it comes to storing my boat for the winter, I go through all the same steps I would if preparing for a regatta—plus a few extra things. Oh, and this is all in an ideal world, of course—with some time to spare!?

It's the end of the season, and my boat gets a thorough bath, rinsed inside and out. That means every inch, including the underside of the deck, plus all the lines and fittings. I do this with the boat on the hoist, with the trailer somewhere else so the bunks stay dry. The mast and boom are also well rinsed, plus I'll tape up my lower Handy Lock turnbuckles so they remain set. I'm also a big fan of using 'Tef Gel', which is the best lubricant for turnbuckle threads.

The bottom and sides are cleaned with Star Brite Hull Cleaner, and then prepped with the Star Brite Teflon Polish. Two polish applications are recommended, but I'm a little too tired at this point for that! Next is the Wichinox stainless cleaning paste by Wichard for the centerboard. This stuff is magic, and you'll know what I mean after you use it.

So, theoretically, my ride is ready for the next regatta, but in this case, it's time for its winter nap. My boat is garaged, but I leave it out of the bag. It's just my opinion, but I like to have the boat resting on the trailer (with nice and dry bunks) without the bottom cover on, as it may help for the hull to "breathe" a little better. Taking out the centerboard is a good idea. Why have an extra 120 pounds weighing down the boat! If it's too much trouble to remove it, then let the board down so it's resting on the trailer axle. This will relieve some of the weight (I think?), and be sure to put some sort of a protective pad down on the axle too.

All this "winter prep" may sound a little over the top, but when there's a foot of snow out there, and I'm about to leave for Savannah, at least I know my ride is race ready!

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DISTRICT & FLEET REPORTS

The 2006-2007 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.

BOAT OWNERSHIP

Please look at the website www.lightningclass.org under "News." Follow the link to Boat Ownership Records. Check out your boat listing, and let us know if it is incorrect. Fleet Captains and District Commodores, please review and send the class office revisions. We hope to be able to update the records and once again include them in the Yearbook. Thank you for your assistance with this project.

President's Column

Steven Davis

There have been some noteworthy accomplishments in the International Lightning Class Association in the past few months.

Pan American Games trials are taking place in various countries for the right to represent their countries in July, 2007 in Brazil. Since the Lightning Class was dismissed from the last Pan Am Games, it is very exciting that we are included this time. Congratulations to David Starck, Jody Swanson Starck and Bill Faude as the United States representatives for the Lightning Class. At this time, Canada, Brazil, Chile, Ecuador and Argentina are country-qualified and will be selecting their representatives through their Trials.

Amy Smith Linton was selected by the Governing Board as the fifth Member of the Executive Committee. Female participation in the Executive Committee has been limited over the years. Anne Allen and Mary Huntsman were the only other female Executive Committee Members. Congratulations, Amy. The rest of the Executive Committee looks forward to your participation.

PayPal, at least for now, is part of the Lightning Class. When you renew your 2007 Membership on-line, your credit card information will be processed immediately. This action will reduce the data processing hours at the Class Office. About 60 % of our Members pay their dues with a credit card.

The marketing of the Class is in good hands. Active Members were elected to the Governing Board as Vice Presidents of Special Projects but have been assigned to a specific responsibility. The combined efforts of these Members, with support from the Class Office and the Executive Committee, will deliver a productive year.

Our ILCA Marketing Team is:

Matt Burrige: V.P. International Marketing
Todd Wake: V.P. Junior Marketing
John Faus: V.P. Fleet Marketing
James Taylor: V.P. Pan Am Trials (a job well done!) and now V.P. 70th ILCA Anniversary
Bill Fastiggi: V.P. ILCA Loaner Boat Program

The "District Quest,"—can I get to every Lightning ILCA District during my tenure?—continues, as I was able to sail at the Ohio, Dixie and Ecuador Districts in the past few months. It has been a treat for Jan and me to travel to these locations, visit with friends and meet new people.



Martha Fisher & Steve at the Buckeye Lake Yacht Club

The 61st Snowball Regatta at Buckeye Lake Yacht Club (Ohio District), which is enjoying its 100th anniversary, celebrated George Fisher's 80th birthday, and there was some sailing too. The regatta commemorative burgee said it best in describing George, "Gentleman, Sportsman, Champion" and a darn good guy! Thanks to Bertie Werley for getting us organized. The Trailer Trash Band from Pymatuning played deep into the night. Skip Dieball won the regatta, but he will be remembered most for winning the party.

In Annapolis, at the Pan Am Trials at Eastport Yacht Club, and the Frigid Digit at Severn Sailing Association (Dixie District), the sailing competition was tough. Thank you to the Fishers, Borlands and Frymiers for their hospitality. Ryan Ruhlman defeated all comers to become the reigning ILCA Indian Wrestling champion.



Josh Goldman, Steve & Todd Johnson at the Severn Sailing Association

Salinas Yacht Club (Ecuador District) was an experience to remember. Brian Hayes (El Capitain) and our "Marinero Particulares," Jan and I, were shown Ecuadorian hospitality. We were picked up at the airport, driven for two hours to Salinas and housed in a beautiful hotel which overlooked the Yacht Club and the sailing venue. Thanks to Paco Sola, Carlos Lecaro and Santiago Romero for their generosity and assistance. Every night of the South American Championship there were spectacular offerings of food, open bars and friendly people. The Class meeting was well-attended, and many issues were discussed to improve Lightning sailing throughout South America. Here is a good boat story: Juan Santos, the winner of the event, negotiated with his wife to be able to sail. He got the boat that he wanted, a Lightning, but she got to pick the colors. A black hull with a purple interior was the result and it is fast! Next year, the South American Championship is in Colombia at either Tomine or Cartagena. This will be a fun regatta. Nos vemos en el agua! (See you on the water!)



Steve & Jan at the Salinas Yacht Club Lightning Bar

Official Notices

SPINNAKER NUMBERS & GRAPHICS

At the winter meetings in St. Petersburg the membership encouraged the creation of proposed changes to allow spinnaker numbers on one side and to allow graphics (approved by the Measurement Committee as non-promotional or obscene). The following proposals are presented for consideration:

NUMBERS

The current specification regarding sail numbers is unclear and has been interpreted as requiring numbers on both sides of the spinnaker. ISAF requires the sail number be displayed on the front side of the spinnaker but allows it to be placed on both sides. The proposed change uses the same wording used in the ISAF rule (RRS G1.3 d)). The positive effect of this change would be a savings in the number of characters needed for application to a sail. The negative effect would be in boat identification on downwind finishes particularly if the spinnaker were flown backwards (number on the inside of the spinnaker). The area designated for numbers by ISAF Rules includes the number area currently shown on ILCA Plans but is more definitive.

The following interpretations/ rulings would remain in force:

"National designation on the spinnaker is not required. Sail numbers must be made from cloth. Stenciled on numbers are illegal. (2000)"

The following interpretations/rulings with respect to the spinnaker would be eliminated:

"The Lightning Class will continue to require numbers on both sides. (2000)"

The following Specification change is proposed (**new wording in bold italics**):

Change ARTICLE V, Paragraph 75 to read:

"75. Racing numbers and the Class emblem will be on both sides of the main sail, and be located above the middle batten as per Plans, and racing numbers with an optional class emblem will be on the **outside of the spinnaker or may be placed on both sides within the area designated by ISAF Rules**. Numbers will be 304.80 mm (12") minimum height and 203.20 mm (8") wide except for the numeral one. **Boats sailing in** international events shall be identified by nationality **initials** as defined by the ISAF.

The sail number that is assigned to the boat at the time of construction is the hull number. The use of numbers is subject to the By-Laws Racing Restriction and may not be arbitrary. All sail numbers are to be of a solid color contrasting with the sail material. (*March 2005*)."

GRAPHICS

Current Specifications do not allow graphics on the spinnaker. Many people feel graphics are fun to see and make boat identification on the water easier for spectators. Others feel they detract from the traditional clean look of the Lightning. The following is proposed (**new wording in bold italics**, deletions in strikethrough):

Change ARTICLE V, Paragraph 77 to read:

77. There will be no displays or signs on the sails ~~described above~~ **mainsail and jib** other than class royalty label, sailmakers identification, and a small stamp signifying Measurement Committee approval. **Graphics are permitted on the spinnaker provided they are first approved in writing by the Measurement Committee who shall deny permission for any application that could be construed as advertising or obscene in nature. Graphics may not obstruct clear observation of the sail number. Application to the Measurement Committee shall include sketch of the proposed design.**

Please note the date change for the International Masters:

The 2007 World Championships will be hosted by the Yacht Club of Greece in Athens, Greece.

International Masters July 18-21

World Championships July 21-27

http://www.ycg.gr/lightning2007/en/the_club.htm

International Lightning Class Association

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VHF RADIOS

Proposed Specification Amendment

Delete the following Specification shown under "Other Rulings" after Specification Article VI:
Electronic Equipment - the following electronic devices are allowed aboard a Lightning:

- ~~1) Battery-powered wristwatches.~~
- ~~2) An electronic digital compass with chronograph (timer and/or clock). The compass must be entirely self-contained with either an internal battery and/or solar power. The compass shall have no external connection. This includes power supply and data inputs, such as wind information, boat speed or navigational features. It shall not have the ability to compute correlations between time, compass headings and VMG.~~
- ~~3) Cell phones, pagers, and handheld VHF radios with the following restrictions:~~
 - ~~a. for a sanctioned regatta, use of these devices is allowed only for emergencies and such use shall require withdrawal from the race;~~
 - ~~b. for a non-sanctioned regatta, use of these devices is allowed when not racing. In addition, organizing authorities can choose to restrict use to that of a sanctioned regatta. (August 2002).~~

Proposed By-Laws Amendment

Change BY-LAWS, Article VIII RACING RESTRICTIONS, Paragraph 5 as follows:
(New language in **bold**, deletions in strikethrough)

- ~~5. A boat must carry ground tackle of serviceable character for the locality, three life preservers, a compass, minimum one gallon bucket, throwable life preserver with attached whistle, and a paddle as approved by the Race Committee. In absence of special conditions, the ground tackle shall be a fluke-type anchor weighing not less than 4 pounds (1.8 kg) with 50 feet of line attached. Variation may be made only by specific written permission from the Chief Measurer when local conditions dictate. A boat must be fitted with a centerboard preventer.~~

5. PORTABLE EQUIPMENT

a) Mandatory

- i) Ground tackle shall be a fluke-type anchor weighing not less than 1.8 kg (4lbs) with 15.24m (50 feet) of line attached. Variation may be made only by specific written permission from the Chief Measurer when local conditions dictate.
- ii) Compass
- iii) Bucket with a minimum capacity of one gallon
- iv) Throw-able life preserver or cushion with an attached whistle
- v) Paddle
- vi) **Other life-saving equipment as required by government regulations.**

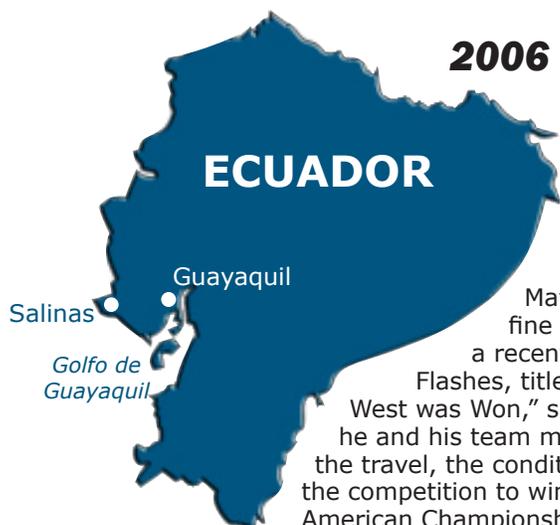
b) Optional

- i) Electronic Equipment—the following electronic devices are allowed aboard a Lightning:
 - 1) Battery-powered wrist watches
 - 2) An electronic digital compass with chronograph (timer and/or clock). The compass must be entirely self-contained with either an internal battery and/or solar power. The compass shall have no external connection and shall neither provide wind or boat speed nor compute correlations between time and distance.
 - 3) Other hand-held navigational devices. Use while racing is not permitted except for emergencies.**
 - 4) Hand-held communication devices (cell phones, pagers, radios, etc.) with the following restrictions:
 - A) For all sanctioned regattas, use is not permitted on the water except for emergencies. **This restriction may be modified to allow communication from the Race Committee to competitors on a predetermined channel if approved by the ILCA Executive Committee and so stated in both the Notice of Race and the Sailing Instructions.**
 - B) For non-sanctioned regattas use is not permitted while racing except for emergencies. **This restriction may be modified to allow communication from the Race Committee to competitors on a predetermined channel if so stated in both the Notice of Race and the Sailing Instructions.**
 - 5) **Personal medical devices, attached to an individual, required for a person's well-being are allowed if they are medically necessary.**
 - 6) **In all cases where the use of electronic devices is not permitted, a competitor's use shall require withdrawal from the race unless the Race Committee deems use was for emergency reasons.**

2006 Lightning South American Championships

“How the South was Won” (but not by us!!)

Brian Hayes



Salinas
Guayaquil
Golfo de Guayaquil

Matt Burridge's fine article in a recent Lightning Flashes, titled "How the West was Won," showed how he and his team managed the travel, the conditions and the competition to win the North American Championships in San Diego. This article is an exact mirror to Matt's in that it will cover the overall experience but will differ with one notable exception. The author of this article and his team did not even come close to winning the South American Championships. In fact, due to many circumstances directly within our control, we were barely able to compete and, in fact, featured a scorecard with more letters than a healthy serving of alphabet soup.

It started innocently enough. New ILCA President, Steve Davis, our Class Executive Secretary, Jan Davis, and I decided that, if everything fell into place, we should try to go to the South Americans in Salinas, Ecuador, so that we could: a) get together with the South American Lightning sailors to hear their ideas and opinions on the Lightning Class, b) show the International Lightning community that the Class Office and officers were committed to growing the Class internationally, and c) "show 'em how it's done"!! Well, two out of three ain't bad.

October 30, 2006—Introduction to Ecuador

I leave my house at 6:00 AM for a 10:25 direct flight from JFK to Guayaquil. I have two bags, my laptop, a couple of hundred dollars, very limited international travel experience and a couple of years of junior high school Spanish as my assets. Jan and Steve leave at around 8:00 AM Denver time but have stops in Houston and Panama City before arriving in Guayaquil. My flight lands on time at around 5:00 PM, and after collecting all my stuff, I meet up with Arturo, Paco Sola's crew. I am whisked away to a local Café where we chat in "Spanglish" and await the arrival of several other local fleet members.

Juan Santos arrives first. Juan's English is similar to my Spanish. Then more local sailors arrive. Carlos Lecaro, Santiago Romero and a few others. At around 8:00 PM I am then whisked away again, this time to dinner with the "guys" at the Banker's Club in Guayaquil. After a great dinner I am taken back to the airport where I see Jan and Steve just as they arrive. The three of us hop into a waiting van and head off to Salinas, which is about two hours away. It is 11:00 PM. We arrive at the Barcelo Hotel (pronounced bar-sell-o) in Salinas at 1:00 AM. Our accommodations, which have been arranged by Santiago Romero, are perfect. The hotel is quite nice and new with many modern amenities, which we are soon to discover, are not featured in many areas of Salinas. We arrange the sleeping so that Jan and Steve get the bedroom and I get the cot in the common area, and we crash at around 2:00 AM.



October 31, 2006—"Try the Ceviche!!"

Our team begins to stir early. We are all used to getting up fairly early, especially President Davis. If Steve isn't cranked up and doing something by 6:00 AM, I am told, there is something wrong. Steve's the Energizer Bunny. Last to bed, first awake. (More on this later). Carlos Lecaro comes by the Barcelo and picks us up around 11:00 AM for the two-mile drive to the Salinas Yacht Club ("clobber-day-yots" for the taxi drivers). The Club is awesome. Plenty of room. Two hoists. Lightning Bar. We find our boat and rig it, as there is not much activity at the Club on a Tuesday. After a while Jan and Steve decide it's time for lunch. We sit in the outdoor restaurant. Now I'm not saying this is verbatim but this is my recollection of the conversation.

Jan: Oh, they say we have to have the ceviche!

Brian: What's ceviche?

Steve: Oh, it's a mix of things like squid, shrimp—sort of a salad kinda thing.

Brian: And you eat this?

Jan: Oh, it's delicious!

Steve: (to server) Uno ceviche mixto por favor!!

Jan: (to server) Si!! Ceviche mixto!!

Brian: (to server) Diet Coke and toast...por flavor!! (my Spanish is not good!)

6 minutes later...

Steve: This is really good!! How's yours, Jan?

Jan: Awesome!!

Brian: My toast tastes great—if you're interested.



BAR LIGHTNING

ENSALADAS

ENSALADA DE CALAMAR	\$ 3.75
ENSALADA DE CHOCLO CON QUESO	\$ 2.25
ENSALADA CAMPESTRE	\$ 2.45

SOPAS Y CREAMAS

CREMA DE POLLO	\$ 2.50
CREMA DE LENTEJAS	\$ 2.50
SANCOCHO DE PESCADO	\$ 3.31
SOPA MARINERA	\$ 3.75

ENTRADAS FRIAS

CEVICHE DE CAMARON	\$ 4.75
CEVICHE DE PESCADO	\$ 3.85
CEVICHE DE CONCHA	\$ 5.25
CEVICHE MIXTO	\$ 5.25

The rest of the day went harmlessly. We met Marcelo Leon and his wife and crew and sit at the Lightning Bar and had dinner with them and a few others while sharing lots of stories and great laughs. We retired back to the Barcelo, and Jan went off to bed while Steve and I went to the bar and casino (we won \$30) before retiring.



Wouldn't we all love to have one of these at our club?!

November 1, 2007—Why is that Lady on the Ground?

Wednesday dawned, and the practice race was scheduled for 2:00 PM. We helped Marcelo with his boat, as well as Olaf Dyck and Cristobal Perez. We sailed out with perhaps 13-14 other teams for the practice race, a five-leg windward leeward, and raced four legs, then dropped out to sail against some of the competitors to check their trim and set up.

Opening ceremonies were scheduled for 8:00 PM (which, come to find out, really means about an hour later Ecuador time), and Jan, Steve and I arrived plenty early. A traditional flag raising ceremony, with Jan doing the honors for the lone US team, was followed by a formal indoor ceremony with many dignitaries, including Steve, giving speeches.



Jan at the Flag Raising Ceremony



Regatta organizer Carlos Lecaro welcomes the competitors

Now I'll stop here because this is about the time that our trip turned from being fun and frivolity to an exercise in creative crew replacement and stamina. Remember the ceviche from early?? Well here it comes. Literally...

After dinner was served, Steve was chatting with Paco while I was attempting to ply some of the locals into a drinking game when I hear, "She passed out. She fell straight to the floor." Now I'm not certain what or who they are talking about, but I look on the balcony and I see Jan surrounded by many concerned sailors. Steve darts outside and I follow. Jan had passed out and fallen down. Not sure why but she doesn't look well, and we quickly ask for a ride back to the Barcelo so she can rest. Needless to say, Jan is totally incapacitated for the next 24 hours. Details not required. (See above: ceviche!!) I adopt a new mantra. Cerveza, rum, toast!!!

November 2, 2006—How do you say Jib in French?

We awake for the first day of the championship, short one crew. Jan is out. We put her on the "unable to perform" list, give her bananas, juice and water and head to the club. I have a 9:00 AM clinic scheduled (which, as we learn, is really 9:40), and we need to find a third for the day. The clinic goes well as I use a whiteboard to draw prebend concepts and discuss headstay sag in my best Spanglish. We all head over to my boat and display the effect prebend has on the sail shapes and field questions as best I can. The "reunion de Capitains" is at 11:00 AM (which really means, to my amazement, 11:00 AM), and I listen in and catch a few key phrases while being assisted by Paco with some translations.



Brian Hayes put on a "Lightning Lab"

Racing is at 1:30 PM, and at noon Steve and I are introduced to our third, Pierre. Pierre is a Spanish and English speaking Frenchman living in Ecuador (and I thought I had identity issues!!). His kids are sailing the Opti Regatta, and he is game to go racing. He is very good. Pierre quickly gets the hang of proper heel and can fly the kite

well. We finish the day with a 10,1,OCS. Steve looks tired. Kinda sluggish. Pierre is fresh as a daisy. We have a cerveza and head back to the hotel to check on Jan. Dinner is at 9:00 PM (yeah right) on the beach, and we want to see how Jan is doing. We have a 7:00 PM meeting scheduled for the ILCA but postpone it until Friday, as we don't think Jan will be up to it today. Steve looks tired and curls up in bed at 6:30 PM. Jan does the same. I don't see either of them until the next day.



Tommy Sumner's team from Brazil

The beach party is awesome. Our host, Xavier Monge, has the party right in front of his home on the beach. I arrive at 9:00 PM (way to early), find the baño (bathroom) and grab a glass of wine. A bonfire is stoked up, and tables are set up on the beach as well as two bars, dozens of tiki torches and a huge buffet. I gather near one of the bars and chat with many fellow sailors. All are concerned about Jan, and I am now concerned about Steve. Remember Steve is the Energizer Bunny. He's in bed at 6:30. Not good. I finally eat around 10:30 and sit with Cesar Baquerizo and his wife and enjoy some great conversation and learn more about Ecuador, the Galapagos Islands and the Salinas Yacht Club. The Baquerizo's kindly offer me a lift back to the hotel, and I gladly accept it so I am back and in bed by 1:00 AM.

November 3, 2006—Who's this Guy who Looks like Steve??

I am the first one to wake up. I knock on Steve and Jan's door. 9:00 AM. "You guys alive in there?" A minute later Jan comes to the door. I ask Jan, "How ya feelin'?" "Better," she replies. Steve is in a fetal position on his bed. "Is that a good sign?" I ask her. She nods, "Nope." OK. Plan C.

Steve awakes and is determined to sail. Jan is up to it today as well. Jan is at 60%. We estimate Steve at 35-40%. Nearly 100% between the two of them. Not bad. Jan and I prepare the boat while Steve rests upstairs at



Assistant Measurer Jamie Calderon

the club. We drop the boat in and chase the fleet out to the start line. Steve sleeps in the bow. Jan and I chat about lots of stuff (but ceviche is off the topic list). We start the day with a third, but our stamina is not good, and we get worse as the day goes on, not quite getting left enough and sailing poorly in general, to finish with a 9,14. We sail in and Steve looks green. Jan is better.

We have a South American ILCA organizing meeting that Steve is to run, but we get him back to the hotel and put him to bed. We won't see him for another 14 hours. Jan and I run the roundtable discussion, and we come away from the meeting with a lot of good ideas and a feeling that, under the right circumstances, the opportunity for future success for the Lightning in South America is attainable. We are excited to see that the local sailors are anxious to help. Time will tell how we successful we are as a team in moving forward and implementing some of the ideas that were discussed at this meeting.

That evening is the awards dinner for the "Cupa de Santiago Romero." It is an annual race sponsored by Santiago Romero. The race had been held about two weeks prior, but the party is really what it is all about. Starting promptly at 9:00 PM (read: 10:00 PM) this was an event not to be missed!! Open bar, sushi bar, pasta bar, chicken, steak, shrimp, six-piece band, beautiful trophies for the winners and personalized t-shirts for every one who competed with a caricature of each competitor on their own t-shirt. This event was first class all the way!! Dancing, food, interesting party masks (ask Jan!). One thing I do know. A great party translates well in any language!!



Santiago Romero celebrates his birthday with all the participants, family, and friends. These people know how to have a good time!

November 4, 2006—Finally, We're all in One Piece, except the Mainsheet!!

Saturday morning comes and Steve is moving and Jan is moving. Everyone is healthy(ish)!! Finally our team is together. Let's see if we can salvage this regatta. Three good finishes can put us in a position to be as good as 2nd. I'm confident we can do it. Steve has much more energy today, and Jan is way better. We head out to the course with high spirits. I do a survey of the boat on the way out. Looks good. But..."Hey Steve. You think that little chafe in the mainsheet is OK? Oh well. Gonna have to be since it's an internal boom sheeting. We can't re-tie it". (Note the clever use of fore-shadowing here)

First race of the day we win the pin. Sail fast to the left (re-read results of Pavlov experiments the previous evening). We were fast enough to get under Juan Santos' bow and tack and led at the first mark. We held our lead



Participants in the *Cupa de Santiago Romero*—held the previous weekend—Awards presented at the birthday party

on the run and lost two boats from the right on the next beat. Lost another (from the right) on the run for a 4th. We're still in the game. Two more top 5s gives us a small chance for 2nd and a good chance at top 5.

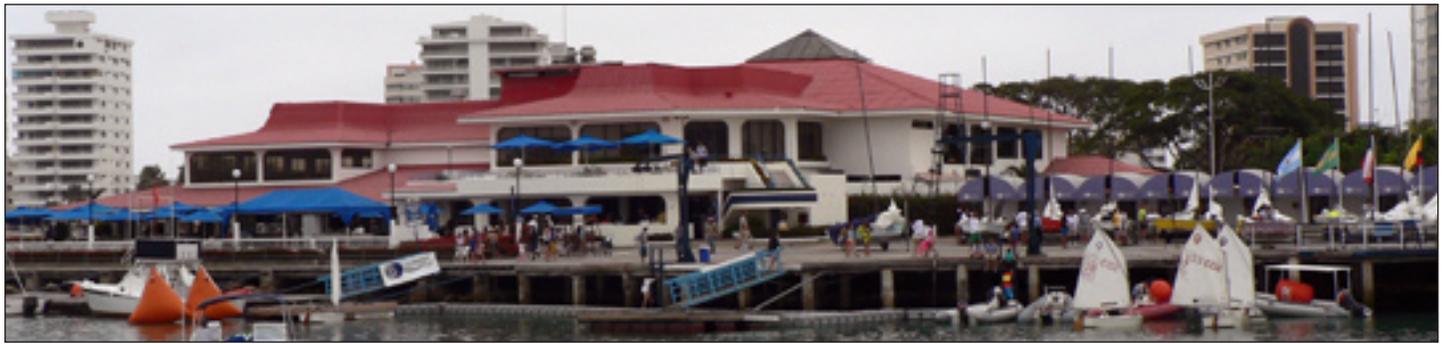
Race #8. Individual recall. Is it us?? We go back. Last at first mark. Last at 2nd mark but closer. We work left, and the boats on the right go light. We get breeze and a header. Back in the game again!! We tack. BIG lift!! Top 10?? Maybe better?? BANG!!! Now I don't ever remember breaking a mainsheet before in a Lightning. Been sailing them for the better part of four decades. Can't even recall SEEING a mainsheet break. But there is a first for everything. Broken mainsheet + internal sheeting boom = thanks for coming, your consolation prize is backstage. We limp into the club holding the tail of the mainsheet 1:1 and begin to break the boat down. We slip of the boom end cap and re-lead the mainsheet so the boat is ready to go for the next time. This certainly wasn't the boats fault. It is our responsibility to check the equipment and make certain it is race ready. With all the other "items" on our agenda during the week, we missed the chafing on the sheet. Our scores were 10,1,OCS,3,9,14,4,DNF,DNS. Solidly 12th. Mid-fleet. Not quite as good as Juan Santos and his team. They had 2,3,4,2,(11),2,1,4,2. Dominating!! Congratulations to Juan and his team. They sailed great!

The awards dinner was as impressive as every other party. There was food, wine and dancing as usual. Carlos Lecaro, the regatta chairman, did an excellent job as the Master of Ceremonies (I could easily be out of a job). Each competitor was recognized as well as individual race winners. Also, in ILCA tradition, a raffle was held with 100% of the proceeds donated to the local Red Cross (which everyone agreed is a great way to allocate the funds). Carlos and Company raffled off 20 North Sails hats and bags as well as miscellaneous ILCA gear. They were HOT items!! The crowd was in a frenzy!! Good times!! Steve, Jan and I hung in there until around midnight (also known as "when the party just gets started") as we had an early van back to Guayaquil so I could catch a Sunday flight. We wandered around thanking all our hosts as we worked our way to the door and crashed back at the Barcelo around 1:00 AM.

Reflections—or "Do I really want to Remember All of It?"

I've been back from Ecuador for a few days, and I'm now just getting re-adjusted. I learned a lot on this adventure. In no particular order:

- Three years of sleeping through Spanish class in Junior High School does not qualify as having even rote knowledge of the language. I'll be taking Spanish lessons this winter/spring.
- The typical American diet is different than that of the typical Ecuadorian (although I'm certain this statement could substitute any non-US country and be accurate). The food in Ecuador is delicious, but I discovered care must be exercised when trying "new" foods. Bottled water, Coca-Cola Light, chicken, rice, pasta. All good for me. Ceviche. No offense but not so much for me.
- The sailing talent in South America is deep. The fleet was tight all the time. A 1st was followed by a 14th. A 19th by a 5th. Everyone was in it all the time. It was fun racing. These guys could all sail the NAs and be competitive. No question!!
- I'd struggle to find a better place to race Lightnings in the world than Salinas. 8–12 knots every day. Small shifts and a little chop. Never too windy. Rarely too light. Races start at 1:30 PM. Three races and in by 5:30 PM. Dark by 6:15 PM (every day of the year).
- The Salinas Lightning Fleet took us under their wing and made us feel welcome and comfortable. From the Commodore of the Yacht Club, through the competitors and the fleet, to the staff and the marina crew, we were treated like honored guests. I'm hopeful that we can extend the same courtesies when our ILCA family members from South America visit us here for the North Americans. The Salinas Yacht Club and all it's members showed to us why everyone considers them a first-class operation. Many thanks from Jan, Steve and myself!



**SALINAS YACHT CLUB
53° CAMPEONATO SUDAMERICANO DE LIGHTNING
Noviembre 1-4 de 2006**

Pl	Sail #	Team	From	Total	1	2	3	4	5	6	7	8	9
1	14673	SANTOS JUAN / A. Santos / R. Lecaro	Ecuador	20	2	3	4	2	(11)	2	1	4	2
2	14794	PEREZ CRISTOBAL / C. Grez / Sergio Baeza	Chile	47	(23\OCS)	7	5	1	15	5	5	1	8
3	14894	SUMNER THOMAS / G. Satio Harada / F. Brito	Brasil	47	6	2	8	8	6	1	(11)	10	6
4	14791	HERMAN PABLO / I.F. Herman / Claus Engell	Chile	51	4	6	10	(15)	1	11	7	2	10
5	15095	PLAZA M. MIGUEL / S. Romero / Maria De Romero	Ecuador	52	1	10	1	9	7	9	(19)	11	4
6	14163	VELEZ JULIO / S. Herrera / MBeatriz Grubio	Ecuador	52	8	8	3	(23\OCS)	2	13	9	6	3
7	14676	LECARO C.LUIS / O. Viteri / J. Norero	Ecuador	57	3	17	(18)	12	5	3	2	14	1
8	11043	BETTINI PEPE / L. Calabrese / Diego Gner	Argentina	62	7	4	11	6	(18)	4	10	7	13
9	14671	SANTOS JRAFAEL / K. Quintero / D. Grubio	Ecuador	68	9	(15)	6	14	10	7	8	5	9
10	11037	RICOVERI ROBERT / G. Berberian / L. Authier	Argentina	73	19	5	7	4	3	(22)	12	16	7
11	15150	SOLA FRANCISCO / C. Casal / A. Iturralde	Ecuador	85	17	9	(23\OCS)	10	8	12	15	9	5
12	14688	HAYES BRIAN / Steve Davis / Jan Davis	USA	87	10	1	(23\OCS)	3	9	14	4	23\DNF	23\DNF
13	14160	LEON MARCELO / Ole Emmick / Clara Ordoñez	Ecuador	93	13	12	14	13	16	6	16	3	(23\DSQ)
14	15094	PLAZA ANDRES / J.C. Plaza / Fdo. Coronel	Ecuador	104	21	14	15	(23\OCS)	4	10	14	15	11
15	14379	CALDERON JAIME / S. Garcia / J. Klemperer	Ecuador	107	15	13	19	7	19	8	18	8	(23\DNF)
16	14099	PLAZA MERINO M/L. Benites / J. Ferretti	Ecuador	109	18	16	(23\DSQ)	11	21	16	3	12	12
17	14541	BAQUERIZO CESAR / O. Rodriguez / F. Panchana	Ecuador	112	12	(20)	17	5	20	20	6	17	15
18	14802	TAMAYO GUSTAVO / N. Guerrero / J. Delgado	Colombia	115	5	(23\OCS)	12	16	14	19	17	18	14
19	14389	MEIRA SEBASTIAN / Fco. Soriano / J. Palacios	Ecuador	116	11	18	9	(20)	13	15	20	13	17
20	14675	DYCK OLAF / Ada Dyck / G. Cordovez	Ecuador	118	16	11	13	(19)	12	18	13	19	16
21	14678	HERRERA SEBASTI / H. Herrera / C. Drouet	Ecuador	133	14	19	2	18	17	17	(23\DNS)	32\DNF	23\DNF
22	15096	MONGE XAVIER / Lobo y Pollo Rodriguez	Ecuador	154	20	21	16	17	(22)	21	21	20	18



Champions!



Rafael Lecaro, Juan Andres Santos & Juan Rafael Santos



2nd—Sergio Baeza, Cristobal Grez, Cristobal Perez & presenter Santiago Romero



Felipe Brito, Thomas Sumner, Gustavo Satio Harada & presenter ILCA President Steve Davis

“Pleased To Meet You, I’m #27”

Bill Faude



Sabrina, David, Jody Starck & Bill Faude

The 2006 US Lightning Pan Am Trials

About three weeks before the Lightning Pan American Games trial regatta, I got a call from David Starck. He asked if I'd be available to fill the third slot on a team comprised of David and his wife, Jody. After figuring out I still had four remaining vacation days in 2006, and getting a warmer reception to my trial permission balloon at work than at home, I signed on.

Having not sailed in any of the preliminary qualifying events for the regatta, I had no idea where the Pan Am Games were to be held, or exactly when, but it didn't matter. This was a rare opportunity to sail with two friends with whom I've traveled many van and plane miles. We'd been training partners before World Championships, spent lots of time brushing together, but we'd rarely sailed together. It was also October in Annapolis and as long as there's wind, Annapolis is an awesome, challenging place to sail. Then they told me Jody's mom, Jean, was going to be there to care of Sabrina Starck (five-months-old, and very cute). Heck, I'd have signed up to fly in for a Wednesday evening beer can race just to be part of that group.

At that point, I had no idea that I was approximately the 27th warm body they'd contacted about sailing between them. In subsequent conversations with other Lightning

sailors, I'd get little tip-offs like, "Oh, I guess Tommy couldn't do it." Or, "Yeah, they asked me a couple of weeks ago." Or, "I guess T. Hutch was still in Valencia." Or even, "Do you think that means Uncle Bob turned them down too?" I was undeterred. Why should I be embarrassed? After all, 26 people had turned them down. It was they who should be worrying. Quasi-insight: when the Rolex Yachtswoman of the Year and the guy who was second in the last World Championship ask you to sail, you sail—especially if they don't ask you to bring sails, too.

In the lead up to the regatta, a surprising number of people told me the Pan Am Games qualifying regatta was their single favorite regatta in Lightning sailing. I'd never heard that before. Why? Well, it's a unique event run only every four years. It's generally run mid-week by a highly motivated, patriotic group who are dedicating their time to support sailing in the US, and the Lightning in the Pan Ams. It's also winner take all, so the format might reward taking risk by people who's style doesn't normally include (or need to include) hanging it out there on an edge. Now having sailed about four of these, I think there's something else working. It might be the result of the small fleet, all of whom have had to invest lots of time even to qualify to be at the trials. It's a mutual respect you can really feel at the dock and on the course.





Jim Crane going through measurement

We'd all parachuted into Annapolis during the week when everybody was supposed to be doing something else. Maybe that made the time feel more valuable. I know our team felt that if we didn't win, we were going to go down thinking and trying our hardest. And we were going to shake hands with the winners and root hard for them in the games because we had something invested in them. Quasi-insight: maybe people like this event so much because there's really nothing to it except good sailing and the outcome, and there's a certain purity to that.



Allan Terhune and team

Anyway, on with the regatta! Ed Michaels was the regatta Chairman. He and his team had obviously fussed over us because they had convinced Eastport Yacht Club to host the regatta. They were doing it mid-week, in October, during the big Annapolis boat show season, three days before 50+ other Lightnings were to show up for the Frigid Digit, and five days before they were to host the biggest Soling World Championship in fifteen years. It was a lot to ask, but they did it. At the competitors' meeting, Pat Healy, as Chief Judge, gave a perspective on what sailing for our country in the games is like. Everyone got all lovey-dovey, and no one saw the Jury room for the whole regatta. It worked.

On the water, Jody and I discover the following: (We didn't share all of this information with our Helmsman. It is amazing how easily two people who are often skippers fall into the world of strategic deception and emotional Hans-and-Franzing just to keep the guy in the back all pumped up.)

- Debbie Probst, Cindy Kelly and Monica Jones (2006 Atlantic Coast Champions) are the fastest boat up-wind. This fact was perhaps more disconcerting to me than it was to Jody or David, as I had recently borrowed Debbie's boat and I had not been the fastest. I chalked it up to all the tuning Deb had probably done to the boat since I used it.
- Todd and Christine Wake and Dan Moriarty are able to sail right through large segments of the fleet down-wind. My quick math indicates this is not because they are like 300 pounds lighter than we are either. Hmmm, I'm flying the kite; do you ease a little more or trim a little when the luff begins to curl?
- Al Terhune is going to be very tough. He's always on the right tack heading for breeze. And he's always in the lead pack.
- David could start a Lightning in a phone booth. How does he get the boat going so quickly with such a small hole for an on-ramp? It's either gotta be an optical illusion, or a bow thruster. I doubt he discusses this starting technique with Jody; he might have to start just above her some day. There are some secrets in any marriage.
- Bob King's team is spending more time in the top five than we've seen before. That's how it seems to work, first you bump up against the top guys but you don't stick. After awhile you stick and someone else is gone.
- Maegan Ruhlman can now start better than all the boats around her, tack and control an entire side of the race course for as long as she wants. Exactly one, possibly two females in their 20s, have been able to do so in the history of the Class, and one of them is sitting next to me. In one race, the side she was winning included Jim Crane, Jeff Linton, Steve Davis, Jody Lutz, and us. It didn't appear she was the slightest bit nervous. She was just in control.

The event came down to the last race. Three teams (Starck, Terhune and Probst) could have won the regatta if things came together for them. Off the starting line, team Terhune was looking strong in the regatta, launched on the middle left. Then they found a soft spot, and Debbie's team passed them. By the time we got to



Jim Carson helping measure sails

the first weather mark, Debbie was a few boats ahead of our team, and Al's team was a couple of boats back behind us. Still a long way to go. We made a good call on the current going downwind and squeezed inside the leeward mark just in front of Debbie's team.

At this point, Team Probst appeared to be winning the event. Up the last beat, Debbie stayed close to us but I think we got maybe one boat between us by the top mark, which still wasn't enough. Then things got interesting and lucky for our team. Team Terhune made a great move gybing around the offset and appearing to those of us able to look back to have pulled bow even with Team Probst. Our team was in 4th place behind the Davis, Linton and Wake teams, respectively.

As long as we finished 4th, and Team Terhune beat Team Probst, Team Terhune would win. Al then gybed and effectively made sure Debbie's team didn't beat them. Farther up in the fleet, our big break happened. The wind went about forty degrees to the right, which turned the run into a pole on the headstay reach. Our team was just enough to weather Team Linton (the downwind blazers, the Wakes,

were up to second place by then.). We were able to pass them about 200 yards from the finish for third place. It was the kind of shift nobody could see on the water when boat placement decisions were being made.

From Debbie and Al's perspective it looked like there was no way we could catch Jeff. Even more impossible for any of us to know was that Jeff was in fact OCS. Had anyone known this, I'm sure different strategies would have been dictated. We finished third and won the event, although, owing to my usually stellar math, we had no idea until Al came up to congratulate us on the dock. Quasi-insight: you can't know everything. That's why it's possible to make all the right decisions and still have things not work out. The only known cure for this situation is to sail another event as soon as possible.

Our team is very excited and honored to represent US Lightning sailors in the Pan Am games. It will be great fun to sail against friends from Canada and the South American countries. We hope we'll do everyone proud. Thanks to all for such an outstanding trials regatta.

**US Pan Am Trials, Eastport Yacht Club
Annapolis, Maryland
October 11, 2006**

15125	Starck, David	2	7	4	-10	2	3	18
15232	Terhune, Allan	1	4	8	1	5	-15	19
15202	Fowler, Neal	4	12	1	-15	1	5	23
15234	Wake, Todd	9	-11	3	5	4	2	23
15251	Probst, Debbie	5	2	2	2	(18/OCS)	14	25
15083	Linton, Jeff	16	1	13	4	3	(18/OCS)	37
14957	Ruhlman, Ryan	3	8	11	-13	9	7	38
15265	Davis, Steve	-17	13	14	6	6	1	40
14900	Crane, Jim	8	-16	9	11	8	4	40
15166	Lutz, Jody	10	6	(18/DNF)	3	18/OCS	6	43
15279	King, Bob	6	10	12	-17	7	8	43
9	Allen, Tom Jr.	14	3	5	12	10	(18/OCS)	44
13991	Humphrey, Joel	11	5	10	8	(18/TLE)	10	44
15190	Breault, Nicole	15	9	7	7	(18/OCS)	9	47
15257	Ruhlman, Maegan	12	15	6	9	(18/OCS)	12	54
15235	Faus, John	7	14	-16	16	11	11	59
15154	Schneider, Mark	13	17	15	14	(18/OCS)	13	72



Steve Davis, Todd Johnson & Jeff Linton



Amy Smith Linton & Abby Ruhlman

Lightning Family News

Outstanding sailors who earned their sea legs on the Barnegat Bay, New Jersey, had their names entered into the Barnegat Bay Sailing Hall of Fame on Saturday, September 30th. The 2006 inductees are Betsy Alison, Bill Campbell, Jim Carson, Peter Commette, Jody Lutz, Buzz Reynolds, and Alicemay Weber-Wright. Posthumous awards will be awarded to Slade Dale, Charles Mower, and Edwin J. Schoettle. Ashbury Park Press, full story: <http://tinyurl.com/p65bw>

<http://www.app.com/apps/pbcs.dll/article?AID=/20060930/COMMUNITY/609300322/1073>

Retired Lightning sailor Dave Helmick sent this photo along as an explanation of why he and Jon Ewing (both of the Florida District) haven't been on the water recently. No accounting for taste, we suppose.



<http://www.specracer.com/forums/topic.asp?>

Dave Helmick claims that it's not so different from Lightning racing:



We get towed in when we "capsize", too!



Lightning #340

Lightning #340 was owned by the father and grandfather of David Kime. It was eventually sold in the mid 1960s, and it's current whereabouts are unknown.

David's grandfather made this painting of the boat during a trip to Lake Erie.

If anyone has any information about #340, please contact the ILCA Office.

MEMBERSHIP APPLICATION AND RENEWAL

Members may renew membership in the ILCA on the website and pay by credit card. Crew can now renew individually and Fleets may pay their dues. We have a new payment process using Pay Pal that will provide the members a secure payment environment and a more efficient method of processing credit cards for the Class Office.

80

61st Snowball Regatta

Buckeye Lake Yacht Club

Skip Dieball

80

If I told you we had planned on sailing the Snowball since springtime, I wouldn't be lying. In fact, it was at the Pymatuning Spring Classic when we caught wind of the celebration at the Buckeye Lake Yacht Club—founded 100 years ago—and that the 61st regatta there was going to coincide with George Fisher's birthday—80 years. Of course we were going to be there!!

As the weekend approached, the weather forecast was getting better and better. With temps in the 70s and sunny skies, I really couldn't believe that the forecast was for OHIO! Usually here, the clouds come in sometime in mid September, and it clears up in the middle of April!

It had been about 20 years since I had sailed at BLYC. Buckeye Lake is a Classic Club! The clubhouse itself is an older, incredibly well-maintained building on an island. With a full-service staff and a bar sufficiently stocked, it was all we could do on Saturday morning to not jump right in and have a few cocktails from this oasis...but we had some racing to do first.

The crowd that assembled from the Lightning fleet was quite impressive. Past NA champs, class stalwarts and World Champions flooded the boat park, and it was great to see everyone assembled. The racing would be tough, no doubt.

We managed to get in three very good races on Saturday. Going from 1st to 5th took no effort; however, it was quite tough to battle back if you couldn't establish your position early in the race. My team of Karl Felger and Rynne Gallagher sailed like All-Stars. We had great chemistry which led to good strategy and focus. We ended the day tied for 1st with the "Who's Who" boat of David Stark, Jody Starck and Matt Fisher. The thought of racing this team was frightening...to be tied with them confirmed that we sailed well.

David Starck and I have this ongoing shared motivation to be leading the event at the cocktail party! You see,

most of these midwestern weekend events have great racing on Saturday, killer parties on Saturday night and either too much or too little wind on Sunday. This year was no exception—only add a full-octane party!

The evening started with a great roasting of George Fisher by all his buddies and sailing icons. It began with Tom Allen, then Bruce Goldsmith and then Jim Dressell. I hadn't laughed so hard in years, and it was truly enjoyable hearing about many of the experiences and travels these great sailors had and continue to share.

After the roast, we all went into the club to watch our favorite band, The Trailer Trash Band. They are quite good, regardless of how much you'd had to drink, and it has become an anticipated tradition for Super Dave Starck (the alter ego of David Starck) to hit the stage to sing Elvis Presley!

Sunday was a beautiful day, for golf. No wind forced the decision to call the event. Our hangovers were very grateful! It was pleasant packing the boat in shorts and t-shirts. As I look out the window now, the greyness has been around for a month, and the thought of the weather that weekend will linger in my memory for many days.

In accepting our trophies for winning this event, it was easy to get caught up in the whole weekend, and I did. We all came out to help a great individual celebrate his birthday, but what we celebrated was our relationships George and with one another. I have known George for about 20 years. We've raced against each other in Interlakes and Lightnings and with each other in Flying Scots. He's taught me more through his actions and how he carries himself than anyone I know. The words "Gentleman" and "Sportsman" are cemented to his personality, and thank goodness George chooses to spend his time in our Class!

Thanks for a great weekend George! It'll be one I will never forget!



Happy Birthday, George



Bruce Goldsmith & George



George & Jim Dressel



The Trailer Trash Band





Classic Lightning

Craig Thayer — thayer@a-znet.com

http://groups.yahoo.com/group/wooden_lightning

Bob Astrove — astrove@hotmail.com

The New Finnish Wooden Lightning

Juha Aromaa

Middle Crew—FIN-15281

In 2006 we have a brand new wooden Lightning on the race courses of Finland. As in other parts of the Lightning sailing world, most of the boats here are made of fiberglass, but now the time has come for building new boats out of the original material, wood.

There has been a serious problem in Finland and in other European countries. New boats are available only in the US, and importing them into Europe is expensive. The only Finnish boat builder stopped building Lightnings a few years ago. The result was no new boats, no marketing of the Class and no new sailors.

The 1990s was a decade of renaissance of the wooden boat in Finland. New boat builders are educated and there are already skillful young talents making their living in the wooden boat business. There have been great restoration projects. For example, Finland has now one of the biggest fleets of 6 mR-boats in the world. There has also been a lot of progress in the development of modern boat building techniques.

All this made possible the idea of building a new competitive wooden Lightning. The first new wooden boat, FIN-15214, was built in 2004. This boat basically followed the lines of the original Lightning, which all of us are familiar with in the Lightnings of the 1960s. The sailors of the Finnish District gave all possible help to the builder in order to get a good-working boat. The building process itself was a success, and the boat performs reasonably well.

In the autumn 2005 the Finnish District Champion Kimmo Aromaa and his team—his brother Mika Aromaa and cousin Juha Aromaa—decided to order a new wooden Lightning. The idea was to create a competitive boat with no compromises. The aim was to build a boat that would be in demand in the sailing boat market, hopefully not only in Finland but in the whole European Union. The goal was to develop a boat that would be fast, beautiful and available for a reasonable cost.



A young boat builder Pyry Klippi was chosen for the task. He has a one-man company but he and several other boat builders have gathered together in Kotkan Puu-venekeskus (Kotka Wooden Boat Center) in the town of Kotka in Eastern Finland. So there was a network of help available for the project. (It can be mentioned that the quite famous 6 mR yacht US-80 "Djinn" designed by Sparkman & Stephens in 1938 was also restored in Kotkan puu-venekeskus and is nowadays sailing with the same name but under the Finnish flag and the sail number FIN-67.)

Before starting the building of the new Lightning the whole boat was designed by computer. This gave us many advantages. First of all we could be sure that the boat fit the Class Measurement Specifications. We also had the opportunity to study different possible solutions and calculate how they would effect the weight of the boat. The third goal was to automatize

the building process as much as possible in order to reduce the building cost. For example some of the parts, like all the frames, were laser cut in order to get them precise and to make the building process less time consuming.

The materials of the new Lightning are:

- Frames:** Okume plywood, 9 mm + three thicker frames in the mast area
- Bottom:** Mahogany veneer, 10 mm cross-laminated with epoxy
- Inner bottom:** Okume plywood, 9 mm
- Between the outer and inner bottom there is polyurethane foam for the buoyancy
- Outer keel plank:** Okume plywood
- Inner keel plank:** White cedar
- Centerboard trunk:** Okume plywood, 15 mm
- Sides:** Okume plywood, 9 mm
- Transom:** Okume plywood, 15 mm and mahogany veneer, 2.8 mm
- Deck:** Okume plywood, 6.5 mm
- Seats:** Okume plywood, 9 mm, the seats form air tanks for the buoyancy.

The boat is painted all white with the exception of the mahogany veneered transom.

The boat was ready to sail in July, 2006, just in time for the Europeans and Finnish District Championship in Jyväskylä, Finland. As the first of its kind, it still is a prototype. During these regattas we made careful notes in order to continue to improve the boat.

The boat is measured and it certainly is beautiful. It is slightly overweight, 331 kilograms instead of the minimum of 318 kilograms. The reason for this is probably a little bit too much epoxy on the bottom. This will naturally be corrected in the next boat. The exact building cost hasn't been calculated yet, but by now we know that the price will be competitive if you put any value at all on the excellent woodwork and the beautiful appearance.

The main question was of course how the boat performs. The hull is stiff, and the boat works fine. The Europeans and the District Championship was the very first regatta for the new boat, and Kimmo Aromaa and his team managed to win the District Championship. In the Europeans Kimmo was in the 8th place. Kimmo won also the following regatta in the Ranking Series and in the last Ranking Regatta he finished 2nd with the team's new boat. These results are of course good news for the Wooden Lightning Project. For the first time in many decades the Finnish District Championship was won with a wooden Lightning.

FIN-15281 will be seen sailing in the Europeans and the Worlds in Athens in 2007. Also a new boat will be built for the 2007 season. Some slight details, like the weight, will be corrected and improved in the next boat.

We would like to welcome you to take a look at FIN-15281 in Athens next summer (or why not in Finland if you pass by). If you would like to have more information or you are interested in trying to sail the boat, don't hesitate to contact Juha Aromaa, e-mail juhaaromaa@libero.it, telephone +358-40-7717210, address Jaakonkatu 3 A 10, 05900 Hyvinkää, Finland.





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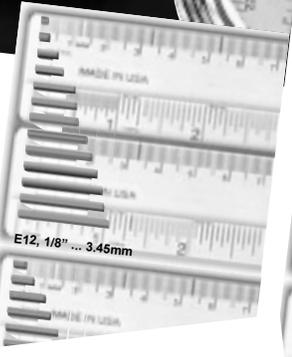
Seminars

Race Clinics



We test our small dia. lines
 This past fall I had the son of one of my long time customers call. He said he is sailing his Dad's 50's and asked me when I was going to do some bench testing on small diameter lines. I said: "It is on my list... now, it is at the top... what are you looking for?"

He said he wanted to use line instead of wire for the traps, plus he had some underdeck stuff he wanted to replace and he had some control lines that he wanted and that would hold in the cleats. The boy must have been reading the Layline catalog over the years 'cause he was thinking right.
 So, Jim, Hal and I spent 16 hours playing on the Punisher with our most popular high-tech, very small lines... Our method, we used 20 feet exactly, 600 pounds and cycled each piece to measuring where we loaded the line to 40 pounds and increased the load by pounds. We took/recorded 5 from each line. You see here...



Aracom T, 3/32" ... 2.63mm

Aracom T, 1/8" ... 3.33mm

E12, 1/8" ... 3.45mm

Excel Pro, 3.0mm ... 2.92mm

er Line, 2.8mm ... 2.96mm
 www.layline.com

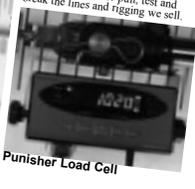
Line Diameters
 We also measured the diameter of the lines to really see how "big" they were. This is noted as the mm number ... behind the inches/mm graph label ... the manufacturer's mm graph label ... building consistent sizes, but it is just hard to split the hairs of small dia line. Take note of the size when looking at elongation, Size Matters, and 1/8" adjacent to one another. Also, 1/8" equals 3.17mm.

Results and Conclusions
 Our goal here is to not do a line to line comparison, but to give you data you can use for your application. So, don't get caught up in thinking only of stretch, instead think elastic elongation, i.e. each time you load your line to the percentage of X, it will move that much.

What we came away with was how consistent the performance of each line was. Once we pre-and-cycle loaded the lines, the 5 measurements were remarkably the same.
 For details as to how stiff a line is or how well it holds in a cleat or what colors it comes in, or what it may be good for, go to the general cordage sections.

Permanent Elongation, a concept to be understood. In these samples we pre-loaded to 600 then did pulls to 300 from zero. Each time to 300 the line stretched to basically the same overall length. That is cool, however, if we loaded the line would have become longer, permanently elongating. Think about this and call if you have questions. There are conclusions to be had.

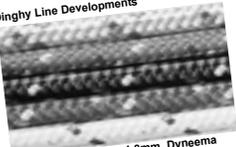
The Punisher
 Shown here is our "Punisher" a 120,000lb Steel I beam with a 20,000 lb hydraulic cylinder (like the one on a garbage truck) hooked to an electric hydraulic pump and a few digital load cells. We use this to pull, test and break the lines and rigging we sell.



Punisher Load Cell

Focus on New England Ropes Dinghy Line Developments

This is one of those stories where one of our Vendor's niche product lines gets lost within Layline's product presentation. Over the last few years under the guidance of their new sales manager who was a sailmaker and college all american, New England has taken steps to strengthen their position in the dinghy and one design market.
 In the past, this segment has been dominated by English and European suppliers, now, we have an American choice.



Spider Line down to 1.8mm, Dyneema



Flight Line, Stripable Polyprop to Dyneema

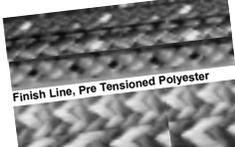


Salsa, Braided Polyester and Dyneema

Spider Line
 Spider line is a perfect line for your highly loaded control lines on dinghies. Spider line is constructed with a Polyester jacket over a SK75 Dyneema core giving you incredible strength and low stretch, take a look at the charts from our Punisher!

Flight Line
 New England did their homework on this line! Flight line is made up of a Polypropylene jacket with a 12 strand SK75 Dyneema core but there is a difference to the Flight line. New England made the "wall" thickness a bit thicker than normal and made the core a bit thinner than normal. We at Layline have been seeing for years that the jacket was the weak link on that the jacket was not now New England Polyprop lines but by beefing up the jacket while still offering all the performance that you could want for your dinghy and small keel boat lines. I have been running the Flight line for spin sheets on Sonar's all last season and I personally think there is no equal. Super light while still offering fantastic performance.

Salsa, Braided Polyester and Dyneema
 Salsa line is a High-tech single braid line constructed on Spin Polyester and SK75 Dyneema. The spin Polyester gives the Salsa Line a bit of a fuzzy finish for easy handling and the SK75 Dyneema offers great performance. The Salsa Line stays round under load so it is easy to cleat and uncleat. This line works really well when used in everything from main sheets to light air when used in the boats, because of its single braid construction this line also works really well in high pressure applications because of its good running ability.



Finish Line, Pre Tensioned Polyester



Buzz, Braided Polypro



Regatta Lite

Finish Line- Polyester
 Finish Line makes a great control line on both Dinghy's as well as big boats. With its 3 plait construction the Finish line stays round under load as well as Cam Cleats as well as giving good performance for use as small boat spin halyards. New England offers their Finish Line in 4MM, 5MM and 6MM sizing. Finish Line cannot be spliced but it holds a knot really well!

Buzz
 Looking for an awesome mainsheet for your small boat? Take a look at New England's Buzz Line. Constructed of Spin Polyester and Polypropylene Buzz Line is a high weight floating line that stays round under load so it is easy to cleat and uncleat as well as having unsurpassed ability to run at the top mark. The guys sailing our boats have really noticed this line as the way to go for their mainsheet. Because of the Spin Polyester the Buzz Line has a bit of a fuzzy finish making it easy to hold onto.

Regatta Lite
 Regatta Lite is 100% Polypro woven in a pretty loose array. Runs super well. We use as non-sweat absorbing painters and for anchor lines in Bichels.



Punisher Results, pulling our small diameter 100% polyester lines on the punisher in 20 pound increments. The numbers are millimeters.

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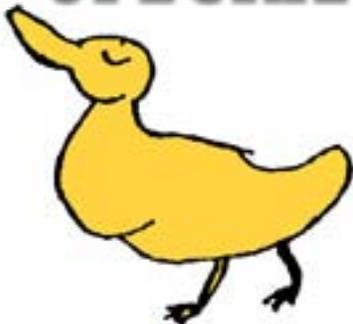
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Matt, Tobi and Dan on their way to another North American title.

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Winning the Swanson Trophy

Both unforeseen surprise and a few very good Mai Tais from the Mission Bay bar prevented me from being able to vocalize my thoughts very well during the NA award ceremony. The unforeseen part was due to my understanding that the Jody Swanson trophy was awarded to the highest placing women skipper of the Lightning North Americans, and I was fully ready to congratulate Maegan Ruhlman on that feat. She had 'made the cut' to the blue fleet and raced well in tough conditions amongst a very competitive fleet. Congrats Maegan! The surprise came when David Starck announced that the focus of the trophy had been changed from one of highest placement to one of recognition.

There is a person that I very much need to thank, because without her I would not have become involved in the Lightning fleet. When Sheboygan became the venue for the 2005 NAs, it was Denise Cornell who researched and bought a boat and took on the rather unglamorous, but necessary boat owner duties. Denise and I have sailed together in several fleets (San Juan 24s and J 24s) and several different venues (club races, district and national regattas, and women's match racing). We share similar passions regarding sailboat racing, and similar goals: to compete at the best of our abilities, learn as much as we can at each and every event we attend, and have fun doing it! Thanks Denise for the opportunities, the camaraderie, and the fun! It has been, and continues to be, a wonderful experience sailing with you.

Denise and I began sailing the Lightning because we have a strong local fleet and wanted to participate in the NAs being held at our club. We stay sailing the Lightning because it has been a tremendous learning experience against tough, but extremely fun competitors who make us feel welcome at every event we participate in.

It is difficult to know all the reasons why there are not more women skippers participating in the North Americans, but hopefully Maegan's strong finish in the Championship fleet, or Jody's mentoring of the junior girls interested in sailing, or the tenacity of our team can inspire more women skippers and/or teams to 'give it a try' and see just how fun and rewarding it is to be a part of this fleet. We hope Annapolis provides a venue that more women will be able to participate in. Ladies, locate a boat and join us next year in Annapolis! We think you can't help but have an enjoyable and memorable experience!

Kathy Lindgren



FRIGID DIGIT—2006

Allan Terhune

Severn Sailing Association and Lightning Fleet #329 teamed up to host the 55th annual Lightning Frigid Digit Regatta on October 14th and 15th. 41 teams participated in what has historically been the biggest fall regatta of the year. The slogan of "I survived the Frigid Digit" came due to the extreme conditions of the past years. This year people not only survived, they were greeted with exceptional weather and it made for a competitive and enjoyable weekend for all competitors and race committee.

This year the regatta was held immediately after the US Pan Am Trials, and as a result, the fleet included some new and important faces. The regatta was very lucky to have the International Lightning Class President, Steve Davis, and his wife Jan, who is also the new ILCA Executive Secretary. Not only was it great to have them with us, but they came all the way from Denver! Thanks Steve and Jan. There were also boats from Canada, Ohio, New York, New Jersey, Pennsylvania, Virginia, and Connecticut that made the pilgrimage to Annapolis to participate.

The racing on Saturday was sailed in a shifty 15-20 knot westerly which challenged the competitors and race committee alike. Three races were sailed, and there were mixed results for many. Jim Carson, with his crew

of Ryan Staggard and Kevin Dunn, won the first race in very shifty conditions. The smile on their faces was worth a million bucks, and they had a great start to their weekend. Jody Starck managed to win the final two races of the day, which put her in the lead for the regatta.

Saturday night Fleet #329 sponsored a great party which included a cocktail hour with snacks followed by a great dinner. Everyone enjoyed the night talking about sailing and catching up with friends from around the country that haven't been seen for some time. After the dinner, many teams ventured into Annapolis to appreciate the town that all of us locals take for granted.

Sunday was an absolutely beautiful day with 5-10 knot westerly breezes that were shifter than on Saturday (which many thought not possible). Jody Stark had two 2nd place finishes to win the regatta by 6 points. Jody and her team of Cory Sertl and David Starck sailed the purple machine to her second Frigid Digit victory. As a side note, there was incredible talent on their boat as both Jody and Cory have been Rolex Yachtswomen of the Year. Jody is a past NA Champion, and Dave is the US Pan Am representative and was 2nd in the last world championship. That's quite a team!

It was a great regatta and we look forward to seeing everyone next year!



An Impromptu Lightning Reunion at the 2006 USSA

Championship of Champions!

This is a great event. After all, it took me 31 years to “close the deal” (at the Sheboygan NAs) to qualify for the right to apply (proving I am a very slow learner); I did not want to waste it. Another really cool thing about this regatta is the list of competitors, only US National, North American or Worlds champions are able to apply for 20 spots to race. US Sailing accepts applicants, screens and selects before issuing invitations to populate the fleet. The event was contested at Grand Maumelle Yacht Club outside of Little Rock, Arkansas from October 25–28 in Y-Flyer boats. Most of the competitors (ages 13–67) had never seen a Y much less sailed one in varied conditions.

My team mate, Paul Hanson (#14009) and I are honored to have represented the Lightning Class and gravitated to others with Lightning experience also competing:

- Floridians Bill Mauk and Travis Maier (Etchells)
- Floridian Paul Abdullah and Ohioan Nick Turney (Interlake)
- Will Hankel (Y-Flyer) from South Carolina
- Mark Allen (Buccaneer 18 crew) from Michigan sailing for David Spira

As an introduction to this two-man, 17' 500 pound deep V/scow sloop, Greg Fisher, “Lightning ace” & our friend, was part of the tuning and boat briefing team. Greg is a past champion of the Y class, and although being the reigning Thistle National champ, he was not in the field. Greg helped us feel much more at home in a Y. We used the Lightning tuning concepts as a benchmark in most of our questions to better understand how a Y could be coaxed into going fast. I’m sure that the other competitors thought we were crazy and speaking in tongues but we did not care, this was all good. As a result, the nickname “Lightning Dudes” stuck on Paul and me.

Before the event Paul and I had hopped in a Y for a one-hour race at Carlyle featuring an adrift windward mark, not the most representative experience to build upon. The first hour in these boats in Little Rock offered accelerated learning and spotting the “low hanging fruit” (as in “look out for the centerboard and vang guillotine or you are going to lose your low hanging...” you get the idea). There were more than one set of cut ears as bigger than average teams got used to deceptively smaller than average cockpits in these unfamiliar boats.

The racing was in a round robin format with race length targeted at 20–40 minutes. Racing over three days gave the opportunity to experience varied conditions (cold, rain drifter to sunshine and 30 knots) and we were hoping to get in a “full rotation” (20 races). The last time I had competed under this format was the final regatta my senior year of college. Alarmingly, that sector of my “hard drive” has been replaced over the past 24 years, so some reorientation was needed on how to slide in and out of a boat for on-the-water changes and avoid swimming. The lake is a drinking water reservoir for Little Rock so no McLube, no “race course plumbing” or “swimming” allowed (however, capsizes are called “accidents”). We wanted to avoid all “accidents.”

The series started well and we had a slim lead after four races with two bullets. In race #4 we heard a bang and looked around only to find the jib wire shackle lying on the foredeck next to the jib. This would not be the last time this would happen. We put up the breakdown flag and finished with the bullet. Regatta Chair Drew Daugherty (riding on the breakdown boat) asked if we’d like to file for redress. I quickly said no thanks. In race #5 Paul and I then made a critical mental error (called greed) as we became dissatisfied with a potential 5th place finish and saw a passing opportunity, only to collect a 13th for our trouble. Ah yes, this was a lot like Nashville or the Medford Lakes (Tufts). Choosing the right time to be satisfied and/or consolidate appeared to be a critical success factor. Feeling spanked around in races 5 & 6 we flailed our way to a 4th place overall standing after the first 6 races. The fleet would earn a throw out after 8 races and a second T/O after 14.

The forecast for the next day looked really impressive. The misting rain would stop with a cold front’s passage, and we’d see big breeze late in the day. We were really excited about the prospect of rain stopping since we felt, looked and smelled like old fish & water fowl and were pretty much melting our poly warm gear by the fireplace to stay warm. Watching our beloved and bedeviled Cards take a victory in game #4 wasn’t so bad either.

The next morning the big breeze arrived early, and in race #7 our moment of truth came. About 30 seconds after the start, the end plug of the spreader came out/exploded, releasing the upper shroud, shaking the rig into also releasing (and breaking) the leeward spreader plug and incredibly bending the mast like a Laser rig, hobbling our race instantly. We immediately headed up, luffed the sails, released the vang and dropped the main while pinning the “break down flag” (again) onto the still shuddering rig. This was not good as I pride myself on taking care of other people’s property as if it were my own.

We’d had a good enough start and were headed to the left of the beat in search of smaller waves when a big blast had taken us out of this race. Our concern was to save the rig and get the boat safely into the harbor so it could be fixed and ready for the next rotation (race). As we waited for a rescue/repair boat, we realized there would be no tow in. Two other boats were capsized and busy being rescued. Being no stranger to ship wrecks (Sheboygan ’76), Paul and I relied on our wits and virtual bare pole sailing (a ¼ of a hoisted jib acting as a pseudo staysail) to nurse the boat into the lee of a headland and assess damage while on the way to the harbor. A 4” tear in the jib (sharp leeward spreader tip) and two “vaporized” plastic spreader tips was the initial damage report. However, upon further examination the few seconds of unsupported shaking had bent the mast about 1 ½” to port approximately 0-18” above the spreaders (lower shrouds attach at the spreader), so we were now working to save a damage deposit.

As it turned out this was the only race on Friday as the wind velocity continued to climb to the mid 30-knot range, but we did not know that yet. Until abandonment we spent the next two hours assisting with drills, pop rivet guns, sail repair tape and “adjusting” two pine trees (trying to straighten the mast or shear off the trees, I am still not sure which) so all would be ready if a harbor gun sounded. The jury awarded us breakdown points and then we heard three horns. Big relief. We declined a direct challenge from the 210 team to “settle this like

men at the go kart track” and opted for quiet down time. The stories of that afternoon’s Mt. Gay fueled “team races” at the go kart track reminded us of the previous night’s alleged “rental car donut contest debacle at the local Walgreen’s’ parking lot (I had no idea how silly PT cruisers look with solid donut spares on them in the early morning light). Although fun, these “flashbacks of our youth” made us cringe and prompted some fun conversations over cocktails and dinner with the GBYC and competitors at the Little Rock Country Club. We were energized for the final racing after enjoying a World Series victory in game #5 for the Cards and light, shifty air. A Carlyle festival!

Paul Hanson is expert with boat handling as both a skipper and crew in Lasers, 470s and Snipes before buying a Lightning and winning our Lightning Mississippi Valley districts in ‘06. Y Flyers seem to reward smoothness in boat handling and this nuance was not lost on our team. Our solid boat handling was starting to manifest itself in a slight speed and pointing advantage upwind (or is it that we are just a light team and comfortable in crazy shifting breezes?). Either way we were lucky enough to win two races out of the final six (including the final one) and pull ourselves up from 4th to the silver medal. The lighter it got the faster we went; and we “wore out our welcome with random precision” with everyone else (Pink Floyd quote is a tribute to Rob, Abby, Ryan and Maegan Ruhlman who apparently introduced the Lightning to just about everyone we met).

The rest of the Lightning friends in the impromptu reunion finished:

- Paul Abdullah and Nick Turney (Interlake) sailed very solidly but lost a heartbreaking tie for 3rd with Augie Barkow (who had been at the top of the standings since race #5)
- Will Hankel (Y Flyer) 9th
- Bill Mauk and Travis Maier (Etchells) 11th
- Mark Allen with David Spira 15th

Grand Maumelle Yacht Club hospitality was super; the competition was tight and fun. We are enormously proud to have not embarrassed ourselves while representing the Lightning Class (we can do that on our own time). Although we were not able to add our names to the Jack Brown Trophy as Lightning NA champs, Al Terhune ('03) and Brian Taboda ('95) had, we consider the final day recovery a real moral victory and are very happy with the performance, given the circumstances and carnage.

The 2007 C of C event will be held at Mission Bay Yacht Club (a place I really like) and sailed in Snipes. We hope US Sailing will invite us to participate in '07 (based on the '06 NAs) so we may have the privilege of representing the Lightning Class again and try and avoid embarrassing ourselves again.

“Lightning Dudes” aka Matt Burrridge (14834) & Paul Hanson (14009)

CHAMPIONSHIP OF CHAMPIONS RESULTS

Skipper	Place	Net Total Score	1	2	3	4	5	6	7	8	9	10
Field, Alan	1	48	5	2	3	3	7	5	5	6	13	1
Burrige, Matthew	2	56	3	4	1	1	13	12	8	8	1	6
Barkow, August	3	61	1	1	4	4	9	4	1	3	15	13
Abdullah, Paul	4	61	5	5	7	12	1	2	4	14	9	2
Kutschenreuter, Joe	5	74	4	7	14	9	11	8	9	2	3	3
Sinks, Chuck	6	76	7	3	2	6	15	16	3	1	7	7
Ellis, David	7	91	11	9	5	2	17	7	8	4	17	5
Meno, Fred	8	104	16	6	13	5	4	1	21	7	10	8
Hanckel, Will	9	112	9	14	11	14	10	6	2	12	18	9
Robertson, Stuart	10	115	8	13	12	8	5	11	7	9	4	18
Mauk, Bill	11	120	14	12	9	7	2	17	6	15	11	4
Staszko, Ryan	12	121	6	8	15	15	8	10	10	16	19	12
Spengeman, Ed	13	133	17	11	8	13	14	9	15	10	6	16
Bounds, Matt	14	142	19	16	6	10	6	3	12	11	14	19
Spira, David	15	146	18	10	18	18	3	21	14	18	5	15
Wattis, Newton	16	162	10	15	10	11	19	19	11	13	16	10
Frautschi, Grant	17	164	12	18	20	16	18	15	13	5	8	14
French, Ernie	18	174	15	19	19	20	12	13	21	17	2	17
Cady, Mac	19	205	13	21	16	17	20	14	16	20	12	20
Schroeder, Mitchell	20	209	20	17	17	19	16	18	21	19	20	11
# of Starters			20	20	20	20	20	20	20	19	20	20
Total # Races (to date)	13											
# Throw-Outs (to date)	1											

Red Flannels Regatta

Chicago Corinthian Yacht Club at Montrose Harbor

September 23–24, 2006

Tobi Moriarty

I refuse to admit that I am getting old, but the summers do seem to go faster and faster every year now. It felt like we just unpacked from the NAs and holy-cow! It's time for the Red Flannels again?! That means fall is here, and the fleece needs to be packed for regattas again. Where did another year go?

Last year we used Matt Fisher's boat for this regatta since it was in Chicago and not being used that weekend. It was great to be able to go to a regatta without taking the boat down and navigating it through the streets of a large city. The plan was to return to Corinthian Yacht Club with our own boat this year and kick off the fall season in the usual way. Plans changed when Matt called saying both of his crew backed out and asked us to crew for him. This simplified our plans, and now all we had to do was get to Chicago and go sailing with Matt (offers don't get much better than that).

Friday night we rolled into Chicago and entertained ourselves by drinking at the Yacht Club bar (go figure) and catching up with old friends. The weather was wet and nobody seemed anxious to take covers off of boats. We looked at the pictures Mike Healy had of the Worlds in Chile and the NAs in San Diego. It is amazing all of the places these Lightnings will take you! We left the bar and followed Bill Faude back to he and his wife Julie's house where they had a nice warm bed (and another beer) for us.

Saturday morning we met Matt at the club, set up his boat and made a few repairs that were needed. We put the boat in the water and finally went sailing. It was a drizzly overcast morning, but it wasn't as cold as it could have been. We made it to the race course and sailed around letting Matt remember what a Lightning felt like. The wind was quite light, blowing from around the south-west direction increasing and decreasing in velocity as the clouds came and went. The race committee got the course set and started the sequence without too much delay. We got off the pin end at the start and were able to tack over relatively quickly. We made it around the first mark ahead of the fleet and were able to keep our lead around the rest of the course. It might have been over a year since Matt sailed his Lightning, but it was obviously "like riding a bike" and all came back to him quickly. Ryan Flack in a beautiful, new, red boat, and Bill Faude sailed great races finishing 2nd and 3rd respectively.

The race committee was able to get another sequence started quickly, and this time the pin seemed a bit more favored. We maneuvered for a port tack start along with Ward Detwiler. I assumed Matt was fully back in the swing of things when he talked of his plan for a port-tack-start. At the start the cards unfolded nicely. The fleet that we might not have cleared tacked to port and we thought we were "off-to-the-races." Suddenly however, the domino effect came from the middle of the line, and the fleet was all flopping back to starboard. We were able to roll over to starboard with the speed we had from our port tack approach and escape the line without much

incident. This confusion managed to hold up some of our competition, and so we were able to round the top mark first again. We were again able to maintain the lead and finished another race first. Peter Orlebeke and Ryan Flack were 2nd and 3rd putting Ryan in second place for the regatta thus far.

As we sailed around waiting for race 3 to be started, the rain really started coming down. This apparently scared away what wind there was. I crawled under the deck in a fruitless effort to keep dry while Matt and Dan showed their manliness (or lack of other options) and hung out in the downpour. The rain was just starting to taper when a rumble of thunder initiated an abandonment from the race committee, and the fleet headed back to Montrose Harbor. If it weren't \$2/bottle and free draft beers at the club bar, I might have thought this was another decision by a race committee to feed their club's funds by sending the fleet in early. This race committee, however, has many years of experience on this lake and was aware of their responsibilities in dealing with the fleet should the forecasted storms roll in.

Sunday morning we headed back out to the race course with tremendously different conditions. This time it was blowing from a more northerly direction with some white-caps. Wow, I haven't raced in breeze in a long time. What do you mean, Hike?! We were more than ready when the first race started. This time we were more-or-less in the middle of the line and had plenty of speed. We rounded the first mark right with Bill Faude who we crossed tacks with all of the way up the beat. We set the chute at the off-set mark and took off. The wind direction allowed for some waves to start developing, and with the wind speed, there was some nice surfing down wind. We rounded the gates ahead of the fleet and headed back upwind. Okay, that hiking-thing was fun for a while, but these one-mile beats are again making me feel old! The wind was shifting enough to make us small-lake-sailors have fun playing the beats like a chess game. We rounded the weather mark and set off on our down wind playground again. We finished down wind with Bill Faude and his team of Jared Drake and Mike Healy just behind us. They also seemed to enjoy these conditions much more than the day before.

The race committee started the second race right away. We started again in the middle of the line, but the boats that made it away from the pin end seemed to be a bit ahead, and with the left shift that came in a third of the way up the beat, we were not in the lead at the weather mark. Bill Faude was there first, and we proceeded to chase him around the rest of the course. His team was hard to catch. This is when I realized what made Matt Fisher a common household name (for Lightning sailors anyway). We had three firsts in our back pocket and were in a solid second this race to a team that had a high number the day before. Not bad for the regatta so far. Still, to Matt, Faude's team was like a rabbit to a dog this race. We worked hard, closed the gap between us, and did not give up the chase until the very end. But Bill, Jared, and Mike finished first.

The third race for the day and fifth race for the regatta was started right away. The wind didn't seem to be as strong, but it was still hiking conditions. We played the first beat to another lead at the weather mark. We had to work the boat a little harder to surf on the runs with the wind down. We managed to keep the lead, and the race committee sent us in for the day as we finished that race.

It was another great regatta in Chicago. We won, Peter Orlebeke came in second place, and Bill Faude finished

the regatta in third. The boats were packed up, and we were set for an exit by 3:00 PM. But before we hit the road some awesome "Fox Duffels" were presented as awards, and Matt received another pair of Red Flannels. The rumor is that if you win this regatta, you have to jump in Lake Michigan the following year at the regatta party. I have been to the Red Flannels Regatta close to a dozen times and have only seen one crazy local do this.... Don't let that keep you from coming next year to try to win your own pair. They do look quite sexy!!

RED FLANNELS REGATTA RESULTS

Pl	Skipper / Crew	Sail #	23-Sep	23-Sep	24-Sep	24-Sep	24-Sep	Total
1	Matt Fisher / Dan Moriarty, Tobi Moriarty	15045	1	1	1	2	1	4
2	Peter Orlebeke / Kimberly Orlebeke, Aaron Diener	15158	4	2	2	3	7	11
3	Bill Faude / Jared Drake, Mike Healy	15260	3	6	OCS	1	2	12
4	Ryan Flack / Kevin Morin, Matt Morin	15304	2	3	7	6	4	15
5	Ward Detwiler / John Greitzu, Hui Sinto	15069	11	4	6	5	3	18
6	Bill Gibson / Steve Jenkins, Tom English	15167	5	5	3	8	6	19
7	Jim Fairman / Jon Beeler, Michael Anderson	14065	12	7	5	4	5	21
8	Doug Steffenson / Rob Hartshorn, Kermin Chok	14857	7	11	4	7	9	27
9	Paul Reak / Jen Reak, Lynelle Blowpop	15189	9	9	8	9	10	35
10	Jeanne Ehrenberg / Brendan Hagman, Tom Mitchell	14613	10	8	10	10	8	36
11	Michael Franceschini / Tim Franceschini, Brent Miles	13657	8	12	9	11	11	39
12	David Sprague / Shannon Kelly, RJ Trejo	14174	6	10	11	DNC	DNC	41
13	Pat McGuinnis / Paul Lang, Chris Theide	13794	13	13	DNC	DNC	DNC	54

2006-2007 ILCA Yearbook Booster Ads

OUR SUPPORTERS



**Good Luck
Sailing This
Season!!!**

The Fisher Family,

Greg, Matt, Gayle, George,
JoAnn, Lisa, Tom, Marty,
Martha, Kurt, Bessie, Addy,
Amanda, Stuart, Kara,
Gwen, and Ian

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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!!!



**From: The International Lightning Class Association
7625 So Yampa St
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Classifieds

SEE THE WEBSITE FOR MORE DETAILS ON BOATS, SAILS, OTHER

15245 Nickels. White hull, lt. grey deck/interior. Includes 2005 Nickels galvanized trailer, practice sets of sails, and mooring cover. \$15,250. Also available North Fisher main/jib and R2 spin used twice, and trailing cover. Kevin Morin (313) 595-5919 or mailto:kevin.morin@macroconnect.net (MI) 10/4/2006

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) 3/18/2006

14710 Nickels. Triple white, red boot and deck stripe. Fresh water, dry sailed. North J,M,S., trailer. \$10,500 Joe Dissette 989-631-2133 dissettesail@chartermi.net (MI) 12/7/2005

14486 Nickels. Covers, North M-5 main and 5-A+ jib, trailer. \$8,500 John Northrop 760-745-7245 john.northrop@cox.net (CA) 3/16/2006

14426 Nickels. "Grumpy old men" looking for younger owner. White with red trim, ss board, excellent condition, with all racing items. 3 sets sails, galvanized trailer, trailing cover and regular cover. Keuka Lake NY \$7250 Clyde Rathmann 607-936-6213 mailto:crathman@stny.rr.com 10/27/2006

14311 Allen. Blue hull with white deck, 2001 North MJ and 2002 Shore Spinnaker, Allen trailer, cover, all new lines in 2001, ready to race. \$6,500. Contact George Buckingham, location Indiana, phone (w) (574) 533-1171 (h) (574) 533-6638 mailto:gbuckingham@yaub.com 10/18/06

14308 Nickels. Light blue hull, white deck, new-ish mast. Race rigged in good condition with new sheets. Includes trailer, chine length cover, set of sails (m,j,s), and rudder cover. Dry sailed and well maintained. \$7500 Dale Bull 858-442-7600 (w) 858-964-4545 (h) db@ljshores.com (CA) 8/29/2006

13872 Nickels. White hull and top sides, dual controls on the deck/ traveller and backstay by the skipper. Sails are 4 yrs. old, spinnaker, jib and main. Boat very solid and in good shape. New mast. #702. Rebuilt trailer. Doug Olson 920-366-0936 mailto:deo10349@gbonline.com 11/13/2006 \$5400.00

13860 Nickels. Four full sets of sails - Quantum, new used only in California Circuit - (2) North Fishers one good condition and one well used - Shore sails well used - New mast, standing and running rigging. Trailer in good condition with bearing buddies. \$4,000. Dan Gravatt 858-274-7301 (CA) daniel.gravatt@intergraph.com 11/15/06

13123. White hull with red and blue water line stripe, and a yellow deck stripe. Good condition, freshwater sailed only. #684. Trailer is road worthy. \$3200, or best offer. Cole Hexel (803) 781-4762 (home); hexelcr@hotmail.com (Columbia, SC) 10/24/2006 Photos

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) 12/7/2005

11603. New ss centerboard, new boom, teak floor boards, mahogany trim, Helms built. Race rigged in good condition with Harken blocks. One set of North sails used. Dry sailed, and well maintained. \$3100. Joel Vann 760-533-7375 (w) 760-944-7375 (h) rungle@adelphia.net (CA) 7/31/2006

10638 Lippincott. Wimpy-flash. Many extras including sails, covers, trailer. \$4,000 Skip Dieball 419-392-4411 (h) sdieball@quantumsails.com (OH) 12/12/2005

10494 Lippincott. 2 jibs, 2 mains, 3 spinnakers, anchor, Sealion 1982 galvanized trailer. \$2,900 Jim Gill 215-368-9600 X 616 (w), 215-723-9662 (h) gilljig@comcast.net (PA) 4/1/2006

10309 Clark. Fiberglass hull, Bryant oval alum. mast. Woodwork (combing/floor boards) needs to be redone, running rigging ok, (2) sets of sails in fair cond. Needs new center board. Comes with 1998 trailer. Art Quade 908-296-6764 (w) 908-575-1786 (h) abquade@bioconnexx.com (NJ) 8/22/2006

9904 Allen. Fiberglass hull, aluminum mast, newly refinished mahogany deck seats and dash, full length cover, solid but uninspected trailer, full suit of sails and rigging in good condition. \$2000 Craig Cassel 7175334301 (w) 7175334301 (h) cbcassel@msn.com (PA) 5/10/2006

9693 Gerber Boat Works, NY. 1960: Completely restored woody. Carvel planked yellow cedar, interior refinished original old growth mahogany quarter saw. Spar and boom in excellent condition, Harkin carbo-blocks adjustable back stay and bridle. New cockpit cover, blue. Wired for electric motor. Boat is located in dry dock. Trailer is included, pictures available. \$3700. Rick Walters LA, CA. 310-800-6982 mailto:rick@rickwalters.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 cockpit cover, blue with Lightning logo and hull # for on mooring use in 2005. New Harken fittings, spinnaker pole, paddle, hand pump. Original sails in OK condition for day sailing. \$2,500. P. A. Simeone 860-536-9818 (w) 860-536-9818 (h) 6/24/2006 scrollpane@yahoo.com (CT)

9539 Fiberglass boat. 2 Shore Mains, 2 Shore Jibs, 1 Shore Kite, new spin pole, new spin sheets, new jib sheets, Stainless Steel CB, serviceable trailer. \$2000.00 Pete Jenney 603-264-3961 (w) 603-465-9622 (h) pjenney@taichigear.com (ME) 7/5/2006

9287 Lippincott. Boat and trailer in great condition. Very stiff boat, foam core / fiberglass. Sailor's Tailor fitted boat cover. Always dry sailed, freshwater. Pictures on request. \$2200 obo. Brent Kendrick 303 401-1516 (w) 303 591-0511 (h) brentkend@yahoo.com (CO) 8/29/2006

8637. Fiberglass hull w/ mahogany cockpit needs restoration. Wooden spars brand new rebuilt to class specs. Complete boat, heavy duty trailer, sails, rigging, life jackets. \$750 or free w/ donation to our Boy Scout troop. Ned Goodman 330-665-3552 (h) nblsgoodmn@adelphia.net (OH) 5/4/2006

7216. Wood lightning sailed since 1955 on fresh water. Needs Maintenance type work for season. Blue hull 2 suits of sails, spinnaker. Raced until 90. Pictures available. Loads of other stuff. on yard cradle. Trailer and 3.5 hp motor available. \$2500 Bill Dever 518 374 8532 (h) deverwd@localnet.com (NY) 5/1/2006

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

6380. Beautiful, wooden lightning, with protective fiberglass exterior finish. 3 sails, motor and trailer. \$1800 or best offer. Susan Tybur 630-687-0552 (w) 630-687-0552 (h) horselv2@yahoo.com (IL) 6/28/2006

6315. Wooden lightning in good condition with beautiful wooden mast, boom, rudder. Two sets of sails; trailer in good condition. Melanie Ginter 203-776-3600 (h) melanie.ginter@unitedaluminum.com (CT) 5/6/2006

6296. Well maintained classic wooden Lightning. Stored indoors, comes with trailer, two sets of sails and one spinnaker. \$2500.00 Charles Kesterson 716-434-6020 (w) 716-439-0719 (h) kesteron1@verizon.net (NY) 6/19/2006

6133. 1955 classic, woody hull and alum/stainless rig. Hull Blue, top white interior bright. Sails in good condition. Recent Hull repair and new canvas deck. New Hardware, brand new dry sail cover, aluminum trailer. Boat is in very good condition. \$3,500 Joe LaCroix 416-830-0294 joe.LaCroix@digitalworldcard.com (CAN) 4/4/2006

1548. "Little Joe" Built 1947, has beautiful wood spars, boat is complete but has a cracked hull plank, green deck, white hull, gray interior, white seats; Includes like new Trailer, and sails. Boat located in Surry Maine; \$2,500 or best offer; call Nick 978-388-0999 (w) 978-388-4646. mailto:haineslaw@verizon.netnm10/3/2006

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