

Lightning eflashes

Newsletter from the International Lightning Class Association

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NORTH AMERICAN CHAMPIONSHIPS

Bill Healy, North American Champion

North Cape Yacht Club, August 11-16, 2002

First, I'd like to thank all of the people that helped me realize my goal to win the NAs. My wife, Laura, stayed at home with our two kids (Caroline age two and Kristen age one

month) - in my eyes she was the real champ. My parents were a major help with my sailing. I learned from one of the best sailors I know, my father, who taught me everything there is to know about sailing. When I raced Blue Jays in the fall and spring, my father was my first crew. It was pretty awesome having a 505 North American Champion crewing! My mom supported my sailing from day one (including running the High School Sailing Team) and so did my sisters who are great role models and great athletes in their own right. And of course, my brother Tim, who has the most natural feel for the Lightning. In his last three attempts at the NAs he finished no worse than third, winning one of those! And my forward crew, Jo Ann Jones who has sailed the past three NAs with me and has been a solid team member since day one. She really knows her way around a Lightning. I can basically do what I want with the helm and she responds like a champ.

I also want to thank Greg Fisher, who helped me from day one in the Lightning class and has always been more than willing to share his vast knowledge of the boat; Brian and Ched who put up with my silly questions day-in and day-out; and Larry MacDonald who shared some of his well-guarded tuning and set-up secrets with me. I also want to thank members of Niantic Fleet 85 - who pushed and raised the level of excellence, especially Mike Breault, who went toe-to-

toe with me since we were Juniors, and David Peck who is the model of preparedness. No stone is left unturned in his campaigns and a lot was gained from his intense desire to be the best.

When Tim, Jo Ann, and I arrived at North Cape Yacht Club for the 2002

Lightning North American Championships, it was real hot and not much breeze. I was convinced it was going to be like this all week. The first thing we had to do was measure in. Measurement was set up so teams could just pull up to the gate, park, and immediately measure. During this process, we found that our boat was underweight. We spent the better part of the day tracking down lead, cutting it in half (and my thumb in the process), and then reweighing. Thanks Tom! In the afternoon, the breeze looked promising so we went out to set up and practice some jibes and tacks away from the practice race.

We returned to shore feeling pretty good about the boat and we were ready to head back to the Super 8, hit the showers, and get some dinner. As we were heading back to the car, I realized that I

had no idea where the keys were. After walking back and forth to the club and parking lot we finally decided to break into the car with a flimsy coat hanger. I cut my stupid thumb again! What a great week this was starting out to be. After I calmed down I still had to call AAA. Once help arrived, I realized I had hidden the keys inside the trailer tubing... Now Tim was fuming and the Cuccios and the Colantuonos were laughing at me. I went back to the hotel - took a cold shower, called my wife, and listened to my real concerns, my family, and it put everything back into perspective.

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President's Column

Paco Solá

Back to Square One.

ILCA Presidents have the luxury of having their team picked for them by the Nominating Committee and I can't thank them enough for having selected a group of people who are so willing to devote their time to our class.

In this first chance I get to write to you I'll start by laying out my goals for the future. At the same time I ask for your active support in achieving these long-term objectives:

1. Focus on youth sailing as our main priority for long-term growth.
2. Bring membership numbers up in the short term while understanding where our weaknesses are so we may sustain our class in the long-term.
3. Develop a more international scope, as opposed to the reality today, which is that we are mostly a North American association.

As of this writing a Long-Term plan proposal for the Lightning Class should be circulating among the Governing Board Members for discussion. My hope is that the general membership gets to approve it at the Mid Winters meeting so that we can all work towards our common goal, which can't be explained in more than two words: CLASS GROWTH!

Allow me to share some of my ideas.

Youth Sailing. Actively promoting to younger generations now will guarantee us a future. It will not bring our numbers up tomorrow so we need to start today. As a marketer I believe that the Lightning is a brand. One that we dearly love, for sure. But like it or not it is also getting old, just like we are. A brand is not tangible: the Lightning is not just a boat; it is a set of values that mean different things to each of us. My belief is that the Lightning stands for something very different to people of my generation who grew with it compared to today's younger generations exposed to newer boats, more options, better technology, fashion, etc.

I'm not about to propose that we launch a global campaign to promote our square boat but there are things we can start doing now that will attract more young people. Let me get you thinking:

- Youth Worlds every year (The Opti Class do it with great success)



- Market Youth Worlds more aggressively so that each active country sends at least one team. Invite one or two non-Lightning countries.
- Permanent Trophies at junior regional regattas like the Europeans and South Americans. Why not? We do it for Masters.
- Byes for juniors to Worlds, and regional regattas
- Try to make the boat cooler, find simple, cheap innovations that work.
- Redesign *eFlashes*, *Flashes* and Yearbook. They look the same as when I started reading them
- Aim clinics at juniors, even to NON-Lightning sailors!
- Go to more Boat Shows, have nice, impactful displays, show off!
- Anything we do we have to think in terms of the future. I want my kids sailing Lightnings!

The second path to growth is actually pretty straightforward and it's what our class office does every day: we need to lure back our lost members. It is easier said than done and we have tried lots of things in the past. I propose we go back to square one. Bear with me:

- Each District Commodore and Fleet Captain should work towards one simple yet attainable goal: 100% active membership in each fleet. This means that each sailing boat has to be up to date in their dues or they are getting a free ride on our backs. You may have heard examples like Pontiac or Salinas Fleets and I bet they are not the only ones requiring you to be a member in order to sail.

If \$45 a year is what it takes to preserve our \$15K investment than I think it is a bargain.

- When we have achieved this goal we raise the bar: 20% growth each year! You may find potential active members already crewing for you. Just find them.
- Send *Flashes* to lapsed members with an "I want you back" note. Actually this has been pretty successful in the past.
- Send *Flashes* to past Lightning sailors who are now considered rock stars and may be willing to endorse our boat. Invite them to a regatta!
- Revisit the Steketee Trophy. Award it to fleets that have achieved measurable goals. Show monthly progress in *Flashes* to generate competition. Award it at Worlds or at the regional regatta where the winning fleet sails. Reward the fleet with an extra slot for their regional regatta. Make it a BIG THING!
- Ask boat builders for help marketing the Lightning outside of our class. Have them help us at boat shows.
- Same with sail makers.
- Provide them with class literature to encourage new owners to pay membership when their new boat is delivered.
- Assemble a "welcome kit" for new members with freebies from our vendors or discounts like the ones sail makers offer to new owners.

• Advertise in *Sailing World*, ISAF publications, US Sailing, boat shows. Develop new tagline and copy for advertising. Have an advertising budget, even if small.

• And of course keep doing all else that Karen we are already doing: letters, phone calls, emails, parking lot talk, whatever it takes.

• The point is that it is not exclusively my job or Karen's or the Governing Board members, it's your responsibility too.

Finally, we need to think of the class as an international organization. We need to understand that right now the Lightning class exists outside of North America only in a few countries and yet they are as much a part of the class as anybody else. When we speak of South America we don't mean Louisiana!

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So basically all I've said about up to now also needs to be done thinking about all Lightning activity besides North America. Some rhetoric questions, just to spark controversy:

- Why do we have VPs for NAS, Southern Circuit, and California Circuit regattas but not for European or South American Championships?
 - Why are all the important matters discussed at the NAS and St. Pete?
 - Should we give more importance to the rest of the Lightning world?
 - We need to seek growth in stalled countries.
 - We need to find new countries where to set foot.
 - We need to promote youth sailing there too.
 - We must invite non-Lightning countries to regattas more often, find them boats, pamper them. This may be one of the most important actions we make. And yet we still see people being charged \$1000 for chartering a 10-year old boat!
 - Much more important than all of the above: WE NEED TO FIND THE SPARK PLUG IN EACH DISTRICT!
 - We need to provide countries outside of North America with cheaper, better quality boats than the ones they use now. Or make it easier for them to get a decent, competitive used boat. You may not think this is important; the age of Lightnings at the NAS is on average 5-years old. I myself sail 15080. And yet I've seen so many people getting discouraged at the idea of having to sail an 800-pound 12000 series boat!
- Now for my closing arguments:

1. Stop preaching to converts! We don't need to be convinced that this is a great class and that it is the best of both worlds, that it's a fun, competitive boat and the family can share the fun. We already know that! Let's do our housekeeping and then go out and sell it to other sailors. It is not enough to believe that we've got a great class. We have to make others believe it.

2. Really, it is not what the ILCA can do for you but what you can do for the ILCA.

Please write to me. I need your feedback and I hope you volunteer, there's a lot to be done. Please let's talk and share ideas.

I truly hope that you are all in this with me.

[Paco Solá President@lightningclass.org](mailto:Paco.Sola.President@lightningclass.org)

Chief Measurer's Column

Carter Utzig

Hope everyone is having a good summer and enjoying family and friends.

We are now a lot smarter about sail cloth than I was awhile ago. To simply explain this change, we did it to clean up the specs and make it easy to check compliance. We really did not want to put the class in the position of having to cut little circles out of your nice new spinnaker to check its weight. Read on at your own risk of boring yourself to tears.

Problem:

There are four basic problems and they largely center around spinnakers.

1) Specifications: The specification for cloth weight for spinnakers needs to be cleaned up. The current cloth weight specification is not crystal clear. There is a problem with the dimensions of the sample (e.g. yard by yard square, sail makers yard), slight conversion issue, type of material allowed and the definition of cloth weight (e.g. finished, unfinished).

2) Variation of the actual finished cloth weights: The spinnaker finished cloth weight can vary in weight from roll to roll. This means that a sail manufacturer can claim that they found a heavy roll of cloth even though the specification for the cloth does not meet our class specification. This squarely places the burden of compliance on the sail maker and the class to validate compliance.

3) Enforcement of Specification: Currently the class does not check sail cloth weights. The official way of checking the cloth weight (ISAF) is great but not practical for us to apply on a roll by roll or spinnaker by spinnaker basis. We need a very simple way of enforcing the specification.

4) Some manufactures may not be meeting the specifications. A number of people have raised this question.

Recommended solution:

1) Specification: The measurement committee will make the following interpretation with the

intent to have it voted on as a specification change in St. Pete.

Current: 73. GENERAL:

Mainsail, jib and spinnaker are the only sails permitted. All sails will be of a synthetic woven material or cotton. Main and jib shall be made of a sailcloth not less than 5.59 oz/m² or 158 gm/m² (3.7 ounce material based on a linear yard 28.5" in width), and the spinnaker material will be not less than 1.28 oz/m² or 36.3 gm/m² (0.85 oz. per linear yard).

Sails will be measured in accordance with published procedures.

Change to: 73.1: General: Mainsail, jib and spinnaker are the only sails permitted. Sails will be measured in accordance with published procedures.

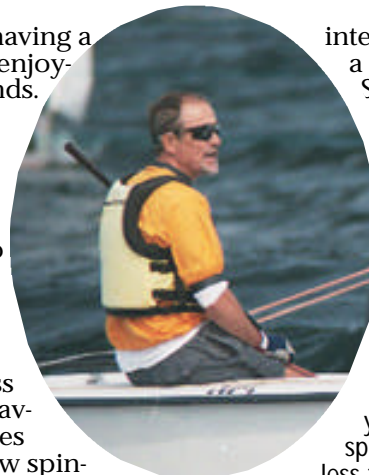
Cloth: All sail cloth shall:

- a. be made of a woven polyester, nylon or cotton.
- b. have a finished sailcloth weight of
 - i. not less than 158.5 gm/m² (3.7 ounce for a 36" by 28.5" piece of cloth) for the main and jib
 - ii. not less than 36.4 gm/m² (0.85 oz for a 36" by 28.5" piece of cloth) for the spinnaker.
- c. have a supplier's specification with an average (actual) weight for the finished cloth:
 - i. not less than 158.5 gm/m² (3.7 ounce for a 36" by 28.5" piece of cloth) for the main and jib
 - ii. not less than 36.4 gm/m² (0.85 oz for a 36" by 28.5" piece of cloth) for the spinnaker.
- d. As required, the ISAF procedures will be used for validating compliance.

2) Compliance. The sail manufacturer is responsible for assuring that the specific cloth used to produce a sail meets class specifications. Sail makers may request approval from the measurement committee for the use of a specific cloth product prior to making sails from the cloth. The measurement committee will periodically review the cloth used to produce sails.

Carter

Measurer@lightningclass.org ●



OFFICIAL NOTICES

ELECTION OF OFFICERS FOR 2004

"The Executive Committee has scheduled the election of Officers for 2004 to be held during the 2003 North American Championship. Although the slate is normally elected at the Worlds in odd numbered years the Executive Committee and the Nominating Committee have determined that the length of time between the Worlds and the commencement of their term of office would be excessive (five months). In addition, there would be inadequate lead time to make a proper evaluation of candidates and post the proposed slate in *Flashes* and on the website sixty days in advance as required."

MASTERS AGE CLARIFICATION

The Executive Committee has clarified the Rulings contained in Rules Governing All Lightning Class World Championships and All Area Lightning Class Championships as follows:

"For International Masters Championship: Minimum age for skipper is 55 years; minimum total crew age is 130 year; to clarify, the skipper and crew meet the minimum age requirements if the age(s) is reached during the calendar year of the Championship."

"For Masters' North American Championship: Minimum age of skipper is 55 years; minimum total crew age is 130 years, to clarify, the skipper and crew meet the minimum age requirements if the age(s) is reached during the calendar year of the Championship."

Similar language was used to clarify the age requirements for the World Youth Championship. Consistency in applying the age requirement rule(s) should avoid any misunderstandings as to the interpretation of those rules.

STEKETEE TROPHY

The Neal Steketee Trophy is awarded to a Fleet "For its outstanding efforts in Promoting and Developing Racing in Lightnings" and which best exemplifies fleet growth. If you think your fleet deserves this recognition, submit your "story" to the Class office for consideration for next year's award.

We will award this trophy at the World Championship in April.



YEARBOOK REPORTS DUE NOW!

Message from Karen Park, Vice President Yearbook

Yearbooks should finally be in everyone's possession (maybe not Europe) and I have already started work on the next one. It is time for you to do the same.

Fleet/District reports are due October 31. December 31 if you sail until the end of the year.

1. I will only accept them in a computer ready format. That means electronically, on a disk or CD or zip. I will not accept handwritten or typed copy. If you do not have a computer, find someone in your fleet/district that does.

2. If you send photos digitally, the best format is grayscale JPEG. Photos will be accepted up to the end of the year. Please label your picture with your fleet number or name.

3. You are also responsible for the fleet roster with current owners and members.

I spend many hours on this with very little help. This is the last book I am doing. I suggest that whoever is interested in getting involved on this project, get involved now. There are several areas that you can help on:

1. Advertising
2. Report editing
3. Photo editor

Please let me know what you would like to help on and I will get you started.

If I receive no help again I can't guarantee that the next book will be out any earlier than the past ones.

I also am in need of photos from Southern Circuit and Youth Worlds.

Contact me via email at crewa@aol.com
Send mail to:

Karen Park
3352 Bayshore Blvd
St. Petersburg FL 33703 USA

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LIGHTNING LABS

*If your Fleet or District would like to
arrange a Lightning Lab,
please contact
Jamie Brickell, VP/Education
at jbrickell@therousecompany.com*

or contact the Class Office at office@lightningclass.org

From the Historian

Mary Huntsman

I had promised to write a more detailed report on the details for Lightning #1 to be donated to Mystic Seaport. We will have this written in the section on Number One on the web in a few weeks. I will make a list of things to be included and Bill Faude will write up a letter of intent and explanation. We really do need questions that you would like answered - I have not received any so far and please, if you have something you would like to know let us know



I did talk this afternoon to Peter Vermilya - the curator for Watercraft at the Seaport. They are in the process of finishing an old mill that they acquired which will be called the American Maritime Education and Research Center. Where we hope to have the Lightning on Display is in this building. It appears that as of just recently part of the building, which they will eventually set up as Watercraft Hall, is where the Lightning will be on display. They just received a grant to help go for renovations to the building and the Hall. As you might all know, they depend on donations of all kinds. All of this takes patience so please bear with us.

For those of you who might be going to visit the Museum in the meantime, you can be shown our boat. It is best to call ahead so that someone is there to greet you. Mystic is open everyday of the year with the exception of Christmas and one or two other days.

Sandy and I technically own the boat under our guarantee to Jack Ryan to pay him for it through your donations to the Class treasury or through us paying him for it. We are over half way there at this point. As this year comes to a close please feel if you can to send a donation for the project.

Historical note of interest:

Our President asked about the gavel, which he holds, and it's inscription. "MADE FROM THE AMERICA'S CUP YACHT 'AMERICA' 1854-1947 TO THE INTERNATIONAL LIGHTNING CLASS ASSN. FROM ROBERT F. MORRIS, L.E.H.Y.C. INTERNATIONAL REGATTA, 1958." I will be talking to his son tomorrow who is currently a member of the Little Egg Harbor Yacht Club and its Race Committee. We have asked him to tell us how the acquired the wood from the destroyed yacht "America". Thank you Franz (Schneider) for getting me Bob's telephone number.

I do get comments on the "trivia" pictures - you do have great imaginations.

As always, please send us any information you think will be helpful in preserving our history. As we enhance the website we will have a place for those who have won perpetual trophies through the years. So put your fleet or district trophy winners in order. We will have a template for you to follow later in the year.

Thank you for all the input.

Mary_historian@lightningclass.org ●

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615-89FLASH or



office@lightningclass.org

We also have ILCA Class Flags
\$15 for a small one, \$22 for a large one (plus postage)

STATEMENT OF OWNERSHIP

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GOVERNING BOARD MEETING MINUTES

Dolce Vita Restaurant, LaSalle MI, August 12, 2002

Present: President Colin Park, Secretary Paco Solá, Treasurer Bob Harkrider, Chief Measurer Carter Utzig.

Vice Presidents: Jim Allen, Joe Buczkowski, Jamie Brickell, Terry Burke, Jim Carson, Brian Hayes, Bill Mauk, Karen Park, David Sprague, Valerie Tardif, Richard Walsh

District Commodores: Torsten Bojlesen (BRA), Bob Wardwell (CNY), Brad Wagnon (for IN), Anne Allen (for LE), Jeff Hagman (MI), Bill Faude (for MW), Bill Fastiggi (for NE), Dave Werley (OH), Ed Michels (for SE), Steve Davis (for US@L)

Also present: Past President Bill Faude, Karen Johnson Executive Secretary.

27 votes present, 28 proxies held by representatives present. Total 57; there is a quorum.

President Park called the meeting to order at 7:25 pm. Motion was made to approve minutes of previous meetings as published; seconded and unanimously carried. President Park summarized that the Class is doing well financially, with some money in the bank and a possibility of a significant anonymous contribution to the Class later this year; he will leave the reporting on various projects to the Vice Presidents and committee chairs. We seen an increase in communication, with email especially. President Park receives plenty of opinions. He especially thanked Chief Measurer Carter Utzig for tightening up the Specifications (Mr. Utzig interjects that it is the whole measurement team).

Treasurer Harkrider summarized that the Class has about 150K in

investments. Our income/expenses are roughly 135K, and roughly balanced. Our revenue is greater in the spring than in the fall due to membership dues. To date, our income is down 9K, but our expenses are down 15K, although the expenses do not reflect the cost of the year-book. Mr. Fastiggi asked if a budget had been drawn up since there had been questions about it at the spring meeting. Mr. Harkrider replied that he had one and we had been using it.

Secretary Solá reported that Fleet 388 at Jackson Yacht Club in the Southern District has requested reactivation.

Chief Measurer Utzig thanked his great team and asked the Board to give him some direction on where to focus efforts for the coming year. The main effort of his team this year was to clean up the Specifications.

Reports from officers:

Vice President Jim Allen - Internet - reported that the web site traffic has been phenomenal over the last month. We showed an average of 1100 unique hits per day. It is undervalued for the amount of money we put in it, and we may need to budget more money for it in the future. Mark Gardner volunteers a lot of time and energy to the site now, which saves us a lot of money. President Park commented that we have one of the best web sites in sailing, thanks to Jim and Mark. General applause from the group.

Vice President Jamie Brickell - Education/Youth - thanked all the volunteers who had given their time and energy to the Lightning Labs: Bill Faude, Greg Fisher, Brian Hayes, Bill Fastiggi. He is emailing all the District Commodores, to find out where and when they would like to host a Lab. Ed Michels asked about

putting together and funding a book, similar to North U's, but specific to the Lightning. Mr. Brickell said that some people at the Labs were there to get better, while others were there for "just basics". We should encourage the fleets to handle the basics and use the Labs for getting better. Mr. Mauk noted the JWorld video and CD and asked about the possibility of getting one done specifically for the Lightning with possible sponsorship from North, Harken, others.

Vice President Jim Carson - Youth World Championship - reported that the Youth World Championship in Rochester at Newport Yacht Club was very well run, although the turnout (13) was a little disappointing. Tommy Sumner from Brazil won the event. Mr. Carson thanked Bob Bush and John Atkins for their work. He noted that the boats supplied were in excellent condition, both before and after the event. We are currently taking bids for the next event, which will be held in South America in 2004. He noted that we need to publicize the event more and encourage more juniors from more countries to compete.

Vice President Brian Hayes - NA Liaison - (interrupted in scoring the results from the Qualifying Series) reported that the NA's are going well here at North Cape. The measurement went well, and thanks again are due to the example set in Burlington last year. Next year's WJM NAs will be in Niantic CT, with the NAs at Cedar Point. In 2004 we will go to Buffalo Canoe Club. He is working on 2005 and 2006 and hopes to be able to announce these in March: he has been talking to Henderson Harbor (NY) and Sheboygan (WI), but also wants to hear from fleets in the south and west. He thanked everyone on the committees at North Cape.

Vice President Mary Huntsman - Historian - as reported by Bill Faude: Mr. Faude reported that Ms. Huntsman is in good spirits and regrets that she is unable to attend. To date, the #1 Fund has raised about \$12950 toward purchasing and displaying Lightning #1 at Mystic Seaport Museum. Mr. Mauk asked what is the objective of purchasing it; will it be on display? Mr. Faude replied that we had two reasons to purchase it: (1) to preserve it and (2) to display it. There are plans to have a formal presentation of the boat on display at the NAs next year. Mary and Sandy Huntsman have

Crew Training Video

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guaranteed the funds to purchase the boat, and the Class will be working closely with Mystic Seaport on the display and preservation of the boat itself. Ms. Huntsman will be writing articles for future Flashes on some of the plans for the display and the historical archiving which Mystic will be doing for us.

Vice President Bill Mauk - World Championship - reported that the preparations for the Worlds in April 2003 in Miami are going well. All the committees are in place, and reservations have been made. We want to promote this event to non-North Americans, so the Florida group has been working hard on a charter program. They are planning ads in future Flashes as well as direct correspondence with European and South American fleets. The 2005 Worlds will be in South America, and the South Americans will let us know where that will be. Mr. Mauk plans to have more information on these bids in March.

Vice President Karen Park - Yearbook Editor - the yearbook is in Canada and the mailing list has been sent there. This year's ad prices were the same as last year, but next year they will be going up. She plans to go after advertisers outside of the regular Class suppliers. Ms. Park thanked Caroline Hoedemaker for nagging fleet officers to get in reports - at the deadline, there were only 9 reports, but Ms. Hoedemaker was able to get more than 30 more. She announced that the deadline for the next yearbook should be considered October if it snows where you live; for people who can sail all year long, the deadline is the end of the

year. Ms. Park is looking for more help on this next yearbook: layout, scanning photos, making sure people send in reports, finding advertisers. General applause from the group.

Vice President David Sprague - ISAF/Pan Am Games - reported that the Lightning is still part of the Pan American Games, which will be held next year in the Dominican Republic, which is an excellent sailing venue. He also noted that it is doubtful that ISAF will approve a Worlds designation to our International Masters Championship, and there is talk of deleting "youth worlds" across all classes as well. ISAF is considering a ruling that there must be 10-15 countries involved to call any championship a Worlds, so our Class may be in trouble. We are at the bottom end of acceptable as far as being "international." ISAF is pushing against having lots of World Championships, even though this really hurts grass roots sailing. He encouraged anyone who wants to spend their own money and likes to travel, to get involved with ISAF. He also noted, as he has often in the past, that there are too many "gray hairs" at this meeting - we need to get more youth both at the meetings and on the water.

Vice President Valerie Tardif - Rules & Regulations - has had some discussions with Dean Cady, who has been nominated to replace her, and has given him all the suggestions passed on to her from the Canadian Open judges.

Vice President Richard Walsh - Canada - reported that Thunder Bay

hosted an excellent Canadian Open Championship, and that the Canadian Open will be hosted by Buffalo Canoe Club next year.

Torsten Bojlesen, District Commodore Brazil, said it was a blessing for the Brazil District that Tommy Sumner won the Youth Worlds. His victory will serve as a springboard to get more youth involved in that district. While Brazil is a very large country, there are currently only two active fleets. They are hopeful that they can find a builder for new boats in Brazil using the Allen molds which are already in the country.

Ratification of Executive Committee decisions: The decisions made concerned byes for the NAs (byes granted to those running the Youth Worlds, byes denied to those who missed their District Championship); denied permission to use substitute skipper in the NAs; qualification for Worlds based on residency rather than citizenship. Bill Fastiggi moved to ratify; seconded; all for, none opposed.

Old Business:

The budget will be published in a subsequent Flashes.

New Business:

Specifications Rulings. Mr. Sprague noted that ISAF has to approve all of our amendments and warned that the wording may be slightly changed, for example, "cannot" will be changed to "shall not", but this should not affect the meaning of the amendment. Mr. Utzig said that he will include Mr. Sprague on all Measurement Committee correspondence from now on.

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The proposed amendment concerning radio communication and electronic equipment on board a Lightning was read. Motion made to approve, seconded, votes recorded two opposed with four proxy votes against, majority in favor, so passed.

The proposed amendment concerning essential fittings was read. Motion made to approve, seconded, all in favor, so passed.

The proposed amendment concerning interpretations was read. Motion made to approve, seconded, all in favor, so passed. Mr. Utzig noted that this was especially pertinent at this event: the ruling against stenciled numbers on sails was made in 19xx, but it was dropped from subsequent printings of the Specifications, although there was never any intent to do away with the ruling.

Mr. Utzig read his ruling/interpretation on spinnaker poles. He has proposed this as an amendment to the Specifications, so that it becomes part of the Specifications; it will be voted on in March.

The proposed amendments to the Rules Governing concerning the age

limits for the Masters events was the next topic of discussion. Some of the points made:

- * Masters successful now; why change it
- * Is 21 entries successful?
- * Will the change increase participation?
- * Original intent was - the older the skipper, the younger the crew could be
- * Sailing with younger family members is good, but will it start looking just like sailing the NAs
- * How much participation did we lose by people not being able to meet 130 year age requirement?
- * How many of the guys already competing will stop?
- * Can we keep the 55/130 requirements but drop the 130 year requirement when sailing with family? This is not a change we can make to this proposal at this meeting.

Mr. Faude finally called the question; seconded; overwhelmingly NO, amendment does not pass (count 41 against, 12 for, 4 abstaining).

Mr. Faude presented the slate which will be voted on at the Annual Meeting. The Executive Secretary

will have the names of the nominated Vice Presidents from Europe and South America by that meeting. Cal Schmiede has asked not to stay on the Nominating Committee. Therefore in accordance with the Constitution, the Nominating Committee will be Bill Faude, Mary Huntsman, and Colin Park. The Board expressed unanimous approval.

Mr. Utzig noted that his Technical Committee consists of Bill Fastiggi (Shore Sails), Ched Proctor (North Sails), Dave Nickels (Nickels Boat Works), and Tom Allen Jr (Allen Boat Company). He will select two more members of this team before the Annual Meeting.

Topics from the Floor:

Can we fix the Women's NAs? The turn-out this year (4) was very disappointing.

Mr. Solá's focus will be more on the Juniors. We need more people to do what Jim Carson has done in his home club. We need marketing to young people. If we do not worry about it, we will lose. 13 teams at the Youth Worlds is a worry, especially since the host had good boats available. Mr. Carter pointed out that sometimes this is not something affected by the Class itself, but by events outside of the class; perhaps we should focus on other events, like the Sears Cup. Mr. Hayes pointed out that giving juniors a taste of the Lightning is good, but it's the 20-30 year olds who are buyers. Mr. Carson pointed out that we had 13 teams in 1984, and since times change, we should not be discouraged. Many people pointed out how important it is for class members to sail with their families to get the kids into the class. Mr. Fastiggi pointed out that older kids can also pull younger kids into it, if the older kids are "the cool ones." We are arguing in violent agreement. Mr. Sprague again suggested making the Masters more a family event by offering a 30-year discount against the age requirement. In the end, President Park asked a committee of Jamie Brickell, David Sprague and Bill Mauk to generate some thinking about this.

Bob Wardwell congratulated President Park and Chief Measurer Utzig on jobs well done. General applause from the group.

President Park thanked everyone for attending.

Meeting adjourned at 9:15pm.

Respectfully submitted by
Karen Johnson, Executive Secretary ●

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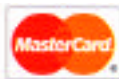
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ANNUAL GENERAL MEETING MINUTES

North Cape Yacht Club, LaSalle MI, August 13

President Park called the meeting to order at 5:15pm

Present: President Colin Park, Secretary Paco Solá, Treasurer Bob Harkrider, Chief Measurer Carter Utzig.

Fleet represented by delegate or by proxy: 5,6,11,12,23,26,27,31,33,34,35,36,42,43,50,51,53,54,69,70,73,85,108,118,126,129,146,147,150,154,187,194,196,215,216,225,226,227,257,262,266,270,277,279,301,303,329,335,348,351,365,372,387,405,415,429,442,447,462,463,481,488,499, 502,509,511

Proxies held by other officers present: 10.

Vice Presidents: Jim Allen, Joe Buczkowski, Terry Burke, Jim Carson, Brian Hayes, Bill Mauk, Karen Park, David Sprague, Valerie Tardif, Richard Walsh. Also present: Karen Johnson Executive Secretary.

Motion was made to dispense with reading of the minutes of the last

meeting, because these were published in *Flashes*; seconded and unanimously approved.

President Park reported that while the Class ran a deficit in 2000, we broke even in 2001, and expect to show a slight credit in 2002. We have cut a lot of costs. Our financial situation is in good order. We expect a sizable donation later this fall. Communication has increased dramatically due to the web site and emails. Our web site is excellent thanks to the efforts of Jim Allen and Mark Gardner. The Chief Measurer and his teams are pulling together and finding all the old rulings to post them on the web; he thanked Jack Elfman, Bill Mauk and Valerie Tardif (and Mr. Park himself) for their efforts in previous years as well.

Treasurer Harkrider reported that we are ahead of budget: while 9K down in income, we are 15K down in expenses. He thanked Bill Fastiggi for his efforts over the previous years, and noted that the Class is in good financial condition.

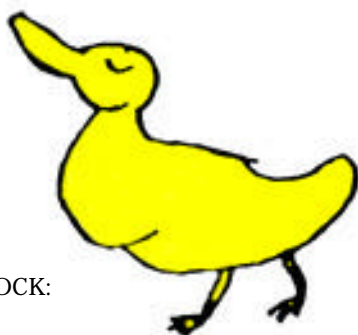
Secretary Solá reported that Fleet 388 Jackson Yacht Club in Southern District has been re-activated.

Chief Measurer Utzig reviewed the amendments which were approved at the Governing Board Meeting. He restated the ruling on spinnaker poles which was published in *Flashes*, reiterating that carbon fiber poles are not legal. To a question about the ruling concerning stenciled on numbers, Mr. Utzig stated that the place to find the original ruling was in old Rulings. Some sails slipped through at this event because the measuring team did not know and the Measurement Committee was not aware of those sails. A notice was posted on the official notice board by the Chief Measurer well before the qualifiers. Mr. Utzig asked all members to bring all rulings to the attention of the Measurement Committee, and they will post these on the web site as necessary. The printed documents are updated with inserted amendment pages whenever they are sent out, but that doesn't mean that the

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copy one member has in his possession is completely up to date unless he has added to it himself over the years. The web is the best place to keep these posted, because the latest, up-to-date revisions can be made there immediately. Mr. Utzig noted that his Technical Committee consists of Bill Fastiggi (Shore Sails), Ched Proctor (North Sails), Dave Nickels (Nickels Boat Works), and Tom Allen Jr (Allen Boat Company), William Hofmeister and Matt Burrige. This team, the Measurement Committee, the Rules VP and the ISAF VP will all work together to make sure our Specifications are up-to-date and complete.

Reports from Officers:

Rick Bernstein hopes to launch a Marketing Committee panel of experts by January. The video is still being worked on: the video is shot, but it still needs editing. Greg Fisher of North Sails has offered to help.

Ed Michels reported for Jamie Brickell that the all Districts should contact Mr. Brickell with requests for Lightning Labs. We are also exploring the possibility of getting a book on trim and tactics specifically for the Lightning. Bill Cabrall from the Rocky Mountain Fleet thanked Bill Faude who came out to Denver to do a Lab for their fleet, which really helped; he encouraged every fleet to do this.

Jim Carson reported that the Youth World Championship in July at Newport Yacht Club in Rochester NY was a very well-run event. He especially thanked John Atkins and Bob Bush. There were 13 teams. The

2004 event will be in South America and we already have a few bids. We need to really encourage kids to participate. 13 this year was a little disappointing.

Brian Hayes said North Cape Yacht Club is doing a great job. The 2003 event will be in Connecticut; in 2004 we go back to Buffalo Canoe Club. We are looking for more bids for 2005 and 2006. Measurement this year went well although it is apparent that specific detailed instructions need to be given to the local measurement committees before the NAs.

Bill Faude reported for Historian Mary Huntsman. Last year Sandy and Mary Huntsman bought Lightning #1, guaranteeing complete payment. We have raised about 1/2 the money necessary; our goal is \$30K. The boat will be on display at Mystic Seaport Museum. This will guarantee that the boat is preserved and that we have access to it.

Bill Mauk reported that the web site for the 2003 Worlds is up and running. Their priorities are (1) great racing, (2) fun, and (3) international participation. They plan 5-6 races for the International Masters, and up to 9 races for the Worlds (although 5 would be enough to end the regatta). They are organizing a charter program through Coral Reef Yacht Club, so the boats are insured. They are looking for 17-20 boats, \$1000-\$1400 charter fee.

Karen Park reported that the year-book has been mailed. She also reported that she will only do one more book, so she is looking for an assistant to take it over after next

year. The deadline for reports is October or the end of the year. She will no longer accept hand-written reports. Ad rates were kept the same as last year, but they will increase next year. She is also looking to increase some income through personal ads, sponsor pages, and non-supplier ads.

David Sprague reported that the Pan Am Games are on and we are in. Each country is responsible for their own Trials to determine their representatives. ISAF concentrates mainly on the Olympics, so they don't bother us much. He encouraged anyone who wants to spend a lot of their own money on travel to get involved in the ISAF.

Jim Carson interjected that he has entry forms for the US Trials and that these must be received (from those who qualify from this event) by Labor Day.

Valerie Tardif reviewed the Class' sample sailing instructions. The international judge at the Canadian Open had a lot of suggestions to update these and fix discrepancies, and she has passed all of these on to her nominated successor.

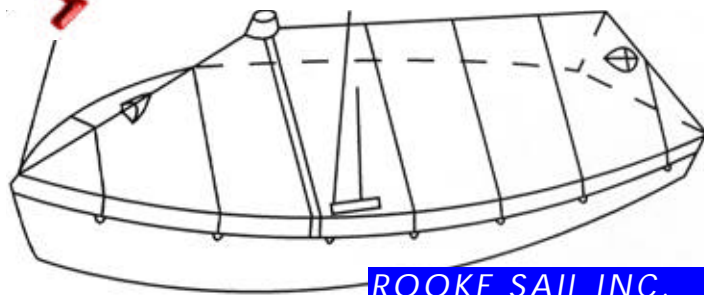
Richard Walsh reported on the Canadian Open. The Canadian teams qualified for the 2003 Worlds are Al Boucher, Jamie Allan, and Larry MacDonald Jr.

Executive Committee Rulings: President Park reviewed the process for Executive Committee rulings: The Executive Committee consists of the 4 executive officers and one Vice President who is selected by the Governing Board. These 5 officers

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make rulings which are time-sensitive. Their rulings are then reviewed and ratified by the whole Governing Board at the next Meeting. He reviewed the Executive Committee decisions which were just ratified by the Governing Board: The decisions made concerned byes for the NAs (byes granted to those running the Youth Worlds, byes denied to those who missed their District Championship); denied permission to use substitute skipper in the NAs; qualification for Worlds based on residency rather than citizenship.

New Business:

Mr. Utzig reviewed his Specification amendments which were passed by the Governing Board.

President Park noted that after much discussion at the Governing Board, the proposal concerning masters age limits was not approved as written, but we expect a new proposal in March.

Ed Michel noted that our class is shrinking. He will be approaching this in an organized market research way: how do we compete with other classes, and which classes, how do people sail, what, when, how much. This will give us a basis for more informed discussion. You can contact Mr. Michels with questions, concerns and comments.

Larry MacDonald opened a discussion on changing the format of the NAs: shortening the race for the yellow and green fleets or starting yellow and green first so they can have some leisure time instead of catering to the blue fleet. Bill Faude noted

that often, by the time the second two fleet get in, the beer is all gone. Bill Cabrall said he's been racing a while, but still in the yellow fleet; but he feels that the blue fleet deserves the clean air. He doesn't see an advantage to having the blue fleeters sail through the yellow fleeters and you don't want to have blue and yellow at the weather mark at the same time. Brian Hayes noted that Mr. Cabrall was third in today's race, so obviously getting better. A few people noted that it is an advantage to watch the blue fleet start. Jim Davis said it would be easier just to not open the beer keg until all fleets are in. Karen Park recommended that the Race Committee should have the latitude to have two separate courses; she also emphasized that the proper names should be used - yellow is Governors Cup and green is Presidents Cup. Bertie Werley cautioned that we should be careful and

not treat those two fleets as complete "yerks." Jim Carson suggested that is we have 5 races by Thursday, we should not go for the 6th race on Friday. Rick Bernstein suggested that we could count the qualifying series as a 6th race. He further suggested going 2-2-1-1 so the banquet is on Friday. This suggestion was particularly well-received. Jack Elfman recommended that we continue the ten-minute "pre-warning" in future NAs. Brian Hayes indicated that he is listening to all these comments. Everyone is encouraged to contact Brian Hayes with comments.

Jack Elfman announced that a group on Long Beach Island NJ has submitted a bid to US SAILING to conduct the 2004 Mallory Cup in Lightnings.

Bill Faude presented the Nominating Committee's slate of officers. He thanked Bob Harkrider for coming out of retirement last year to serve as Treasurer in an exemplary fashion. He thanked President Park for all his service. He wanted to be clear about one thing - the group of people are asked to and accept these positions. These people are volunteers and are not supposed to do all the work. More volunteers are needed. It is NOT an exclusive club.

President	Paco Solá
Secretary	Jim Carson
Treasurer	Steve Davis
Chief Measurer	Carter Utzig

Assistant Measurers

Joe Buczkowski
Terry Burke
Bill Clausen
Jamie Calderone
Jack Huntsman

Vice Presidents/North America

Jim Allen	Internet
John Atkins	Youth World Championship
Rick Bernstein/Bill Faude	Marketing
Jamie Brickell	Education
Dean Cady	Rules & Regulations
John DeBenedetti	West Coast
Carol Ewing	Midwinter Regatta
Fisk Hayden	Southern Circuit
Brian Hayes	NA Liaison
Mary Huntsman	Historian
Edna Johnson	California Circuit
Bill Mauk	World Championship Liaison

Karen Park	Yearbook Editor
David Sprague	ISAF/Pan Am Games

Vice Presidents/Europe

Finland	Antero Punttila
Greece	George Andreadis
Italy	Francisco DeRegis
Switzerland	Gilbert Despland

Vice Presidents/South America	
Argentina	Hector Longorela
Brazil	James Sumner
Chile	"Tito" Gonzalez
Colombia	Roberto Laignelet
Ecuador	Carlos Lecaro
Peru	Francisco Ayulo

Bill Mauk made a nomination from the floor to keep Colin Park as President for another year. Mr. Park acknowledged that a two-year term is best for continuity, but he feels that Paco Solá is a good friend and will be a great President and that he is the right man at this time, so he declined the nomination. Tom Vickers suggested that the class consider setting a 2-year term as regular. The nominations being closed, the slate was voted on: all in favor. The secretary was directed to cast a unanimous vote for the slate. All in favor.

President Park passed the gavel to President-elect Solá. Mr. Solá gave a brief outline of his agenda as President:

- (1) youth participation
- (2) increasing membership - not every fleet is doing their best. Our goal should be 100% membership in every fleet. Fleet 405 and 54 are excellent examples. We need to preserve our investment for only \$45.
- (3) needs to be more international; Mr. Solá is the first non-NA president, which is a good start.

Meeting adjourned at 6:45 pm.

Respectfully submitted by
Karen Johnson, Executive Secretary ●

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JUNIOR SAILORS, WE NEED YOU - AND JUNIOR SAILORS NEED

YOU

Mark Bryant

Participation in our Junior NA's is quite similar to a yo-yo. Some years there are 20 plus boats and the next year there are 10. This year we were close to an all time low. The competition was great, but there were more than double the amount of boats in the Masters' fleet.

The Youth Worlds, although a great success, was missing many countries. Canada lead the list followed by several others that were not able to put a team together or could not afford the travel expense. To fill only 13 of 20 entries is a gross goof by the elders of the Lightning Class.

There is a lot of support out there. I'm very excited that Mr. John Hughes has once again offered his boat to Travis Maier's team to participate in many events this winter. Travis has put together an outstanding team of collegiate sailors. Mr. Steve Davis has again agreed to support the junior sailors in Florida. Robert Ramirez is organizing this team now. Both will attend the Junior NA's. There are many others who are working very hard at junior sailing in Florida, with our first Junior Districts being held at Edison Sailing Center this May; about ten boats are expected. Clinics and briefings to be held daily by Linton, Hayden, etc...

The level of competition in our junior sailing in the Lightning Class seems to have demised traumatically. In years past, if you won the Juniors you'd win the NA's within 3 or 4 years. In 1976 I recall that 7 junior teams qualified for the Blue fleet. That statistic went out the window along time ago. Years ago several junior sailors qualified for the Blue fleet, this year only one: great job to Ryan Ruhlman, I hope you qualify for the Worlds. There you go - only one potential junior from the Blue fleet to the Worlds. Only one other Junior will be there: the team who won the Youth Worlds last year. This is not a good scenario.

How Can You Help

Offer your boat to a junior team, let them sail. This will reinforce your local fleet and club. Take a youngster sailing - that's how I got started. Have a junior sailor compete with you against other juniors. Have a junior sailing day at your club, let the kids sail. Organize a Junior Lightning Championship for your fleet; all the adults can watch and enjoy the future success of the kids. House a



junior team for a specific event; their parents will appreciate this and supply the food money. Sponsor a team; your boat will be at the NA's anyway. The kids just need a chance at this.

The Limbaugh Fund

This is a fund for Junior sailing. I don't believe it's been utilised enough. A possible use would be that the top 5 or 10 sailors from the Juniors would receive a discounted entry to the NA's. In addition, the host club could discount the entry fee a bit for the qualified Juniors. This past year I know that the Lightning Class lost one or more Juniors because of the NA's entry fee. The Florida District had passed the hat to the tune of nearly \$500 for the kids to go to the Youth Worlds. The obstacle of another \$250 for the NA's was just too much. Maybe the class can look at spending a little money on the Youth that will continue growth.

Tradition

The Lightning Class has Tradition like no other. Our organization has supported many sailors, including Olympic Champions, America's Cup victors, and an assortment of professional sailors. We have been used, abused and misused. However, we

have the Lightning Tradition of producing great sailors. Yes, they will go on to bigger and maybe better things. Our goal as an organization is to produce as many young sailors as possible. Last year we had 20 Masters at the NA's. This is a great tribute to the ILCA. This allows the world to see our history, and our ability to sail a traditional one-design sailboat - great job.

Some Ideas

Greg Fisher and I are volunteering to create a true Junior event at the Junior NA's. We will have morning briefings and evening debriefings, in addition to coaching before and after each race. While on-the-water coaching is not allowed currently in the Lightning Class, I can only hope that the support boat rule be rescinded for the Juniors NOW. I believe that every junior sailor in the country should have a coach or support boat, and the ILCA should allow coaching in the respect of encouraging Junior Sailing.

The Challenge

Bring this article to your next fleet meeting and discuss it in every way. **MY CHALLENGE TO EVERY FLEET IS VERY SIMPLE: if you bring a boat to the North Americans, BE SURE THAT YOU BRING OR SEND A JUNIOR TEAM. Maybe we can have a discount for you, too. I EXPECT AT LEAST FIFTY JUNIORS teams at Cedar Point. Let's try to double the Masters Fleet with JUNIORS. THIS WILL TAKE AN EFFORT FROM EVERY LIGHTNING SAILOR. DON'T LET THE KIDS DOWN!**

Good Sailing . . .

You may send your comments or suggestions to Mark Bryant at usacoachwon@neosmart.com, or Greg Fisher at Greg@od.northsails.com ●

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11-15		\$149	\$190	\$220	\$250	\$268	\$286	\$304
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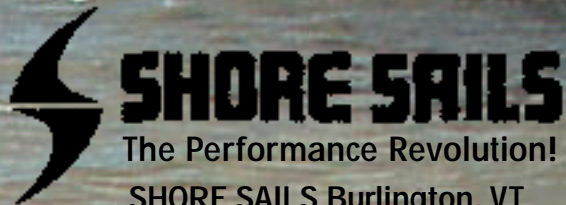
USA Pan Am Gold Medal Team

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1ST - 1999 Womens North Americans

1ST - 1999 Junior North Americans

1ST - 1999 Masters (Partial Inventory)



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LOST TIME Adventures in Wooden Boating

Joel Thurtell

"You can work on boats, or you can sail."

So said my son, Adam, and he spoke with urgency and some irritation.

The target of his frustration was me.

The first time I heard that advice was in 1984. I'd recently started working as a reporter at the Detroit Free Press. I was assigned to a suburban news bureau with another reporter, Wylie Gerdes. Wylie was the Free Press' sailing writer. He spent as much time as he could on the water, and little time messing with boats.

The occasion was lunch at a Chinese restaurant. The old hands were getting to know the new guy.

I had just held forth at some length proudly describing my restoration of a wooden Snipe sailboat. Cut out rotten wood, glued in replacement planks, tore off old deck, put on new. And so on.

Wylie listened, then he made that terse comment.

Work or sail.

I thought about it often as I launched into my second Snipe restoration. Once again, tear off old deck. Cut new deck, clamp, glue, screw.

Work or sail.

I often thought of Wylie's words and laughingly repeated them at home in front of my wife and two young sons.

"You can work on boats, or..."

Adam wasn't joking that day in the middle of the summer of 2001. He and my younger son, Abe, were with me at Pontiac Yacht Club that afternoon and the plan was to sail Sunfish. The wind was blowing 15-20 mph, great for Sunfish sailing.

It was the first time the boys had come out to the club that season. They were working for a tent company, laboring long hours and much of it on weekends when most of the tent parties took place. For once, they had a Saturday off.

So here we were, ready to sail.

Except for me. I had some work in mind. Work on a boat.

I'd bought an elderly fiberglass Lightning. In the winter, I'd paid Abe to grind the rust off the trailer so I could re-paint it. Put new tires on the trailer. Fixed defective rigging. All with the plan of selling the boat. Now it was at the club with potential buyers wanting to see what it looked like with the mast in place.

No problem. It's a matter of minutes to ship the mast, right? Just need a little help from the boys.

But this mast was new to the boat. So, of course, there was fussing and adjusting to be done.

The wind blew and blew.

Adam: "Dad, we came out here to sail."

"You guys go sail," I said. "I'll catch up in a minute."

But by the time the boys had rigged their Sunnies, the wind was petering out.

What a shame, I thought. It really hit me then that my work obsession had spoiled their sailing.

But hey, I thought, I can make it right. We'll come out another weekend and I won't pester them to work.

I was forgetting the tents. Future tents. Adam and Abe worked every weekend for the rest of the summer.

I'd blown their chance and mine of sailing together on Cass Lake.

Not just for the summer of 2001.

This past summer, the boys again worked for the tent company.

Again, they worked weekends. One Wednesday, they were off work and met me at the club for a sail.

No wind. We wound up having dinner at a sports bar that overlooks Cass Lake. Our sailing amounted to watching one moribund Lightning, sails limp, drifting in the stillness of that July evening.

I thought about that afternoon of wrecked sailing many times last winter when I was tempted in the evening to go to my shop and work on boat projects. Adam was in college in California, but Abe was still home, a senior in high school. Did I want to work on boats, or spend time at home around my son?

I knew Abe would graduate and soon be off to college.

The year before, I'd worked obsessively hard to get *Plug Nickel* ready to launch. There was no obsession last year. I stayed home.

It wasn't like we sat around all evening joking and chatting all the time. Often he was working on homework or messing with the computer. But we were present together.

I assured myself that once Abe graduated, I'd be back at my shop. I want to restore another mast, repair the bottom on one of my woodies, varnish my kickup rudders.

It's funny, though, how habits can change attitudes. You could argue that my change of heart determined my behavior and that would be true. But my habit of running over to the shop – it's only a mile from home – is gone.

I no longer feel comfortable passing hours after dinner with a paint brush or screw driver. I wonder if I will ever again undertake a major boat project or even fulfill my fantasy of building a wooden boat from scratch.

The boys are gone, but Karen is there. And she is not there when I'm at my shop running a sander.

Recently, I wrote a Free Press story about Al Suydam, who builds marvelously detailed wooden model boats that he races with radio control. Al is trying to recruit me to take part in building a radio-controlled model Lightning. Exciting idea, except.

Building one of those models would take 100 hours easy.

Granted, the boats are beautiful, but do I have that much time? What about my real boat projects? Do I have time, even, for them?

Wylie saw Al tacking his boat back and forth over Cass Lake. Later, Wylie mentioned that he wants a radio-controlled sailboat of his own.

"Man, there's a good 100 hours in building those things," I said.

"Oh, I wouldn't build one," said Wylie. "I'd buy one all ready to sail."

I thought of that lunch at the Chinese restaurant 18 years ago.

He was right.

"You can work on boats, or you can sail them."

Joel Thurtell can be reached at 11803 Priscilla Lane, Plymouth MI 48170 or at finder@radiofinder.com ●

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A MARRIAGE BETWEEN LIGHTNING SAILORS

Mike Brock

It's not often we get to participate in a marriage between sailors, let alone Lightning sailors! On September 7th Nate Ireland and Bridget Creamer were married at 2:00pm in Mansfield, OH. This marriage brings together two college sweethearts who met sailing on the Ohio State Sailing Team. Over the past few years we have seen both graduate to Lightnings and sail the Ohio circuit.

The Catholic service was held at St. Pete's church in downtown Mansfield. The day was perfect for a wedding as there were blue skies and sun (and no wind to sail). The church was packed with family, friends and sailors from Mansfield, Cowan, Hoover and Indian Lake. It almost felt like we were here for a regatta. The bride and groom looked great in traditional wedding attire. Throughout the service, Bridget had a very calm presence, but Nate looked just plain scared!

One of the bigger surprises was seeing some of these sailors dressed up. Yes, I can confirm this group does dress up well. We almost didn't recognize Becky Young, a bridesmaid, walking down the aisle in a full-length gown. She looked great! Even Tom Varley was spotted in a tie and suit coat. However, at the reception Tom was quick to lose the tie and

coat and reveal his "Barebones" t-shirt.

It seemed the wedding had a sailing theme as at the reception many casual conversations were about club races, NAs, boat tuning or the Atwood Regatta most of us were missing that day. Sitting inside an air conditioned church and reception hall seemed the wiser choice that day versus 95°F and a big high pressure system. Many of us were counting our blessings that the bride and groom ordered a "no wind" day so we did not feel guilty about missing Atwood. Nate's brother and best man continued the sailing theme as his toast was to a life of clear air starts, in sink roll tacks and perfect gybe sets (see inset).

Speaking of Atwood those who were there said the weather was no different than the rest of Ohio as the big high pressure brought very hot and little air. Three short races were scored. The race committee did not even send the fleet to the "dogleg

♥♥♥ A toast to Nate and Bridget ♥♥♥

by Jason Ireland

Here's to Nathan and Bridget

They have promised to stay together

when it's blowing and when it's calm;

when the bilge is dry and when the bailers leak;

when the spinnaker pops open and when it hourglasses;

when winning a race or sailing a throwout.

Marriage is a sea for which there is no compass.

So here's to Nathan and Bridget -

may their joys run as deep as the ocean

and their misfortunes be as light as the foam.

left" marks and kept them around marks in front of the clubhouse. Kurt Andrews won the regatta (see results page 42).

Some additional news from the Ohio District include another marriage between sailors. Dave Gall and long time girlfriend Julie Moore of Atwood plan to be married on September 29. On a sadder front, Dan Hertzler (Leatherlips) has taken a new job in the Boston area. Both Dan and his wife Marti will be missed as they are regulars on the OH circuit. ●



Nate and Bridget first dance as bride and groom



Recognize any of these "dressed-up" Lightning sailors?

UPCOMING REGATTA CALENDAR

A Regatta Calendar is also posted on the ILCA Web Site - check <http://www.lightningclass.org>

2003 CHAMPIONSHIP REGATTAS

2003 SOUTHERN CIRCUIT

March 8-9 Savannah Deep South, Savannah Yacht Club, Savannah GA

March 11-12 Miami Midwinter, Coral Reef Yacht Club, Miami FL

March 14-16 St. Petersburg Winter Championship, St. Petersburg Yacht Club, St. Petersburg FL

2003 WORLD CHAMPIONSHIP Coral Reef Yacht Club and Biscayne Bay Yacht Club, Miami FL USA

April 8-11 International Masters Championship

April 11-19 World Championship

October 5-6 Ice Breaker, Crescent Sail Yacht Club MI
 October 5-6 Snowball, Buckeye Lake YC, OH
 October 5-6 Atlanta Cup, Lake Lanier, GA
 October 12 Last Blast, Nyack Boat Club NY
 October 12 Fall Blowout, North Cape Yacht Club MI
 October 12-14 CAMPEONATO NACIONAL 2002,
 Club Nautico Muña, Colombia
 October 12-14 Fall One-Design, Perry Yacht Club,
 Meridian KS
 October 12-13 Leaf Peeper Regatta, Malletts Bay BC,
 Burlington, VT
 October 12-13 Seattle Regatta, Seattle WA
 October 13 Frostbite (Sun.), Ithaca NY
 October 19-20 Frigid Digit Fall Championship,
 Severn Sailing Association (DIXIE)
 October 19-20 Chris Young Memorial Regatta,
 Coconut Grove Sailing Center,
 Miami FL
 October 19-20 Fall In, Cowan Lake Sailing Assn OH
 October 26 Pumpkin Bowl, Barnegat Light YC (CAD)
 October 26-27 Borderline Regatta, Kerr Lake NC
 October 27 PNW District Team Races, VLSC,
 Vancouver WA
 November 2-3 Bluenose, Harbor Island Yacht Club,
 Nashville TN
 November 16-17 Turkey Regatta, Mission Bay, San Diego
 November 23-24 Copa Livesa 2002, Club Nautico Muña
 November 30-December 1 Thanksgiving Regatta,
 Davis Island Yacht Club, Tampa FL
 December 7-8 Regata Obregon, Bogota Fleet 73
 December 26-29 Orange Bowl Regatta, Coconut Grove
 Sailing Center, Miami FL

HEY WOODY!

I am trying to get a feel for interest in having wooden boat owner get together at various small lakes or coastal sheltered bays this next season. Specifically this would be a chance for individuals to show off their boats and compete in a one day or weekend regatta with entrance limited to wood boats. The venue would include more time for socializing than just hard core racing. This could be a separate weekend from a normally scheduled regatta if enough people are interested.

If you are a wood boat owner, or know someone that might be interested, please reply. Fleet 10 at Onondaga Lake in Syracuse, NY (central upstate NY) which has a few wood boats in its fleet would be interested in hosting one of these regional events. Similar sites could be established in New England, Ohio/PA, Michigan, and the Southeast, etc..

Why wait for the 70th or 75th? We could have fun doing this on a yearly basis just like owners of classic cars like to show off their handiwork. Please reply with your location, boat #, and phone #. Comments and suggestions welcomed.

Thanks,

Craig Thayer - Fleet 10 fabricraft@a-znet.com

ILCA ADDRESSING SERVICE

ILCA Headquarters offers an addressing service to Fleets, Districts and Yacht Clubs. We can supply mailing labels at 10¢ per label for a specific fleet, state, district, or other criteria. An additional charge is made for the postage required to mail the labels to you. This service is also available to builders and sailmakers at 15¢ per label. Better yet, you may order this same addressing service as an electronic file, which can be emailed to you, for one time use, at an even cheaper rate - call for details.

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- Lugar: Represa Tomine (Bogota Colombia)
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- Organizadores: International Lightning Class Association - Distrito Colombia
Club Náutico Muña
- Reglas: Se regirá por el Reglamento de Regatas ISAF 2002-2004
Las reglas de la Clase
Reglamento de la Confederación Suramericana de la Clase
- Calendario: Miércoles 27 de Noviembre 2002
Cierre de Inscripciones
Sorteo de Botes
Medición de Velas
Regata de Entrenamiento
Inauguración del Campeonato
- Jueves 28 de Noviembre
Regatas 1 y 2
- Viernes 29 de Noviembre
Regatas 3 y 4
- Sábado 30 de Noviembre
Regatas 5 y 6
- Domingo 1 de Diciembre
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Para mayor información visite la pagina www.fedevelacolombia.org o solicítela a sudamericano_ilca2002@hotmail.com o elytecfe@unete.com

**NOTICE OF RACE COPA DEL PACIFICO
SALINAS YACHT CLUB, SALINAS, ECUADOR
DECEMBER 6-8, 2002**

ORGANIZING AUTHORITY

The Salinas Yacht Club and Fleet 405 are proud to invite all junior Lightning sailors to the first Annual Pacific Cup Regatta.

GOVERNING RULES

The current Racing Rules of Sailing (RRS), the Prescriptions of the Federación Ecuatoriana de Yachting, this Notice of Race, the Sailing Instructions and any amendments thereto, will govern the Championship.

The Jury shall be as defined by RRS 89(b) of the 2001-2004 Racing Rules of Sailing therefore the right of appeal is granted.

REGATTA SITE

Races will be sailed on the Salinas Bay, approximately three miles from the SYC.

ADVERTISING

The Regatta is designated Category A in accordance with RRS Appendices, Section II, Regulation 20.

ELIGIBILITY

The Pacific Cup is an invitational regatta open to all Junior Lightning sailors as defined by the ILCA (not having turned twenty years of age by December 31st 2002). Any sailor, member or non-member of the ILCA may participate

ENTRY REQUIREMENTS

Entries are to be sent to the following address: psola@norlopjw.com.ec before October 15th. There is no entry fee. Teams must provide their own sails and will be provided of measured, equally competitive boats. Registration will be held December 3, 2002, 9:00 am to 11:00 am.

SAILING INSTRUCTIONS

Sailing Instructions will be available at registration.

SCHEDULE OF RACES

Friday, December 6th, 2002

2:00 PM Warning Signal for First Race
Second race back-to-back

Saturday, December 7th

Third race
Fourth race back-to-back

Sunday, December 8th

Fifth race
Sixth race back-to-back

If six races are completed there will be a throwout. If five or less races are completed there will be no throwout.

COURSES

Windward/Leeward, 4 or 5 legs @ .75 to 1 mile depending on wind conditions.

SCORING

(a) Abbreviations for scoring shall be in accordance with RRS (2001-4) Appendix A 11.

(b) Each boat finishing in a race and not thereafter retiring or being disqualified will be scored points equal to her finishing place, as follows: first boat scores 1 point, second boat scores 2 points, and so on. "DNC", "DNS", "DNF", and "RAF" score points equal to one more, and "OCS", "DNE", "BFD", and "DSQ" score points equal to two more than the greatest number of boats eligible to

start in any race of the series. "RDG" scores points equal to the finishing position awarded her after a hearing for request for redress.

(c) Each boat's total score will be the sum of her scores for all races, excluding her worst score if six races are completed. If less than six races are completed, each boat's score will be the sum of her scores for all races completed. The boat with the lowest total scores wins.

Ties will be broken as described in Article VIII of the Class Rules.

ALTERNATE PENALTY

The 720 degree turn penalty as provided in RRS 44.1 and 44.2 shall apply with the following modification: "If an infringing boat has its spinnaker drawing at the time of the infringement, she shall have the option of either (1) exonerating herself in accordance with RRS 44.2 or (2) sailing well clear of the other boats as soon after the incident as possible, promptly drop her spinnaker completely below the gooseneck, make one complete 360 degree turn, promptly reset her spinnaker and have it drawing immediately after the penalty.

PROPULSION

RRS 42.3 (b) shall be altered to read: "On a free leg of the course, when surfing (rapidly accelerating down the leeward side of a wave) or planing is possible, the yacht's crew may, in order to initiate surfing or planing, pump the sheet, but not the guy, controlling any sail, but only once for each wave or gust of wind. When the mainsail is pumped, only that part of the sheet between the crew member handling the sheet and the first block on the boom shall be used".

SUPPORT BOATS/PERSONNEL

Coaches and other support personnel shall not go afloat in the racing area from 0900, Monday, December 3rd until the conclusion of the regatta except in boats provided by the Organizing Authority. Individual competitors may not use a support boat at any time during this period except as authorized by the Organizing Authority. The penalty for failure to comply with this requirement may be the disqualification of boats associated with the infringing support personnel.

SOCIAL ACTIVITIES

Informal dinners are planned Friday and Saturday nights. Continental breakfast will be available throughout the regatta. Lunch bags will be provided.

FURTHER INFORMATION

The Pacific Cup is an invitational regatta open to all Junior Lightning sailors as defined by the ILCA (not having turned twenty years of age by December 31st 2002). Any sailor, member or non-member of the ILCA may participate. The organizers will provide local ground transportation, lodging and meals to all competitors. The organizers may refuse late entries if the participants exceed the number of boats provided.

For further information, please contact the following:

International Lightning Class Association
Email office@lightningclass.org

Regatta Chair, Paco Sola
Email psola@norlopjw.com.ec

AVISO DE REGATA COPA DEL PACIFICO

SALINAS YACHT CLUB, SALINAS, ECUADOR

DICIEMBRE 6-8, 2002

AUTORIDAD ORGANIZADORA

El Salinas Yacht Club y la Flota Lightning 405 se complacen en invitar a las tripulaciones juveniles a participar de la Primera Copa del Pacifico de la Clase Lightning.

REGLAS APLICABLES

Se aplicara el reglamento vigente de la ISAF (2001-2004), asi como este aviso de regatas, las instrucciones de regata y cualquier modificacion posterior.

El jurado sera definido según la regla RRS 89(b) del reglamento vigente, por lo tanto se permite el derecho de apelación.

SITIO DE COMPETENCIAS

Las regatas se realizaran en la Bahía de Salinas, aproximadamente 3 millas afuera del SYC.

PUBLICIDAD

El campeonato es designado categoría A según el apéndice A, sección II, regal 20.

ELIGIBILIDAD

La Copa del pacífico es un campeonato amistoso por invitación y estará abierto a toda tripulación que clasifique de acuerdo al criterio de "juvenil" según la ILCA (no haber cumplido 20 años hasta el 31 de diciembre de 2002). Puede participar cualquier velerista, sea miembro de la ILCA o no.

INSCRIPCION

La solicitud de inscripción debe ser enviada a: psola@norlopjwt.com.ec antes del 15 de octubre. No se cobrará cuota de inscripción. Los equipos deberán proveerse sus velas, a menos que las soliciten por escrito en cuyo caso se proporcionará un juego de velas usadas. A cada equipo se le entregará un velero medido y competitivo para su uso durante el campeonato. La inscripción sera el día 6 de diciembre entre las 9am y 11am.

INSTRUCCIONES DE REGATA

Las instrucciones se entregarán al momento de la inscripción.

PROGRAMA DE REGATAS

Viernes, Diciembre 6, 2002

2:00 PM Señal preparatoria para primera regata
Segunda regata a continuación

Sábado, Diciembre 7

Tercera regata
Cuarta regata

Domingo, Diciembre 8

Quinta regata
Sexta regata

RECORRIDOS

Windward/Leeward, 4 o 5 piernas @ .75 A 1 milla dependiendo de las condiciones.

PUNTUACION

(a) Las abreviaturas se utilizarán de acuerdo al RRS (2001-4) Apéndice A 11.

(b) Todo barco que termine una regata y que no se retire o sea descalificado posteriormente tendrá una puntuación igual a su puesto de llegada, como sigue: el primero tendrá un punto, el Segundo 2 puntos, etc. "DNC", "DNS", "DNF", y "RAF" tendrán un punto más, y "OCS", "DNE", "BFD", and "DSQ" tendrán dos puntos más que el mayor número de botes elegibles para competir. "RDG" tendrá los puntos que se le otorgue en una audiencia de reparación.

(c) El puntaje total de cada barco sera la suma de todas sus regatas, excluyendo la peor si se completan las seis regatas. Si se completan menos de seis regatas la puntuación de cada barco sera igual a la suma de todas sus regatas. El barco con el puntaje más bajo gana.

Los desempates se realizarán según el artículo VIII de las reglas de la ILCA.

PENALIDAD ALTERNATIVA

Se aceptará la penalidad de 720 según se describe en la RRS 44.1 and 44.2 con la siguiente modificacion: "si un barco comete la falta con el spinnaker arriba al momento del incidente tendrá la opción de (1) exonerarse según la regla RRS 44.2 o (2) navegar claro de los otros barcos, bajar el spinnaker abajo de la botavara, completar un 360 y subir nuevamente el spinnaker.

PROPULSION

La RRS 42.3 (b) se modificará de la siguiente forma: "en una pierna libre del recorrido, mientras se surfea (rapidamente acelerando mientras se baja una ola) o planea, la tripulación podrá, para iniciar el surfeo o planeo, bombear la escota pero no la braza, pero una sola vez por ola o ráfaga de viento. Cuando la mayor se bombee solo se podrá usar la parte de la escota entre la mordaza y la primera polea de la botavara.

ACTIVIDADES SOCIALES

Hemos planeado cenas y fiestas para las noches del viernes y sábado. La premiación sera el domingo en la noche.

MAS INFORMACION

Los organizadores ofrecen el transporte local, alojamiento y todas las comidas a todos los competidores. Nos reservamos el derecho de aceptar una inscripción si el número de participantes excede el número de botes competitivos disponibles.

Para mayor información, por favor escribanos:

International Lightning Class Association
Email office@lightningclass.org

Comité organizador, Paco Sola
Email psola@norlopjwt.com.ec

2 0 0 3 M I A M I

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Contact Steve Hayden for charting information
stevehayden@mindspring.com

If you would like to make your boat available for charter, you too may receive priority for Free Housing . *Contact Steve Now!*

MIAMI WORLDS 2003

Boat Chartering Information

1. Skipper/Charter Boat user must be an U.S. Sailing member or a member of your National Authority.
2. Boats will be rated and placed in groupings with varying levels of charter fees.
3. Boats will be assigned on a first come first serve basis.
4. Sails are not included.
5. This program is designed to assure the owner of the boat you will be sailing that his own personal insurance on his boat will not be called upon to pay any loss, should such occur.
6. ILCA and the boat owner expect this vessel to be treated with respect by you and sailed as carefully as you would your own boat.
7. You, the Chartering Skipper, are still legally responsible for damage you cause to property in addition to the vessel you are sailing.
8. You will receive a boat that is clean and ready to race. You are expected to return the boat in the same condition.
9. The charter boat committee prior to, during, and after the regatta will inspect all charter boats.
10. The Charter Program Fee will be paid to ILCA before March 1, 2003.
11. The Charter Program Fee includes:

Entry fee	\$ 500.00
Insurance	\$ 76.50
Add. P&I	\$ 75.48
Charter fee	\$1000.00 approx.
Transportation	<u>\$ 50.00</u>
Total Fee	\$1701.98 (US)

12. A separate check, payable to Coral Reef Yacht Club for the amount of the deductible \$250(US), must be submitted at registration.
13. If no damage or misuse is found, the deductible check will be returned.
14. If damage to a chartered yacht occurs in excess of the deductible amount, an additional check for the amount of the second deductible (\$250) will be necessary prior to the next race.
15. You will be given priority towards free housing if available.



BOAT OWNERSHIP CHANGES BY DISTRICT

Active Class Members are published in **bold type**. New Owners who have recently become Active Members are indicated by *
 "A" indicates amateur builder building own boat.

PLEASE LET THE CLASS OFFICE KNOW THE NAME AND ADDRESS OF THE NEW OWNER WHEN YOU SELL YOUR BOAT!

CALIFORNIA	14486 John Northrop/Jolene Johnson, 2016 Sunset Dr, Escondido CA 92025	194
CENTRAL ATLANTIC	13970 Mark Kaplan, 928 Melrose Avenue, Melrose Park PA 19027	335
CENTRAL NEW YORK	9573 Kirk Hetherly, 30 Evans Street, Auburn NY 13021	1
DIXIE	*9331 Rusty Pearsall, RR#3, Box 344D, Greentown PA 18426	U
	*10527 Robin Tompkins, 12868 Silvia Loop, Woodbridge VA 22192	50
	10979 James Dewar, 106 North Morris Street, P.O. Box 536, Oxford MD 21654	U
	11272 Charles Bowman, 757 Gardys Mill Road, Kinsale VA 22488	U
	*11596 Joe Deerin, 11 Churchill Lane, Wrightsville PA 17368	253
FLORIDA	14062 Chris Ogden, 2813 28th Court, Jupiter FL 33477	226
MICHIGAN	*3337 David Sterling, 5838 Point Aux Peaux, Newport MI 48166	U
	*13450 Brooke Briggs, 120 Devon Road, Bloomfield Hills MI 48302	54
MIDWEST	13872 Doug Olson, 160 Woodlawn Avenue, Green Bay WI 54303	112
NEW ENGLAND	2702 Robert Lodder, 12 Prospect Street, Trumansburg NY 14886	U
	11960 Robert Lodder, 12 Prospect Street, Trumansburg NY 14886	U
	13798 John Messler, Candia NH	U
	14119 Chad Miller	301
	14584 Peter Hazelett, 200 Summit Run, Stowe VT 05672	301
OHIO	8635 Justin Proctor, 5285 Grand Canyon Drive, Medina OH 44256	36
PACIFIC NORTHWEST	Joe Koreis, 755 Sudden Valley, Bellingham WA 98229	U
ST. LAWRENCE VALLEY	12242 Noel Cormier, 4442 Cedar Street, Pierrefonds QC H9H 2K6	U
SOUTHEASTERN	13941 John Holmes, 3016 Timber Ridge, Rock Hill SC 29732	365

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- * 1/2/3 2001 SOUTHERN CIRCUIT
- * 1/2/3/4 2001 NORTH AMERICANS
- * 1/2/3/4 2001 WORLD CHAMPIONSHIPS

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If it wasn't for Lightnings...

...Layline would not be in business!

Everyone has been there, right out of college, trying to get your first used Lightning up to racing snuff. For me it was 1985 and my boat was 9771. The following projects drove me to start Layline.

Floatation Bags: Remember how the older boats seemed to be going straight to the bottom after the gunnells would "gently slip" under and all that water would rush forward kicking the stern in the air? I had this problem and went in search of inflation bags. My local guy tried to sell me big chunks of Styrofoam, the hot catalog at the time was unhelpful and never sent me the catalog I requested. Whiff One.

Cam Cleats and Ball Bearing Bullet Blocks: 9771 came with a fairly new Bryant Aluminum Spar Set, the board was not stainless but was in good shape. All of the controls were antiques and needed replacing.

Harken's "New" cam cleats and Bullet Blocks were the coolest thing since sliced bread. I had been sailing Lightnings with Rick Ferguson. Anybody remember Rick? He was "sick" and had all of the latest go fast toys.

I went to the local store and they tried to sell me stainless cam cleats and those old stainless blocks with the white pulley inside. Aaarrrggghhh. Whiff two.

I called a new catalog business that seemed to have everything. (W.M.) I told them what kind of boat I had and what I was looking for. All they could do was take a catalog request, 6 weeks later the catalog arrived. Uuuggghhh. Whiff three.

Validation that Walt has a weak mind accompanied by a low IQ.

The light bulb in my young, innocent and limited mind lit up and I thought, "Hey, here is a market opportunity". I took the big leap. Now, 16 season's, later I'm still selling sailboat parts and racing with friends. Each year, I take the IQ test, scoring low enough that I am allowed to stay in the "business."

If it was not for Lightnings, I might have a real job and actually be able to afford my own boat and the time during the summer to race it.

Sampled here are a few products we sell to Lightning sailors along with some comments I thought you might be interested in.

Wait



A.



C.



D.

Super Max
(inside mount)

B.

New Large
(outside mount)



E.

A. Race Master

Besides the big easy to read numbers, the other reason to step up to a Race Master for your Lightning is that the start timer is displayed on the bottom row so it is always up as you take line readings and shoot the wind. Has synch feature. Very functional.

T040

List \$785.00/Layline **\$694.75**

B. Bailers

Shown here are the Super Max and New Large, the New Large fits many older boats, the Super Max fits many newer boats. Inside or outside mounting is the key differentiation. In the spring, put a little "Vaseline" on the gaskets, keeps things running smoothly. If your bailers are leaking, you can try to replace the gaskets. Over the years, we have found that putting a whole new bailer in properly solves the problem.

A564133 Super Max

List \$113.00/Layline **\$108.00**

A564136

List \$88.00/Layline **\$83.00**

Internal New Large Gasket

A574194 For a little piece of foam

\$13.00

C. Small Harken Aluminum Cleat

Most of us have these all over our boats. 3 years ago Harken "killed" the aluminum version of this replacing it with the Carbo version. Now the aluminum ones are back giving us the durability and reliable holding we have come to expect. Fits same holes

H338

List \$20.65/Layline **\$17.55**

D. Musto Sailing Watch - Stainless Steel

What a horrible picture to show the functionality of this watch. The coolest thing on this watch that separates it from all others is its Synchronization feature! Let's say you "miss" the first gun. As soon as you can put your drink down, just go ahead and start the watch - the watch will start counting down. At the next flag you press the Synch button and the watch drops to the closest minute! Really Cool and it works!!!! Big, bold, easy to read numbers. Very flexible. You can use the preprogrammed countdowns in accordance with ISAF start procedure of 5, 4, 1, 0 or you can set it to go from any 1 minute combination. Counts up from zero. Easy to set. Also has back lighting, regular clock stuff, H₂O resistant to 10 atmospheres. Leather band.

M824

Layline **\$175.00**

E. Competitive J22 Boathandling

What is a J22 CD doing in the Flashes? We can always learn from others, right? The J22 is sailed with a 3 person crew and there are a lot of tips on this video that are general in nature and can be applied to the Lightning. Good instructional video to get your team on the same page.

H4938

Layline **\$45.00**

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*Champion's NAs from Page 1***Qualifiers**

We sailed the qualifiers horribly but came away with some good results. In race one, we thought we heard our bow number called. We went back and soon realized the RC was not calling our bow number 108, but bow number 38. So we spun back

upwind, now way behind, and caught a break on the last run which turned into a reach - to pass about 15 boats.

In race two, we had a good start up towards the boat and tacked to port immediately to take advantage of a left shift only to be stopped by the chop. As we were scrambling to get back up to speed, Joe Buczkowski thought we had fouled him so we did a 720 and again we were way behind. We bailed right to try and get some leverage and a much needed righty, only to get stuck on a sandbar forcing us back left on a header. The tough task of qualifying for the blue fleet just got much harder. During the race, the wind began to get a little shaky and unreliable up the middle and to the left so our plan was to stay hard right, even if that meant over standing the finish. Doing that allowed us to finish 5th and take a lot of pressure off. Sometimes the fastest way to a mark is not the shortest distance!

The next two races went very well and we ended up qualifying with an eighth.

Championship Races

Our routine in the morning was pretty simple, get there early to clean the bottom and launch - avoiding the rush. We even launched before Hank showed up! We would then have all morning to relax, stretch, and make our lunch.

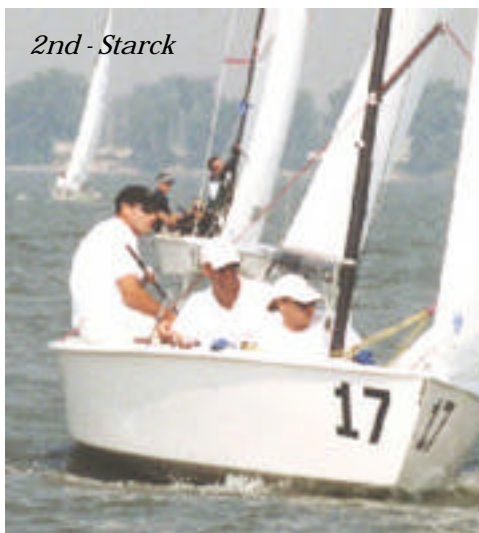
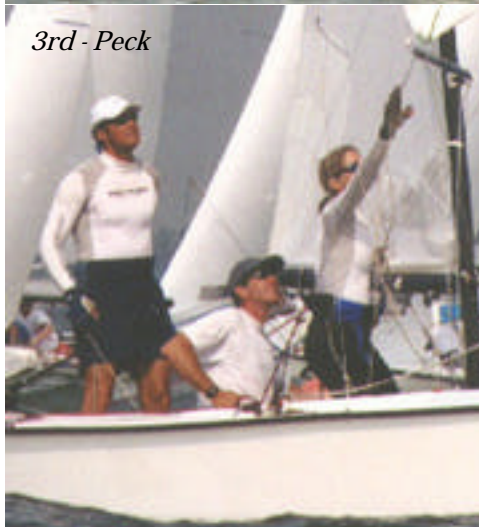
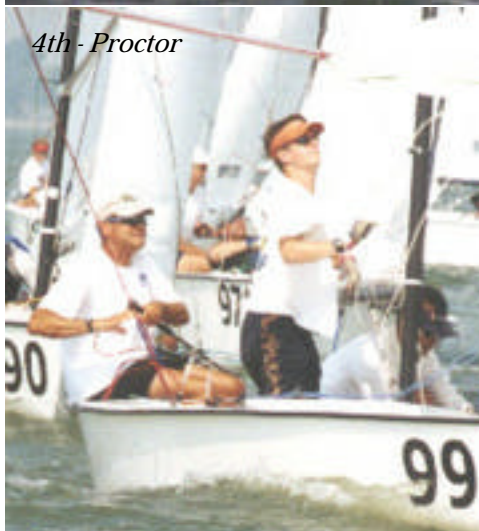
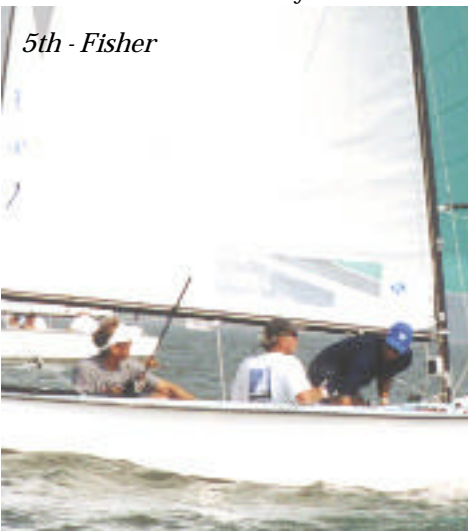
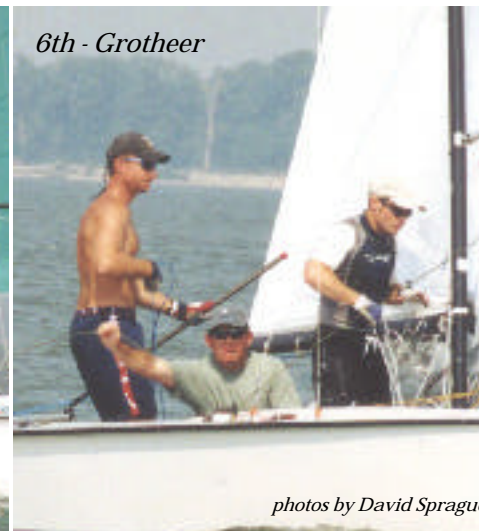
Race 1

We had a great start in the middle of the line, just above Dave Starck. Our main worry was getting over Dave. If we did that we would be free to play the shifts the rest of the beat. We did just that and rounded the top mark 1st surrounded by Matt Burrige, Larry MacDonald, Matt Fisher, Rob Ruhlman, and Steve Hayden. After a

hot downwind leg, we rounded the leeward gate still leading. We stayed on starboard while the boats behind tacked to port then back to starboard to clear their air and have their own lane to the right. I think we all wanted to protect the right but out of nowhere a leftie came in that lasted the whole leg. We were stuck on the right in lighter breeze while seven or eight boats rolled right over us. After a mild panic attack, we rounded the second weather mark around seventh place but not too far behind the leaders. After passing two boats downwind, we headed back up the final beat. We were again able to pass two boats and finish third right behind Bill Faude with Matt Fisher winning.

Race 2

I screwed up the start really horribly. We were immediately rolled by one boat and pinched off by another. We had to wait for an opening to weather so we could tack and try to get clear. We did one of those tacks where you backwind the jib to spin the bow around, ease the main to help bear off, and close your eyes to keep the fiberglass shrapnel from entering your eyeball. Somehow we made it. We were now on port with boats crossing our bow and not stealing our gifted lane. We made it out to freedom, and the wind started clocking right. We rounded about third with Phil Grotheer's team around first and Mike Holly's team in second. Since the wind clocked to the right, we had a broad first reach to the jibe mark. The top three boats stayed in line to try and extend. The second reach was pretty tight and the breeze picked up another few knots to let us stay low and extend some more. The rest of the race basically turned into a three-boat race between Phil, Larry, and us. As we

*2nd - Starck**3rd - Peck**4th - Proctor**5th - Fisher**6th - Grotheer*

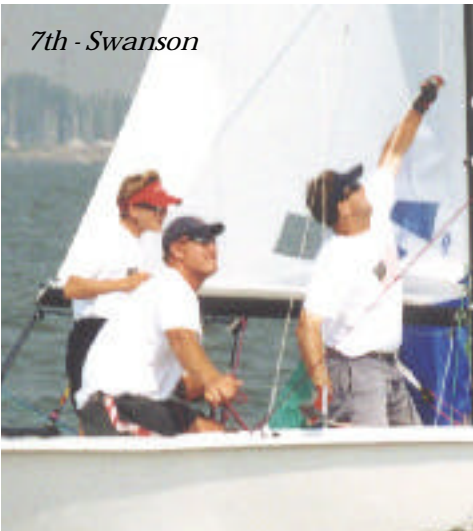
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109 Boats, 4 Races, 1 Throwout

1	14	15125	Swanson	1	1	3	2	4
2	50	15045	Fisher M	3	4	1	1	5
3	1	14834	Burridge	1	3	4	5	8
4	101	15075	Ruhlman R	2	19	3	3	8
5	111	15111	Cuccio	1	19	7	1	9
6	72	15024	Breault	3	3	7	4	10
7	17	15119	Starck	5	6	1	5	11
8	108	14682	Healy B	15	5	5	1	11
9	18	15064	MacDonald Jr	26	1	6	5	12
10	109	14905	Gorman	4	2	6	13	12
11	9	14345	Fisher Geo	2	2	9	23	13
12	58	15058	Fastiggi	7	6	2	9	15
13	66	15093	Allen Jr	8	8	6	2	16
14	4	14740	Faude	6	29	2	10	18
15	98	14971	Peck	4	13	11	3	18
16	88	14640	Brush	11	3	5	14	19
17	76	15154	Thompson	9	1	10	18	20
18	117	11011	Gonzalez	6	12	12	2	20
19	52	14709	Reid	5	4	19	11	20
20	99	14821	Proctor	4	24	10	7	21
21	36	14867	Taylor	8	9	32	4	21
22	90	14881	Grotheer	40	17	1	6	24
23	59	14591	Boucher	8	13	12	4	24
24	95	14786	Schwartz	10	5	16	9	24
25	34	14957	Ruhlman Ry	21	9	2	14	25
26	81	14323	McCree	3	7	16	37	26
27	75	13970	Terhune	13	29	3	10	26
28	71	15141	Fidler	11	12	4	11	26
29	60	14532	Harkrider	10	10	10	6	26
30	41	14780	Park	7	30	11	10	28
31	97	14900	Crane	11	31	9	8	28
32	27	14688	Hayes	25	4	22	3	29
33	3	15143	Helmick	5	17	17	8	30
34	56	15082	Holly Jr	16	6	15	12	33
35	110	14396	Goldman	2	24	13	19	34
36	44	14855	Hallagan	6	15	13	17	34
37	85	14825	Wardwell	17	8	11	15	34
	7	14752	Hayden	defending champion				
--- first cut ---								
38	94	14417	Barrett	19	39	9	8	36
39	80	14567	Allen M	20	2	28	15	37
40	32	14589	Taboada B	16	7	14	17	37
41	53	14807	Allen J	19	20	12	7	38
42	15	15016	Brickell	10	11	17	34	38
43	6	14234	Wake	12	26	5	24	41
44	22	14118	Moriarty	15	21	20	6	41
45	20	14739	Elfman	18	15	13	13	41
46	67	14923	Dodge	9	38	20	13	42
47	29	14548	Guth	32	11	19	12	42
48	55	14842	Hess	7	27	20	16	43
49	24	15084	Buczkowski J	20	7	28	16	43
50	104	14525	Buczkowski M	24	8	26	11	43
51	103	14499	Walsh	9	31	21	14	44
52	26	15112	Werley D	13	17	14	19	44
53	21	14485	Buchanan	14	9	22	22	45
54	8	14975	Wurtzebach	14	10	21	21	45

55	73	14706	Hofmeister	40	5	4	38	47
56	87	14056	Johnson E	29	18	8	21	47
57	12	15126	Dieball	28	14	27	7	48
58	102	13856	Petit de Mange	31	12	8	29	49
59	11	14249	Sipel	22	15	15	19	49
60	105	15155	Flack	23	11	36	16	50
61	70	14845	Bojlesen	21	18	26	12	51
62	13	14779	Davis J	30	16	18	20	54
63	47	14830	Laidlaw	32	14	14	27	55
64	37	14629	Constants	19	20	16	27	55
65	86	14811	Allen Sr	24	25	7	31	56
66	39	14049	Fernando	16	18	23	28	57
67	84	15056	Harrington	22	27	30	9	58
68	96	14678	Probst	12	23	31	23	58
69	91	14941	Barden	17	26	15	26	58
70	2	14175	Taboada K	18	39	25	15	58
71	10	14824	Hagman	17	23	18	26	58
72	65	15122	Carson	29	22	8	29	59
73	51	14050	Gardner	25	16	34	18	59
74	68	14600	Wagnon	18	28	17	24	59
--- second cut ---								
75	79	14940	Cobbum	12	22	35	26	60
76	100	15015	Werley J	20	22	18	28	60
77	28	14866	Mauk	27	19	25	17	61
78	40	15080	Sola	13	25	29	25	63
79	19	14725	Wilday	21	30	24	18	63
80	5	14855	Vieregg	30	22	19	22	63
81	16	14519	Kerst	28	13	28	24	65
82	82	14774	Vickers	36	16	23	30	69
83	83	14510	Hodgson	29	10	35	32	71
84	57	14958	Dutcher	26	25	26	20	71
85	48	14766	Burke	26	29	25	20	71
86	92	14850	Faus	27	35	23	21	71
87	61	14190	Schmahl	31	14	27	33	72
88	54	15041	Nickels	30	32	22	22	74
89	74	15103	Davis S	14	31	32	31	76
90	23	15101	Johnson T	35	20	29	28	77
91	64	14060	Butine	31	32	21	25	77
92	77	14947	Utzig	27	21	37	30	78
93	113	14680	Killebrew	28	21	29	32	78
94	89	14543	Rothenbuhler	22	24	32	37	78
95	31	14854	Bukowsky	24	28	27	33	79
96	107	14810	Maludy	25	23	36	32	80
97	46	13953	Anderson	34	38	24	23	81
98	93	15057	LoGerfo	35	33	24	25	82
99	62	14909	Johnson C	23	36	33	27	83
100	25	14649	Goldsmith	15	36	36	38	87
101	49	14895	Ray	23	33	31	38	87
102	33	14950	Michels	33	28	33	30	91
103	38	14846	Brewer	36	26	31	35	92
104	42	15004	Cabrall	33	39	33	29	95
105	63	14760	Siegle	34	30	37	31	95
106	78	15054	Lange	32	34	30	33	95
107	30	14925	Brock	33	33	30	34	96
108	45	14309	Kurtz	39	32	34	34	100
109	35	14588	Virgin	37	34	34	35	103

7th - Swanson

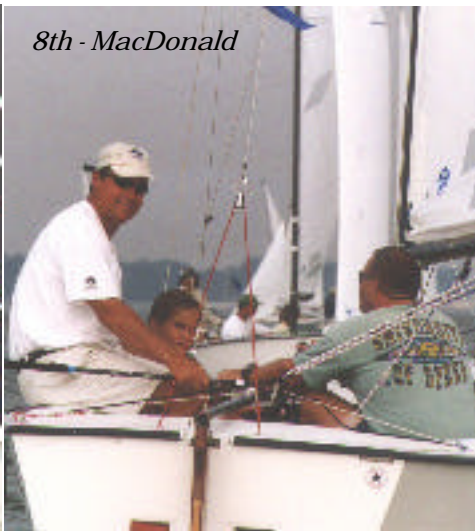


were heading down the downwind leg, all three of us simultaneously realized that the yellow fleet was just rounding their jibe mark and would round the shared leeward mark with the blue fleet. The last beat was real messy as the wind really piped up along with the chop, but Phil covered closely and won with our team second, and Larry finishing third. We arrived at the crane to meet Hank, feeling a little lucky but we knew we sailed hard and never gave up.

Race 3

I think we were pretty convinced that the right was going to pay off for the first beat so we decided to start near the boat and get onto port immediately. As things turned out we won the boat starting just above Sean Fidler. We immediately tacked and played the right shift with Bill Fastiggi and Dave Starck. The three of us were battling for the best right leverage while Matt Fisher's team played the right/middle really well. The breeze was up and we were all fully de-powered in the puffs. We all rounded the first mark on top of

8th - MacDonald



each other. The downwind legs were really fun, surfing the waves as if we were in a Laser. Matt sailed the best on the beats while we were all about even downwind. Matt won, we were second, Starck was third, and Fastiggi was fourth. Another great race in the bank for us, but Matt had that look about him that others do not want to see.

Race 4

We had the same plan in race four as we had in race three: start near the boat and catch that first righty. Well, all we caught was a big left shift that lasted the whole leg!! I was sure this was going to be a deep one as we rounded the weather mark in the thirties. We would gain a few boats on the downwind legs. Our revised plan on the beats was to head to the side of the course that had the darkest clouds and hope that wind and angle would be there to greet us. We played the darker left side on the second beat and gained eight to ten boats to get close to mid-fleet. On the last beat, the breeze built and it looked like dark rain clouds were

approaching on the right. As we rounded the leeward gate on port, our plan was to work right and get some leverage over there. As it turned out, we were able to stay on port immediately as the boats ahead of us cleared to the left. This was our last chance to gain. For the first three quarters of the beat we were the furthest boat to the right. We hit a nice puff with some right angle and quietly tacked to port and rode that shift as most of the top ten or twelve battled with each other over toward the right layline. Tim called to stay on port below the mayhem in clear air and wait for an opportunity to come back at them. We tacked right on the pin layline and squeezed past a bunch of boats to finish seventh just behind George Fisher. This race kept us in the overall lead, but again Matt Fisher won.

Again we felt fortunate but we never stopped racing and we seemed to have the boat set up really well for these choppy conditions. Matt now had a 1,26,1,1, and we had a very consistent 3,2,2,7.

9th - Breault



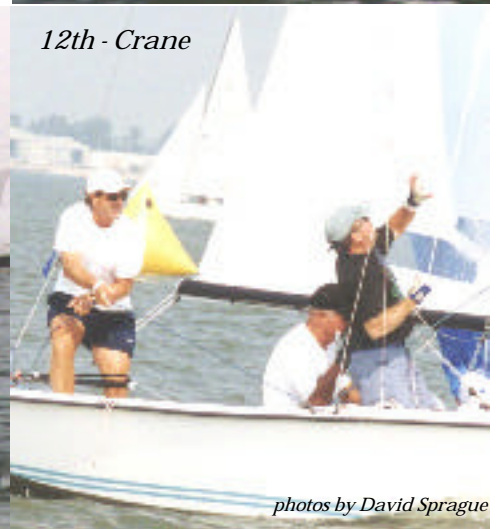
10th - Hayden



11th - Reid



12th - Crane



photos by David Sprague

FACES AT THE NA'S

photos by David Sprague



Race 5

Final day of the regatta and the breeze looked soft as a light fog drifted about the lake. All I wanted was a good first race in steady breeze and then look at our options from there. The breeze actually filled quite nicely. We started near the favored pin end with Don Brush, Alain Boucher, and Larry MacDonald. The chop was boat shattering on starboard and it was tough to get the boat going. Alain flopped pretty quickly, but Don was holding us up and Larry had also tacked and was coming right at us with a ton of speed. I decided to hold on until we were up to speed to tack fearing the whole fleet would sail by as we pounded through a tack. We ended up with a good lane just to windward and behind of Larry. We hung strong for the first half of the beat on Larry's hip. Just as I thought he was going to get us, left pressure started to arrive and we began lifting off Larry. That gave us the freedom to pick our shifts up the last hundred yards of the beat. Tim did a great job calling the shots. We rounded first with the Ruhlmanns behind us, then a pack of 30 boats arriving all at once. The Ruhlmanns really helped us out here and stayed on the rhumb line with us on both reaching legs. That allowed us to really separate from the fleet. The second beat was real tricky. The breeze had softened and become shifty and the chop remained. My job was to keep the boat going fast, Tim's was to call the shots and keep us in phase yet not out of touch with the fleet, and Jo Ann's was to trim that jib like it had never been trimmed before. Everyone did their job and we had a huge lead at the last weather mark rounding ahead of the Ruhlmanns, the Fishers, Steve Hayden, and Mike

Breault. Up the last beat the breeze freshened and we had quite a lead. We noticed that Matt had sailed into second. We sailed the last part of the beat real relaxed wondering if we should really pound him to send him at best back to third or fourth. We decided it was not worth giving up the win and possible foul to gain a few points.

Race 6.

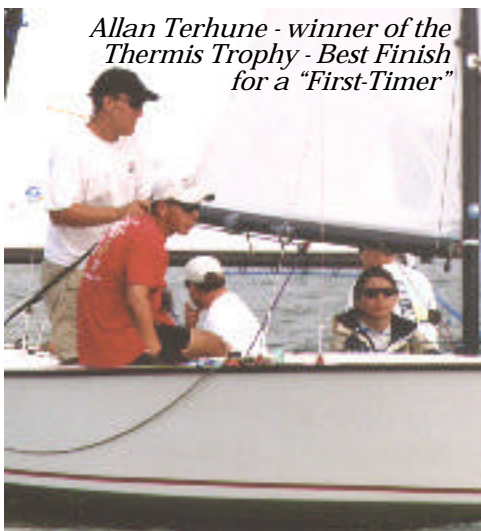
We had clinched, at worst, second place. Our current throw out was a seventh, so we had some room to operate and stay close to Matt at the start and hopefully drive him back to eleventh or deeper to clinch the title. Our plan was to start to leeward of Matt to make him make the first move off of the line. The first start was a recall but the second start we slowly tailed him to the boat end of the line on port tack. With about 30 seconds to go, Matt used Tom Allen Jr. as a pick boat and tacked to starboard just above him. We had no choice but to tack below Tom and hold both of them really tight up to the line and try and create a hole below us to accelerate off the line. We did a pretty good job of holding them up but did an even better job of accelerating off the line. We were called over along with Sean Fidler, Bill Faude, and Bill Fastiggi. I thought I heard Matt's number but Tim and Jo Ann did not. They were sure he was clear. As we were clearing Matt and Tom tacked to port. After eternity came, we cleared at the boat and began our self-inflicted torture up the first beat. We were headed to the right but the left side of the fleet had great pressure and was rolling over Matt. The leaders were so far ahead of us at that point that I have no idea who was up there except that I think I noticed Doc Gorman leading the fleet.

The rest of the race we were just watching Matt and counting his position whenever we had a good look at him. He was in the thirties at the first rounding and I was getting really excited, but then I realized that we were talking about Matt. The next beat he chose to round the right gate (looking downwind) and picked some nice shifts to get up to about twentieth or so. The last down wind leg seemed like the front pack stopped allowing Matt to sail right up to them. Again he rounded about twentieth but he was really close to the group. Up the last beat the breeze filled nicely from a dark cloud on the right side of the course and Matt sailed right to it. As he sailed out of the right, Jo Ann was up on the deck counting boats. It looked like he finished anywhere from twelfth to fifteenth. We were feeling better but we also had no idea if anyone was OCS in front of him or if there were any protests. We finished the race in dead last with the green fleet right on our tail. As we finished the race, we asked the RC how bow 50 had finished. They said they had finished twelfth. We had won, but we had to hope nobody was OCS in front of him.

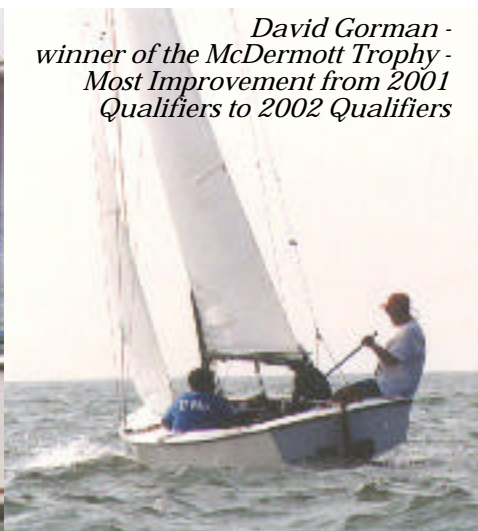
As we hit the dock we had heard that Matt was OCS himself along with Tom Jr. and Mike Breault. Sorry again Tom. So we had done our job after all at the start and needlessly worried around the course.

The North Cape Yacht Club, John Heagy and his entire team did a fantastic job providing us with great hospitality and a great event. Hopefully the team from Niantic Bay took good notes so we can run a great Women's, Junior's, and Master's next summer. See you all then! ●

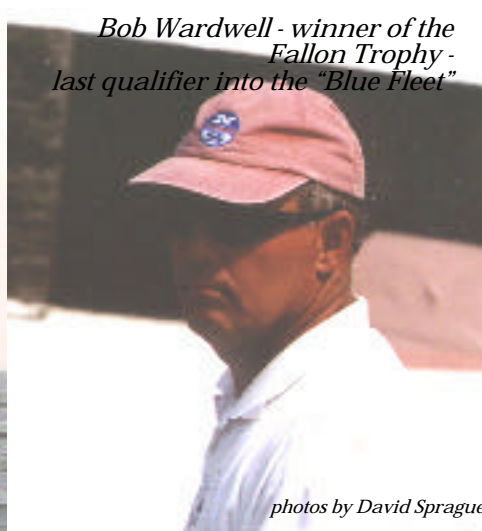
Allan Terhune - winner of the Thermis Trophy - Best Finish for a "First-Timer"



David Gorman - winner of the McDermott Trophy - Most Improvement from 2001 Qualifiers to 2002 Qualifiers



Bob Wardwell - winner of the Fallon Trophy - last qualifier into the "Blue Fleet"



photos by David Sprague

PRESIDENT'S CUP

TOP 7

1st - Elfman



2nd - Mike Buczkowski



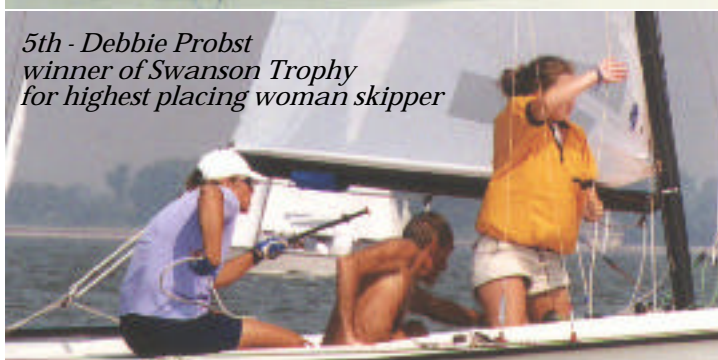
3rd - Jim Allen



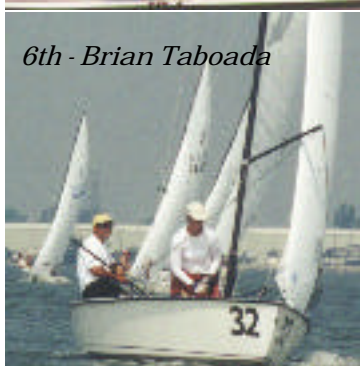
4th - Dave Werley



5th - Debbie Probst
winner of Swanson Trophy
for highest placing woman skipper



6th - Brian Taboada



7th - Keith Taboada



GOVERNOR'S CUP

TOP 7

1st - Kerst



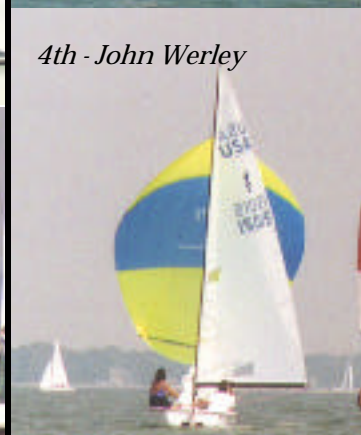
2nd - Mauk



3rd - Viereg



4th - John Werley



5th - Todd Johnson



6th - Steve Davis



7th - Dutcher



photos by David Sprague and Jerry Davis

NORTH AMERICAN CHAMPIONSHIP

38 Boats, 6 Races, 1 Throwout

1	108	14682	Bill Healy, Tim Healy, Jo Ann Jones	3	2	2	7	1	-34	15
2	17	15119	David Starck, Joe Starck, Becky Starck	-12	7	3	3	5	7	25
3	98	14971	David Peck, Nina Peck, Scott Ikle	5	5	6	-9	8	3	27
4	99	14821	Ched Proctor, Ned Roseberry, Andrew Brennan	6	-OCS	5	4	13	1	29
5	50	15045	Matt Fisher, Greg Fisher, Ric Bernstein	1	27	1	1	2	-OCS	32
6	90	14881	Phil Grotheer, Geoff Becker, Dan Rabin	7	1	11	12	7	-DNF	38
7	14	15125	Jody Swanson, Skip Dieball, Tom Starck	13	9	15	2	12	4	40
8	18	15064	Larry MacDonald Jr, Joy MacDonald, Kev Robinson	8	3	12	17	23	11	51
9	72	15024	Mike Breault, Harry Mattison, Elizabeth McCance	15	16	8	16	4	-OCS	59
10	7	14752	Steve Hayden, Anfie Hayden, Barr Batzer	20	4	13	-28	3	25	65
11	52	14709	Juan Reid, JP del Solar, Felipe Harman	21	20	7	-32	10	13	71
12	97	14900	Jim Crane, Bill Crane, Kip Hamblet	10	-OCS	17	8	32	5	72
13	88	14640	Don Brush, Tris Wallace, Erica Beck	-31	22	20	5	25	2	74
14	60	14532	Bob Harkrider, Dave Johnson, Andrew Buckingham	16	17	18	13	-33	10	74
15	117	11011	Tito Gonzalez, Klaus Engell, Fernando Gallyas	-27	13	19	11	11	21	75
16	75	13970	Allan Terhune, Katie Terhune, Greg Lines	4	29	-DNF	19	16	9	77
17	101	15075	Rob Ruhlman, Abby Ruhlman, Jim Sminchak	17	-28	23	22	6	12	80
18	1	14834	Matt Burrridge, John Huhn, Doug Nickel	23	12	9	-OCS	22	14	80
19	4	14740	Bill Faude, Jared Drake, Susan Daly	2	25	10	21	24	-30	82
20	66	15093	Tom Allen Jr, John Humphrey, Bonnie Hawkins	11	10	25	23	15	-OCS	84
21	27	14688	Brian Hayes, Brock Schmidt, Lesley Frymier	9	18	21	-OCS	19	19	86
22	58	15058	Bill Fastiggi, Susan Coburn, Sean Carroll	19	21	4	18	-35	27	89
23	36	14867	James Taylor, Mike Kemp, Alicia Kemp	-33	15	16	10	27	23	91
24	110	14396	Josh Goldman, Nicole Breault, Ryan Minth	-36	8	28	20	17	22	95
25	111	15111	Gianni Cuccio, Larry Colantuono, Ellen Starck	14	26	32	-OCS	21	8	101
26	109	14905	David Gorman, Mark Bryant, Robert Ramirez	24	11	-DNF	DNS	30	6	110
27	95	14786	Jon Schwartz, Paul Krezinski, Phil Borow	28	-31	22	26	9	26	111
28	56	15082	Michael Holly Jr, Valerie Tardif, Kerianne Boulva	-34	6	27	25	31	24	113
29	34	14957	Ryan Ruhlman, Maeghan Ruhlman, Aaron Bailey	29	14	-34	34	20	17	114
30	85	14825	Bob Wardwell, Mike Healy, Bill Healy	30	19	30	-31	18	18	115
31	59	14591	Alain Boucher, Chantal Leger, Jay Deakin	35	-OCS	14	24	14	32	119
32	3	15143	Dave Helmick, Davy Helmick, Paige Helmick	26	32	-DNF	14	34	16	122
33	44	14855	Dick Hallagan, Lori Foster, Alister Thomson	18	24	26	29	-37	29	126
34	81	14323	John McCree, Dave Corcoran, Rachel Dey	25	23	-35	33	28	20	129
35	9	14345	George Fisher, Greg Shea, Tom Emch	32	33	31	6	-38	28	130
36	71	15141	Sean Fidler, Richard Thoma, Ward Detwiler	22	-34	24	27	26	31	130
37	41	14780	Colin Park, Karen Park, Bill Ziegler	37	-OCS	29	30	29	15	140
38	76	15154	Brad Thompson, Kathy Thompson, Ted Duffy	-DNF	30	33	15	36	33	147

PRESIDENT'S CUP

37 Boats, 6 Races, 1 Throwout

1	20	14739	Jack Elfman, Cindy Lister-Elfman, Samantha Sutter	4	1	3	3	7	-28	18
2	104	14525	Mike Buczkowski, Chris Arner, Emily Ruiter	-12	9	4	1	2	4	20
3	53	14807	Jim Allen, Jane Allen, John Morley	5	-22	1	2	9	11	28
4	26	15112	David Werley, Jonette Werley, Greg Maras	8	11	6	6	8	-13	39
5	96	14678	Debbie Probst, Ashley Jerman, Ken Hopkins	11	10	9	-DNF	6	7	43
6	32	14589	Brian Taboada, Theresa Colantuono, Ryan Dunn	2	2	2	-OCS	1	OCS	46
7	2	14175	Keith Taboada, Russ Schon, Carl Rodenberg	19	4	11	14	4	-OCS	52
8	80	14567	Mark Allen, Joel Humphrey, Allison Webber	14	6	-19	17	12	5	54
9	86	14811	Tom Allen Sr, Anna Tunnecliffe, Brad Funk	24	15	5	8	-35	3	55
10	55	14842	Charlie Hess, Norm Walters, Beth Groesbeck	28	7	23	-32	3	2	63
11	73	14706	Bill Hofmeister, Chip Clifton, Ted Chapin	18	-23	12	7	13	15	65
12	37	14629	Steve Constants, Michael Constants, David Constants	6	14	16	22	-30	8	66
13	70	14845	Torsten Bojlesen, Wagner Neils Bojlesen, Andre Peixoto	25	-30	13	5	17	9	69
14	22	14118	Dan Moriarty, Tobi Heisler, Scott Zerban	23	-OCS	7	4	5	OCS	78
15	103	14499	Richard Walsh, Tina Kankapaa, Dave Maher	17	-OCS	18	9	10	24	78
16	11	14249	George Sipel, Christy Synoweic, Chris Snyder	-27	12	15	12	23	16	78
17	51	14050	Bretton Gardner, Scott Thiebault, Nick Farina	-DSQ	16	25	21	11	6	79

18	6	14234	Todd Wake, Kristine Wake, Bret Leibmann	9	3	20	26	-32	22	80
19	12	15126	Ernie Dieball, Stacey Brinker, Derek Gauger	22 ^{RDG}	5	-OCS	10	26	19	82
20	10	14824	Jeff Hagman, Nick Turney, Alan Newell	-26	19	10	20	25	10	84
21	94	14417	Don Barrett, Donna Barrett, Dave Dickerson	3	-OCS	26	15	21	20	85
22	8	14975	Paul Wurtzebach, Amy Simonsen, Monica Trejo	1	-OCS	OCS	18	27	1	86
23	91	14941	Pierce Barden, Joe Pitcavage, Phil Burton	7	24	24	19	-33	12	86
24	21	14485	Ron Buchanan, Bucky Buchanan, Jeff Ullman	20	-OCS	28	13	20	17	98
25	15	15016	Jamie Brickell, Susan Brickell, Kimberly Brickell	21	17	14	-29	24	25	101
26	65	15122	Jim Carson, Matt Glowacki, Wade Schon	-31	8	21	28	18	29	104
27	68	14600	Brad Wagon, Kevin Keller, Mark Kilbey	13	27	-29	27	19	18	104
28	87	14056	Erik Johnson, Karl Johnson, Kate Brush	16	18	-32	30	31	14	109
29	39	14049	Diana Fernando, Eric Fernando, Amy Miller	15	28	-33	24	16	26	109
30	13	14779	Jim Davis, Chris Davis, Ryan Lashaway	30	21	-31	25	14	23	113
31	24	15084	Joe Buczkowski, Courtney O'Conner, Jimmy Roe	-33	29	8	16	29	32	114
32	84	15056	Ray Harrington, Toni Harrington, Rick Villamil	10	20	22	31	36	-DNF	119
33	47	14830	David Laidlaw, Irma David, Ian David	-32	26	30	23	22	21	122
34	29	14548	Jonathan Guth, Travis Freund, Steve Gregg	34	-OCS	17	11	34	27	123
35	105	15155	Ryan Flack, Kevin Morin, Matt Morin	29	25	-34	33	15	30	132
36	102	13856	Ed Petit de Mange, Rob Beach, Brian Wood	35	13	27	-OCS	28	31	134
37	67	14923	Jed Dodge, Bob King, Bill Dodge	-DNC	DNC	DNC	DNC	DNC	DNC	190

GOVERNOR'S CUP

35 Boats, 6 Races, 1 Throwout

1	16	14519	Josh Kerst, Chris Shaffer, Jacob Christie	1	1	4	4	8	-13	18
2	28	14866	Bill Mauk, Suzy Scalzo, Stuart deLisser	2	-10	8	5	5	3	23
3	5	14855	Dave Viereg, Michael Tomaro, Joey Poyma	6	8	9	-OCS	1	4	28
4	100	15015	John Werley, Bertie Werley, Garry Condon	-11	7	7	1	11	5	31
5	23	15101	Todd Johnson, Alexander Johnson, Mike Greene	10	15	1	2	4	-16	32
6	74	15103	Steve Davis, Mike Ledger, Nick Iwasko	5	6	6	8	7	-12	32
7	57	14958	Bill Dutcher, Christian Dutcher, James Unsworth	8	-OCS	11	3	3	9	34
8	40	15080	Paco Sola, Juan Carlos Casal, Jaime Calderone	20	2	5	7	-DSQ	6	40
9	64	14060	John Butine, Phil Pairitz, Marc Dickison	7	12	2	-DNF	9	10	40
10	92	14850	John Faus, Marissa Taylor, Clay Shaner	3	-OCS	12	13	12	2	42
11	49	14895	Joe Ray, Bob Shapiro, Greg Shapiro	4	23	18	-OCS	2	1	48
12	77	14947	Carter Utzig, Lance Kinerk, Chris Pulgram	-29	4	13	12	10	17	56
13	42	15004	Bill Cabrall, Raeyane Farrell, Jodi Schoemer	18	3	20	6	13	-29	60
14	89	14543	Shelley Rothenbuhler, Steve Booher, Brandon Koch	-24	9	15	18	6	14	62
15	93	15057	Paul LoGerfo, Mike Cullen, Laura Tischner	13	16	14	11	16	-28	70
16	79	14940	Craig Cobbum, Ron Lester	30	5	-OCS	9	21	7	72
17	46	13953	Scott Anderson, Ken Wolfe, Chris Breland	19	19	3	-DNF	26	11	78
18	54	15041	David Nickels, Tim Coles, Jennifer Armbruster	22	18	10	10	-22	21	81
19	82	14774	Tom Vickers, Tom Niles, Lindsey Vickers	14	21	16	17	20	-27	88
20	48	14766	Terry Burke, Ronn Frerker, Steve Makinen	17	11	-OCS	OCS	17	8	90
21	113	14680	Bill Killebrew, Mike Osborne, Titou Schillebeeckx	16	-28	24	15	14	25	94
22	62	14909	Clarence Johnson, Sarah Caine, Bob Shaw	12	-OCS	17	20	25	22	96
23	61	14190	Jeffrey Schmahl, Stuart Webster, Matt Kubacki	-OCS	20	19	14	19	24	96
24	30	14925	Mike Brock, Eric Brandt, Karla Varley	23	14	25	19	-27	19	100
25	33	14950	Ed Michels, John McLaughlin, Jessica Mills	-OCS	17	30	23	15	18	103
26	107	14810	Jeff Maludy, Nick Maludy, Lynsi Hood	21	27	-29	24	18	15	105
27	78	15054	Jonathan Lange, Philip Lange, Matthew Lange	31	13	21	-DNF	24	20	109
28	31	14854	Rick Bukowsky, Joyce VonDrehle, John Bukowsky	-28	26	26	21	23	23	119
29	45	14309	David Kurtz, Iain Anderson, Suzette Cruz	27	22	27	22	-28	26	124
30	63	14760	George Siegle, Ann Siegle, Helio Vogel	25	25	22	16	-DNS	DNS	124
31	83	14510	Hank Hodgson, Ian David, Debbie David	15	24	23	-DNF	DNF	DNS	134
32	19	14725	Skip Wilday, Patti Ainsley, Mike Kane/Greg Buckley	9	-DSQ	OCS	OCS	DNS	DNS	155
33	38	14846	Michael Brewer, Dick Brewer, Jacqueline Voight	26	29	28	-DNF	DNS	DNS	155
34	35	14588	Charles Virgin, Edward Virgin, Spencer Virgin	-DNF	DNC	DNC	DNC	DNC	DNC	180
35	25	14649	Bruce Goldsmith	-DNC	DNC	DNC	DNC	DNC	DNC	180



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Overall	1,2,3,5*,6,8,9,10
Savannah	1*,2,4,6,7,8,10
Miami	1,2,4*,5,6,7,8,10
S. Petersburg	1,2,3,4,5,6,7*,8,10

*partial inventory

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NORTH SAILS

FOR THE FIRST TIME

Meghann Utzig, Age: 11

This past weekend my dad took me to sail on a Lightning for the first time. I sail Optis so this was a lot more challenging. Lance usually crews for my dad but skipped this time so my dad could help teach me. I sailed foredeck and had so much fun racing. At first it was challenging trying to tack with the jib but I got it. My favorite part of sailing foredeck in the Lightning was putting up the spinnaker pole and jibing. It was really enjoyable because the wind was just right. We came in 6th place out of 10 boats but that was fine with me because I had a blast! On the first day we had a 2nd and a 6th. Also on the first day, we were about to finish second when a lightning storm came and they canceled the race. We had to sail through the storm to get to the boat dock. It had to be one of the scariest things I ever did in my life.

I met tons of really cool people at the regatta in Augusta. I saw a few people that I already knew and it was fun to see them again. Some of the people I already knew were Clay, Pete (who provided the beer, but not to me), Bob & Sharon Harkrider (who are two really good sailors), and Rachael with her boyfriend Cody. I met some new people; a young couple who one of them taught sailing and another one taught Spanish for a high school. I also met a very tall guy named Ron.

I learned lots about the Lightning and met lots of really nice people. I had tons of fun and can't wait to go sailing with my dad again.

Carter Utzig, Age: 43 (or is it 45?)

Dreams really do come true. Many years ago I wished that I would have people in my life to share it with. This weekend my oldest daughter, Meghann, went with me to her first regatta. What a moment in time. Lance Kinerk, who has crewed with me for awhile, skippered the boat which made it all that more fun.

We took off driving from the house at 5:30 a.m. into the face of tropical storm Hanna. Three and a half hours later, we set up the boat and no rain. We gave Meggs a quick lesson of the fine art of the foredeck; tacking, setting, jibing and taking down the chute.

Off to the course we went with maybe 6 knots of breeze. Lance got



us a great start (which he did every time, something I typically don't do for him when he crews for me). Up the course we went with Meggs tacking all the way. At the windward mark, we were 2nd. A great set followed by a series of nice jibes down wind and we looked like we knew what we were doing. Before long, Meggs was telling us if the boats behind us were taking us up or dropping below. We held on to second - we had exceeded our goal of not being last. Another race and we were getting better, but still we finished sixth. The next race we were off again, second around the windward mark with only Pete to catch. We were out to get Pete with our light weight and great steering from Lance. As the sky behind us darkened they shortened the course. Within yards from finishing, the sky erupted in lightning causing the cancellation of the race. Looking around we realized that it was not a good time to be next to big metal objects sticking up in the sky. As a father, you learn to worry at new levels. You also learn that your actions induce actions in your children (having children has taught me the importance of psychological warfare). So calmly we sailed back to the club joking about the time my daughter and I went deep sea fishing in seas so big the 40 ft. Bertram looked like a surfing Lightning (I thought it was going to flip a couple of times). Meggs is a real trooper and

there is nothing that ice cream can not solve.

That night we sat and enjoyed dinner with many of our friends who have watched my daughters grow up. I watched her have many a conversation with people on her own. She was growing up and becoming her own person. That night was like a big slumber party for Lightning sailors - many of us slept in the club house because of the rain. Meggs and I slept in some old chairs pushed up against each other.

Morning brought Danish and other things we do not normally serve at home. Hmmm - was this why she really came along? We were actually tied for third with John Pelosi going into the day. Off to the races we went trying to tell jokes. Meggs just got better and better as the day went on. I, on the other hand, started missing some of the shifts and we ended up with another 6th. The wind picked up and my daughter started out hiking which really did not do much. Around the course we went with another mid fleet finish. It really did not matter where we finished. I think just the joy of sailing with each other made each race that much fun.

Well there are more races in our future and soon Anna will be sailing with us too. (Actually Anna sailed one club regatta with me that we won - her expectations are way out of line now). I can only wish the same for others who have not yet had the experience. ●

SODUS BAY REGATTA

Mark Sertl

Sodus Bay NY, July 13-14

The Sodus Bay Yacht Club hosted the annual Central New York Regatta July 13th and 14th. The regatta is the only multi-fleet dinghy regatta held during the summer. This year the regatta was attended by Lasers, Optimists, JY15's and Lightnings. Over 100 boats participated.

The regatta provides the Central New York Lightning class the opportunity to show off its strengths to young sailors in the Central New York area. The 2002 regatta was attended by 12 boats and was sailed on Lake Ontario just outside of Sodus Bay. Saturday featured medium northwest and northerly breezes of about 8 knots. The race committee did a great job of getting in three double windward - leeward races.

The first race was the lightest. Mark Sertl and his team Jean Palm and Liz Bauer led at all three marks and at the finish. Dick Hallagan was second with long time crew Sandy Schrader and Lori Foster. Jed Dodge was third with his nephew Bob King. During the second race the seabreeze filled in a little more and went right. Once again, Sertl led from start to finish and the second place finishes between Hallagan and Jed Dodge from the first were flip flopped. By the third race it was pretty clear the right was the way to go and Sertl once again was the first to get to that side of the course and again, led start to finish. Bryne O'Brien sailed to second place and Jed finished third.

Sunday brought a tow out to the race course and a long postponement waiting for the seabreeze to fill in. By the time it did, it was obvious only one race could be completed before the time limit. Jed Dodge and his team did a great job of leading start to finish. Although several boats got within a boat length at several times during the race, no one could pass Jed. Logan McReynolds did a good job of avoiding the tacking battle between Dodge, Hallagan and Sertl to grab second place. Sertl finished third and Hallagan fourth. The overall results of the regatta had Sertl first, Dodge second, Hallagan third, O'Brien fourth and McReynolds fifth.

Many thanks to the Sodus Bay Yacht Club for hosting such a great multi-class event. ●



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LAKE ERIE DISTRICT THANKS JIM McDONNELL

Chautauqua Lake NY, July 13-14,
on the occasion of the 39th Annual Cornball Regatta
The Chautauqua Lake Yacht Club has run the Cornball
Regatta every year since 1963, and Jim McDonnell has been
the General Chairman of this annual event since 1968.

Obviously, Jim has had help from various people and committees during this time, but he has enthusiastically accepted the ultimate responsibility of sharing the Cornball Regatta for the past 34 years.

Unfortunately, Jim neglected to schedule wind for this year's regatta, and the sailors present spent the weekend visiting on shore and in the swimming pool! As a result, Jim was the only one honored during the trophy presentation on Sunday afternoon, July 14th.

In appreciation of his loyal and dedicated service, the Lake Erie District presented Jim with a plaque which contained the following inscription:

*"To Jim McDonnell
in appreciation for his
dedicated coordination of the
annual Cornball Regatta.*

(signed) Your friends from the Lake Erie District."

Once again, "Thank you, Jim." We are already looking forward to next year's Cornball Regatta at Chautauqua Lake!

*ILCA Past President Cal Schmiede (left) presenting Jim McDonnell
with the Lake Erie District appreciation plaque.
Photo courtesy Cal Schmiede: ●*



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HAVRE DE GRACE REGATTA

Dick Moyer

Havre de Grace MD, August 24-25
A recently reactivated Lightning Fleet 192 held their inaugural Northern Chesapeake Regatta at the impressive Tidewater Marina, a first class facility operated by Garrett Pensell and home to Fleet 192. Garrett, along with Myrl Stone, Jason Werner and others has done an enviable job of breathing new life into the young fleet. These guys are amazing. They actually built a fleet to 9 boats in large part by doing major restorations of a number of the boats themselves. Garrett hosted the regatta and graciously decided to forgo racing in favor of serving as PRO.

Sixteen boats from five states arrived to sunny skies and a large breakfast spread that included an ample offering of a popular island rum. You heard it right—rum for breakfast. We passed on the rum but noticed Todd Johnson and his crew eagerly empty their water bottles and fill them with Mount Gay.

A moderate southerly was interrupted shortly before race 1 by a storm cell that blew in. Unfortunately, the rain and wind both shut down just before the starting gun. We sat one boat length below the line in a group of boats for what seemed like ten minutes before we began to inch forward. Jamie Brickell was the first to escape from further down the line and demonstrated a light air wizardry that enabled him to maneuver over two painfully slow legs to win. Todd Johnson was second and Allan Crew third. We had worked our way into what looked like 5th on the last leg of the shortened course only to watch helplessly as the boats below

us positioned themselves for a puff that relegated us to a painful 13th. Oh well, looks like we flushed another regatta as soon as it started. A merciful PRO sent the fleet in pending the establishment of some kind of wind flow. We noted that while the rest of us headed for the shade, a determined Carl Muska pulled his boat out of the water and feverishly worked over the bottom. We should have paid more attention.

Thanks to Garrett's vigilance, he soon had the fleet back on the starting line as a pleasant easterly settled in. We got off the middle of the line in good shape, led at the weather

mark and were fortunate enough to hold on over the next four legs to finish first, followed by Muska and Crew.

In our third start as we tacked on the lee bow of a group of starboard tackers team Muska got caught above us and looked to be over early. They limped back to restart as a number of us worked for advantage up the middle. We looked to be about third as we approached the weather mark until we saw (how could it be?) Carl steaming in from the far right to jump ahead of the leaders. How did they do that? What had they done to the bottom of that boat? Who did

The totally cool and unique trophies and the top three at Fleet 192's new regatta: Moyer, Muska, Brickell



Havre de Grace from previous page



Carl have for crew? Did they drink the Mount Gay for breakfast? What's the capital of Montana? So many questions tormented us. Once we cleared the mark we dove low while the leaders took each other high. Three jibes later we took the lead and held on for three more legs to win, with Carl 2nd and Woody Brumfield 3rd.

Saturday evening was spent telling lies about the day's racing around

fresh kegs of adult beverage followed by a cornucopia of great groceries for dinner. Myrl Stone expertly grilled the tastiest parts of a cow and nobody went hungry or thirsty.

Sunday we were greeted with clear skies and a puffy northwesterly. What I remember most of the 4th race is lots of shifting gears, Carl Muska's transom as he finished first and the serene look on Todd Johnson's face as he lowered the

level in his "water bottle". We took 2nd followed by Carrol Park.

In race 5 the Brickell team reasserted themselves by jumping out to a big lead and never looking back. They were followed by that Muska boat, taking yet another 2nd, and Jason Werner in 3rd. We struggled to 5th.

As luck would have it there was wind and time enough to have a 6th race. We congratulated ourselves on having the foresight to have such a good throw out—a 13th in the first race. With a little luck, we might actually be in contention. Still, the "Muskateers" had only 7 points to our 9 after throwout. We got the boat-end start that we wanted and tacked immediately. Much of the fleet came right with us. We tacked to cross and led for four legs. On the last leg we were trying to cover the Brickell and Johnson teams up the right and feeling reasonably comfortable with our lead when suddenly Nabeel Alsalam emerged from underneath a barge on the left. It's not nice to hide behind barges, Nabeel. We moved to cover and held on for the win while Nabeel nipped Jamie for 2nd. There were more anxious moments to come as the smooth-bottomed Muska boat made a scary charge up the last leg moving from 6th to 4th. After some quick ciphering we knew we won the regatta, albeit by a slender one point margin over Carl and his team, who sailed the six races more consistently than any of us.

Lots of good memories from this regatta include the flawless crew work of John Depenbrach (name intentionally misspelled to prevent crew theft) and Helen Moyer (a distant relative). Also memorable is the hospitality and infectious enthusiasm of the fun bunch of people in Fleet 192. They did a fabulous job of putting on a first class regatta and I can't wait for their next one. ●

16 Boats, 6 Races, 1 Throwout

1	Dick Moyer	-13	1	1	2	5	1	10
2	Carl Muska	-6	2	2	1	2	4	11
3	Jamie Brickell	1	7	5	-9	1	3	17
4	Allan Crew	3	3	4	-8	8	7	25
5	Todd Johnson	2	5	-7	6	7	6	26
6	Woody Brumfield	-16	8	3	5	6	5	27
7	Nabeel Alsalam	-10	9	6	4	9	2	30
8	Carrol Park	8	10	10	3	4	-DNF(17)	35
9	Jason Werner	-14	11	9	11	3	11	45
10	Mark Whitson	7	4	-13	12	12	13	48
11	Larry Decker	11	-13	8	10	11	8	48
12	Tim Campbell	4	-15	12	14	14	9	53
13	Star Mikell	5	6	11	-DNC (17)	DNC (17)	DNC (17)	56
14	Tom Dexter	12	12	-16	7	13	12	56
15	Vince Townrow	9	-14	14	13	10	10	56
16	Myrl Stone	15	-16	15	15	15	14	74

ONONDAGA ONE DAY

Dick Hallagan

Onondaga Yacht Club, Liverpool
NY, August 24

After the NA's, Central New York District features only one day regattas. At Onondaga Yacht Club, Craig Thayer puts together the first of our four one day regatta in CNY District. Unfortunately this Saturday of late August was forecast to be rainy and it was. Twelve faithful sailors of the ILCA did show up to sail. Malcolm Hendry made the trip from Long Island. Jeff Shaw, a Miami transplant, showed up for his first sail in CNY District. But the morning was ugly and heavy rain, causing three boats to bail before noon.

However, a check of the radar on The Weather Channel showed that the heavy rain might end around noon. So Craig went into the early lunch mode, and at noon Craig announced "we are going out." Amazingly the rain stopped around 12:15, but the clouds remained very low. Please hold the rain!! Nine boats found the sailing quite entertaining, east winds are tricky on Onondaga. Craig has perfected his race-course for this one day event. The start line is the finish line, and the Committee Boat does not move. One lap and two lap races and only five minute starts keep things moving along.

Four races, no rain, winds 6mph to 12 mph: this was not bad. Dick Hallagan/Dan Pope co-skipper with Eliza Collins as the third was pretty quick. Murphy and O'Brien and Seyerlein made it interesting for 2nd and 3rd. Thanks to all the boats that came to Onondaga on August 24. Craig Thayer tries hard to keep the Lightning interest at Onondaga Yacht Club. ●

Craig Thayer presents the Onondaga Trophy to Dick Hallagan (right), Dan Pope and Eliza Pope-Collins



The Onondaga faithful bunch



Mal Hendry receives the "Road Warrior" Trophy for coming all the way from Long Island to compete at Onondaga



9 Boats, 4 Races, No Throwout

1	14855	Hallagan/Pope	1	3	1	1	6
2	14418	Clay Murphy	3	1	2	3	9
3	14968	Byrne O'Brien	2	5	3	4	14
4	14713	Ed Seyerlein	6	4	5	2	17
5	14917	Malcolm Hendry	4	2	7	5	18
6	14465	Leslie Tuttle	5	6	4	6	21
7	14212	Jeff Shaw	7	7	6	8	28
8	14737	Joe Raite	dnf	dns	8	7	33
9	13933	Dick Ryczek	dnc	dnc	dnc	dnc	36

WRIGHTSVILLE REGATTA

Ron Wright

Carolina Yacht Club, Wrightsville

Beach NC, August 24-25

Carolina Yacht Club hosted the 2002 Wrightsville Beach SELD Lightning Regatta on August 23-25, 2002. As is always the case, Wrightsville delivered up some fantastic sailing and socializing. 2002 SELD district champion Pierce Barden posted three bullets on day one to mount a lead he easily defended on day two to win the regatta.

After a fantastic Friday evening social at the home of Jim and Connie Harris, 14 boats launched on Saturday morning and headed out in to the Atlantic Ocean to tame the sea breeze. The race committee laid out a windward-leeward course and racing began in light to moderate winds. Barden won race one followed by John Pelosi and Pete Mariott. By race two the wind was up and the swells were approaching 2-3 feet. It was fantastic racing with wild spinnaker runs in following seas. Barden won for the second time with Jim Harris and new world qualifier Bob Harkrider taking second and third. By the third race, a few boats bailed out on flying chutes. The Atlantic claimed its second victim of the regatta as Theresa Kramer was de-masted, broached, and retired from the competition (the first victim was an unidentified skipper who fell off his boat between race 2 and 3!). Barden won for the third time.

Saturday evening, all were treated to a great party at CYC. Dr. Stuart Walker spoke briefly about the role mistakes play in a regatta. He was entertaining and informative. All enjoyed a Southern meal of bar-b-



Ron Wright, Christianne Cormier, and Jason Bell on a run at Wrightsville Beach.

que and fried chicken. Later, mother nature entertained with a fantastic lightning storm - how appropriate!

Sunday morning at 9 AM we headed back out for a 10 o'clock start. The first race was a tactical hunt for wind as it was too early for sea breeze. Dramatic lead changes occurred often all over the course as the fleet split into thirds with one third going right, one third going left, and one third going up the middle. The committee signaled a shortened race and the right side paid off as Jim Harris fought off a challenge by Wayne Ingersol to win the race. The left side took the bone and had to be called in without a finish.

The sea breeze began to fill in lightly and race two was sailed in light but consistent winds. John Sawyer took first, with Barden and

Harkrider coming in second and third.

The trip back to the harbor was a colorful parade of Lightning spinnakers that must have been a beautiful site from the shoreline. We were all able to run through the jetties and gibe up the channel to CYC.

At the awards ceremony all were treated to triplicate sets of pictures for skippers and crew. Pierce Barden won the regatta hands down. Jim Harris was second followed by Bob Harkrider, Steve Johnston, and John Pelosi.

A fantastic regatta. Thanks CYC.

Photo below: John Sawyer, Wayne Ingersol, Ed Michels, and Ron Wright on a beat at Wrightsville Beach. ●

15 Boats, 5 Races, No Throwout

1	14941	Barden	1	1	1	3	2	8
2	14701	Harris	6	2	4	1	4	17
3	14532	Harkrider	5	3	3	16 dnf	3	30
4	14622	Johnston	9	4	5	5	8	31
5	14932	Pelosi	2	6	6	8	10	32
6	14318	Sawyer	7	7	2	16 dnf	1	33
7	13957	Marriott	3	11	8	7	5	34
8	11771	Sloger	4	9	11	4	6	34
9	14950	Michels	10	10	7	6	9	42
10	14695	Waldkirch	8	5	16 dns	9	7	45
11	13941	Ingersol	13	13	10	2	12	50
12	14620	Wright	12	12	9	10	11	54
13	14550	Kramer	11	8	16 dnf	16 dnc	16 dnc	67
14	13848	Bridgers	16 dnf	16 dnc	16 dnc	16 dnf	13	77
15	14356	King	16 dnc	16 dnc	16 dnc	16 dnc	16 dnc	80



REGATTA RESULTS

5TH ANNUAL BRIAN HUGHES MEMORIAL LIGHTNING REGATTA

Fleet 121 & The American Yacht Club, Newburyport, MA, August 24-25,
14 Boats, 5 Races, No Throwout

1	15058	Bill Fastiggi	3	2	2	5	1	13
2	15069	Joel Humphrey	1	1	1	4	8	15
3	14972	Pat Zachary	4	3	3	1	5	16
4	14189	Mark Dieselman	7	4	5	8	2	26
5	15056	Ray Harrington	8	5	6	2	6	27
6	14310	Robert Cutting	2	10	raf	3	4	34
7	14384	Pat Gallagher	6	9	8	9	3	35
8	14481	Scott McBurney	9	6	4	10	7	36
9	11416	Heather Rowe	5	7	9	6	10	37
10	14275	John Hughes	10	8	7	7	9	41
11	14478	Jen Stone	12	11	10	12	12	57
12	13517	Sean Fagan	11	12	11	11	13	58
13	14884	Bobbie Neumyer	13	13	12	13	11	62
14	13249	Anton Becker	14	14	13	14	14	69

ATWOOD HARVEST REGATTA

Atwood Lake Yacht Club, 4 Boats, 3 Races

1	Kurt Andrews	Leatherlips	1	4	1	6
2	Dave Gall	Atwood	3	2	2	7
3	Jim Stone	Mansfield	2	3	3	8
4	Dan Hertzner	Letherlips	DSQ	1	DSQ	11

2002 U.S. TRIALS REGATTA FOR 2003 PAN AMERICAN GAMES

Metedeconk River Yacht Club, Brick NJ, September 23-26, 12 Boats, 6 Races, 1 Throwout

1	14589	Brian Taboada, Ryan Dunn, Theresa Colantuono	3	2	4	1	RAFx	4	14
2	14881	Phil Grotheer, Dan Rabin, Geoff Becker	8	1	9x	3	2	2	16
3	15125	Jody Swanson, Cory Sertl, Ernie Dieball	4	5	6	2	1	DNFx	18
4	15093	Thomas Allen, Jr., John Humphrey, Bill Pictor	1	6	2	6	4	7x	19
5	14924	Allan Terhune, Katie Terhune, Matt Smith	2	7	1	10x	9	3	22
6	14849	David Starck, Jody Lutz, Wade Schon	5	4	8x	7	3	5	24
7	15058	Bill Fastiggi, Sean Fidler, Carrie Howe	7	9x	7	5	5	9	33
8	15075	Rob Ruhlman, Abby Ruhlman, Maegan Ruhlman	9	3	10	12x	8	6	36
9	14640	Don Brush, Kate Brush, Bill Shore	10	8	3	9	7	11x	37
10	14905	David P. Gorman, Mark Bryant, Robert Ramirez	12x	12	5	8	6	8	39
11	14786	Jon Schwartz, Paul Krzenski, Keith Taboada	6	10	11x	4	10	10	40
12	15069	Joel Humphrey, Mark Allen, Molly Hopkins	11	11	12x	11	11	1	45

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October/November 2002

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