

International

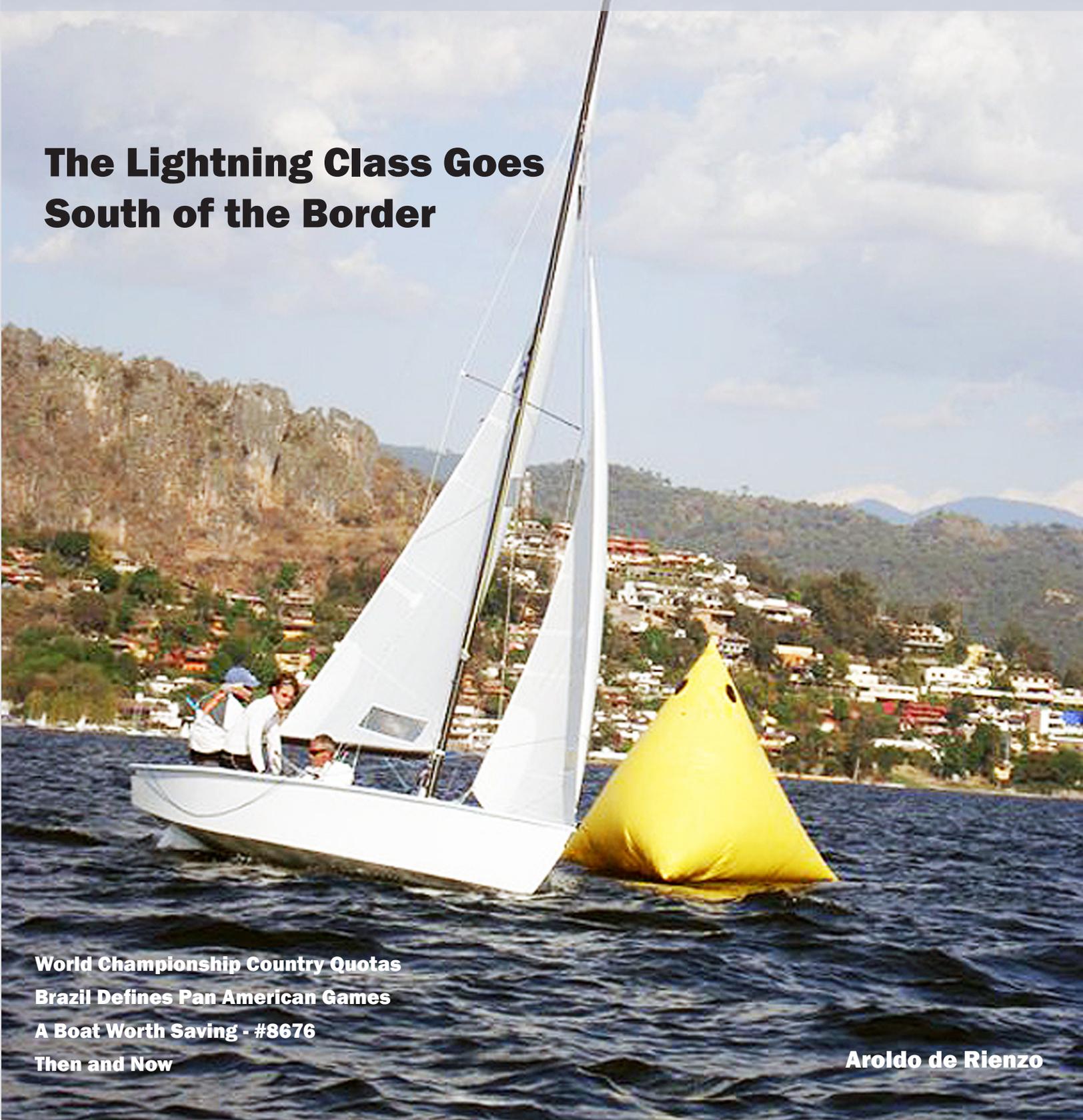
Lightning



Flashes

February, 2011, Volume 71, No. 1

The Lightning Class Goes South of the Border



World Championship Country Quotas
Brazil Defines Pan American Games
A Boat Worth Saving - #8676
Then and Now

Aroldo de Rienzo

**Copa La Peña
Regatta**

**Triple Copa
Scappino
Regatta**



International Lightning Class Association

Laura Jeffers—ILCA Executive Secretary

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All Four Lightning Training DVDs

Packaged set: \$99.95

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Taming the Spinnaker Beast: "Taming the Spinnaker Beast" is the newest training video from the International Lightning Class. Featuring Rolex Yachtsman of the Year and Lightning World Champion Jeff Linton, this new video illustrates useful techniques from basic to advanced work with the spinnaker. Crew members Bill Fastiggi and Amy Smith Linton demonstrate how to set and trim the spinnaker in a variety of conditions, how to recover from common mishaps, and how to douse the spinnaker.

Additional perspective is offered by the North American-Championship team of Skipper Matt Burrige with Dan Moriarty and Tobi Moriarty. This valuable training aid features analysis and instruction by Skip Dieball.

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

Skipper/Crew Training: Champions Greg Fisher and Andy Horton show you step by step techniques for fast boat handling. Tacks, sets, gybes, take downs... Directed by Rick Bernstein. Quotes from the Boys: Fisher "When it comes right down to it, it really does come down to the basics, this video is a great starting point for beginners to the experienced" Fastiggi: "The great thing about the Lightning Class is the available help from sailmakers to the weekend racer, this video is another must have tool to help improve performance.

Tuning For Speed: Bill Fastiggi and Greg Fisher "show and tell" how to rig & tune a Lightning. They then show "what to look for," with on the water examples.

To order, go to: <http://www.lightningclass.org/marketplace/store/cdDvd/index.asp>



2011 Yearbook

The 2011 Yearbook committee is asking for your help!

Kids sometimes say the darnedest things...Are we there yet? I'm hungry...

This holds true on sailboats too!

What have you heard your kids or other kids say while on the boat? It might be funny or serious. You may choose to stay anonymous or you can put your name, club or fleet number.

Please send your one-liners or small paragraph to:

Monica Jones, YB Editor
(JonesIM42@aol.com)

or

Laura Jeffers in the Class Office
(office@lightningclass.org)

President's Column

Rob Ruhlman



The only problem with going to the Southern Circuit is coming home from the Southern Circuit. After racing in Savannah, Miami and St. Pete, the rust has been knocked off. It practically feels like you're in mid-season form, and now, for most of us, it will be another month or more before we go racing again. The Circuit was a great event, beginning with Savannah, which is certainly one of the most unique venues we have, and that alone always makes for an interesting weekend. Add to that the fact that for the vast majority of us it is the first real break from the cabin fever we've been experiencing and the first time a group of Lightning sailors this big has been together since the NAs. There's little wonder the event is the success that it is.

While we were a bit plagued by light breezes at all three venues, we all know the risks involved with this game, and from what I could see, we made the most of our down time. There was considerable discussion regarding how the Circuit might be modified if we, in fact, decide it needs modification. There was also considerable sentiment that "it ain't broke" either. We will be looking at this closely in the months to come, but any change would be a lengthy process, so I am confident in saying there will be no venue changes for next year. Many thanks to all involved, Laura Jeffers in particular, for the time and effort they contribute. What a great event; what a great group of people; what a Class!

This is the first edition of Flashes that will not go out in hard copy. I have experienced some confusion among the members of my own District in this regard, so I urge you all to make sure your compadres are all up to speed on the fact that Flashes will, henceforth, only be distributed electronically. Also, please encourage those who need encouraging to check the website on a regular basis for updates on everything pertaining to the Class.

The proposed modifications to our governing documents were approved at the appropriate meetings, and nothing out of the ordinary surfaced under "new business." We welcome two new Fleets, #522, Rosario Fleet in the Argentina District with Mario Fumagallo as Fleet Captain, and Mexico Fleet # 523, Valle de Bravo with Aroldo de Rienzo as Fleet Captain. Life memberships were presented to immediate Past President Brian Hayes and also to Tom Allen, Jr. at the St. Pete banquet on Saturday evening. Abby and I were hon-

ored to be presented the George V. Fisher Sportsmanship Award, and the one and only Don Gregory was presented with the Karl Smither Trophy for his lifelong dedication to the Class.

And, of course, great congratulations to Southern Circuit Champions and Pan Am reps, Jody Lutz, Jay Lutz and Derek Gauger! They put up an incredibly consistent performance in often trying conditions. Well done, guys!

I am pleased to announce that Kip Hamblet and Matt Fisher have agreed to join Mike Huffman and Victor Lobos as Fund Directors of the Limbaugh Fund. Named in honor of Helen Limbaugh, Executive Secretary of our Class for seventeen years and Jay Limbaugh, ILCA President in 1964, the fund exists to "...support education, training and the promotion of Junior sailing." Jay and Helen were great supporters of junior sailing, which I can attest to personally, having sailed with Jay locally and at the North American level when my dad thought I was still too young! Kip replaces long-time Lightning friend John Schneider, who was one of the original Fund Directors, along with Matt's dad, George. On behalf of the Class, many thanks to both John and George. I look forward to working with Kip, Matt, Mike and Victor as we reintroduce this fund in the months to come. Finally, many thanks to Pymatuning Yacht Club, Fleet 36, who approved a very generous donation to the Limbaugh fund at their winter meeting last week!

I'll have more to say about our four funds in the months to come. In the meantime, our ever evolving website has an excellent section on how you can donate to the Class, if you are so inclined. The ILCA is a 501 (c) 3 charitable organization under the IRS code.

The season is about to go in to full swing! The Ruhlman team has a lot on its Lightning schedule already. While we've had to postpone a planned trip to Nigeria shortly after the Circuit, the Texas Districts in Houston, home of the 2012 North American Championships, are only two weeks away, followed the 50th Long John Regatta in Red Bank, New Jersey, and the Spring Classic at our own Pymatuning Yacht Club, where the rumor is the Trailer Trash Band will be starting their General Recall Tour! Hope to see many, many of you all along the way!

Now, it's probably about time to deal with the wet gear in the boat...

Profit & Loss
January through December 2010

Ordinary Income/Expense	
Income	
Skipper Dues-North America	35,683.25
Skipper Dues-South America	2,665.00
Skipper Dues-Europe	1,395.00
Crew Dues-North America	8,155.00
Crew Dues-South America	850.00
Crew Dues-Europe	430.00
Associate Dues-North America	2,745.00
Associate Dues-South America	136.00
Associate Dues-Europe	208.00
Fleet Dues	2,855.00
Flashes Subscription	2,454.00
Flashes Advertising	7,700.00
Boat Royalties	1,000.00
Mast Royalties	1,232.00
Sail Royalties	8,497.53
Merchandise	9,446.70
Classified Advertising	420.00
Regatta Income-S. Circuit	1,280.00
Regatta Income-NAs	3,750.00
Interest Income	78.15
Miscellaneous Income	43.18
Yearbook Printed	2,385.00
Total Income	93,408.81
Expense	
Executive Secretary	41,166.58
Travel/Education	793.40
Flashes	14,441.66
Advertising	700.00
Credit Card Fees	3,263.55
Communication Expense	2,579.11
Office Supplies	2,408.77
Organization Dues	250.00
Postage and Delivery	2,140.94
Recognition Awards	950.40
Store Merchandise	5,309.31
Professional Fees	1,810.00
Website Upgrade	1,479.00
Lightning Lab	1,611.78
Regatta Expenses	2,900.92
Yearbook	4,817.99
Miscellaneous	1,708.95
Total Expense	88,332.36
Net Ordinary Income	5,076.45
Other Income/Expense	
Other Income	
Donations	
ILCA Fund	
ILCA Fund Income	7,530.71
ILCA Fund Expenses	-5,908.10
Total ILCA Fund	1,622.61
Limbaugh Fund	
Limbaugh Fund Income	4,946.62
Limbaugh Fund Expenses	-1,960.00
Total Limbaugh Fund.	2,986.62
History Fund	
History Fund Income	740.66
History Fund Expenses	-289.00
Total History Fund	451.66
Boat Grant Program	
Boat Grant Income	3,808.25
Boat Grant Expenses	-5,759.88
Total Boat Grant Program	-1,951.63
Total Donations	3,109.26
Total Other Income	3,109.26
Net Other Income	3,109.26
Net Income	8,185.71

Balance Sheet
As of December 31, 2010

ASSETS	
Current Assets	
Checking/Savings	
NEW Checking	2,526.68
Colorado State Money Mark	26,859.63
Total Checking/Savings	29,386.31
Accounts Receivable	
Accounts Receivable	2,664.02
Total Accounts Receivable	2,664.02
Total Current Assets	32,050.33
Fixed Assets	
Boats	
15387 Lightning	16,000.00
Total Boats	16,000.00
Total Fixed Assets	16,000.00
Other Assets	
Prepaid ISAF Fees	552.26
ILCA Fund	
ILCA Fund CD	30,097.85
ILCA Fund CD	70,257.85
ILCA Fund CD	40,125.52
ILCA Fund CD	30,000.00
ILCA Fund Savings MM	12,012.68
High Yield Investment	25,000.00
Total ILCA Fund	207,493.90
Limbaugh Fund	
Time Deposit need acct #	20,000.00
Time Deposit 2612	13,144.62
Total Limbaugh Fund	33,144.62
History Fund	4,477.88
Total Other Assets	245,668.66
TOTAL ASSETS	293,718.99
LIABILITIES & EQUITY	
Liabilities	
Current Liabilities	
Other Current Liabilities	
Prepaid Entry Fees	
World Championship Shipping	7,000.00
Total Prepaid Entry Fees	7,000.00
Prepaid Memberships	45.00
Total Other Current Liabilities	7,045.00
Total Current Liabilities	7,045.00
Total Liabilities	7,045.00
Equity	
Net Assets	
Temporarily Restricted	225,254.23
Unrestricted	9,674.49
Net Assets - Other	39,444.13
Total Net Assets	274,372.85
Retained Earnings	11,666.14
Net Income	635.00
Total Equity	286,673.99
TOTAL LIABILITIES & EQUITY	293,718.99

ILCA Proposed Budget for 2011

Ordinary Income/Expense

Income		Expense	
Skipper Dues-North America	33,750.00	Executive Secretary	38,000.00
Skipper Dues-South America	2,925.00	Travel/Education	3,200.00
Skipper Dues-Europe	2,250.00	Flashes	10,300.00
Crew Dues-North America	8,500.00	Advertising	1,200.00
Crew Dues-South America	1,100.00	Credit Card Fees	3,500.00
Crew Dues-Europe	550.00	Computer Supplies / Maintenance	1,000.00
Associate Dues-North America	2,730.00	Communication Expense	3,100.00
Associate Dues-South America	130.00	Office Supplies	3,200.00
Associate Dues-Europe	312.00	Organization Dues	750.00
Fleet Dues	2,975.00	Postage and Delivery	3,000.00
Flashes Subscription	0.00	Recognition Awards	1,100.00
Flashes Advertising	8,000.00	Store Merchandise	6,500.00
Boat Royalties	1,500.00	Professional Fees	2,000.00
Mast Royalties	1,200.00	Office Support Services	500.00
Sail Royalties	10,000.00	Website Upgrade	2,000.00
Merchandise	12,000.00	Lightning Lab	2,000.00
Classified Advertising	500.00	Regatta Expenses	3,500.00
Yearbook Advertising	5,000.00	Yearbook	14,500.00
Regatta Income-S. Circuit	1,300.00	Miscellaneous	1,000.00
Regatta Income-NAs	4,000.00	Promotion	<u>1,700.00</u>
Regatta Income - Worlds	1,000.00		
Interest Income	100.00		
Miscellaneous Income	500.00		
Yearbook Printed	<u>2,200.00</u>		
Total Income	<u>102,522.00</u>	Total Expense	<u>102,050.00</u>



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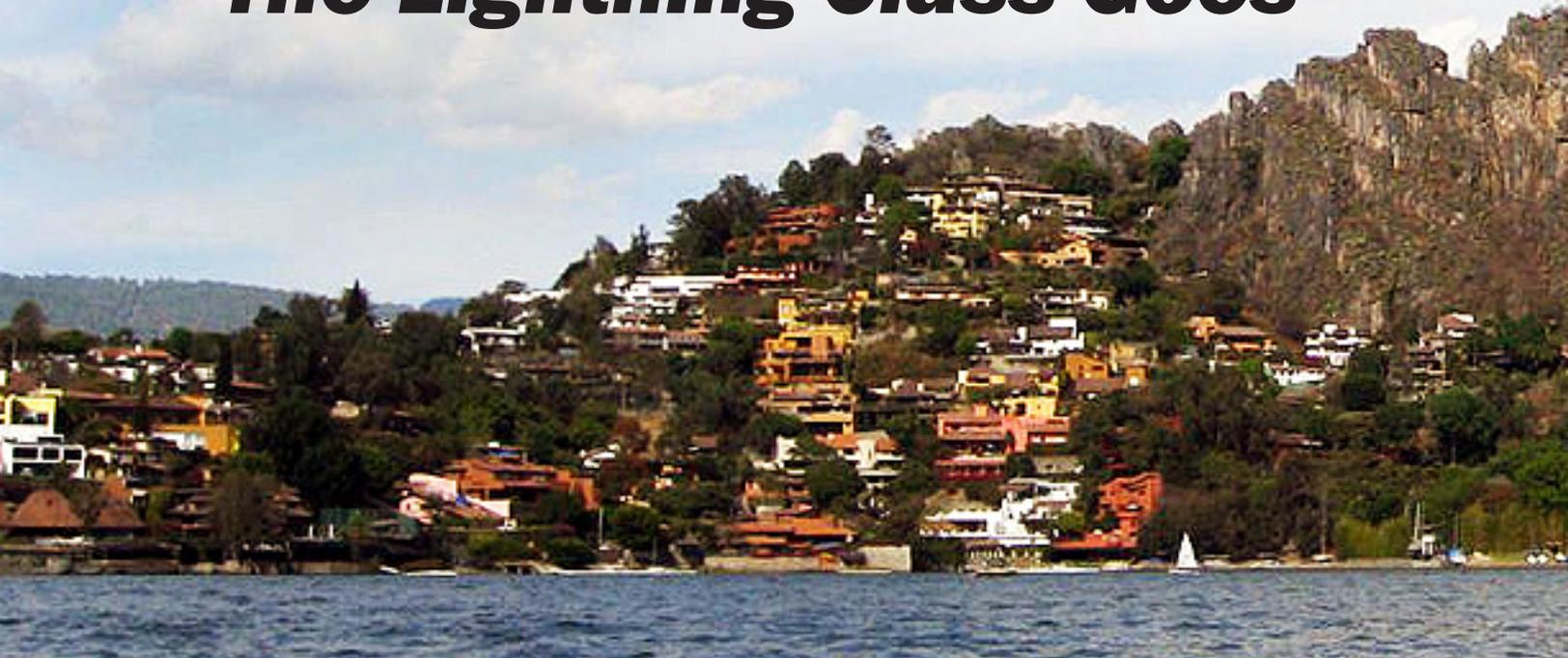
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The Lightning Class Goes



For the past two years, we have had the great pleasure of having Aroldo de Rienzo, his family, and his crew as part of the Lightning Class family. He has brought the Lightning Class to Mexico in advance of the 2011 Pan American Games. Most of the year, he sails with Fleet # 435 near Dallas, but during this winter, he has relocated his two boats to Mexico.

He has been after the Texas folks for some time to come down and sail in Mexico. We tried a hook up Puerto Vallarta, but a funny thing happened on the way to the Forum, so to speak. After finding all of the missing boats and most of the cars, we decided to try again.

This time, we decided to go to Aroldo's home club in Valle de Bravo. Valle is ninety miles from Mexico City. Nearby, is the Santuario de la Mariposa Monarca, or Monarch Butterfly Sanctuary. High up in the hills around 10,000 feet, there are close to one million but-

terflies wintering from their summer home in eastern Canada. On our way from Mexico City to Valle, we stopped to ride horses and to climb to the Sanctuary. It was well worth the trip. There were so many butterflies that the flapping of their wings made it sound as though it were raining.

Eventually, we made our way to Valle. What a great venue. While the rest of Lightning Class North America was hunkered down for the winter, Valle greeted us with clear skies and ten-to-fifteen knots, and seventy-five degrees. With the scenic mountain vistas all around, the sailing promised to be awesome. The event was the multi-class event, the Copa La Peña.

We unstacked the boats and went to dinner. Aroldo and his wife, Beatriz, are outstanding hosts.

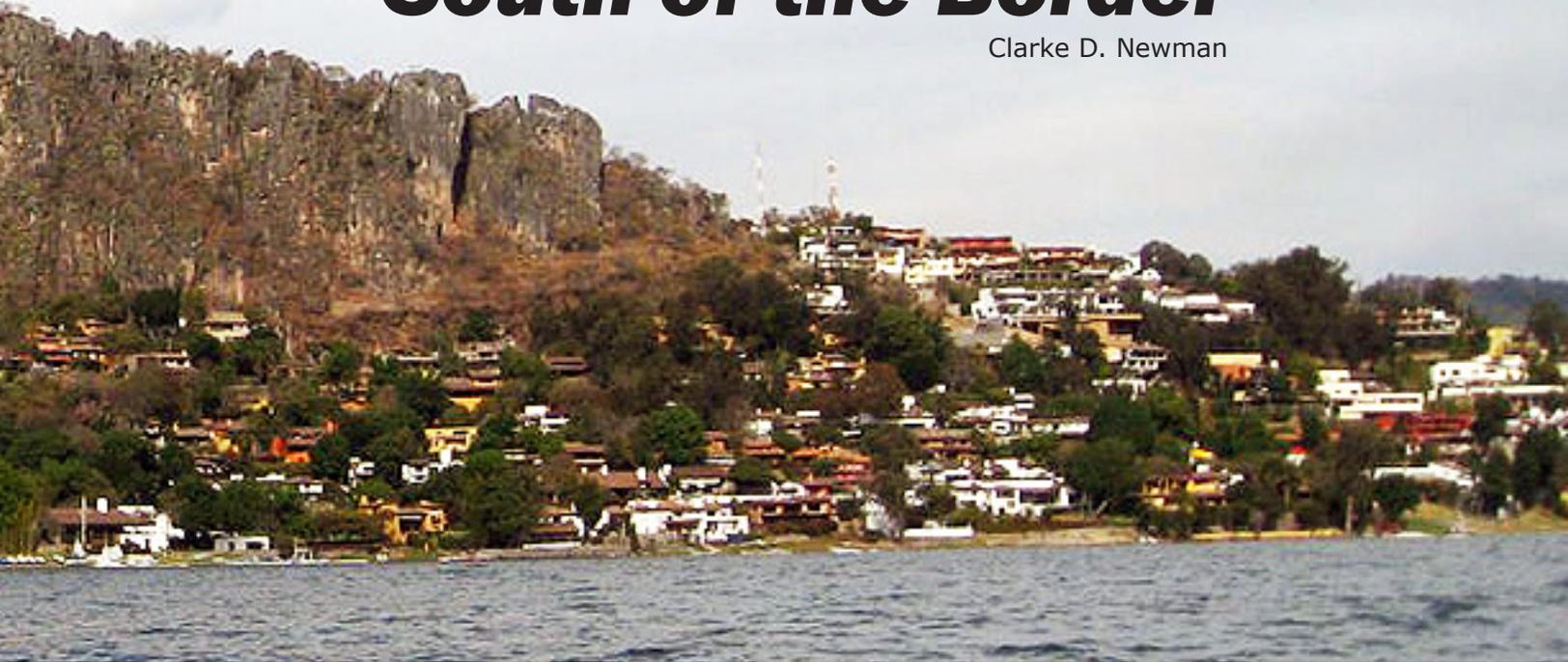
The goal of the weekend was to expose the local sailors to the Lightning Class. Valle is big-time J-24 country. So, we had our work cut out for us. I went down without a crew. John Womble went down with only his wife, Ginger. Aroldo lined up great crews of skilled, local sailors. Aroldo and his son, Aroldo, teamed up with Federico Ortiz on Aroldo's new boat, and another local team with Jorge Murrieta on the helm sailed his old boat. Jorge had sailed the 2009 Worlds. So, he had had some experience in the Lightning. John took Aroldo's daughter, Alexandra, and I took local sailors, Andrés Manzano and Jose "Yupi" Gutierrez. Both Andrés and Yupi were part of the team that won the J-24 North Americans in Valle de Bravo in 2009.

The first race was a back and forth affair, with Aroldo winning and John Womble second. We lead at different parts of the race, but ended up third, and Jorge, ended up fourth. In the second and third race, we figured out our communication and hit some shifts to win in both races. John and Aroldo ended the three races tied, but Aroldo ended up second in the regatta because of the



South of the Border

Clarke D. Newman



tie breaker. On Sunday, John, Ginger and I went back to Texas, and Jorge, Aroldo Jr., and Yupi drove three of the boats in two more races. After the DNSs and the throw outs, things jumbled up a bit.

The original plan was to bring our boats home, but we changed our minds and left them in Mexico so that we could return for the Scappino Triple Copa. This event is a very large event sponsored by the Mexican clothing company, Scappino and BMW. It has three events, a multi-class regatta, a golf tournament, and a large horse riding competition. The event was highlighted by a fashion show and party. Australian, Ian Edwards, decided to bring one of his Texas boats to join us. So, this time we had five boats. With close to 150 boats on three courses, this event was a lot of fun.

The weather gods did not cooperate, however. The Dallas crowd barely made it out with six inches of new snow over the ice we had had earlier in the week. The Houston crowd had had freezing rain that threatened their trip. Yet, we all made it out. That weather made its way down to Mexico to change the thermal patterns over the weekend. As a result, we only got one race in on Saturday with multiple failed attempts to get a second race.

John, Ginger, and Dallas Lightning sailor, Bill Biermann, who came down as well, sailed a really good race. They picked their way through the big shifts to lead wire-to-wire. Most of the race they were way out in front. Ian was right behind them with his crew from Houston Yacht Club, Tom Sutton, and Diana Strickler. I was sailing with my sister, Deanna, and Andréas. Yupi was now sailing Aroldo's old boat with Andreas' girl friend, Maite Madrazo, and Daniel Carvallo.

Once again, we got off to a rocky start. We hit the first big shift, and thought we were long gone, but couldn't reach the second bigger shift that carried John and

Ian away from the other three boats, and we got shot out the back. Slowly but surely, the fleet reeled in the front runners; but John was comfortably ahead. We were third, and moved close enough to cause Ian some angst, but he, too, had plenty of cushion. Aroldo and Yupi rounded things out.

A sit-down dinner of paella at the de Rienzo's was the highlight of the social weekend. Once again, Aroldo and Beatriz demonstrated what good and gracious hosts they can be. We were joined by Jorge and his wife, as well as a few local sailors, and a good time was had by all. The evening finished with plenty of swimming, conversation, and libation.

Sunday was a more normal pattern for Valle. The only challenge was that this weekend was a holiday with very lumpy sailing conditions provided courtesy of all of the nearby motorboat traffic.





Aroldo, with his crew of Yon Belauste and Federico Ortiz lead most of the race with us on their heels. We just got past them at the end. Ian was third, Yupi was fourth, and John fifth. The third race saw a dying breeze and very lumpy water. We pick our way through the shifts and pressure, as did Aroldo, who rounded first with us right on their heels. Ian, Yupi, and John

rounded so close that all five boats fit between the windward mark and the offset.

About half way down the run, John and Yupi gybed to catch a new breeze that came in from the starboard side. Unfortunately, the puff slid past them after just a few seconds. We looked over and saw them moving and decided to gybe away from Aroldo. We caught the puff, and we were able to gybe back and forth to stay in it. We rounded quite a bit out in front, and they shorted at the next windward mark. We finished first, with Ian sliding by on the left for second. Aroldo was third, John fourth, and Yupi fifth.

After the racing, the Houston crowd headed to the airport. The rest of us went to the trophy presentation and the luncheon. They had raffles and a lot going on. It was a really great time a really great diversion from the frozen tundra that is Texas. We can't wait to go back, but now it is time to get the boats back to Texas and gear up for the third annual Southwestern Circuit that kicks off in March in Jackson, MS.





A Post Script by Aroldo de Rienzo

My involvement with the Lightning Class started two years ago in an effort to represent Mexico in the upcoming Pan American Games, the sailing part to be held in Puerto Vallarta in 2011.

The past two years have proven to be a wonderful experience. The whole Lightning family warmly welcomed us into their fold. We decided to park our boat in Dallas for logistics convenience. The people at Rush Creek Yacht Club and Houston Yacht Club have been wonderful to us. We cannot thank them enough, as well as the rest of the Class.

After I started sailing this magnificent boat, I wanted to entice my new friends to come sailing in Mexico. Last year, Skip Dieball was kind enough to crew for me on a J/24 in the Copa, Mexico, a biannual event held in Puerto Vallarta. Then Ginger and John Womble came down in October. That was the detonator.

Since there is little sailing in Dallas/Houston in the winter, I proposed that the Texas fleets come and sail in Mexico during those months. In Valle de Bravo, we have a regatta every fifteen days during winter/spring and then again during the fall months. It rains during the summer.

Clarke Newman, Ginger and John Womble and Ian Edwards took me up on my proposal. Ian could not come to the first regatta, but the rest of them did. From the

kind words Clarke has written, as well as having them return for a second event, I gather they enjoyed it, and, hopefully, they will come back next year. For the first regatta, we had three people from the US, and for the second regatta we had six from the US and one from Australia, via Houston.

The Pan Am games are still important for me, but the focus is now much broader. As a result of these regattas, and with all their help and support, we have the makings of a Mexican Fleet. Clarke is the VP for Southern Development, and Ian is the VP for International Development, and believe me, they do their job. I better make it happen, or I will never hear the end of it.

Also I look forward to establishing a series of races in Mexico during the winter for the Lightning Class, and even making them a formal stop of the SW Circuit or a circuit/series in themselves, maybe one in Valle and one in Vallarta or two in Valle and one in Vallarta or three in Valle perhaps next year we can entice even more boats to come and spend the winter in Mexico—the invitation is open.

Also, there is interest in other sailors in the Lightning Class. For the Copa Scappino, we had a full crew that wanted to sail, but we did not have a boat available!

These two weekends have been fantastic, for the sailors, for our friends, and for my family. Our waters, our clubs and our house will always welcome you. We are looking forward to next year!



Copa La Peña Regatta

January 15-16, 2011

Valle de Bravo, Mexico

Pos	Skipper	Crew	Crew	Sail #	R1	R2	R3	R4	R5	Drop	Ttl	Net
1	Jorge Murietta	Rodolfo Valdez	Marcos Benitez	14975	4	4	3	1	1	4	13	9
2	Clarke Newman	Andrés Manzano	J.A. Gutiérrez	15360	3	1	1	5	5	5	15	10
3	Aroldo de Rienzo (f)	Aroldo de Rienzo (s)	Federico Ortiz	15450	1	2	4	5	5	5	17	12
4	John Womble	Ginger Womble	Ale de Rienzo	14817	2	3	2	5	5	5	17	12
7	Aroldo de Rienzo (s)	Raúl Bitar	Federico Ortiz	15450	5	5	5	2	2	5	19	14
6	J.A. Gutiérrez	Andrés Manzano	Ale de Rienzo	14817	5	5	5	3	3	5	26	21

Triple Copa Scappino Regatta

February 5-6, 2011

Valle de Bravo, Mexico

Pos	Skipper	Crew	Crew	Sail #	Boat #	R1	R2	R3	Total	Net
1	Clarke Newman	Andrés Manzano	Deanna Newman	15360	15360	3	1	1	5	5
2	Ian Edwards	Tom Sutton	Diana Strickler	15362	15362	2	3	2	7	7
3	Aroldo de Rienzo	Yon Belauste	Federico Ortíz	14975	15450	4	2	3	9	9
4	John Womble	Bill Biermann	Ginger Womble	14817	14817	1	5	4	10	10
5	J.A. Gutiérrez	Daniel Carvallo	Maite Madrazo	14975	14975	5	4	5	14	14



Valle de Bravo, Mexico

January 15–16, 2011 & February 5–6, 2011

Slide show can be viewed in the eNewsletter



When performance matters..
the choice is clear.



SOUTHERN CIRCUIT DATES:

SAVANNAH ... March 12-13

MIAMI ... March 15-16

ST. PETE ... March 18-20

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CLEVELAND (216) 361-2594

Nick Turney nick@od.northsails.com

2010 Results:

- 1st** North Americans
- 1st** NAs, President's Cup
- 1st** NAs, Juniors
- 1st** NAs, Women
- 1st** NAs, Masters
- 1st** PanAm Trials
- 1st** Worlds Youth
- 1st** So. Circuit / Miami
- 1st** So. Circuit / Savannah
- 1st** Great Lakes Championship
- 1st** Bluenose Regatta
- 1st** Fall Dinghyfest
- 1st** Magnus Pederson
- 1st** Spring Classic Regatta
- 1st** Manahawkin Bay Cup
- 1st** New Jersey States
- 1st** Leaf Peeper
- 1st** Duck Challenge
- 1st** Brotz Regatta
- 1st** Pennsylvania Gov. Cup
- 1st** Long John Regatta



One Design

onedesign.com

Photo Trish Murphy | trishmurphyphotography.com



Lightning Family News

Welcome New Member Reggie Fairchild



I started sailing with my family when I was six. I won the Junior Club Championship in a Blue Jay when I was twelve in Port Jefferson, New York. I prefer one-design racing, so I always know where I stand—whether that's first or last.

I also met my wife racing against her in Blue Jays. We've known each other since I was twelve!

In 2003 my family and I moved to Charleston, South Carolina, and I started racing Melges 24s. I was the Regatta Chairman for the 2008 M24 Nationals and won the Corinthian Division with the help of a great crew.

I sold my M24 in 2010 because I need a new challenge and because the boat is too demanding for my kids.

I'm interested racing the Lightning with my family, including my wife and three children, ages 15, 13 and 9. I know the Lightning Class is tough and fun.

I'm looking forward to learning the boat and meeting new people. I'm also excited about all the people who have joined the Charleston Lightning Fleet. We now have ten or eleven boats. We're looking forward to hosting the Wild Oyster Regatta at the Carolina Yacht Club in October. Come join the fun in our beautiful sailing town.

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Lightning Ski Weekend Sugarbush, Vermont February 5 and 6, 2011

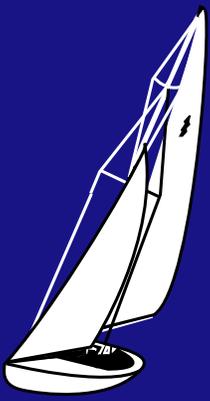
The 2011 New England District Lightning Ski Weekend at Sugarbush Mountain, February 5 and 6 was one of the best ever. Saturday greeted us with sunny skies and temps in the mid 20s. Approximately twenty Lightning sailors from Rhode Island, New Hampshire, New York, Massachusetts and Vermont enjoyed an awesome day of skiing and catching up.

By the end of the day on Saturday, the skies clouded up and started dumping fresh powder—a real treat for those that hung around for last chair. After a little apres ski at the mountain, everyone headed off on an eventful ride to Kika Bronger and Patrick Zachary's house in what some would call "a blizzard". Those who ventured up the mountain to Kika and Patrick's were greeted with a post-ski-day feast and plenty of beverages. It was a successful evening as Patrick only had to pull one car out of the ditch!

Sunday was slightly overcast and a bit colder, but it certainly did not deter hearty New England Lightning sailors from enjoying another great day of skiing.

It was a great time to do some skiing and catch up with friends that you normally only see during the sailing season. Be sure to mark your calendars for February 4 and 5, 2012. We always hold the event on Super Bowl weekend, so be sure to join us next year. See you all sailing soon!

Heather Ambrose and Kika Bronger



Classic



Lightning

Bob Astrove — astrove@hotmail.com

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

A Boat Worth Saving

Bob Astrove



A couple of weeks ago I noticed on the Lightning Class website that Herm Henschen's "Rooster" (Lightning # 8676) was for sale. Franz Schneider and his son, Mark, also emailed me about the boat. And then at our annual Potomac River Fleet meeting lifelong Lightning sailor, Frank Gallagher, and I talked about Herm Henschen, the boat, and sailing in the 60s and 70s.

Always on the lookout for another fast old woody, I figured I needed to go look. This boat was one of the hot boats in the 1960s in the Chesapeake Bay area! So last Saturday I drove the hour and a half over the Chesapeake Bay Bridge to Herm's house and looked at the boat.

For the many of you who don't know, Herm Henschen was the Lightning Class Chief Measurer in 1963. He owned four Lightnings, starting in the early 50s, and is this boat's only owner. This boat was fast and pampered for many years. Herm told me he never sailed into the dock with the sails up, and when the crew climbed on board, they took their shoes off first. Almost fifty years later you can see that such care paid off.

Jumping to the end of the story, I did not buy the boat. Not because I didn't want to, but right now I lack the space I'd need to restore it the way I'd want to do the job. The boat does need one repair that will take garage space and a little time. I just don't have enough of those two things right now.



Slide show can be viewed in the eNewsletter

Below I'll recap the boat's condition:

I was very impressed with the boat. It was one of the last wooden Lippincott's built. This boat could be made to look sweet! It has a natural interior with amazingly few dings. The outside had only been repainted one time since the boat was new and would only require a quick sand, some light filler work and repaint to look awesome. Even the rub rail looked to be in good shape. Other than the one spot of rot, this boat is really solid and exceptionally well constructed

The boat does need new deck canvas, but that would be the case of any boat of this era and is part of the fun and learning new skills in restoring such a boat.

But most important issue for the next owner is about two feet of the keelson has some rot (from the frame just forward of the aft end of the centerboard trunk to the frame just aft of the stern end of the centerboard trunk) and needs to be cut out and a new piece inserted—that, along with the bottom one inch or so of the centerboard trunk along that same distance from the aft end of the centerboard trunk to one foot forward. From poking around, I thought the frames were fine, just the one bad section of plank and the bottom end of the trunk over a one-foot span. I think the work on the trunk would not be so hard when the section of keelson plank has been removed.

Not an insurmountable task at all, but the boat will need some garage time to do it. Of course, anyone interested needs to make their own assessment.

I looked at the boat for about forty-five minutes, and then spent a couple of very enjoyable hours talking with Herm and his wife about Lightnings, etc. This boat was a big part of the Henschen family for a long time. Herm is now 86 and recognizes it is time to pass it on to someone else.

As Herm said repeatedly during my visit, "This boat still has some fun left to give, and I want to see someone get that fun out of it." I couldn't agree more. So if you have an interest you can contact Herm, via the ad below, or contact me personally at astrove@hotmail.com or 301-340-9521

Endnote: Since posting this message on our Wooden Lightning Yahoo Group http://groups.yahoo.com/group/Wooden_Lightning, I've received more emails from people who remember racing against Herm and "Rooster"—a great boat that could simultaneously be both a showpiece and a competitive fleet racer for the right caretaker.

The classified ad on the ILCA website:

8676 Lippincott, wooden. One owner, always dry sailed. Wooden mast and boom. Includes wide trailer, hoisting tackle, Danforth anchor and line, good paddle. Deck needs new canvas. This boat is a good candidate for refinishing into a real beauty (natural finish inside, white hull with red and blue waterline stripes). Boat can be seen on the Eastern Shore of Maryland about 10 miles from the Chesapeake Bay Bridge. \$1,500 Contact Herman Henschen, (410) 758-0273.

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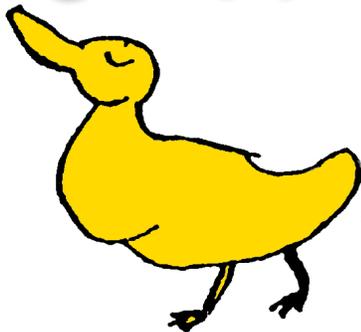
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Then & Now

In the last issue, we introduced a new feature: **Then & Now**. In each issue, we will publish a "blast from the past" picture of one of our esteemed members. The first three people to correctly identify the featured "then" picture, via e-mail to me, will be able to hit me up for the beverage of your choice when we next cross paths! In each subsequent issue of Flashes we will pair the "then" with the "now", as well as publish a new "then" picture.

Well, that aspiring three-year-old below has indeed gone on to bigger and better things. While today he races 15420, Holy Smoke, he is probably still best identified with 14957, Git-R-Dun, pictured here with Caroline Sundman and Nick Turney during the Southern Circuit.

Bonus Points (rounds):

Manufacturer of the boat: Lippincott—*What was the boat's number:* 10024—*Name:* Desert Skies



In what is likely to be a long-standing record, it took Anne Borland of PYC and Eastport Yacht Club all of 29.5 seconds after the posting of Flashes to correctly identify Ryan Ruhlman. Dave Werley, also of Pymatuning, was first to correctly get Ryan and the bonus questions correct. Outside of Pymatuning, Ash Scache, 14278, correctly identified the boat as a Lippincott, and Dick Fastiggi, while incorrectly identifying Ryan as Jay Mueller or perhaps Jack, has promised to send us some early pictures from his files later this Spring!

In addition to Jay Mueller, Ryan was also identified as Skip Dieball and interestingly, Karen Johnson?



I invite you to join in on this fun. Send those beverage-of-your-choice winning guesses and those special "Then" pictures for future issues to Rob: rgr@preformed.com

And now, here's this month's Then photo:



We will also be doing a special *Then and Now* section in the upcoming yearbook. Please send your pictures to Rob.



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June 24–26, 2011

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Friday, June 24

- Golf
- Women's and Juniors' Districts, BCC Format
- Lightning Clinic by Skip Dieball
- Beer and brats on the lawn

Saturday, June 25

- Pan Am Trial Style Races 1–5
- Dinner at the BCYC
- Live band and prizes

Sunday, June 26

- Pan Am Trial Style Races 6–8
- Awards and Recognition

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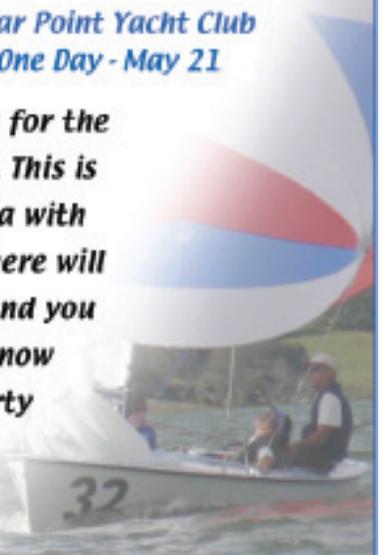
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EARLYBIRD REGATTA!



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*For more regatta information, contact Rod Ratcliffe
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ATTENTION ALL ILCA VP'S

THE ILCA CLASS OFFICE AND DAVID STARCK, VP – WORLDS, NEEDS TO COMPLETE THE 2011 WORLD CHAMPIONSHIP COUNTRY QUOTAS IMMEDIATELY. THERE ARE COUNTRIES INTERESTED IN EXTRA SLOTS, IF AVAILABLE. PLEASE LET US KNOW YOUR INTENTIONS NO LATER THAN APRIL 1st. UNUSED SLOTS WILL BE RE-ALLOCATED TO OTHER COUNTRIES AT THAT TIME. THE SEE DETAILS BELOW:

Based on the Average Membership numbers (Active Skipper and Life Members) and Fleet's Paid in 2009 and 2010, below is the initial allocation for the 2011 Worlds:

North America - (20 slots - 2 specifically for Canada)

South America (17 slots)

Argentina - 2 slots ** Contact the ILCA Office

Brazil - 3 slots

Chile - 5 slots

Colombia - 2 slots

Ecuador - 5 slots

Europe (17 Slots)

Finland - 5 slots

Greece - 3 slots

Italy - 2 slots

Nigeria - 4 slots

Switzerland - 3 slots

In addition the following are guaranteed slots:

David Starck - VP Worlds (Yes, Attending)

Matt Fisher - Defending Champion (declined spot)

Peter Hall - Masters' Champion (declined spot)

Jonathan Martinetti - Youth Champion (??)

Rob Ruhlman - ILCA President (Yes, Attending)

Brazil - 2 additional slots as Host Country

Developmental Slots - 3 (as invited/determined by the Executive Committee)

Please let John Bennett (2011 World Chairman), Laura Jeffers (ILCA Executive Secretary) and me know your intentions as soon as possible. Time is short, as the championship begins in five months.

The regatta details: <http://www.lightningclass.org/racing/calendar/eventDetail.asp?ID=254>



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Brazil Selects Pan American Games Team



The Brazilian team that will participate in the 2011 Pan American Games was selected this last weekend.

With a specific series of nine races, held in the beautiful location of Jurerê-Florianópolis, Claudio Biekarck, with Gunnar Ficker and Marcelo Silva, won the event, winning six of the nine races and finishing second in the remaining three.

He was closely chased by Mario Buckup who won three races but fell behind after a costly OCS.

The event was organized by the Brazilian Sailing Federation, using most of the team that will also run the 2011 Worlds.

Bruno Prada was the newcomer in the event, using the time to prepare and obtain knowledge for the Star Olympic team definition that happens this week at the same location. For those who don't know, Bruno is Robert Scheidt's long-time partner and World and Olympic champion.

Claudio will be participating in his eighth Pan American games where he has obtained seven medals in the Finn and Lightning Classes.

He will be using the 2011 South Americans and Worlds to prepare for the Pan American Games.

By winning this event, Claus has clinched the first spot for the Worlds. The remaining positions will be decided in March over two weekends of regattas to be held on the Guarapiranga Lake in São Paulo.





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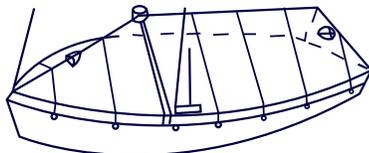
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Visit the Lightning Class Store on the ILCA website:

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Or contact the ILCA Class office:

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Laura Jeffers, Executive Secretary
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\$30.00 each

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Low profile, six panel cap with pre-curved bill. Unstructured. Fabric closure with brass buckle. \$20



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Low profile, six-panel cap with curved bill. Fabric closure with brass buckle. \$20



Four-panel, low-profile cap made of UV protective fabric, with an elongated bill for sun protection. \$25

50th Long John Regatta

The Long John Regatta has provided forty-nine years of great memories. Over a thousand boats, over 150 races and so many friendships made. Over the years the Long John has been a very competitive regatta, but it has been known more as great social event.

The Long John was started fifty years ago by Sandy and Mary Huntsman, Arnold Schwartz and Reid Dickerson. Mary and Sandy shared the passion for Lightning sailing and socializing with their friends at the Monmouth Boat Club in Red Bank, New Jersey. (www.monmouthboatclub.org). Mary and Sandy started their Lightning careers crewing for Reid Dickerson (as a note, Mary was unable to sail the first Long John because she was pregnant with her son Jack). Something we are very proud of at Monmouth Boat Club is Arnold, Sandy and Mary all served as Lightning Class Presidents. The Huntsmans, Schwartzs and Dickersons ran and treated the Long John as if it was a family reunion, and that legacy continues to this day.

On April 29, 30 and May 1 we're having a party at the Monmouth Boat Club, and we invite our fellow Lightning sailors to come celebrate the Long John legacy. This is a regatta you're going to want to put on your calendars. We are going to do a "throw back" theme, with a band and an all you can eat and drink included in your registration fee. We will have free housing available. Our goal is to get fifty boats for the 50th. Please go to the ILCA Regatta Calendar and sign up under the "Who's Coming" tab. <http://www.lightningclass.org/racing/calendar/eventDetail.asp?ID=375>

NOR and further information will be posted there soon. We look forward to seeing you there!

Jack and Sandy Huntsman



**You don't have to
be on the boat
to be on the team.**

The Women's International Match Racing Association (WIMRA) was formed in 1996 for the purpose of promoting, coordinating and supervising women's international match-race sailing, and to campaign for the inclusion of women's match racing in the Olympics.

WIMRA
WOMEN'S INTERNATIONAL
MATCH RACING ASSOCIATION

Show your support. Become an official member of the organization that was successful in helping to get Women's Match Racing into the 2012 Olympic Games and enjoy all the benefits and privileges exclusive to our members. Join at wimra.org.

It's time for you to join the **International  Lightning Class Association!**

ANNUAL MEMBERSHIP DUES (expire January 1 each year)	
Active Membership with e-Flashes & Yearbook on CD	\$45
Associate Membership (non-Boat owners) with e-Flashes & Yearbook on CD	\$26
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Hardcover Yearbook(s): Number of copies: _____ \$20 before June 1 / \$25 after June 1	
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 Boat #: _____ Boat Name: _____
 District: _____ Fleet#/Sailing Waters: _____

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Donations are tax deductible. A Donation of \$50 or more entitles you to a Gold Circle membership.

Donate to the **ILCA Fund** \$ _____
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 Donate to the **Limbaugh Fund** \$ _____
 Donate to the **Boat Grant Program** \$ _____

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Donate to the International Lightning Class Association!

How Can You Support the ILCA?

The ILCA has established many alternatives to enable members and friends to make special gifts and bequests of lasting significance—to help ensure the long-term viability, vitality and mission of the Class:

- The ILCA Fund
- The Boat Grant Program
- The Limbaugh Fund
- The Mary Huntsman History Fund

The ILCA Fund

Charter of the Fund

The ILCA Fund was established in 1981 as a way to guarantee the long-range operations of our Class. Contributions to the Fund may be used to pay for the ordinary operating expenses of the ILCA, to advertise and promote the sport of Lightning Class sailing or for any other purpose approved by its Board of Directors.

The ILCA Fund supports the US Sailing award winning Lightning Boat Grant Program and the International Fleet Development Initiative.

Fund Directors: Bill Fastiggi, Todd Wake, John Faus, John Bennett, David Starck

The Boat Grant Program

You can donate cash, boats, covers, sails, trailers, etc. to support this innovative program to attract young racers to the Lightning. Designed to help young sailors experience the high level of competition offered by the class, this revolutionary program offers a unique opportunity among one-design classes. While many one-design classes struggle to attract and retain young sailors, the Lightning Class is taking active steps to give young adults a leg up: the past two summers the class provided fully rigged, insured and competitive boats for worthy teams for the sailing season. The recipients participated in Fleet, District and National regattas.

The Limbaugh Fund

Charter of the Fund

The Limbaugh Fund was established in honor of two of our most avid supporters. Helen was our Executive Director from 1965 to 1982. Jay was our Class President in 1964. Both remained strong supporters of the Class long after their tenures were completed. Because of Helen & Jay's strong interest in Junior sailing, and their belief that our Juniors are the future members and officers of our Class, the organizers of the fund have dedicated these funds toward Junior activities.

Use of the Fund

The available monies in the Limbaugh Fund are restricted to support of education, training, and the promotion of Junior sailing. Only income generated from Limbaugh Fund investments may be used. The principal may not be spent. Uses of these funds have included support for the Youth World Championships, the Sears Cup, funding Junior racing clinics, trophies, promotion of youth regattas, etc.

Fund Directors: Michael Huffman, Kip Hamblet, Matt Fisher and Victor Lobos

The Mary Huntsman History Fund

Charter of the Fund

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

Use of the Fund

The Mary Huntsman Lightning History Fund was formed in 2004. Its primary objective is to help recover Lightning memorabilia and properly preserve Class heritage.

Fund Directors: Clayton Gray, Steve Davis, Brian Hayes

The laws of the U.S. permit its citizens to choose how to dispose of possessions at death. The ILCA has been granted status as a 501C3 charitable organization by the Internal Revenue Service. As such, your gifts to the Class can be deducted from US income and estate taxes. These tax laws make giving to the Class both economical and philanthropic.

Donate to the International Lightning Class Association!

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The International Lightning Class is a 501(c) organization and all donations are tax deductible. Donations at the Supporting Membership level (\$50) and higher will receive a Gold Circle, a special decal which goes under your regular boat decal, to acknowledge your generous support of the ILCA.

Donate to the **ILCA Fund** \$ _____
 Donate to the **History Fund** \$ _____
 Donate to the **Limbaugh Fund** \$ _____
 Donate to the **Boat Grant Program** \$ _____

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

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

How may Gifts be Made During Your Lifetime?

Gifts of Cash: A gift of cash during a person's lifetime is the simplest type of gift. These can be made in person or anonymously, directly or on behalf of another person. Gifts within a year are deductible from that year's income taxes. You may send a check to the ILCA at any time or include an extra amount of money in the renewal form when you pay your membership every year.

Gifts of Marketable Securities and Investment Real Estate: Gifts of appreciated securities and real estate held for investment purposes are often more beneficial to the donor than gifts of cash. When such items are donated, the donor receives a contribution deduction equal to the current market value of the security and generally, the excess of the market value over the donor's cost basis is not taxed. Often it can be advantageous to donate substantially appreciated items than to sell them and pay the capital gains tax.

Gifts through Wills: Remembering The ILCA in your will is another method of giving. Such a gift is deductible in calculating estate taxes. Provisions for the gift may be included in the body of the will or by adding a simple codicil. If you desire to establish a separate memorial gift within either the ILCA Fund or "Limbaugh" Fund, or to specify the purpose of the gift, this may be done by so stating in the provisions of the will.

Gifts of Boats and Equipment: You may consider donating your boat and equipment to the ILCA, thereby helping make them available to newcomers. You can deduct the fair market value of your donation from your income or estate taxes. It may be more advantageous for you to give the boat to the class than to sell it. The Class has the procedures in place to facilitate making this important gift.

There is no time better than the present to make gifts to our Class. Your contribution will assure that the next generation of sailors will have the same support that we all now enjoy. We hope you will consider planning an ILCA donation, always informed, by appropriate legal and financial counsel.

CLASSIFIEDS



15379 Nickels. Fully loaded with virtually every option, stored in a temperature controlled classic car vehicle facility,

sailed only a dozen times-one season, like new condition, the boat is fast and handles incredibly well. Light grey deck with white hull. Included is the full set of North Fisher Main and Jib and R2 Spinnaker, set of North travel/mooring (top and bottom) and mast covers, an extra Sailor's Tailor Mooring cover with full skirt, full rudder cover, Nickels galvanized trailer with all options. Many other extra accessories included. Total cost was well in excess of \$28,000. You can purchase this boat with my absorbing the full depreciation. Price: \$19,875.00 Negotiable/Best Offer Denver, CO 303-321-1350 jerry@crestintl.com

15345 Nickels. 2010 top 10 NA's + 2010 top 5 Pan Am Trials. Fully Race Rigged. 2 Piece Travel Cover. Mast Cover. Mooring Cover. 700 lbs with lead correctors. Includes one set of used North Fisher Sails. Galvanized Trailer. \$17,500 or B/O. John Faus. 609-658-4000. johnfaus@yahoo.com

15313 Nickels Lightning. 2007 Nickels Lightning fully loaded with Harken Carbo blocks and rigged with stainless steel centerboard. Boat and all components in excellent condition. Always dry sailed. White deck with dark blue hull and white rubrails. Dual side controls with color-coded lines. Hull has Twing lines, 24 to 1 Jib Wire, Harken Jib leads, and Cloth+Wire run to the foredeck. Mainsheet internal/external. Nickels aluminum: (i) mast, (ii) boom, (iii) spinnaker pole, and (iv) tiller with extension. Lifting bridle. Four (4) padded hiking straps. The boat and base equipment mentioned above are \$13,000. The following accessories can also be purchased with the boat. Two full set of North Sail Fisher sails: main, jib, and R2 spinnaker (1 heavily used set and 1 lightly used set). JCD tiller extension. Tack Tick compass. Set of VSP: (i) Travel, (ii) Mooring Cover, (iii) Mast Cover, and (iv) Full Rudder Cover. 2007 Nickels Galvanized Long Tongue Trailer with front mast stand, steel fenders, lights, and aft kickstand. Currently located in Detroit, MI. The boat and all equipment are \$17,500.00. Contact Kevin at kevin.morin@macroconnect.net or 313-595-5919

15250 Allen, White hull gray deck Top notch condition, well maintained, dry sailed fresh water only. Complete race ready with upgraded rigging and controls. Includes Fabricraft 2 piece travel cover, mast, rudder and full skirted dock cover, 2 sets of good condition north proctor sails and galvanized trailer. \$22,000.00. Contact: Dan Pope: Central NY District: 585-737-0798 dpope@frontiernet.net

15243 Mark Bryant Design built by NBW. Only boat out of my molds. I've corrected them to be really FAST. Includes a full bulkhead (between shrouds and maststep), Faired Transition area between 8' and 15' arcs to 19" diagonally... This has always been unique to my speed. Rigged with center console (off CB trunk) to enable all wind range ease off adjusting/changing gears... Not Your Standard, it's too fast to call... Road, Spar, Rudder Bags to include NBW galvanized trailer with all current get ups... Sails, what do you want? VSP, a bunch of brand new Fisher/North, I've got them all!!! Base price \$15,500 and I'll make you FAST. Cell (239) 503-1210, email: info@markbryantsailing.com

14852 Nickels. This fast, pretty boat belonged to Sandy and Mary Huntsman. She's fully race rigged. SS board. Fresh water and dry sailed. White/teal deck with teal bottom. Black rubrail. Dual foredeck and side controls with color coded lines incl twings and barberhaul. Aft led spin halyard. Tapered spin pole. JCD bow dick. Battlestick tiller ext. Plastimo Contest 130 compass. Masthead Windex. Light air spin sheets. 2 sets of North sails. Nickels trailer with new buddy bearings and new spare. Mooring, travel and mast covers. Lightning training videos and DVD's included. Boat located on Lake Gaston, NC. \$10,000. Contact Bob Graves at (757) 434-4723. rlgraves@cox.net

14840 Nickels, white hull and deck; both boat and Nickels trailer in very good condition; fully raced rigged; two sets of sails (one set very lightly used); spinnaker and new tapered spinnaker pole, rudder with cover; bottom (travel) cover, new (2010) winter cover, new mooring cover (never used); located on Maryland's Eastern Shore. \$10,500. Contact Joe at 401-829-9819, cometsail@yahoo.com

14756 Nickels. This is a fast, very stiff hull, at min weight. This boat was built for Kevin Nickles and was very lightly raced prior to a rigging refit early this year. The bottom is fair and foils are in race ready shape. It is professionally rigged and all control lines are new and high tech. They include a 40:1 jib halyard system set up for Fisher sails, a 24:1 vang, 2:1 jibsheet setup and more. The boat is also equipped with a carbon tiller extension, Tacktick Racemaster digital compass/mast mount, windex, Harken digital rig tune gauge, all safety gear, and 2 sets of sails (one race set lightly used with spinnaker used once and one practice set with 3 spinnakers). The trailer is ready to go to the Midwinters and has a new spare tire and mast rack. Located in Wyandotte Michigan. \$10,000. Adam Prettyman 734-756-4332 trynstopme25@hotmail.com

14657 Nickels. White hull with gray deck. New Bryant mast. Foredeck controls, twings and hooks, outboard and inboard jib tracks. Full set of sails in good shape. Mooring cover only 3 years old, and bottom cover in excellent shape. This boat has an excellent race record, it was Skip Diebold's first new lightning and is still a very fast boat. \$8500 Contact Justin Proctor, 330-421-2650 or jproctor@zoominternet.net

14388 Nickels. Stainless steel centerboard. Boat and all components in great condition for age. Always dry sailed. Light beige deck with white hull and white rub rails. Dual side controls with

color-coded lines. Full set of North Sail Fisher sails: main, jib, and spinnaker, great condition for club racing. Second set of North Sail sails: main, & jib. Fully rigged. Recently replaced uppers and lowers. Handi lock adjustable turn-buckles (on lowers). Tapered spinnaker lines. Deck compass. North aluminum mast & boom. Spinnaker pole. Tiller with extension. Anchor. Lifting bridle. Mooring Cover Full Rudder Cover. Galvanized Trailer with front mast stand, and steel fenders. New tires. Bunks on trailer need replacement, will include 2x6's and bunk cover material. Mooring cover is serviceable. Additional photos available. Currently in dry storage near Milwaukee, WI. \$6,800. Contact Tim Hayes at 414-477-9000 or tim@hayesengr.com

14310 Nickels. White, bottom refaired and painted 2001. Allen galvanized trailer, custom top trailing cover, full drysailing cover. 2 suits of North sails. Boat has not been sailed for 5 years, in good shape, located in MA \$5000.00 Phone Eric: 978-424-5835 or ericcutting@ymail.com

14260 Nickels. Light gray hull, gray deck with blue stripe. Two full sets of North sails (Proctor). The boat is race ready. Deck cover, trailing cover, spare tire are included. \$6000.00 contact John Folwell, jdfolwell@yahoo.com or 573-332-1415

14204 Nickels White hull light blue strip with gray deck. Foredeck controls, twinges and hooks, all new lines and updated rigging, 2007 Full set of north Fisher sails in good shape (light air use) with a 2008 North R2 spinnaker and one set of older sails good for day sailing. Mooring and bottom cover, full mooring cover, Glass head rudder with new tiller. \$5,950 Contact Jim Godfrey (717) 757-4875 jimgo2827@netzero.com

14059 Nickels. Good, decent racing condition, Red. Mooring cover with side skirts, 2 sets of North sails, 2 rudders (newer fiber-glass and original wooden), lightly used Nickels mast. Trailer included, but it probably needs to be replaced, it's fine for around the club, but not good for highway use. We love this boat, but can no longer store it, so it has to go - \$4,500. Boat is garaged in Beach Haven, NJ. Contact Dave at 973.543.2910 or at mendham.david@gmail.com

14008 Nickels. Light Green hull and buff deck. Sails -- Main, jib, two spinnakers, Bryant Mast, beautiful wood rudder with cover. Mooring cover, mast cover and travel cover. Many new lines and rebuilt trailer. Good fast boat in super condition. \$ 5,200 Chuck Parry gardy3@verizon.net or 410-778-4560

13835 Nickels. Almost unused for the past 20 years and was recently donated to the ILCA boat grant program. Has not seen salt water in 25 years. White boat, grey deck w/ blue deck stripe. Byrant mast and boom in very good condition. Stainless board, wood rudder w/ tube tiller. Spin pole. Allen Trailer in fair condition, some rust but bearings are good. It will get you home. 2 suits of older sails (2 ea. M,J,S) - one main and one spinnaker would be good for fleet racing. No covers. Priced for quick sale at \$2995. Open to reasonable offers if you can pick it up before the winter. Ready to go for daysailing or with a small amount of work could be raced at any level. Boat in Vermont. Could be the next "Walrus." bill@vtsailing.com

10699 Fiberglass Lippincott. Includes wooden spars, steel centerboard, main, jib, spinnaker. All are very used but still functional. Hull is white and has copper bottom paint. Located in WA \$500.00 Rick Mollner, 360-376-6849 rick@fourwindscamp.org

8676 Lippincott, wooden. One owner, always dry sailed. Wooden mast and boom. Includes wide trailer, hoisting tackle, Danforth anchor and line, good paddle. Deck needs new canvas. This boat is a good candidate for refinishing into a real beauty (natural finish inside, white hull with red and blue waterline stripes). Boat can be seen on the Eastern Shore of Maryland about 10 miles from the Chesapeake Bay Bridge. \$1,500 Contact Herman Henschen, (410) 758-0273.

8033 Lippincott wood lighting in great condition, from 1961 with a good low (1959) trailer. Wood and oval spars with boom tent and full cover. This is a tight and pretty boat (white topsides, blue deck with many upgrades (cascade on the backstay, no drums, wires to the chainplates to support the mast base, two modern bailers, etc.). The upgrades allow for competitive racing and (mostly) preserve the traditional appearance. Burlington, VT \$3000 802-598-8221 or david@precisionbioassay.com

7343 Wood Nickels and Holman. Second owner, well sailed and maintained in fresh water only. Canvas deck. Two sets of sails. Wood mast. Cockpit cover. Glassed under waterline. New Nickels trailer. \$1800 Stephen Biggs, Petoskey, MI 231.348.5600 steve.biggs@cedarhomes.com

7286 Wooden Lightning built in 1959 made by J J Taylor and sons in Toronto, Ontario, Canada. Comes with custom width Allen Boat Lightning trailer made in 2005. Only used the trailer twice and the trailer and boat have been kept in a garage. Had to have the boat evaluated

in 2006 before I could get insurance and the yacht surveyor said it was in excellent condition. Also in 2006 Allen Boat Co. did all the deck hardware. Have history of boat and receipts for work done. It comes with 2 sets of sails. Have over \$11,000.00 invested and asking \$6000.00. Lots of extra pictures available if interested. Ken Lambert, Ontario, Canada 905-894-3452 klambert@bell.net

7216 Wood Lightning sailed since 1955 on fresh water. Blue hull 2 suits of sails, spinnaker. Raced until 90. Pictures available. Loads of other stuff. Trailer & dry storage cradle included. Boat can be seen at Saratoga Lake Sailing Club. \$1500 obo Bill Dever 518-374-8532 (h) wdever@nycap.rr.com

6431 David Beaton & Sons built, 1950's. Outer-Garage indoor, hanging from rafters in straps (at frames beneath Mast-step and aft coaming. Last known sailed: 1991, Sound hull, single-planked, tight seams - no sign of worms or ill-treatment. Paint mostly adhered, bottom-coated all Blue with red 1" boot-stripe. Brightwork: mostly bare, but appears to have been done regularly. Rusted center board. Completely workable for good results. Recommendable. Over-all rating: Very Good. (Wood is as good as can be.) Will require all refinishing. Spars: Excellent condition, indoor kept, full rigging. (two (2) sets of spars available, inclusive...) Sails: Very good condition fabric with no visible rust stain. LCA Royalties nr. 5580 (Boat named "Golden Girl" ...presumably by last known owner, Carl Akroyd, Waretown, N.J. Asking price from present owners: \$1,500.00, inclusive all related gear, tackle, and sailboat-related items. Mantoloking, New Jersey, David Beaton & Sons Boat Yard. Contact: Dave Olney. Captain Fleet 3, Bay Head, N.J. 732-664-2294

6343 Wooden Lightning. Structurally sound. Needs cosmetic work. Once owned by Senator Ben Smith, former World Champion. Can be seen at Montgomery Boatyard in Gloucester, Mass. Contact David Montgomery, 978-283-0262 or DHM@DavidHMontgomery.com

Classified Advertising Policy for ILCA Flashes and website

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

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



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