



Huge Turnout

89 Boats Participate in the 2007 Southern Circuit Regattas



Southern Circuit Champions—Ched Proctor, Jay Mueller, Jim Barnash

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Event 1—Deep South Regatta, Savannah Georgia, March 10—11

Event 2—Lightning Midwinters, Miami, Florida, March 13—14

**Event 3—Lightning Winter Championship,
St. Petersburg, Florida, March 16—18**

The Lightning Southern Circuit just wrapped up in sunny, and apparently windy, Florida. There certainly was the usual cast of characters, but along with these familiar faces, there appeared some new faces finishing in some unfamiliar places.

Savannah wrapped up with the three most polished programs right there at the top. Pan Am trials winner Dave Stark finished in first, with Jeff Linton and Ched Proctor rounding out the top three.

Greg Griffin, back to the Lightning Class after a long break, caught some by surprise, sailing the boat to a fourth place finish. The Class welcomed former North American Champion Steve Hayden back (5th) after a short hiatus. He won the tiebreaker over Todd Wake's team, who have been working their way up the standings over the last few years.

Neil Fowler's team, usually good for a top five finish, slid a little. They just beat out Ryan Ruhlman's team for the 7th place finish.

—continued on page 8

The Governing Board has spoken. Effective April 1, portable equipment now includes the use of radios. In St. Pete, the use of radios was permitted, and the Race Committee provided wind direction and timing information as well as OCS starters. The first experience with radios in the Class was a success.

Boat Grant Program

This Program has brought out the best in the Lightning Class. Donations to the Funds for 2007 are already double the total of 2006. Generous individuals have donated sails, covers and a good quality boat. Nickels Boat Works is providing a new boat to the Program at no cost. The \$30,000 budgeted for this Program for 2007 either will not be needed, or additional boats can be brought into the Program. Thank you to all contributors!

Boat Grant Program Applications were due on April 1, and the Selection Committee will be busy deciding to whom the boats will be awarded for 2007.

Southern Circuit

Congratulations to the teams of Dave Starck, Skip Dieball, Jeff Linton and Ched Proctor for their victories at the Southern Circuit!

Jan and I just traded in our road vehicle for a new one. The salesman inquired, "I just saw this car a few weeks ago. How did you get another 5,000 miles on the odometer?" I explained that I went as straight as possible to Savannah, Miami, St. Petersburg and back to Denver, but I am not sure that he completely understood. It isn't easy to explain to the uninitiated the adventure of the Southern Circuit.

89 different boats participated in the Circuit. 42 teams made the entire trip. There were 188 total entries at the three events. This may be the highest participation level ever. There was even wind, perhaps too much for some, at all three locations. The VP Southern Circuit, Amy Smith Linton, has done a FABULOUS job in making this event great fun.

The 60th Winter Championship banquet was a spectacular event. Brian Hayes, the Class Master of Ceremonies, was in rare form, and Amy Smith Linton organized various awards and games. As one sailor said to me, "You can really tell that these people enjoy their job." It was particularly nice to see the Life Member presentations to Carter Utzig and Tom Allen Sr. The Life Members that participated in the presentation were Jay Limbaugh, George Fisher, Anne Allen, Bob Wardwell, Jim Carson, Colin Park and Paul Gelenitis.



George and Marty Fisher congratulate Marcelo and Maria Clara on their marriage. Both couples spent their honeymoons at the Southern Circuit.

It doesn't happen very often and only in the Fisher family in the past, but there was a Honeymoon couple at the Circuit. From Ecuador, Marcelo Leon and his bride, Maria Clara, sailed the entire Circuit, went swimming in St. Pete—twice in the same day—but had a good time overall. I was speaking with Maria Clara at the end of the Circuit and asking her how the sailing experience went for her, and she replied, "That was OK, but I was more interested in practicing to make babies."



Driving home from the Circuit, our tradition is to stop at the Casual Clam in St. Pete before we leave and then begin the long drive back to Colorado. It is a blur of gas stations, Waffle Houses and Days Inns. At the border of Texas and New Mexico, the small town of Texline has Maria's—where there's the best Mexican food one can find.

International Lightning Class Association

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Official Notices

Minutes of the 2007 Winter Governing Board Meeting March 15, 2007—St. Petersburg Yacht Club, Florida

CALL TO ORDER

Governing Board Meeting called to order at 3:08 PM by President Steve Davis
Roll Call by Brian Hayes Secretary, Quorum achieved.

IN ATTENDANCE: President Steve Davis, Chief Measurer Bill Clausen, Secretary Brian Hayes Sr., Treasurer Robert Ruhlman, 5th Exec Member Amy Smith Linton.

Vice Presidents: James Carson, Joe Buczkowski Jr., Allan Terhune Jr., David Sprague, Todd Johnson, John Faus, Todd Wake, Bill Fastiggi, James P. Taylor, John Atkins, George Koch, John Heagy, Peter Hall. Past President Anne Allen. Executive Secretary Jan Davis.

READING OF THE MINUTES FROM THE LAST MEETING. Motion by Rob Ruhlman to dispense with reading of minutes, seconded (David Sprague) and unanimously approved.

REPORTS OF OFFICERS

President's Report—Steve Davis

President Davis reported that the class office is operating smoothly. The ILCA Plan as outlined in the February Flashes is the marketing plan for the future of the organization. Please share any suggestions to with the Executive Committee.

Treasurer's Report—Robert Ruhlman

Treasurer Ruhlman presented the financial information included in the printed handouts. David Sprague raised a question regarding the "restricted-equity." It will be researched with our bookkeeper and an answer will be sent to those in attendance. David Sprague moves to approve the budget as presented. Seconded and approved.

Chief Measurer's Report—Bill Clausen

Chief Measurer Clausen reported that both major builder's molds have been recertified this past year. A ruling regarding the bow sprit has been published. It is not part of the boat and should not count in starting or finishing. Thanks to David Sprague for all his hard work with the recertification measuring.

Secretary's Report—Brian Hayes

Secretary Hayes reported the following update on membership as of March 15, 2007: 62 paid fleets, 506 Active Members, 117 Associates, 909 Crew. The International Lightning is the third largest class, according to US Sailing, behind the Optimist and Laser. New Fleet to be chartered at this meeting: Fleet 512 Boyne City, Michigan. Motion to approve the Fleet 512 Charter by John Faus, seconded by Todd Wake. Approved.

Vice President Reports

Bill Mauk VP World Championships was unable to attend the meeting due to a death in the family. His written report is in the printed material.

John Atkins, VP Youth Worlds: We received three bids for the next Youth World Championships: Carlyle, Pontiac Yacht Club and the Royal St Lawrence Yacht Club; the Royal St. Lawrence Yacht Club was selected to host the event. The tentative dates for the event are July 9–12, which is the week after the 70th anniversary regatta at Skaneateles, New York. This year's Junior North American Championship will be a qualifier for the Youth World Championship event. Peter Hall discussed their desire to attain the maximum participation possible. Historically their have been between 7-17 boats there. The host country receives four slots initially, others two. They will establish a deadline for notification from countries participating and then reallocate unused slots. Finland had ten boats participating. The date may change to accommodate New England districts, boats from Vermont will be needed in Montreal. David Sprague reminded the group that participants from eight countries are required by ISAF to maintain the "World Championship" status for the event.

John Faus, VP Fleet Development: John reminded the group that he is scheduling Lightning Labs for fleets from 3-80 boats. He can provide experts for Sailing Clinics or Race Management...whatever members need help with. The Vancouver Fleet is in the process of scheduling, Brant Beach will host a Lab to help revitalize their fleet. Two other clubs, Rock Hall Maryland, are looking to reactivate, as well as Dennis Baker from Western Carolina who is also trying to rebuild that Fleet. We are hoping that the new mapping of Districts on the website will help people find fleet activities.



Official Notices

James Taylor, VP Special Projects: US Pan Am Trials last project. The 70th Anniversary Regatta is his next assignment. Plans for the 70th are coming together. Activities will take place Thursday through Sunday. He is happy to announce that the Ohio District has reactivated the fleet in Cleveland. Questions from the floor were: 1) Will there be a cap on the number of boats? 2) Will they have sufficient tractors for moving boats?

Todd Wake, VP Youth Development: Todd is looking for help and suggestions regarding how to boost participation at the Junior North Americans. Things being considered are to perhaps adjust the scheduling and to see if boat availability is a problem for some.

Todd Johnson, VP North American Championships: Todd is trying to look ahead three to five years and would like to learn about how the event sites have been selected in the past. Under consideration for 2008 is Newport, Rhode Island. Sail Newport would run the event. NAs 2009 will most likely be in Chicago. Housing in both places is expensive; Todd is looking into college dorms. New Orleans is being considered, perhaps after 2010. Little Egg Harbor, New Jersey, has scheduling conflicts. Todd is working with them on something after 2008. He is talking to another seven or eight locations. As an organization we need to analyze why clubs do not want to host the NA events. Perhaps it is too daunting for a Fleet. In the future we may look into having the Districts take more involvement. We need to work on coordination with World Championships dates. Another item under consideration is when should the WJM be held. We may have to split the Juniors off. How do you make it work financially? Some make it profitable. What is an acceptable venue, some standards need to be developed. Sponsorship is difficult to find, perhaps a long term sponsor would be an answer. Profitability; the class isn't monitoring profits. For the WJM this year, Potomac may need financial support from the Class along the lines of 1,000-2,000. Brian Hayes expressed his sincerest thanks to Todd for all his hard work. John Faus stressed how important it is that the Class get it right. We need to consider the schedules of other classes that kids are sailing in to avoid scheduling conflicts if possible.

Joe Buczkowski was thanked by the Executive Committee for making the trip to St Pete just to attend to the meeting as well as for his efforts in obtaining grant monies from US Sailing.

David Sprague, VP ISAF: The Pan American Lightning event is short 1 country. Colombia may come in. We had an opportunity present itself this year to potentially have the Lightning as a team racing boat, or match racing boat in the 2012 Olympics, the ILCA made a submission to ISAF. This will give us some visibility. If anyone can be in Portugal July 14 they are having a big ISAF event.

Amy Linton, VP Southern Circuit: The event has gone really well thus far, attendance is up from last year. Please let her know if you have any suggestions for improving the Southern Circuit.

REVOCATIONS OF CHARTERS OR FLEETS

None

EXECUTIVE COMMITTEE RULINGS

E-mail Policy

"The ILCA will provide member contact information to current, paid advertisers (who have advertised for 6 months or more and have no outstanding accounts receivable with the office) for their use to promote their wares or services to the benefit of class members and class growth, at no charge. Misuse of this proprietary contact information will result in loss of privilege to gain access to the list and loss of advertising privileges for six months. The list is not to be used for any reason other than to help our members. Any information sent from use of this list to our members shall not contain negative or malignant comments or be used to promote a class policy, personal views or a pending class vote. Advertising will be submitted to the class office for pre-approval of content. The Class Office will be responsible for the distribution of approved materials. The Executive Committee shall make final decisions on any non-compliant use of this policy."

Life Member Policy

- Any Class member can nominate anyone for Life Membership through December 30th.
- Nominations are to be sent to the ILCA Class Office for distribution to the current Executive Committee.
- All past Presidents are immediate Life Members candidates and will be granted Life Membership unless their tenure ends in impeachment.
- The Executive Committee chooses new Life Members. Election is based on a minimum of 4 out of 5 (80%) vote of standing Executive Committee members.
- Life members will be presented their membership at the Midwinter meeting or banquet or at an appropriate time or place thereafter.
- All nominations and committee decisions are to remain private.
- There is no limit to the amount of times a member can be nominated.

Motion to accept the Executive Committee Rulings unanimously approved.

Request from North American Championship Organizing Committee to revise the Qualification Ratio to 1-7 . Executive Committee approves request.



Official Notices

UNFINISHED BUSINESS

Item #1

Proposed Change to Delete Wording from Article VI of the Specifications. **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).~~

Item #1- Specification change passed

Item #2

Clarifications to the Specification regarding Sail numbers on Spinnakers and those regarding Spinnaker Graphics will be handled as two separate votes.

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*)."

Item #2- Specification change passed

Item #3

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.**

Item #3- Specification change passed

Boat Grant Program—asked if anyone had any questions. Applications due April 1, Hoping for 20 + applications. May have three boats available, for sure two boats this season. Details available on the website.

No new business items were presented and a call for adjournment was presented by President Davis. This was seconded and the meeting was adjourned at 4:18 PM.

Motion from Jim Carson – Let's make a recommendation of our support for the amendment to be voted on at the Annual Meeting. Some discussion followed. No recommendation will be voiced.



Official Notices

Annual Meeting Minutes

March 15, 2007

President Davis called the meeting to order at 6:06 PM.

Secretary Hayes called roll. Fleets in attendance:

12,34,36,42,75,187,192,253,266,329,335,348,481,488,502,508,509.

Motion made to dismiss with reading of minutes of last meeting. Motion was seconded and approved.

Report of Officers

President Steve Davis

The Class Office is up and running. The transition from Tennessee to Colorado is complete. The ILCA Marketing Plan that was detailed in the December/January Flashes is being implemented. Specific marketing programs are occurring at all levels of our Association: International, Area, District, Fleet and Member.

Treasurer Rob Ruhlman Reviewed information in packet.

Chief Measurer Bill Clausen

Both builder's molds have been recertified in the past year. David Sprague was the leader of this effort. A question was raised as to the batten bowsprit. It was ruled that it is not part of the boat and should be counted in starting or finishing.

Secretary Brian Hayes

Reported that there are 62 paid fleets and a quorum was achieved for the General Meeting. In July at the Annual Meeting, which will be at the Greece World Championships, we will have a list of Fleets to deactivate. A new fleet charter was granted to Boyne City, Michigan, by the Governing Board. It will be Fleet 512. The Class is growing. Rock Hill in Dixie may be coming into the organization this summer.

James Taylor, VP Special Projects

Coordinated the Pan Am trials. Congratulations to David Starck on winning the qualifiers and becoming the US representative to the Pan Am Games. James announced the 70th Anniversary Regatta will be held on the weekend of July 4, 2008.

John Atkins, VP of Youth World Championships

Announced that Montreal will host the Youth Worlds in 2008. Flashes will have the exact dates. 2007 Junior NAs will be the US qualifier. The top two teams will definitely be able to participate, possibly another team as well.

David Sprague, VP of ISAF

We have put in a bid to have the Lightning be a boat for the Olympics as a match or team race boat. This is a supplied boat opportunity. The advantage to the Class is prestige and visibility that will help to grow the Class internationally.

Todd Johnson, VP of NAs We have a number of Fleets interested in hosting the NAs in the upcoming years.

Steve Constants, Regatta Chair for the Annapolis NAs

Reminded everyone that the dates for the NAs are August 18-24. Annapolis is a great venue and destination for vacations. Nabeel Alsalam, Regatta Chair for NA WJMs, stated that the WJMs will be held August 15-18 at Leesylvania State Park. The Park is twenty miles south of DC and has a large pavilion for parties, camping facilities and there are inexpensive hotels nearby. Measurement at the WJMs will carry forward to the NAs in Annapolis. Annapolis is a great time, and he looks forward to seeing everyone there.

Amy Linton, VP of Southern Circuit

Said that the event has gone smoothly so far and thanked everyone for coming. She asked everyone for suggestions on how to improve the event in the future.

The Class presented an Appreciation Award to Joe Buczkowski for his efforts in obtaining grants from US Sailing to help our Class members attend Youth World Championships and World Championships.

Secretary Brian Hayes reviewed the Executive Committee Rulings, Member E-mail Policy and Life Member Nomination Process, that were ratified by the Governing Board. Secretary Brian Hayes discussed actions taken at the Governing Board Meeting. At the Governing Board Meeting, the North American VP, Todd Johnson, requested that the Executive Committee reduce the District qualifying ratio from 1:10 to 1:7. This request was approved by the



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Executive Committee and ratified by the Governing Board. Annapolis is hoping for 120 boats and may request a further reduction in the qualifying ratio.

Secretary Brian Hayes announced the Portable Equipment Amendment which authorized the limited use of VHF radios was passed at the Governing Board meeting. It will become effective April 1, 2007. Additionally, Secretary Brian Hayes advised that the Spinnaker Numbers and Spinnaker Graphics Specification changes were passed by the Governing Board.

Bill Fastiggi, VP Special Projects

Reported on the ILCA Boat Grant Program. Bill stated that there had been many donations of equipment during the Southern Circuit. Anyone wanting to donate masts, boat covers or sails should seek out Bill or Allan Terhune. The publicity has been fantastic for the Class. Thank you to Nickels Boat Works for allowing ILCA to use a new Nickels boat. There is another boat donated by Tom Glynn from Connecticut. We are hoping to bring young people into the Class.

Secretary Brian Hayes announced that the 2007 Yearbook is underway. We need Booster sponsors. The cost is \$50 for a ¼ page. The sponsor can be business or personal. We hope to get 100 ads sold.

Rob Ruhlman asked for suggestions on how to utilize the money in the Funds.

Secretary Brian Hayes read the Motion to change the Constitution to reduce the Governing Board quorum requirement from 80% to 60%. A vote of the Fleets was taken. The Motion passed.

Notes from the Class Office:

Thanks to Rick Bernstein for the You Tube video, now linked from the website. Districts and Fleets are encouraged to link to it from their sites as well. This is one of many marketing efforts underway to help promote the Lightning.

Please check out the new District Maps on the ILCA website. If you have additional or updated information regarding fleet contacts, officers or websites please send it to the Class Office via e-mail.

All Fleets and Districts are requested to post their racing schedules to the Calendar section of the website. See the February Flashes for instructions.

The ILCA Store has new Lightning logo shirts and hats available, bulk purchases can be arranged if you would like to use these items as regatta prizes this summer.

Anyone with historical films, please contact the Class Office to have them included in the Lightning historical video.

NOTE: March is the last month 2006 Flashes subscribers will receive the mailed Flashes. Please renew immediately.



Craig Cobbum, Randy Shore & Jared Drake

Continued from Page 1

Craig Cobbum, sailing with new teammates Randy Shore and Henry McCray, showed some early flashes of brilliance (1st around the windward mark), followed up by a little rust, finishing 8th in the first race. An over-early start, near capsize, and blown spinnaker in the second race saw them with a 17th finish overall.

The turn out for the event was an amazing 57 boats. This is great participation for a weekend event, but everyone knows that on the Southern Circuit, the Deep South Regatta is just the beginning. After awards on Sunday, the usual post-regatta let down just doesn't exist because you get to go to another one. Leaving Savannah? Yes, but only to go to Miami! The Lightning Southern Circuit is truly a unique event in the sailing world, and the numbers it draws are a testament to the competitive atmosphere the class offers while still maintaining a friendly and fun-loving atmosphere.

Although we had some new faces appear in new places on the circuit this year, in Miami, we also had some of the same faces finishing in the same places. In this case, at the top with David Stark, Ched Proctor, Jeff Linton, Steve Hayden, Todd Wake and Allan Terhune finishing 2nd through 7th respectively. Bob Wardwell had a good regatta capturing the 8th spot, with Brian Hayes and Neil Fowler rounding out the top ten. There was one big change however, when long time Lightning sailor Skip Dieball, with crew Ernie Dieball, and Anne Marie Shewfelt captured first place. The team showed impressive speed and consistency with finishes of 2,4,8,2,2 in a deep 59 boat fleet.

We found some windy conditions on the St. Petersburg Lightning Midwinter championship leg of the trip. Congratulations to the top five finishing teams, Jeff Linton, Ched Proctor, Neal Fowler, Todd Wake and Allan Terhune,

who again impressed the fleet with their speed and smarts. Long time Lightning fixtures, Tom Allen Jr., Brian Hayes, and Bill Fastiggi captured the 6th, 7th and 8th spots respectively. The two new faces to the top ten where both Quantum teams; Ernie Dieball in 9th and Craig Cobbum in 10th.

If you've followed along this far, you can probably guess who the top five overall winners were! The team of Ched Proctor, Jay Mueller, and Jim Barash won the overall Circuit trophy, just edging out the team of Jeff Linton, Amy Smith Linton, and Mark Taylor by one point! Todd Wake's team, Neil Fowler's team, and Allan Terhune's team, all consistent top finishers, rounded out the top five.

Tom Allen's team, and Brian Hayes's team had some inconsistent results but still sailed well enough to secure the 8th and 9th spots. Again, there was a new face in the top ten overall. Craig Cobbum sailing with Randy Shore and super-crew Jared Drake landed the 10 spot.

Randy Shore

Photos by Bill Clausen

Overall Southern Circuit Final Results

<http://www.lightningclass.org/Results/results07/Southern%20Circuit/SouthernCircuitOverall.htm>

Winter Championship Results (St. Petersburg, FL)

<http://www.lightningclass.org/Results/results07/Southern%20Circuit/WinterChampionships.htm>

Midwinters Results (Miami, FL)

<http://www.lightningclass.org/Results/results07/SouthernCircuit/MiamiMidwinters.htm>

Deep South Regatta Results (Savannah, GA)

<http://www.lightningclass.org/Results/results07/SouthernCircuit/DeepSouth.htm>

FAST

...the power to perform



FOR THE RECORD

North Americans 1,2,4,5,6,7,8,9,10

South Americans 1,2,4,5,6,7,8,9

US PAN AM Trials 1,2,3

Youth Worlds 1

Worlds 05 1*,2,3,4,5,6,7

Atlantic Coast Champs 1,2,3,4

Canadian Open 1,2,3,4,5

Bluenose Regatta 1,2,3,4,5,6,7,8,10

Frigid Digit Regatta 1,2,3

Snow Ball Regatta 2,4,5

Dixie Districts 1,2,3,4,5

Texas Districts 1,2,3,4,5

Spring Classic Regatta 1,3,4,5

Long John Regatta 1

California Circuit 1

So. Circuit - St. Pete 1,2,3,5,6,8,9,10

So. Circuit - Miami 2,3,4,5,8,9

So. Circuit - Savannah 1,3,4,5,7,8,9,10

* partial inventory



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50 YEARS OF FAST... celebrating our 50th Anniversary!



Deep South Regatta Savannah Yacht Club

FIFTY-SEVEN FOR THE 51ST ANNUAL

The 51st annual Deep South was a family affair. I was fortunate enough to have brothers Joe and Tommy aboard USA-15252 for a weekend of fine dining, fun sailing, and an all-around relaxing weekend. I was also lucky to have my wife in the fleet, sailing with Debbie Probst, and daughter Sabrina cheering us onshore with Grandma Jean.

The first stop on the Southern Circuit is my personal favorite. The Chart House for dinner Friday night with friends and family, interesting sailing (like no where else!) on the rivers of Savannah, unmatched hospitality at Savannah Yacht Club, in historic downtown Savannah, and beautiful weather. Even the no-see-ums cooperated. You simply can't beat it.

The RC provided the sailors with an excellent day of sailing on Saturday. Sunday, however, was a better day for golf than sailing. Although they desperately tried to get a third race in, Mother Nature kept the sailors on shore—no wind! Nevertheless, we did give the hoist a workout Sunday as the RC kept us on our toes—to sail or not to sail—that was the question.

This was my second time winning the Deep South (we won last year). After watching Larry MacDonald win year after year, I have learned from his success—ask two fun people to sail, eat and drink (Larry would strongly suggest red wine) well, laugh often, rarely, if ever, look at the compass while sailing, and simply appreciate the uniqueness Savannah has to offer.

Lightning sailors are very lucky to be affiliated with SYC. They enjoy having us as much as we enjoy stopping by for a couple of days. Maybe next year we can break the 60-boat mark. I hope to see you at the 52nd Deep South.

Winners of the Deep South—David Starck with brothers Tom and Joe



**Deep South Regatta, Savannah Yacht Club
March 10-11, 2007**

Pos	Bow	Sail	Skipper	Race 1	Race 2	Total
1	52	15252	Starck, David	3	1	4
2	30	15083	Linton, Jeff	1	5	6
3	17	14821	Proctor, Ched	6	3	9
4	10	14880	Griffin, Greg	4	8	12
5	15	14752	Hayden, Steve	10	4	14
6	44	15234	Wake, Todd	7	7	14
7	12	15202	Fowler, Neil	12	9	21
8	57	14957	Ruhlman, Ryan	17	6	23
9	8	15085	Krawcheck, Lenny	9	16	25
10	42	14673	Santos, Juan	24	2	26
11	58	14958	Fastiggi, Bill	16	10	26
12	16	15205	Reynolds, Kirk	13	13	26
13	45	15257	Ruhlman, Rob	14	14	28
14	49	9	Allen, Jr, Thomas	11	19	30
15	72	15172	Taylor, James	19	12	31
16	7	15024	Werner, Jason	21	11	32
17	41	14940	Cobbum, Craig	8	25	33
18	51	15251	Probst, Debbie	18	15	33
19	37	14532	Sanders, Gary	2	33	35
20	55	15255	Hallagan, Richard	20	17	37
21	3	15232	Terhune, Allan	22	18	40
22	4	15240	Constants, Stephen	23	20	43
23	6	14866	Mauk, Bill	26	22	48
24	71	15171	Goldman, Josh	29	21	50
25	5	15265	Davis, Steve	25	26	51
26	69	15010	Flack, Ryan	34	23	57
27	31	14825	Tyner, Terry	28	29	57
28	19	15235	Faus, John	36	24	60
29	36	14932	Pelosi, John	31	30	61
30	33	15166	Lutz, Jody	5	59 DNF	64
31	23	14622	Hissam, Tom	32	35	67
32	22	15122	Carson, Jim	42	28	70
33	24	14174	Sprague, David	30	40	70
34	61	15016	Brickell, Jamie	37	34	71
35	64	15246	Macdonald, Larry	15	59 OCS	74
36	35	14525	Bates, John	44	32	76
37	34	14546	Maras, Victor	40	36	76
38	28	15311	Dillard, Jim	39	37	76
39	14	14680	Killebrew, Bill	51	27	78
40	38	15103	Leon, Marcelo	47	31	78
41	39	15093	Hurban, Joan	38	43	81
42	21	14321	Jones, Jack	41	42	83
43	18	14627	Pemberton, Nelson	46	38	84
44	2	15118	Mikell,iii Starling	45	39	84
45	27	14688	Hayes, Brian	27	59 DNF	86
46	59	14695	Waldkirch, Richard	43	44	87
47	75	15075	Ruhlman, Maegan	33	59 DNF	92
48	20	15272	Grinder, Mark	35	59 DNF	94
49	26	14074	Doherty, Rick	54	41	95
50	29	13983	Dial, Karen	48	59 DNS	107
51	32	15180	Barron, Pam	49	59 DNF	108
52	54	15054	Lange, Jonathan	50	59 DNF	109
53	11	14737	Niles, Tom	52	59 OCS	111
54	47	14811	Allen, Sr Tom	53	59 DNF	112
55	25	15301	Lindgren, Kathy	55	59 DNF	114
56	13	14433	Samanich, David	56	59 DNS	115
57	91	11771	Sloger, Bill	59 DNF	59 DNS	118

DEEP SOUTH RESULTS



Miami Midwinter Regatta Coral Reef Yacht Club

In Miami I had the pleasure of sailing with my brother Ernie Dieball from Cleveland and Anne Marie Shewfelt from Toronto. Ernie and I have sailed on/off together for most of our lives. It hasn't always been brotherly love on board, but it appears that the days of being "brothers" are long gone. In fact, I believe that in the last dozen or so events we not only behaved, but we have done pretty well. Ernie is one of the best crew in sailing. Those that have sailed with him know what he brings to the team, and it is a great balance of knowledge, teamwork, intensity and fun. I would have never dreamed the fun we had in Miami sailing together.

Anne Marie found her way to Team 14880 through some e-mail inquiries. Ernie lined her up for Miami, and we couldn't have been happier with her hard work and knowledge of the Lightning. Her experience goes beyond the Lightning Class, and she was not only a great teammate, but we had a great time socially as well. Anne Marie and Ernie made it easy for me to order drinks from CRYC bar—Mt. Gay & Tonic X three!!!

Unfortunately I have no cool story about how we prepared. I had just finished a pretty intense Thistle schedule, and Ernie was hot off his Interlake Midwinter Championship, which he followed up with a great score at the Flying Scot Midwinters as crew. He also crewed for Greg Griffin in Savannah. Anne Marie was unable to get to Miami until Monday night. So we sailed the day prior and had some great sparring with Craig Cobbum's and Debbie Prost's teams.

Once we were in the boat, the atmosphere was mixed. Both Ernie and Anne Marie knew exactly what was going on with the wind and fleet at all times. This made the entire event serious, but fun. I have sailed with some INCREDIBLY INTENSE people and some REALLY LAID BACK people. Both have shown me that there are many ways to the end result, and I think we had a nice combination of both. There were only a handful of intense situations. The wind being up made it seem loud, but that was because Ernie mentioned that Anne Marie couldn't hear me.

We didn't do anything fancy to prepare, other than make sure we were set for a long, grueling day of hiking. We had plenty of energy goods (bars, drinks). Anne Marie and Ernie wore hiking pants both days...I wore them on the second day only. We did change our tuning from the 1st day to the 2nd. It seemed that we had too much "bobbie" in our forestay for the given chop, so we turned on the lowers a full turn on the 2nd day. This seemed to be a nice gear change as we were quite speedy upwind.

Our low point was getting rolled at the top/offset mark. It seemed the world was coming to an end in my mind, so we just took a step back and sized up the opportunities we thought we had in our favor. We gybed soon after the offset and "stepped down" for some clear breeze. We managed to get back into the mix and score a top ten. We didn't feel too special on the final beat, so we summarized that our lowers might have been tuned for the down range. We banked that conversation and dealt with it on the second day where we posted a 2,2. In the Lightning, you always have to be willing to learn and recall through the ranges.

As I look back on the Miami event, two things that contributed to our success really stand out. The first was our ability to get off the line. I had just spent an entire week in St. Pete racing Thistles, where I had a very tough time on the starting line. I was very focused on making sure that the team knew that I needed help, and we did everything we could (mostly communicate) to ensure that we got off the line clean and with speed. The second thing was that we were pretty quick both upwind and down. It sounds a bit cliché, but there really is no substitute for boat speed. We were plenty fast, which helped us get punched out as the Fleet thinned in the first third of the beat.

Also important in Miami was to make sure there was enough food/drink to ensure that we could hike hard all day. We sailed relatively big (~500 pounds), but we were pretty strong too. It is very important, especially in a two-day shoot-out, that you have enough stamina to give it your all until the last beat of the last race. That said, we did go out fairly large on Tuesday Night at the Sand Bar, so Wednesday I was curious how everyone would feel. They were great, and we had a series I won't soon forget!

Winners of the Midwinter—Skip, Anne Marie & Ernie



Midwinter Regatta, Coral Reef Yacht Club, Miami, Florida March 13-14, 2007

Pos	Bow/Sail	Skipper	Crew	Club	1	2	3	4	5	Total
1	10/ 14880	Dieball, Skip	Dieball, Ernie/Shewfelt, Anne Marie	FIYC	2	4	8	2	2	18
2	52/ 15252	Starck, David	Starck, Jody/Faude, Bill	Buffalo Canoe Club	13	3	4	3	3	26
3	17/ 14821	Proctor, Ched	Mueller, Jay/Barnash, Jim	Cedar Point YC	15	1	2	5	4	27
4	30/ 15083	Linton, Jeff	Linton, Amy/Taylor, Mark	Davis Island YC	20	2	1	7	1	31
5	15/ 14752	Hayden, Steve	Batzer, Barr/Hood, David	Fleet 502	1	6	7	10	7	31
6	44/ 15234	Wake, Todd	Wake, Kristine/Moriarty, Dan	Sheboygan YC	3	13	3	20	6	45
7	3/ 15232	Terhune, Allan	Terhune, Katie/Moriarty, Tobi	Eastport YC	17	14	12	1	5	49
8	16/ 15205	Wardwell, Robert	Reynolds, Kirk/Mcreynolds, Logan	Fleet 225	6	17	5	8	13	49
9	27/ 14688	Hayes,brian	Schillebeeckx, Ian/Ewing, Carol	Milford YC	27	5	10	4	9	55
10	12/ 15202	Fowler, Neil	Johnson, Todd/Starck, Ellen	Hyannis YC	14	10	18	9	8	59
11	63/ 14768	Hall, Peter	Bone, Oliver/Locas, Stephane	Fleet 215	11	7	24	6	18	66
12	33/ 15166	Lutz, Jody	Lutz, Jason/Schor, Matty	Metedeconk River YC	8	19	13	15	20	75
13	41/ 14940	Cobburn, Craig	Shore, Randy/Drake, Jared	Wawasee YC	4	9	20	32	11	76
14	58/ 14958	Fastiggi, Bill	Coburn, Suzy/Ambrose, Heather	Malletts Bay Boat Club	9	12	16	23	25	85
15	72/ 15172	Taylor, James	Cummins, Stan/Niddiford, Bryan	Cowan Lake Oh	5	20	28	16	17	86
16	20/ 15272	Grinder, Mark	Fronzek, Matt/Ackerman, Bergen	Silver Lake YC	19	16	30	13	16	94
17	7/ 15024	Werner, Jason	Dodd, Heather/Debrincat, Brian	East Port YC	18	35	15	17	10	95
18	51/ 15251	Probst, Debbie	Abdullah, Paul/Paisley, Sarah	Buffalo Canoe Club	7	38	19	24	12	100
19	49/ 9	Allen, Jr, Thomas	Ward, Beth/Hoffmeister, Lucas	Buffalo Canoe Club	43	11	11	21	14	100
20	57/ 14957	Ruhlman, Ryan	Turney, Nick/Wilson, Patrick	Pymatuning YC	31	24	9	25	19	108
21	45/ 15257	Ruhlman, Rob	Ruhlman, Abby/Werley, Dave	Pymatuning YC	32	15	22	19	21	109
22	48/ 14740	Lobos, Victor	Lobos, Sebastian/Perrin, Hugo	Chile	21	28	25	11	31	116
23	77/ 14930	Horwitz, Stephen	Littee, Marc/Hall, William	Coral Reef YC	39	18	39	12	23	131
24	6/ 14866	Mauk, Bill	Kuli/Kohlhaus, Jock	Coral Reef YC	44	31	14	27	15	131
25	53/ 14684	Johns, Bill	Smith, Ryan/Kumpkin, Rick	Fleet 226	22	29	21	35	24	131
26	42/ 14673	Santos, Juan	Plaza, Jr., Miguel/Santos, Juan A	Salinas YC	25	22	6	60/OCS	22	135
27	55/ 15255	Hallagan, Richard	Teneyck, Hendrix/Pope, Daniel	Newport YC	29	32	29	18	27	135
28	4/ 15240	Constants, Stephen	Constants, Mike/Virgin, Greg	SSA	34	23	23	31	26	137
29	64/ 15246	Macdonald,larry	Macdonald, Joy/Macdonald, Adam	Buffalo Canoe Club	30	8	17	60/DNS	29	144
30	69/ 15326	Humphrey, Joel	Tyler Andrews/Jason Hubbard	Fleet 54	12	42	26	33	32	145
31	5/ 15265	Davis, Steve	Davis, Jan/Morin, Kevin	DSA	38	33	33	14	30	148
32	61/ 15016	Brickell, Jamie	Brickell, Susie/Brickell, Meredith	Severn Sailing Asst	16	25	44	34	33	152
33	71/ 15171	Goldman, Josh	Smith, Kris/Loeb, Michael	Cedar Pt YC	41	26	34	28	28	157
34	39/ 15093	Hurban, Gary	Hurban, Joan/Jadrosich, Peter	Nyack Boat Club	42	34	40	22	34	172
35	22/ 15122	Reiser, Matt	Crahn, Michael/Carson, Jim	Metedeconk River	35	37	35	29	39	175
36	73/ 14807	Ratcliff, Rod	Potter, Scott/Hoare, Dave	Fleet 126	24	46	38	39	41	188
37	74/ 14286	Emblidge, Warren	Emblidge, Anne/Eagan, Jim	Fleet 12	23	44	37	30	60/DNS	194
38	78/ 15279	King, Bob	Dodge, Bill/Costich, Sarah	Fleet 77	45	30	31	60/OCS	36	202
39	80/ 14890	Denton, Peter	Townsend, John/Shaver, Geordo	Palm Beach	10	39	36	60/DNF	60/DNS	205
40	28/ 15311	Dillard, Jim	Morris, Justin	Washington Fleet 50	55	21	27	60/DNF	46	209
41	19/ 15235	Faus, John	Menninger, Peter/Rutler, Michael	Barneget Light YC	36	27	60/DNF	60/OCS	35	218
42	38/ 15103	Leon, Marcelo	Ordonez, Maria Clara/Leon, Diego	San Pablo Club Nautico	49	60/OCS	49	26	37	221
43	36/ 14932	Pelosi, John	Richards, Dan/Sherwood, Doug	CSCNC	58	47	46	36	38	225
44	75/ 15075	Ruhlman, Maegan	Hawn, Megan/Werley, Jonette	Pymatuning YC	60/OCS	36	32	40	60/DNS	228
45	54/ 15054	Lange, Philip	Petroy, Lauri/Lange, Jonathan	Ssa Annapolis	40	52	45	45	47	229
46	32/ 15180	Barron, Pam	Cumbie, Nick/Brown, Larry	Lake Lanier Sailing Club	52	54	50	37	40	233
47	24/ 14174	Sprague, David	Mah, Stephanie/Prakke, Carina	Boulevard Club	26	49	43	60/DNF	60/DNS	238
48	82/ 15048	Garrison, John	Hecker, Mike/Reinheimer, Gary	Fleet 54	37	40	41	60/DNF	60/DNS	238
49	21/ 14321	Jones, Jack	Atkins, John/Steiner, John	Fleet 225	28	43	51	60/DNS	60/DNS	242
50	128/ 15144	Andreadis, George	Suter, Larry/Dodger, Cherry	Greece	33	41	48	60/DNS	60/DNS	242
51	88/ 15262	Wieszbach, Matthew	Den Boer, Jake/White, Cory	Fleet 187	51	56	53	41	43	244
52	25/ 15301	Lindgren, Kathy	Cornell, Denise/Simonsen, Amy	Sheboygan YC	53	55	60/DNF	38	42	248
53	2/ 15118	Mikell,iii, Starling	Shue, Gene/Knibloe, Wayne	Susquehanna YC	54	45	47	44	60/DNS	250
54	35/ 14525	Bates, John	Hoffer, Gary/Smekal, Jim	Susquehanna YC	47	51	52	60/OCS	45	255
55	26/ 14074	Doherty, Rick	Priore, Trevor/Wertz, Mike	Susquenhanna YC	57	53	60/DNF	42	44	256
56	11/ 14737	Niles, Tom	Niles, Evan/Niles, Kenneth	Jackson YC	46	48	42	60/DNS	60/DNS	256
57	65/ 13818	Lemahieu, Joel	Lemahieu, Greg/Reak, Paul	Fleet 187	56	57	54	43	60/DNS	270
58	46/ 14850	Koch, George	Koch, Libby/ich, Henry	Fleet 506	50	50	60/DNS	60/DNS	60/DNS	280
59	47/ 14811	Allen, Sr, Tom	Montgomery, Anne/millar, Jenny	Buffalo Canoe Club	48	60/DNS	60/DNS	60/DNS	60/DNS	288

MIDWINTER RESULTS



St Petersburg Winter Championships St Petersburg Yacht Club

My talented crew in St. Petersburg included middle guy Mark Taylor and foredeck Amy Smith Linton. Mark and I have sailed together for nearly twenty years in J-24s and so on, while Amy came aboard the Lightning ten years or so ago. We all live in Tampa and race together or against one another year round.

Preparation for the event involved a practice weekend during the month before the event. We made sure that there were no wear spots on sheets, no tags on halyards or anything else about to fail. We do a Teflon wash (West Marine Teflon Polish) on the bottom, lubricate everything else that needs it, and check out the tool kit for the supplies—electrical tape, multi-tool, rig tension gauge, etc).

Ideally, we also try to stay fit throughout the year by working out, aerobics and weight-training, aiming for the "Worlds Level" as appeared a few years ago in Sailing World. It set a given number of sit-ups, pull-ups, push-ups for the club racer, the national racer, and world-champion racer. Just a number, but it makes for a good goal.

Once we're in the boat, the atmosphere is very laid back. We don't suffer much from pre-race jitters, and we usually have a PRB (pre-race beer) just to ensure we don't get too worked up. It's pretty calm and quiet, though we share a lot of laughs. This year's chuckle is not suitable for family audiences, but suffice it to say it took the edge off as we slogged upwind in the chilly weather.

The racing conditions were choppy and fairly windy in St. Pete. We used backstay and traveler (put on backstay and eased traveler down) a lot to keep the boat on its feet and moving forward. We vang-sheeted (used a tight vang and eased the mainsheet) upwind to create twist and keep the boat upright.

We found one tack to be the "pointing tack," while the other was the "footing tack." That is, the chop was much harder to steer through one way, and for that tack, we kept the jib eased an inch or two. When there was a big square wave, we'd ease jib so that I could steer through it with minimal effort.

Downwind, we varied between jibing "inside" with foredecker staying behind the mast, or "up top" on the bow, depending on the waves and the wind. When it was particularly puffy or looked more fluky, or we were in a set of bad waves, we'd take the more conservative "inside" jibe. The foredeck always looks back to keep an eye on conditions, and in St. Pete it was important to know whether a shifting puff was coming.

There were a couple of low points during the event. Amy's mom was hospitalized while we were in Miami, and that was a distraction. There was a lot going on during the week, and there's just a juggling act that has to happen. Overcoming it was mostly a matter of recognizing what you can and can't do, and then doing what you can...and having the support of your teammates.

On the racecourse, we made a tactical error in the last race, jibing in for better current but instead finding ourselves in a vacuum. We watched dozens—quite literally dozens—of boats pass us as our sails flapped. We all vocalized our disgust at ourselves, and then we buckled down and concentrated on passing a few boats back.

Staying focused on what we do well and trying to let go of the bad moments can be the biggest challenge. It's far easier to stay ahead than to try to find a passing lane, but we've watched other teams battle back, so we always know we can too.

What was the most important ingredient to our success? "Haul ass, turn left." Oh, wait, that's NASCAR. We always make a game plan, even if we don't follow it. Start well and keep your options open. Practice until boat-handling is second nature. That's three main ingredients. There's not just one element. And once the racing is underway, I make sure I have a copy of the results so that I can keep track of who's doing what!

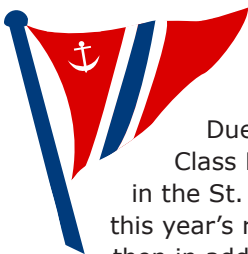
Winners of the Winter Championships—Jeff, Mark & Amy



**60th Annual Winter Lightning Championship
St. Petersburg Yacht Club
March 15-18, 2007**

PI	B#	Crew	From	Subgroup	1	2	3	4	5	6	Total
1	30	Jeff Linton, Amy Smith Linton & Mark Taylor	Tampa FL	Championship	1	2	7	7	1	-20	18
2	17	Charles Proctor, Jay Mueller & James Barnash	Southport CT	Championship	2	3	3	3	8	-14	19
3	12	Neal Fowler, Todd Johnson & Ellen Starck	Dennis MA	Championship	5	5	2	-11	4	5	21
4	44	Todd Wake, Dan Moriarty & Tobi Moriarty	Sheboygan WI	Championship	-23	13	8	1	2	2	26
5	3	Allan Terhune Jr, Katie Terhune & Dave Perkowski	Annapolis MD	Championship	4	1	15	-16	7	1	28
6	49	Tom Allen, Beth Ward & Jim Allen	Buffalo NY	Championship	6	6	1	6	10	-40	29
7	27	Brian Hayes, Sr, Laura Jeffers & Ian Schillebeeckx	Milford CT	Championship	3	4	25	2	13	-30	47
8	58	Bill Fastiggi, Suzy Coburn & Heather Ambrose	Winooski VT	Championship	7	11	-24	10	22	9	59
9	10	Ernest Dieball, Scott Irwin & John Hagman	Toledo OH	Championship	17	12	-49	18	6	8	61
10	41	Craig Cobbum, Randy Shore & Jared Drake	Muncie IN	Championship	16	7	10	12	-27	18	63
11	63	Peter Hall, Stephan Lucas & William Hall	Montreal CN	Championship	10	16	14	15	11 (73)DNF		66
12	92	Fred Strammer, Will Jeffers & Katrina Salk	Nokomis FL	Championship	21	28	-32	4	3	12	68
13	72	James Taylor, Brian Riddiford & Stan Cummins	Liberty Township OH	Championship	14	15	20	9	-29	11	69
14	57	Ryan Ruhlman, Patrick Wilson & Nick Turney	Cleveland OH	Championship	9	8 (73)OCS		8	14	34	73
15	42	Juan Santos, Miquel Plaza & Juan A Santos	Salinas Equador	Championship	-26	10	18	22	17	13	80
16	51	Debbie Probst, Monica Jones & Cindy Kelly	Fort Wayne IN	Championship	20	14	17	-28	23	7	81
17	99	Mark Allen, Mark Whatley & Kevin Morin	Clawson MI	Championship	12	20	13	23	-30	16	84
18	5	Steven Davis, Jan Davis & Nick Farina	Centennial CO	Championship	-37	19	29	14	9	19	90
19	45	Rob Ruhlman, Abby Ruhlman & Dave Werley	Cleveland Oh	Championship	8	22	-26	19	16	26	91
20	4	Steven Constants, Greg Virgin & Mike Constants	Annapolis MD	Championship	-51	38	33	13	5	4	93
21	16	Bob Wardwell, Kirk Reynolds & Logan McReynolds	Watertown NY	Masters & Championship (73)DNF		36	12	5	18	24	95
22	64	Larry MacDonald, Joy MacDonald & Adam MacDonald	Carlisle ON CN	Championship	18	18	23	-42	31	6	96
23	33	Jody Lutz, Jason Lutz & Matty Schon	Brick NJ	Championship	13	25	35	21 (68)ZPG		3	97
24	93	Jim Alman, Susan Wallace & Genoa Griffin	St. Petersburg FL	Championship	11	27	9	-41	26	25	98
25	67	George Fisher, Joann Fisher & Tom Emch	Hilliard OH	Masters & Championship	15	-32	21	25	12	28	101
26	55	Richard Hallagan, Hendricks TenEyck & Dan Pope	Newark NY	Masters & Championship	-27	21	22	24	21	22	110
27	69	Ryan Flack, Ty Andrews & Jason Hubbard	Waukegan IL	Championship	22	9	30	20	32 (73)DNF		113
28	6	Vladimir Kulichenko, Tim Snow & Charlotte Sims	Milford CT	Championship	32	26	6	-34	25	29	118
29	40	George Sipel, Jeff Hagman & Chris Snyder	Sylvania OH	Championship	25	33	16	17	28	-45	119
30	66	Jeff DuVal, Brian Malone & Kat Malone	Sarasota FL	Championship	-36	35	11	32 18)RDG	26)RDG		122
31	71	Josh Goldman, Nicole Breault & Kris Smith	Westport CT	Championship	-39	34	31	30	24	15	134
32	84	William Hofmeister, Mandy Hofmeister & Chip Clifton	Nashville TN	Masters & Championship	31	24	36	-48	35	10	136
33	7	Jason Werner, Heather Dodd & Brian DeBrincat	Annapolis MD	Championship	29	23	-38	31	37	17	137
34	48	Victor Lobos, Sebastian Lobos & Hugo Perrin	Concepcion Chile	Championship	28	31	-39	27	34	23	143
35	85	Ted Duffy, David Watts & Wendy Thrower	Redbank NJ	Championship	35	29	19	33	41	-43	157
36	94	George Harrington, Taugh Lynch & Aaron Freeman	Atlantic Highlands NJ	Championship	45 (73)DNS		28	29	43	21	166
37	78	Bob King, Sarah Costich & Russell Miller	Ontario NY	Championship	49 (73)DNS		4	26	15 73)DNF		167
38	79	George Glenn III, Chappy Hopkins & Pual Gelenetis	Vineland NJ	Championship	42	43	5 (73)DNF		50	39	179
39	39	Joan Hurban, Peter Jadosich & Gary Hurban	New York NY	Masters & Championship	-52	37	37	38	42	33	187
40	22	Jim Carson, Michael Crann & Matt Reiser	Brick NJ	Masters & Championship	19	-50	46	37	45	41	188
41	82	John Garrison, Gary Reinheimer & Mike Hecker	Commerce Township MI	Championship	30	-48	41	44	38	35	188
42	62	John McCree, Dave Corcoran & Rachel Dey	Bay City MI	Championship	-53	40	44	40	33	32	189
43	81	Jim Davis, Christine Davis & Nick Gilmore	Toledo OH	Masters & Championship	-48	46	45	36	39	31	197
44	86	John Sawyer, Becky Sawyer & Dan Morton	Wilmington NC	Masters & Championship	-57	44	27	46	47	44	208
45	68	Lin Robson, Gary Schwantz & Jacques Schwantz	Lagos Nigeria	Championship	54	42 (73)DNF		39	40	37	212
46	56	Chris Princing, Justin Dey & Zachary Bowdish	Saginaw MI	Championship	43	41	42	35	52 (73)DNF		213
47	28	Jim Dillard, Justin Morris & Nabeel Alsalam	Fairfax Va	Masters & Championship	41	45	-53	47	48	42	223
48	19	John Faus, Mac Deturo & Mike Rutler	Rocky Hill NJ	Championship	33	17	34 (73)OCS		73)DNF	73)DNC	230
49	77	Steve Horwitz, Marc Littee & Eric Rodriguez	Miami Bch FL	Masters & Championship	44 (73)DNF		40	54	20 73)DNC		231
50	73	Rodgers Ratcliffe, David Howe & Scott Potter	Southport CT	Masters & Championship	50	-57	48	45	49	47	239
51	75	Maegan Ruhlman, Megan Hawn & Martha Fisher	Cleveland OH	Championship	34	52	47	43 (73)DNS		73)DNC	249
52	38	Marcelo Leon, Maria Clara & Diego Leon	Aquito Equador	Championship	46	51 (73)DNF		73)DNS	44	36	250
53	35	John Bates, James Smekal & Gary Hoffer	Lancaster PA	Masters & Championship	56	-59	50	50	51	50	257
54	83	John Heagy, Terry Brown & John Kosmalski	Las Salle MI	Masters & Championship	47 (73)DNF		52	52	58	51	260
55	32	Pam Barron, Nick Cumbie & Larry Brown	Duluth GA	Championship	62 (73)DNF		55	49	56	49	271
56	87	Mike Welch, Brian Beaudet & John Stromberg	Birmingham MI	Masters & Championship	66	62	51 (73)RAF		53	48	280
57	21	Jack Jones, John Atkins & John Steiner	Henderson Harbor NY	Masters & Championship	63	56 (73)DNC		73)DNC	55	38	285
58	20	Mark Grinder, Matt Fronzak & Bergan Ackerman	Orchard Park NY	Masters & Championship	40	30 (73)DNC		73)DNC	73)DNC	73)DNC	289
59	26	Dick Doherty, Trevor Prior & Mike Wertz	Lancaster PA	Masters & Championship	58	55 (73)DNC		73)DNC	57	46	289
60	9	Peter Furze, Tim McGee & Dave Colbert	Pass Christian MS	Championship	60	53	53)CIF		53 (73)DNS		292
61	24	David Sprague, Carina Prakte & Stephanie Mah	Toronto ON CA	Championship	38	39 (73)DNC		73)DNC	73)DNC	73)DNC	296
62	65	Joel Le Mahieu, Greg Le Mahieu & Paul Reak	Manitowoc WI	Championship	65	61	54		51 (73)DNC		304
63	54	Jonathan Lange, Philip Lange & Mel Castillo	Annapolis MD	Championship	64	58 (73)DNC		73)DNC	46	73)OCS	314
64	76	Colin/Matt Park/Bryant, Karen Park & Matt/Colin Bryant/Park	St. Petersburg FL	Championship	24 (73)RAF		73)DNC	73)DNC	73)DNC	73)DNC	316
65	61	Jamie Brickell, Susie Brickell & Meredith Brickell	Sykesville MD	Masters & Championship	55	47 (73)DNC		73)DNC	73)DNF	73)DNC	321
66	2	Starling Mikell III, Gene Shue & Wayne Knibloe	York PA	Championship	59	49 (73)DNC		73)DNC	73)DNC	73)DNC	327
67	74	Warren Emblidge, Anne Emblidge & Jim Eagan	Buffalo NY	Championship (73)DNF		73)DNS	73)DNC	73)DNC	36	73)DNC	328
68	25	Kathy Lindgren, Denise Cornell & Mike Elmergreen	Sheboygan Falls WI	Championship	61	54 (73)DNC		73)DNC	73)DNF	73)DNC	334
69	36	John Pelosi, Tina Tenret & Dan Richards	Wake Forest NC	Masters & Championship	67	60 (73)DNC		73)DNC	73)DNC	73)DNC	346
70	46	George Koch, Libby Koch & Henry Rich	Southhold NY	Masters & Championship (73)DNC		73)DNC	73)DNC	73)DNC	73)DNC	73)DNC	365T
71	11	Tom Niles, Evan Niles & Kenneth Niles	Jackson MS	Championship (73)DNC		73)DNC	73)DNC	73)DNC	73)DNC	73)DNC	365T
72	47	Tom Allen, Sr, Ann Montgomery & Jennifer Miller	Buffalo NY	Masters & Championship (73)DNF		73)DNC	73)DNC	73)DNC	73)DNF	73)DNC	365T

WINTER CHAMPIONSHIP RESULTS



Masters Series St Petersburg Yacht Club

Due to the great planning and follow through by Amy Linton, Chairman of the Regatta, Class President, Steve Davis, Executive Secretary, Jan Davis, and the people in the Class and in the St. Petersburg Yacht Club that worked so hard to put on the 2007 Winter Championship, this year's regatta, in my opinion, has to go down as one of the best, for sure in my memory. And then in addition to the off-water functions, we had sensational winds and great race committee work which made for beautiful sailing for all three days.

We sailed six races, two each day, and threw one, which resulted in a very tight series. We tied with Dick Hallagan and his team, last year's winners, with Bob Wardwell and crew one point behind. Twenty boats competed.

In the Masters, places are determined by who beats who in the Master's Fleet and has nothing to do with the actual finishes in the Championship Series. For example, Bob Wardwell had the best finish of all the Masters in the Championship Series and still finished third in the Masters. The results were so close in the Masters that you could "what if?" the finishes in any of the races and come up with a different set of winners.

Initially, I intended to sail with my granddaughter Addie, and Tom Emch; however, Addie became tied up in a project in her day care and couldn't get away, so she asked if her mother Jo Ann Fisher could take her place. I was disappointed but agreed. I knew Jo Ann was good, but WOW, she was absolutely superb! Addie would have been proud of her. As usual, Tom Emch, who I have been sailing with for 26 years, was outstanding. Although there was some heart pounding and dry mouths on the runs, and even up wind at times, it was fantastic sailing. I think, although you're up tight in those conditions, they also make for great memories, and Jo Ann and Tom were just great.

I encourage everyone who can, to sail in the Masters at St. Pete. The advantage is that at the same time you are sailing the Masters, you're also sailing in the Championship Series and theoretically could win both. If a skipper is over 55 and she or he checks and confirms her or his total age with the crew is 130 years or over and when she or he do realize that, (it only hurts for a little while) he or she should sail in the Masters. Shoot, Tom Emch and I make the 130 just by ourselves. (Now, THAT hurts.) That darn Tom keeps getting older and older.

Masters Winners—George Fisher, Jo Ann Fisher & Tom Emch



**60th Annual Winter Lightning Championship
St. Petersburg Yacht Club
Masters Class Series
March 15-18, 2007**

PI	B#	Crew	From	Subgroup	1	2	3	4	5	6	Total
1	67	George Fisher Joann Fisher & Tom Emch	Hilliard OH	Masters & Championship	1	-4	2	3	1	4	11
2	55	Richard Hallagan Hendricks TenEyck & Dan Pope	Newark NY	Masters & Championship	3	1	3	2	-4	2	11
3	16	Bob Wardwell Kirk Reynolds & Logan McReynolds	Watertown NY	Masters & Championship	(22\DNF)	5	1	1	2	3	12
4	84	William Hofmeister Mandy Hofmeister & Chip Clifton	Nashville TN	Masters & Championship	4	2	5	-10	5	1	17
5	39	Joan Hurban Peter Jadosich & Gary Hurban	New York NY	Masters & Championship	-11	6	6	6	7	6	31
6	22	Jim Carson Michael Crann & Matt Reiser	Brick NJ	Masters & Championship	2	-11	9	5	8	8	32
7	81	Jim Davis Christine Davis & Nick Gilmore	Toledo OH	Masters & Championship	-9	9	8	4	6	5	32
8	86	John Sawyer Becky Sawyer & Dan Morton	Wilmington NC	Masters & Championship	-14	7	4	8	9	10	38
9	28	Jim Dillard Justin Morris & Nabeel Alsalam	Fairfax VA	Masters & Championship	6	8	-14	9	10	9	42
10	73	Rodgers Ratcliffe David Howe & Scott Potter	Southport CT	Masters & Championship	10	-14	10	7	11	12	50
11	77	Steve Horwitz Marc Littee & Eric Rodriguez	Miami Bch FL	Masters & Championship	7	(22\DNF)	7	13	3	22\DNF	52
12	35	John Bates James Smekal & Gary Hoffer	Lancaster PA	Masters & Championship	13	-15	11	11	12	14	61
13	83	John Heagy Terry Brown & John Kosmalski	Las Salle MI	Masters & Championship	8	(22\DNF)	13	12	16	15	64
14	21	Jack Jones John Atkins & John Steiner	Henderson Harbor NY	Masters & Championship	16	13	(22\DNF)	22\DNF	14	7	72
15	87	Mike Welch Brian Beaudet & John Stromberg	Birmingham MI	Masters & Championship	17	17	12	(22\DNF)	13	13	72
16	20	Mark Grinder Matt Fronzak & Bergan Ackerman	Orchard Park NY	Masters & Championship	5	3	(22\DNF)	22\DNF	22\DNF	22\DNF	74
17	26	Dick Doherty Trevor Prior & Mike Wertz	Lancaster PA	Masters & Championship	15	12	(22\DNF)	22\DNF	15	11	75
18	61	Jamie Brickell Susie Brickell & Meredith Brickell	Sykesville MD	Masters & Championship	12	10	(22\DNF)	22\DNF	22\DNF	22\DNF	88
19	36	John Pelosi Tina Tenret & Dan Richards	Wake Forest NC	Masters & Championship	18	16	(22\DNF)	22\DNF	22\DNF	22\DNF	100
20	47	Tom Allen, Sr Ann Montgomery & Jennifer Miller	Buffalo NY	Masters & Championship	(22\DNF)	22\DNF	22\DNF	22\DNF	22\DNF	22\DNF	110T
21	46	George Koch Libby Koch & Henry Rich	Southold NY	Masters & Championship	(22\DNF)	22\DNF	22\DNF	22\DNF	22\DNF	22\DNF	110T

MASTERS RESULTS





Southern Circuit St Petersburg Yacht Club

I've been sailing Lightnings since 1984. Currently, I'm working for North Sails One-Design, specializing in sail development for one-design classes. Jay Mueller grew up in a Lightning sailing family and has worked for the Mueller/Eichenlaub boat factory. Presently he's employed in sail production at North Sails in Milford, Connecticut. Jim Barnash, from Rochester, who's mainly a J22 sailor, won several J22 regattas as helmsman over the last few years. He works as business manager in a research lab.

Jay was the one who propelled the preparation for this year's event. He located Jim. My part was to make the hotel reservations, pack the vehicle and hook the trailer to the car.

Once we were in the boat, I don't think you'd classify the atmosphere as laid back. I am fairly intense when racing, and we all wanted to win. The conditions were breezy. Savannah had more sudden wind changes consistent with inland water sailing. Miami was more consistent.

Our first low point came on the drive from Savannah to Miami. We had a flat tire on the Volvo at 6:00 PM on Sunday somewhere in Florida. We put on the small spare tire, (don't you dare drive over 50 mph it says on the warning), as it was too late to find a tire store open. After driving around for an hour looking for the store, we bought a plug and a tire kit at a Walmart. As I applied air pressure, Jay started to back away, fearing an explosion, but we successfully plugged the hole. However, it was most disappointing, as the side wall had several hernias. So it was back to "driving on the donut," until we could find a place to purchase a new tire on Monday AM. Later, when the sailing got tough, we remembered it was better than driving on donuts!

A second low point occurred when we realized before the third race of the day at Miami that we didn't have any drinking water left. The next low point was when the Lintons gained on us on the run in the second race at St. Pete. This kept happening, and it was getting old!

I'd say the most important ingredient to our success was good upwind speed which got us out of several tight spots. It also helped to have plenty of drinking water and fruit.

Winner Southern Circuit—Ched Proctor, Jay Mueller, Jim Barnash
(Jim had already left for the airport at time of trophy presentation)



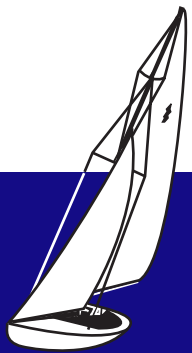
2007 Southern Circuit Final Results

Bow	Skipper	Crew	S	S	M	M	M	M	M	SP	SP	SP	SP	SP	SP	TO	TTL
17	Ched Proctor	Jay Mueller and Jim Barnash	6	3	15	1	2	5	4	2	3	3	3	8	14	15	54
30	Jeff Linton	Amy Smith Linton and Mark Taylor	1	5	20	2	1	7	1	1	2	7	7	1	20	20	55
44	Todd Wake	Kristine Wake, Dan Moriarty and Toby Moriarty	7	7	3	13	3	20	6	23	13	8	1	2	2	23	85
12	Neil Fowler	Todd Johnson and Ellen Starck	12	9	14	10	18	9	8	5	5	2	11	4	5	18	94
3	Allan Terhune	Katie Terhune and Tobi Moriarty and	22	18	17	14	12	1	5	4	1	15	16	7	1	22	111
49	Tom Allen, Jr	Beth Ward, Lucas Hoffmeister and Jim Allen	11	19	43	11	11	21	14	6	6	1	6	10	39	43	155
27	Brian Hayes	Ian Schillebeeckx, Caro I Ewing and Laura Jeffers	27	59	27	5	10	4	9	3	4	25	2	13	29	59	158
41	Craig Cobbum	Randy Shore and Jared Drake	8	25	4	9	20	32	11	16	7	10	12	25	18	32	165
58	Bill Fastiggi	Suzu Coburn and Heather Ambrose	16	10	9	12	16	23	25	7	11	24	10	20	9	25	167
16	Robert Wardwell	Kirk Reynolds and Logan McReynolds	13	13	6	17	5	8	13	73	36	12	5	18	24	73	170
72	James Taylor	Stan Cummins and Bryan Riddiford	19	12	5	20	28	16	17	14	15	20	9	27	11	28	185
51	Debbie Probst	Paul Abdulla and Sarah Paisley	18	15	7	38	19	24	12	20	14	17	28	21	7	38	202
42	Juan Santos	Miguel Plaza Jr, and Juan Andres Santos	24	2	25	22	6	60	22	25	10	18	22	17	13	60	206
57	Ryan Ruhlman	Nick Turney and Patrick Wilson	17	6	31	24	19	25	19	9	8	73	8	14	33	73	213
45	Rob Ruhlman	Abby Ruhlman and Dave Werley	14	14	32	15	22	19	21	8	22	26	19	16	26	32	222
33	Jody Lutz	Jason Lutz and Matty Schonn	5	59	8	19	13	15	20	13	25	35	21	66	3	66	236
7	Jason Werner	Heather Dodd and Brian Debrincat	21	11	18	35	15	17	10	28	23	38	31	35	17	38	261
4	Stephen Constants	Mike Constance and Greg Virgin	23	20	34	23	22	31	26	50	38	33	13	5	4	50	272
55	Richard Hallagan	Rick Ten Eyck and Dan Pope	20	17	29	32	29	18	27	26	21	22	24	19	22	32	274
39	Bill Mauk	Kuli Kulichenko and Jock Kohlhaus	26	22	44	31	14	27	15	31	26	6	34	23	28	44	283
5	Steve Davis	Jan Davis, Kevin Morin, and Nick Farina	25	26	38	33	33	14	30	36	19	29	14	9	19	38	287
64	Larry MacDonald	Joy MacDonald, Adam MacDonald,	15	59	30	8	17	60	29	18	18	23	42	29	6	60	294
71	Josh Goldman	Kris Smith and Michael Loeb	29	21	41	26	34	28	28	38	34	31	30	22	15	41	336
22	Jim Carson	Matt Reiser and Michael Crahn	42	28	35	37	35	29	39	19	51	46	37	43	40	51	430
39	Joan Hurban	Gary Hurban and Peter Jadosich	38	43	42	34	40	22	34	51	37	37	38	40	32	51	437
20	Mark Grinder	Matt Fornzek and Bergen Ackerman	35	59	19	16	30	13	16	39	30	73	73	73	73	73	476
28	Jim Dillard	Justin Morris and Nabeel Alsalam	39	37	55	21	27	60	46	40	46	53	47	46	41	60	498
19	John Faus	Peter Minger and Michael Rutler	36	24	36	27	60	60	35	32	17	34	73	73	73	73	507
61	Jamie Brickell	Susie and Meredith Brickell	37	34	16	25	44	34	33	54	48	73	73	73	73	73	544
38	Marcelo Leon	Diego Leon, Maria Clara Ordonez	47	31	49	60	49	26	37	45	52	73	73	42	35	73	546
75	Maegan Ruhlman	Megan Hawn, Jonette Werely and Martha Fisher	33	59	60	36	32	40	60	33	53	47	43	73	73	73	569
35	John Bates	James Smekal and Gary Hoffer	42	32	47	51	52	60	45	56	59	50	50	49	49	60	582
24	David Sprague	Stephanie Mah and Carina Prakte	30	40	26	49	43	60	60	37	39	73	73	73	73	73	603
21	Jack Jones	John Atkins and John Steiner	41	42	28	43	51	60	60	62	57	73	73	53	37	73	607
32	Pam Barron	Nick Combie and Larry Brown	49	59	52	54	50	37	40	61	73	55	49	54	48	73	608
36	John Pelosi	Dan Richards and Doug Sherwood	31	30	58	47	46	36	38	66	61	73	73	73	73	73	632
26	Rick Doherty	Trevor Priorer and Mike Wertz	54	41	54	53	60	42	44	57	56	73	73	55	45	73	634
54	Jonathan Lange	Philip Lange and Lauri Petroy	50	59	40	52	45	45	47	63	59	73	73	44	73	73	650
2	Starling Mickell, III	Gene Shue and Wayne Knobloe	45	39	54	45	47	44	60	58	50	73	73	73	73	73	661
25	Kathy Lindgren	Denise Cornell, Amy Simonson and Mike Elmergreen	55	59	53	55	60	38	42	60	55	73	73	73	73	73	696
11	Tom Niles	Evan and Kenneth Niles	52	59	46	48	42	60	60	73	73	73	73	73	73	73	732
47	Tom Allen, Sr	Anne Montgomery and Jenny Millar	53	59	48	60	60	60	60	73	73	73	73	73	73	73	765



Miami finish

SOUTHERN CIRCUIT RESULTS



Classic Lightning

Craig Thayer — thayer@a-znet.com

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

Bob Astrove — astrove@hotmail.com

3104

Peter B Humphrey

I am a natural-born restorer/tinkerer. I like to fix cars and I have spent countless hours restoring my homes, so that day in the summer of 2004 when I was on Tuxedo Lake, in Tuxedo Park, NY twenty-five miles northwest of Manhattan, where I live, with my friend, Peter van Zandt, and he pointed to a spot on the shore and exclaimed, "Humphrey, there's a project for you!." That's all it took.

What I saw was a large sailboat, barely afloat, a few inches above the water. He said that it was a Lightning, a name that I recognized, but of which I knew nothing. I had learned sailing at summer camp and been in boats only occasionally thereafter. It was the property of a widow who had taken custody of it from neighbors who had brought it to the lake then moved away a couple of years later. Her family had never sailed her, and she was in danger of being crushed by winter ice. I got a submersible pump and removed water plus a vast volume of leaves and slime. After plugging the seacock, she floated, but needed daily bailing due to rapid seepage around the centerboard trunk. I ended up acquiring, for a few hundred dollars, a boat that was pretty solid and complete. I regret that I have no photo of it in its derelict state. Its trailer is a homemade affair, using pipes and a truck front axle welded in place. The tires were flat and the lug nuts too rusted to budge. Thankfully, I was able to remove the wheels plus hubs and the local service station successfully removed the nuts then pressed in new studs and fit good used tires to the rims. 3104 was taken up to my house and covered up for the winter.

Come Spring, out came the heat gun, and I proceeded to burn off white paint from every square inch of the hull, inside and out, as well as weathered varnish from the mahogany trim, rudder and spars. The planking is cedar, with oak frames, though some mahogany replacements were made long ago. The deck had fiberglass, and that was a real chore to remove. Then came sanding, sealing with CPES (clear penetrating epoxy sealer), epoxy patching and caulking.

There was plenty of dry rot around the stem, which was replaced with epoxy. After more sanding, on went red topcoat for the hull and sand-colored topcoat for the deck. I avoided the challenge of canvassing the deck, but the planks and their seams are visible.

In the cockpit, I brushed on Zip Strip followed by wire brushing, washing, sanding and sealing with CPES. It was finished with satin texture varnish, which I like, because it complements the glossy trim.

The centerboard trunk has been very frustrating. Two mahogany boards had been attached at the base, and when these were removed, there was plenty of eroded dry rot, which I filled in with epoxy. Special attention was needed by the centerboard pin area, as the bushings have to line up. Alas, after getting it all back together and putting the boat in the water, it still leaked like crazy. Injecting caulk into the many sources helped, until swelling slowed it down. Perhaps I should have used epoxy when remounting those boards instead of caulk. Last Spring, I applied fiberglass up inside the trunk, but failed to get a good seal fore and aft. I also gouged out along the keel and filled with epoxy, which helped. The leakage this year has been tolerable, but I shall be on the attack again next Spring.

The mast and boom were in good shape, but the mainsail was missing, so I got a new main and spinnaker from Joel Thurtell, whose advice was very helpful. By the end of 2005, the old jib was worn out, so I got a new one from Joe Dissette. The rigging was serviceable, but lots of new lines were needed. I christened her "Annie Sise", the name of the clipper ship skippered by my great-grandfather.

I love to take this lovely old boat out on the lake but am frustrated by my inability to get friends to join me. I have deployed the spinnaker twice and long for good winds for more tries. How nice it would be to get "Annie Sise" to the annual woody regatta! But first I have to get a good trailer.

Join us for the 2007 Wooden Lightning "Get Together"—Syracuse, NY

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Lightning Family News

Welcome New Members Franco Primavesi and Piercarlo Brunino

Ted Okada has sold #10215, Black Adder, to the new owners Franco Primavesi and Piercarlo Brunino, who will be joining Fleet 50.

They plan to rename the boat Medio y Medio.

Franco is originally from Uruguay and sailed there in small boats like Snipes and Punta del Este class and has also delivered large boats from the US to South America. Recently he has sailed out of J-World in Annapolis on J22s, J24s and J80s.

Piercarlo is originally from Italy where he sailed small boats (lasers, 420s, 470s, etc.) growing up and then sailed extensively with large boats, doing regattas in the Mediterranean for more than ten years. He currently races sometimes with friends in Annapolis on a J30.

Welcome New Member Steve Zelle

I learned to sail on my cousin's Sailfish here in Michigan, then joined the US Coast Guard. During my career I sailed several boats built and sailed a San Francisco Bay and Pelican in Louisiana. I then moved to Maine.

I sold that (actually traded it for a motorcycle) and then bought a used CAL 20 there in Maine, sailed there and in Puerto Rico where the CG moved me. Ended up spending five years at sea, so in a sense "sailed" three of the seven seas. I then got a Chrysler Mutineer, which I still have, and have now ended up with a 1950s Lightning. Unsure why, but I've always wanted a Lightning so am very happy about this. I think that maybe it is the size and accessibility of the boat to many people and that you can sail it alone or with friends and the fact that it is wood, which to me is an important aspect of a boat. This summer my plan is to rebuild it and after that to look into trying it at some sailing get togethers.

A Note from Fred Strammer Nokomis, Florida

2007 St. Petersburg Winter Championship Lightning Sailors, I would like to profusely thank you all for welcoming and initiating me to the Lightning Class! I had an awesome time this weekend sailing, talking and hanging with all of you. I hope this is the beginning of many more years and races with the Class. I look forward to seeing each of you again!

Sail fast.

Farewell to the "Bear"



Fleet 225, Henderson Harbor, New York, regrets to acknowledge the recent passing of Richard "Rick" Stevens, 58, on January 20, 2007 after a short struggle with lung cancer.

Rich began sailing Lightnings in the early 1960s and was several times a Fleet champion. Remembered on the circuit as the "Bear," he was easily identified with his large beard along with his high energy, positive attitude and a large, warm heart. He truly enjoyed the competition and the many deep friendships generated from the kinship of the ILCA.

Rich sailed and still possessed his infamous Lightning #5842, Zig-Zagger.

He leave his wife Sally, daughters Elizabeth and Allison, and a granddaughter to sail on.



Claus Engall's daughter and new baby girl—Amelie & Emma



*Peter Colantuono is on the right
Also pictured are Scott Finkboner and his crew Jennifer Lyons
Scott's team was second*

SCYA—Southern California Yachting Association. Mission Bay Yacht Club hosted 99 boats, some fleets in the bay, some in the ocean. Lightnings sailed in the ocean on the same course used during the 2006 North Americans.

My crew was Jeff Smith, a J24 sailer from Seattle that has moved back to San Diego.

Christian Stover is Jeff's nephew and new to sailing. The SCYA Midwinters was our second time sailing together in 14263. Jeff and Christian were awesome. We had great sets and jibes all weekend. For me it is exciting to win a Lightning regatta. It is my first as a skipper. I have crewed most of my life, mostly with my father Walt, and am comfortable in the front of most any boat. Since moving to San Diego and buying my own Lightning, I am now learning what to do in the back of the boat. I am thankful for having sailed with so many great skippers over the years and am thrilled to start applying what I've learned. Racing Lightnings has always been a part of my life, thanks to my fathers passion for sailing and making it a fun sport for our family.

Pete Colantuono

Welcome New Member Mike Rutler

Greetings from St. Petersburg Florida!

I want to share with you a little about my trip (3/9 to 3/19) during which I participated in the Southern Circuit. We raced Lightning boats, which are 19'/700 pound one-design race boats. It is an extremely competitive Class with three people in each boat. For this circuit, some of the top sailors came from all over (including Chile and Ecuador).

The week was unbelievable with lots of wind, challenging but rewarding races, meeting a ton of great people who share the passion of sailing—not to mention some serious nightlife. Here's a small synopsis of the week:

12 hour drive from New Jersey to Georgia

Savannah, Georgia: 58 boats, river sailing, puffs come down every ten seconds, so it's very arduous to stay on top of potential shifts and river sailing with very strong air. Day 1 we got two races off; Day 2 was postponed because the wind was less than five knots. You wouldn't believe the gnats—they could eat a 150-pound person in less than 30 minutes. The oyster roast at night was outrageous, and the riverfront in Savannah was a great time.

8 hour drive from Georgia to Florida

Miami, Florida: 60 boats, extremely heavy air, a sunny 80 degrees, not too shifty, pretty constant breeze of

probably 12–15 knots gusting 18–20, great turnout, pretty nice yacht club (Coral Reef) and, great banquet dinners. The Delissers hosted us which was very nice of them. We spent our layover day in south beach which was great

3.5 hour drive from Miami to St. Petersburg

St. Petersburg, Florida: not sure how many boats registered, but it's their 60th anniversary for this particular race so they anticipate north of seventy boats. If you think about seventy boats on a starting line, there's a variety of different implications that go along with that—most notably there's a lot of "traffic" which can lead to potential "carnage" (boats will undoubtedly foul each other). The weather was gorgeous, 75 degrees, a light ten-knot breeze out of the south east. We were expecting storms that night and the next day and then a very strong breeze to fill in, they say 15–25 mph. Just when I thought we'd get a break for some lighter air after a brutal few races in Miami, a storm came off Texas over the gulf and hit St. Pete. Needless to say, it was better than being in the office, I can assure you. The next day was another lay day, so we took our time waking up, which is great because I needed some restorative rest. We had lunch at St. Petersburg Yacht Club, which is just beautiful, registered. That night we had an International Lightning Class meeting followed by an opening kickoff celebration. I looked forward to soaking up the last few days of my trip.

20 hour drive St Petersburg to New Jersey

Having only raced in regattas on Long Beach Island, New Jersey, this was been an eye-opening experience. It reinforced my interest in sailing, to the extent that I plan to deepen my involvement with off-island regattas. Being surrounded by people with this type of passion is wildly encouraging and conducive to happiness unlike anything else I have ever experienced. Most of the people involved with this particular class of boats have devoted a great majority of their time and effort toward participating in sailing and perfecting their race tactics. To their credit, they are very successful ambassadors to Lightning sailing, as Fleets continue to grow worldwide. Not only have they managed to attract more members to Lightning sailing, but they have bridged the gap between young and old sailors to ensure that Lightning sailing will be around for a long time. Said differently, the people that sail ensure that they're children sail and that their children's children sail and so forth. Unlike institutions who struggle to bridge the gap between young and old (for instance churches and temples), Lightning sailing continues to see strong membership. So why Lightning sailing? Why not J24s? The Lightning Class is very popular and accessible.



Mike Rutler (middle) and crew

All things



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Southern Circuit Round-Up

Amy Smith Linton, VP Southern Circuit

It was a pretty good Circuit. And while I seem to get the credit, honestly, I have only a little to do with the successes. (Any lack of success—probably all me!) Not to get all Academy Award-ish about it, but an incomplete and short list:

The numbers. A whole lot of boats sailed all or part of the Circuit this year, and while I can write till I am blue in the fingers about how much fun it's going to be, only the teams themselves choose this set of regattas over the countless other ways to spend Spring Break. Thank you so much for coming!

We had a solid contingent from South America. Totally not my doing; the lending of boats was one of the tasks Mr. Davis took over, and he helped find the legion of generous lenders of vehicles to pull the boats. He and the other Executive Board members put together the brilliant idea of making them welcome with the Coral Reef gear.

Where else can you stand outside in March eating your heart's content of oysters and peach cobbler? Olin McIntosh and the Savannah Yacht Club throw a heck of a party. It kicks off the Southern Circuit in great style, and I don't have thing one to do with making it happen.

The cool race-winner flags for the Circuit? A surprise gift from Jody Lutz at North Flags.

The huge number of photos on the web? Bill Clausen, foremost among several. Bill also acts as Class liaison with the RC, advising about conditions and providing a sounding board for what the Class wants.

The Southern Circuit glasses given out at the Banquet? The Davises and Brian Hayes.

The huge Hoola Hoop contest in Miami? Thank the Ruhlman, who generously donated the carton of hoops. Funny enough, Ryan, who brought the carton to Savannah, said instead of giving him one of the fabulous lighted Lightning glasses, I should give it to his mom Abby. Awwww!

And about those FABulous prizes. Last year, Mr. Davis felt that my dollar-store prizes were not, let's say, sufficiently fabulous. So he scoured the web for these highly covetable flashing Lightning glasses, ordered them, and delivered them to me so I could give them away.

As for Giant Jenga, which helped pass the time on Friday in St. Pete as the particularly nasty weather passed by, it was the brainchild of Pub Game Mistress Laura Jeffers. She e-mailed me directions for making the blocks and said she'd organize the Fishing Game if I'd make the Jenga and some fishing poles. Easy-peasy for me! Laura rocks!

The impromptu Lightning Lab on Friday during the bad weather? John Faus and Brian Hayes made the suggestion real and collared volunteers to speak.

The on-line reports? They were inspired by an idea from Dave Starck and Bill Fastiggi and was enlivened by several competitors throughout the Circuit. Take a look by clicking on the link "Daily Reports" through the ILCA website.

My excellent teammates Jeff and Mark have come to expect little or nothing from me once we hit the docks. I barely helped set up or take down the boat once during the Circuit. Instead, I swanned about on shore as if I were the hostess with the mostest. Thanks, guys.

The timing in Miami, thanks to Carol Ewing and the legions of volunteers at Coral Reef Yacht Club, we had five terrific races, good food, and we got to the highway before rush hour. Every year, I am amazed by how much Carol does at this regatta—after several solid weeks of hosting other events, even, and she's still glad to see us.

The wind? Okay, I rashly promised last year at San Diego that the weather would be better in St. Pete. My first-born child is a small price—I jest. We were fortunate.

The mugs, beer, and mashed-potatoes buffet started a special weekend in celebration of the 60th year of Lightnings in St. Pete. Thanks to regatta Chair Bob Birkenstock, who hit the ground running last summer to make this year's Winter Championship great. I hope we'll be lucky enough to continue to have Tom Farquahar as a PRO—he's committed to running excellent races and has shown the ILCA nothing but respect.

Back to the Banquet for a moment. Granted, I stood on a chair and talked, but the whole evening's program was designed and produced by others: Mr. Davis and Jan, Brian Hayes, Rob Ruhlman, Bill Clausen. They asked George Fisher to tell his honeymoon story to the newlywed Léon team from Ecuador and ordered a cake to mark the celebration. They got Matt Bryant to tell the story about the archival photo. They got Rick Bernstein's historic video up and projecting. They named the new Life Members. And Bob Birkenstock organized the door prizes.

So while I will, as my great-grandmother suggested, smile and say thank you, the fact is, a bunch of talented and hard-working people are making it all happen. And I appreciate it.

You didn't make it to the 2007 Southern Circuit?

Tell us about it: contact aslinton@aol.com or call 813-254-3455. We are interested in gathering information to help us improve the Circuit.

It's not too soon to plan for the 2008 Southern Circuit!

Savannah's Deep South Regatta: March 8–9
Miami Midwinters: March 11–12
St. Pete Winter Championship: March 14–16



Winter Championships Kick-off Party



*George Glenn-Bill Fastiggi-Suzy Coburn
Chappy Hopkins-Heather Ambrose*



Julie Marie MacDonald-Cindy Kelly-Monica Jones-Kathleen Gregory



*Marcelo Leon and his bride, Maria Clara
Diego Leon-President Steve Davis
Santiago Romero-Miguel Plaza
Juan Andreas Santos-Juan Santos*



Jason Lutz-Michael Crann-Matty Schon-Bob King-Jody Lutz



*Joel Le Mahieu-Greg Le Mahieu-Paul Reak-Mike Elmergreen
Denise Cornell*



Victor Lobos-Hugo Perrin-Sebastian Lobos



Jean Swanson & John McIntosh



Life Member Jay Limbaugh and guest



George & Marty Fisher with granddaughter Martha



Banquet and activities organized by Laura Jeffers



South Americans enjoying a little southern hospitality



Hula hoop warm-up session



Women's finalists Joy MacDonald & Megan Hawn

AWARDS & PRESENTATIONS



Appreciation Awards Presented at the 2007 St. Petersburg Yacht Club Banquet

- Rick Bernstein** For his dedication and expertise in the producing the video Better Boat Handling Skills The Next Step to Higher Finishes
- Greg Fisher** For his dedication and expertise on camera and in editing the video Better Boat Handling Skills The Next Step to Higher Finishes
- James Taylor** For his dedication and expertise in coordinating with US Sailing for the US Pan Am Trials
- Joe Buczkowski** For his dedication and expertise in writing and successfully being awarded US Sailing Grants for ILCA sailors traveling to the World Championships.
- Bill Fastiggi** For his dedication and expertise in creating and implementing the ILCA Boat Grant Program.
- Allan Terhune** For his dedication and expertise in creating and implementing the ILCA Boat Grant Program.



*Tom Allen, Sr was presented with Life Membership in the ILCA by sons Tom and Jim
Other Life Members in attendance were also recognized*



Jim Carson receiving the Smithers Award

Three Cheers for Jim Carson!

Awarded by Don Gregory at the Southern Circuit banquet, the Karl Smither Trophy recognizes the contributions of a Corinthian sailor, Class mentor, and Lightning enthusiast. This year's nominees included sailors from around the world, and while he himself nominated another skipper, Jim Carson of New Jersey was selected as the 2007 winner.

Anecdotes about Jim's support of youth sailors in the Class include a stack of heartfelt and often funny stories from sailors across the US, Canada, Finland, and South America (he "facilitated the safe return of 'liberated' flags from the local golf course at the '99 Youth NAs," and apparently saved some youngsters from "evil water" in Columbia. Hard work, that!). People pointed out his decades of dedication to the Class, as Class Secretary, Measurer, and race organizer, boat builder, and as a continuing competitor. He accepted the award with typical modesty, proving himself a role model yet again.

Central Atlantic District

2007 Regatta Schedule



Photograph by Bill Clausen

June 9-10
June 16
June 16-17
August 3
August 11-12
August 25
September 29
September 29
October 27

Central Atlantic Districts (CAD Members only)
Bay Head - Metedeconk Tune-Up
Governor's Cup
New Jersey State Junior Championship
Down Bay Regatta
Barnegat Light Yacht Club Annual Regatta
New Jersey State Championship
Manahawkin Bay Cup
Pumpkin Bowl

Riverton Yacht Club
Metedeconk River Yacht Club
Riverton Yacht Club
Metedeconk River Yacht Club
Little Egg Harbor Yacht Club
Barnegat Light Yacht Club
Surf City Yacht Club
Surf City Yacht Club
Barnegat Light Yacht Club

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For more information, visit the ILCA website or email Jim Carson at jgcfuzzy@comcast.net



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Neil Fowler

Coach's Corner

BIG FLEET STARTING TECHNIQUES LIGHTNING MID-WINTERS

Getting off the starting line in clear air and heading for the favored side of the course may sound simple. Throw in variations in wind speed and direction, current, skewed courses, and fifty-five to seventy boats with the same goal, and it can get a little dicey.

Our approach, aboard Lightning 15202, is simple. We try to follow the same routine each time. It's all about doing your homework.

1. Get Out on the Course Early.

One-half hour minimum prior to the warning signal, you should be on the course. Check wind direction on the way out every five to seven minutes and write it down. Check in with the Race Committee and sail upwind (preferably the whole first beat) on both starboard and port tacks. Record high and low headings on each tack and check actual wind direction that corresponds to each heading. Ideally, you should be able to put the boat on the wind on either tack and know whether you are lifted or headed and what the actual wind direction is. We also try to record headings sailing back to the starting line so we have a similar range of offwind headings.

2. Line Sights.

Once the starting line is set, we do a series of line sights. These sights are done by sailing down the line on starboard tack lining up the flags at both ends of the line. Record the straight ahead compass bearing. Add 90 degrees to your starboard heading to get the wind direction for a square starting line. For example, if straight ahead is 270 degrees, add 90 degrees to yield 360 degrees (or 0 degrees), which

would be a square line. If the actual wind direction is 345 degrees (fifteen degrees left of square), you know that the left end of the line is favored by fifteen degrees. If the actual wind direction is ten degrees, you know the right end of the line is favored by ten degrees. We then repeat this process on port tack, subtracting 90 degrees to determine the actual wind direction needed for a square starting line. These port and starboard numbers are rarely identical, and we are pleased to calculate them within five degrees and just use the average. On the rare occasion where we come up with the same number on both tacks, we hold a small celebration. Armed with the information gathered in steps 1 and 2, (at least one-half hour of homework!), you should be able to put the boat on the wind on either tack or take a wind shot anywhere with clear air and determine which end of the line is favored currently. Clear air opportunities will be rare in large fleets, so having these three methods to check is crucial! Keep taking wind shots and keep taking line sights right up until two to three minutes of the start. These variables can produce some great opportunities for the sailor who is paying attention.

3. Where to Start.

Most of the courses at major Lightning events are held relatively far offshore and set up reasonably square to the wind direction. By eliminating the following: a) course skewed to wind direction, b) geographic wind shift to one side, c) huge current advantage on one side, and d) huge wind strength advantage to one side, we can concentrate on wind direction as the primary variable. Our goal is to start



photo by Ken Batzer

in clear air with the ability to sail toward the favored side (at least what we think is the favored side) of the course for at least five minutes. Maneuvers in the first few minutes in a large fleet can be very costly. Given a line that is less than five degrees out of whack with the actual wind direction, we go to what we call our "default start," which is front row approximately one-third down from the starboard end of the line. This strategy is a low risk move. By starting in the upper one-third of the line, you have the option to tack without waiting for fifty plus boats to clear out, and if you don't get out in the front row, you do not have to duck fifty plus boats to get to clear air. If the line is favored by ten degrees or more at the port end, we slide toward the left end in proportion to how much that end is favored. We try not to start below one-third up from the port end, as typically only one boat will get out clean. The goal is to get out in the top five or so. I would sum up our approach as aggressive about getting out in the front row, but conservative about having to own the favored end.

4. Setting up on the Line.

Regardless of where we decide to start, we do one thing consistently, and that is to set up early. In large fleets, it is often impossible to find a hole to tack into or to get through a line of starboard boats from behind. Early means that at one and one-half

to two minutes, we sit 2.5 to 3 boat lengths back from where we intend to start. We call this mode "full stop." It takes some practice to sit in place for that long. The attitude is bow down to a close reach heading and sails at full luff. Minor adjustments to main and jib trim are required to maintain minimal headway and stay out of irons. The bow down and boom out mode forces boats coming in from astern a little wide so that when you respond to their luff, it creates some space to leeward and often those boats just continue sailing on down the line. The close reach attitude allows you to build speed in the final fifteen to twenty seconds. Setting up early also allows you to get a sense of where the line is before things get congested and visibility shuts down. The goal is to hold your position with enough space to leeward to get up to speed (or at least get going faster than those around you) in the last fifteen to twenty seconds before the start. I suggest practicing the "full stop" mode by timing how long it takes to go from full stop to full speed. Of course the time it will take to accelerate from full stop to full speed varies with wind speed and wave height.

Success in large fleets is achieved through consistency. These techniques that I have outlined here have produced consistently good starts for us.

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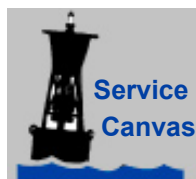
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Mémorial Claude Lambelet—Lightning 21 et 22 octobre 2006

5 régates de petit temps (3 le samedi, 2 le dimanche matin) ont été courues dans des conditions changeantes, mais pas trop irrégulières.

Dans la série des Lightning le renouveau se poursuit avec une belle participation de 7 équipages. La suprématie de l'équipage d'Urs Wyler de Morat s'amenuise au profit de l'équipage de Jacques Perret, qui a fait un très bon score de 6 points comme le 1^{er}. C'est la dernière régate qui a départagé les concurrents avec une arrivée très mouvementée, Urs Wyler ayant réussi in extremis à se glisser bâbord amure à la bouée devant Jacques arrivant tribord amure.

Du côté des Finn, un peu moins de participation que d'habitude, mais toujours des barreaux de bon niveau venant principalement du lac de Thoune. Un 'barreur français et un suédois donnait un petit air international à nos régates.

Bonne ambiance parmi les concurrents mais aussi parmi le comité d'organisation composé de vieux de la vieille, mais aussi de plus jeunes membres dévoués et compétents. Le "chef" 'était pour une fois tout content de l'organisation sans faille de ces régates, y compris pour la réception des bateaux sur le parking devant le club house réservé à cet effet par notre garde port. Les Finn ont aussi pu regagner leur mise à l'eau de prédilection à l'ouest du port malgré les travaux actuels.

Un tout grand merci donc à Pierre Cusin, Iwan Hertig, Matthias Mermoud, Jacques et Yvonne Perret, Reto Rada, Georges Thiébaud, Laurent Schneider, sans oublier notre Pierre-André, et Alain, le bien nommé !; la bonne ambiance qui a régné tout au long de ce week-end m'a beaucoup plu.

Jean-Claude DuPasquier

Classement Lightning 2006 **Sailed: 5 Discards: 1 Ratings: None**

Pos	Sail #	Helm	Crew	Club	R1	R2	R3	R4	R5	Résultats
1	13790	Urs Wyler	W. Dürr, A. Wyler	SCM	2	1	2	2	1	6
2	14530	Jacques Perret	A. de Montmollin, A. Louis	CVN	1	2	3	1	2	6
3	12571	Alain Perret	JP Geiser, S. Jordan	CVB	3	§	1	3	4	11
4	13692	Hans Peter Schmid	J. Menzi	SCM	§	4	5	5	3	17
5	13840	Lukas Gerig	R. Huwiler, J. Brunner	SKM	4	3	6	6	6	19
6	14664	Peter Graf	J. Rutz, A. Brauninger	SVT	6	6	4	4	5	19
7	13705	François With	E. With, D. Wyler	SCVG	7	7	7	7	7	28

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Flat-Felled seams double stitched through 4 layers	Single or chain stitched through 2 layers of cloth
Double-folded hems stitched through 3 layers	Turned-up hems stitched through 2 layers of cloth
Ample reinforcing over all stress points	Little or no reinforcing over wear spots
Stand-up flaps that snap around stays	Gaping cut-outs or velcro closures that are shot in a year
5/16" elastic shock cord in the hem AND tie downs	You secure somehow
Supplied hardware	A trip to the hardware store



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Lightning Lab Update



On the heels of the very successful Lightning Lab that was held in St. Pete during the Southern Circuit, here are the Lightning Labs currently scheduled:

- Lagos Fleet Lab—5/12-5/13—Lagos, Nigeria
Coach is Skip Dieball. Contact Fleet Captain Julian Calvin for more info: julian.calvin@gmail.com
- Dixie District Lab—5/19-5/20—Havre de Grace YC.
Coach is Allan Terhune. Contact Adam for more info: adolezalmd@verizon.net
- Brant Beach YC, NJ—6/24—one day Lab combined with some racing. Coach is Bill Fastiggi.
Contact Eric for more info: er4599@gmail.com
- Long Island Lab—June 23—Orient Yacht Club
Coach is Randy Shore. Contact Rich for more info: rgluckman@gluckmanmayner.com

Others are in the works—Vancouver, Texas—more details to come!

If you District or Fleet is interested in hosting a Lightning Lab, please contact me: johnfaus@yahoo.com

Rinse out your boat and get ready for the season!

Cedar Point Yacht Club

EARLYBIRD REGATTA

May 19th and 20th

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Brazilian Nationals

With strong winds during the first four races held on the beautiful Guanabara Bay, same location as the Pan-American games will be held, Claudio Bieckark with Gunnar Ficker and Marcelo Silva ran away with four wins, and from then on needed only a 4th place in the final two races to guarantee the Championship.

This is his 17th National Championship!!!! See his accomplishments in the Lightning Class below:

In second came George Rider, with Sidney Bloch and Pedro Soares. Third were the Buckup family, Mario, Thelma and Marc.

The Nationals were used as preparation for the Pan American team selection regattas that will be held from 4–11 of February in the same place. Eleven races (mandatory) will be raced to pick the team that will represent Brazil.

South American Champion	1971
Brazilian National Champion	1980/81/83/85/86/87/88/89/91/92/95/98/01/03/05/06 and now 07
3rd place Worlds	1983
Gold Medal- Pan-American Games of Caracas	1983
Bronze Medal Pan-American Games-Indianapolis	1987
4th Place Worlds	1987
South American Champion	1988/89/93
Bronze Medal – Pan-American Games - Cuba	1991
3rd Place Worlds	1993
Silver Medal Pan-American - Mar del Plata	1995
8th Place - Worlds	1997
5th Place North-American National	1998
Silver Medal – Pan-American Games - Winnipeg	1999

CAMPEONATO BRASILEIRO—LIGHTNING

RYC - Niterói

		N = 8		N = 8		N = 8		N = 8		N = 8		N = 8		N = 8		TOTAL		TOTAL
coloc	Vela	NOME	CLUBE	CAT	Coloc	Pon-tos	Coloc	Pon-tos	Coloc	Pon-tos	Coloc	Pon-tos	Coloc	Pon-tos	Coloc	Pon-tos	s/ Desc	c/1 Desc
1	14602	Claudio Bieckark Gunnar Ficker-Marcelo Silva	YCSA	A	1	1	1	1	1	1	1	1	4	4	6	6	14	8
2	14893	George Rider Sidney Bloch-Pedro Soares	SPYC	A	3	3	2	2	2	2	2	2	1	1	1	1	11	8
3	14378	Mário Buckup Telma Buckup - Marc Buckup	YCI	A	2	2	3	3	3	3	3	3	2	2	3	3	16	13
4	14894	Thomas Sumner Gustavo Harada - Felipe Brito	SPYC/ YCSA	A	dsq	9	4	4	4	4	5	5	3	3	5	5	30	21
5	45	Renato Cunha Eduardo Lebreiro	ICRJ	A	5	5	5	5	dnf	9	4	4	ocs	9	2	2	34	25
6	14633	Caio Prado Roberto Marinelli-Thais Buckup	YCI	A	4	4	6	6	5	5	6	6	5	5	7	7	33	26
7	11706	Alexandre Honaiser	CNC	A	6	6	8	8	7	7	7	7	6	6	4	4	38	30
8	14892	Hans Ludwig John Bennett - James Birkinshaw	SPYC	A	7	7	7	7	6	6	dnf	9	7	7	8	8	44	35

2007 Southern Circuit Masters Championship



Richard Hallagan in 15255



William Hofmeister in 15206



Joan Hurban—Peter Jadrosich—Gary Hurban



Jim Carson—Matt Reiser—Michael Crann




Dick Hallagan—Rick Ten Eyck—Dan Pope



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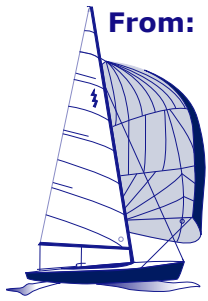
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6" skirt	329	342	359
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15210 Allen. Travel covers. Drysail cover. 2006 VSP main and jib. Assorted older Ullmans and Norths. Four chutes. Tack-Tic digital compass. Two rudders. Two spin poles, one tapered. Galvanized Allen trailer. Bottom faired in 2006. \$16,000. Kevin MacNeil (717) 468-6792 Email: kdmacneil@msn.com Lancaster, PA

15190 Allen. \$18,250 extras by Allen: heavy board, large Plastimo in deck at partners, delrin shaped mast chocks, HD tack and jib hook/haly'd, handi-lock lowers, race rudder, std. set up twings to deck. JCD blocks, cowl and doinker. cover. deck cover. Allen trailer has straps and buddies. Full racing suit 2006 North M5, 5A+, R2 used in 2 regattas only. Racing North RC-1 is older but hardly used. Michael Gooch-Breault migcoobre@yahoo.com (917) 685-0208

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)

14680 Allen. Good condition- repairs underway at Allen Boat Co. New trailing cover. Mast cover. Tacktick Compass, Galvanized trailer. Rigged for racing, stainless board, North sails (Procter). Mast 5 years old. \$11,500.00 Bill Killebrew 615-604-1684

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 gibuckingham@yaub.com

14126 Nickels. Excellent condition. North Jib, Main & Spinnaker. Like new. North Fleet racing J-M-S. All go fast controls. Nickels trailer, new tires and bearings. \$7,500. I also have many other pre-owned Lightnings. Call to see what's in my barn. Joe Dissette 989-631-2133 dissettesail@chartermi.net (MI)

14202 McLaughlin Hull. Excellent condition with unique "Stars & Stripes" paint scheme. Great for club racing or for day sailing. Includes heavy duty Tennessee trailer, several covers, a set of sails and rudder. Dry stored and well maintained: \$5750 obo. Contact Greg, 410-212-6514, glembo@sbcglobal.net or greg.lembo@navy.mil

14129 Nickels. Excellent condition and FAST! Recently refaired and painted. Club racing sails. All go fast controls and all covers. Steel trailer. Priced to sell quickly at \$5,500. Guy Brierre 504-533-5384 or mailto: guy.brierre@capitalonebank.com

13860 Nickels - Dark blue hull with white boot stripe and white deck. Four full sets of sails. 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

13779 - Nickels. New mast, boom and galvanized

trailer. Full set of North Sails M/J in good condition, kite in very good condition. Fully race equipped. Updates: inboard jib tracks, traveler, CB lift, controls, etc. New running rigging in 2006. Handi-Lock turnbuckles on uppers and lowers. Faired bottom in 2007. Fiberglass rudder with aluminum tiller (no slop). SS centerboard in excellent shape. Great buy for racing or daysailing - \$4,500 OBO. Contact Grant 989.860.5065 (MI) granthilger@aol.com

Parting out Lightning 13772, SS Centerboard \$600, Nickels Rudder and Padded Bag \$300.00, Bryant Boom (rigged mainsheet internal) \$80, Fiberglass Spin Pole \$80, Alum Spinnaker Pole \$35. Nickels Light Bar, \$40. Used Sails. Numerous cleats and parts. Storage covers and mast storage cover. The hull would make great bar at your club or home. Contact: Justin Monnig Location: NJ Phone 201-214-4638 E Mail: jtmonnig@yahoo.com

13110 Allen. Yellow hull, white deck, gold boot and deck trim. Oval mast and boom, stainless board, North J,M,S, trailer. \$2,300 Joe Dissette 989-631-2133 dissettesail@chartermi.net (MI)

13101 Mueller - Green Awlgrip fiberglass hull with white top sides and black aluminum Bryant spars. Standing rigging is relatively new. SS center board, wooden rudder and tiller. Includes trailer. Located in Meredith, NH. Asking \$3,300.00. Please contact Phil Sullivan: cell phone 978-505-7946 or mailto: p.philsullivan@comcast.net

12899 Nichols/Holman. Completely restored and updated [dried out, all new foam core, wood trim, new mahogany/spruce rudder, running rigging and control lines (updated configuration)], 700#. Bryant spars. Main, jibs, spinnaker-new. Cover. 1998 Nichols trailer. Stainless centerboard. Red hull, white deck. Pictures available. Asking \$3500. Contact G. H. Baldwin, (913) 397-6795 or ghbcc27@msn.com.

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@biocnnext.com (NJ)

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

9830 Lippincott, 1966. Light blue with white deck. Iron centerboard. Wood seats (not original), trim, rudder and tiller. Upgrades include Harken jib cars, cleats, main sheet controls and blocks; Bryant mast and boom. Galvanized home-made trailer, new tires. Located on

Martha's Vineyard. \$1,000. Contact Bill Griffin at 860-614-6599 (cell) or mailto: sachems1@comcast.net

9693 Gerber Boat Works, NY, NY. 1960. Truly one of kind completely restored woody. Boat is located in dry dock. Trailer is included, many great pictures available. \$2850 obo. Rick Walters LA, CA. 310-800-6982 mailto: rick@rickhwalters.com

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

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. \$2500.00 Ron Bouchard 802-238-7529 Shelburne, Vermont (VT) mailto: ron@homestead-design.com

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

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) kesterson1@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. \$3,500 Joe LaCroix 416-830-0294 joe. LaCroix@digitalworldcard.com (CAN)

322 Sound hull with cedar planking not glass. 2 sets of sails 1 spinnaker. Rigged to single hand, trailer, kick-up rudder. and a mast stepping rig. Stored inside a dry barn. North Carolina. Asking \$2500. Dave Murray 828-682-9329 mailto: junendave@verizon.net

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