

Lightning eflashes

Newsletter from the International Lightning Class Association

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President's Column

Paco Solá



As this goes to press the 2003 South American Championship is under way in beautiful Lake Tomine in Colombia. We expect to have a nice attendance and I'm sure the organizers will have prepared enough parties for each racing day.

The week right after the SAs,

Salinas Yacht Club will be hosting the Pacific Cup Regatta which we hope will turn out to be an annual event especially for junior sailors. Already we expect teams from USA, Colombia, Peru and Chile (and of course Ecuador). If we pull it off we may have a regatta to go in between Youth Worlds years to keep the attention of the younger generations. John Atkins, VP for Youth Worlds, will attend and I hope we will have more than enough time to discuss ideas to further promote junior sailing.

I am happy to report that we finally published the Notice of Race for the Miami Worlds which you will find in this issue. The Worlds are going to be a blast! I know that USA will fill their quota so I encourage each Lightning sailing country to fill theirs. There will be enough competitive charter boats for all. This is an opportunity that we should not miss.

We have set up a section on the website for a column in which I plan to keep you updated of the projects we are working while you put your boats to hibernate. So check in frequently, I plan to post a message every other week.

One project we have just started promises to make our Class office much more efficient. We are developing an online database that will allow any of us to search for information related to boats and members in any way we want it by integrating all information that right now resides in many places. It will be a great tool for officers, District Commodores, Fleet Captains and secretaries.

I also expect to have the new Lightning video ready for Christmas (Rick don't kill me for putting you on the spot!) so reserve your copy today.

Thought I'd give you a break from the long column I wrote last time so this is all I have to say for now. Please check the website regularly for updates, support our advertisers and send in your yearbook reports and pictures, you are late!

Paco Solá President@lightningclass.org ●

OFFICIAL NOTICES

ALL DUES ARE DUE IN JANUARY!

Remember that the dues calendar now runs from January to January, so everyone should pay up NOW! Your membership will run through January 2004.

WINTER MEETINGS

The Midwinter Meeting required by the Constitution and traditionally held during the Southern Circuit in St. Petersburg will be combined with the Annual Meeting to be held during the World Championship in Miami. A Governing Board Meeting will also be held during the Worlds in Miami. A Special Meeting for the purpose of an information exchange with the membership will be held during the Southern Circuit Regatta in St. Petersburg.

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.



IN MEMORIAM DIETER DYCK

Paco Solá

Dieter Dyck passed away November 11 at home in Quito, Ecuador. Our sympathies go to his family, especially his wife Ute and his sons Lars and Olaf.

Dieter has been involved in the Lightning Class forever. He was a great sailor who loved the boat and kept competition at the highest level in his fleet 447 in Lago San Pablo and in any competition where he participated.

I respected Dieter during my junior years because I usually saw him racing against my father and they were both excellent sailors who always had a tough time beating each other. But I got to know him much more when I had the opportunity to crew for him at the 1987 Worlds in Cartagena, where we learned that we had both gone there as tourists and we found a boat that nobody was going to sail. Even though the boat felt like it was close to 800 lb. and we didn't look particularly fast, Dieter was determined to sail competitively while at the same time remembering that we were there to have fun.

When he retired from sailing his sons Olaf and Lars took over, both are very active, enthusiastic and excellent sailors in their own rights.

Dieter will be missed dearly in our sailing community. ●

INDEX

President's Column	page 1
Official Notices	page 1
In Memoriam	page 2
Yearbook Update	page 2
Video Announcement	page 2
Historian's Column	page 3
Youth Sailing	page 4
Compass 201	page 6
Adventures in Wooden Boating	
<i>Get Real!</i>	pages 10-11
Tiller Extensions	page 11
Calendar of Regattas	pages 12-17
<i>Southern Circuit Notice</i>	page 13
<i>Worlds in Miami</i>	page 14
<i>Notice of Race Worlds</i>	pages 16-17
Boat Ownership Changes	page 17
REGATTA REPORTS	pages 18-22
Whitecap at Pontiac	page 18
Skaneateles One Day	page 19
Red Flannels Letter	page 20
Happy Wandering Moose	page 21
JYC Hospitality	page 22
Classifieds	page 23
Membership Application	page 24

YEARBOOK REPORTS DUE NOW!

Paco Sola, Yearbook Editor

Work on the 2003 Yearbook is well under way and our plans are to have it in the mail by March. Our plans are ambitious and include a thorough redesign of the Yearbook as we know it. Layout will be nicer and easier to look at. We'll try to have bigger and better pictures to go along with the best articles. Lots of information will be deleted altogether and stored in the website for easier updating and retrieval, etc.

But the yearbook is a collective effort and we cannot put it together without your help, so we ask all Fleet Secretaries and District Commodore to send in their reports and pictures and to send an updated fleet roster (please use the 2002 yearbook as reference). We would prefer reports to be half-page long. Word documents, including a picture (3.25 inches wide, grayscale tiff 300 dpi is best) and roster. It is not too much space but we need to have enough for all to show off.

Please send your files via email to office@lightningclass.org

Or snail mail:

Karen Johnson, Executive Secretary
International Lightning Class Association
P.O. Box 10747
Murfreesboro TN 37129 USA

From Karen Park

President Paco Sola has generously offered to take over the responsibilities of the next yearbook. I, happily, accepted his offer. He feels confident that he will have it out by March. I felt there was no possible way for me to be ready to go to the printer in mid-January.

Paco has a design staff he is working with. They are able to make substantial changes that are beyond my capabilities (personally and computer wise).

I wish him luck.

Karen Park No Longer Yearbook Editor

The new and improved Lightning Training Video will be available for the holiday season!

This video contains actual on the water audio and video from North American Champions Greg Fisher and Andy Horton. This is a play by play video, showing correct techniques for tacking, gybing, crew communication, spinnaker hoists and take-downs, plus much, much more. Send \$24.99 plus \$4.99 shipping/handling to:

Lightning Training Video
c/o Above & Beyond Productions
8006 Dale Avenue
St. Louis, MO 63117

Please include a check or money order to: Above & Beyond Productions, Inc.

Above & Beyond is owned by Lightning skipper and crew, Rick Bernstein. Rick has donated much of his time and effort and video expertise to producing this project. Rick is a former North American Champion, Runner-Up World Champion, Canadian Champion and multiple District Champion. Profits from the video go directly to the International Lightning Class Association.

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From the Historian

Mary Huntsman

Lightning One:

Sandy and I spent a couple of hours at Mystic Seaport last week with the Curator for Small Boat Administration. We saw Lightning One where it is being stored in the Mill Building (Watercraft Hall) across the street from the Museum. This building is being prettied up to be able to display boats, among them the Lightning. The ceiling is 26' high but as we have done at boat shows we will tilt the boat slightly in order to show her with the mast up. At present all the sailboats in the small boat building on the grounds of the museum are not shown with their masts up. The Mill building will be finished fully as soon as enough money is collected to do so. At this point the building needs a 9 million dollar donation to finish it the way they would like – ANY ONE UP FOR THAT? They will call it "Lottery" Hall but I have not won that yet. In the meantime they are just painting a large section for casual display. The building will also serve as a resource center for all the records they have been accumulating and other storage for the museum grounds.

We went over the things that we will have to display and what records will be kept where. We plan to have maybe four trophies that have been retired; we have the original ACC trophy and maybe one of us can get Bob Seidelmann to give up one of the Southern Circuit trophies that he has; maybe a North American Trophy would be nice – to my knowledge none of these have been retired; we will also get some half models through the years.

Dave Peck is setting the schedule for the WJM at Niantic this summer and will have a Mystic evening planned for the presentation and reception at Mystic on the 13th. Those families who are there who wish to tour the museum earlier that day will be welcome.

As we come to the end of the year, if you find you have some extra dollars to contribute to Number One, please do! We are over half way there!



Historical Records:

Eventually all of our historical records will be kept on the web. The office and a few others will have access to this and in the future as technology changes we can continue to keep this updated.

If you are a long time member or you know someone who is – please check out what someone may have and send it to me. I keep a pile that I scan when I have a few minutes and will then store all this on CDs.

Is there anyone who can and would scan one whole yearbook? Just one.

I want to put these together ads and all into the records. Pick a year and let me know. I will do the little old ones this winter - the big ones start in 1947. Again I will be storing them on CDs.

Other Historical Stuff:

We are compiling a record of Trophies – Karen will give me the major ones (World, NA, SA and European Champions with the year and Club/Fleet) - but it would be nice to have our District Championships and major regattas recorded also. Whoever is the current Champion, please copy the names on the trophy, years and fleets, the deed of gift and history if you have it, and take a picture – digital is fine and send it to Historian@lightningclass.org

A reminder to everyone when sending in pictures or any information to the office, a yearbook editor, web, or me: please put the name(s) of the folk(s) in the photo, date, venue and occasion, and references to anyone who writes text. We can't keep stuff unless it is identified.

Thanks to all those who have sent us info. Remember, you can send digital photos either to me or to Mark to perhaps use on the web.

Happy holidays to all!

Mary

historian@lightningclass.org ●

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YOUTH WORLDS & YOUTH SAILING

John Atkins

VP Youth World Championships

Let me introduce myself for those of you who I have not had the pleasure of meeting. I bought my first and only Lightning, 14397, in 1991 so my son could sail as a junior. Over the next 6 years we did a lot of traveling to regattas and Junior North American Championships in hopes of qualifying for a Youth World Championship. In 1996 he qualified and sailed in the Youth World Championship in Metedeconk River. Over those years, I came to appreciate what a great class we were part of and how much the class has to offer to our sons and daughters as they mature. After he aged out, I have continued to support junior sailing through hosting clinics and loaning my boat to junior crews. When the opportunity to host the 2002 Youth World Championship arose, I pushed for our club to host this great event. The rest is now history, but this event would have never come off without the tremendous

support of you, the members of the Lightning Class. Both monetary contributions and the volunteerism made this event. From this it is very apparent that the support for youth sailing is there, we just need generate the motivation to get more youth involved.

As your VP of Youth World Championships I hope to raise the level of participation in the Youth World Championships but not without your help. As Paco has stated, the future of this class lies with getting more youth involved and keeping them involved. The Copa del Pacifico this December hosted by the Salinas Yacht Club is a great start. Here is an opportunity for our youth to participate in an international regatta at a very reasonable cost – get your team to Guayaquil and the rest is covered. If you haven't heard about this event then you haven't been looking at the ILCA Website. If you have then you should be giving this opportunity some serious consideration.

Although the 2004 Youth Worlds is almost 2 years off, now is the time to start building the interest in sailing in this event. The Championship will be held in South America with the site selection to be announced at the membership meeting in St. Pete. Now is the time to look within both your Fleet and your District for youth sailors and start encouraging them to participate, coach them and do whatever it takes to get and hold their interest. The Flashes will continue to promote this event in future issues, as we did prior to the past Youth Worlds.

Sailing is only a part of the Youth Worlds and youth sailing in general. Thomas Sumner captured the most important part of these events in his article on the 2002 Youth World Championship when he wrote: "I would like to thank everyone who helped make this such a memorable event in which friendship and experience meant much more than results." ●

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St Petersburg	1,2,3,4,5,6,7*,8,10

*partial inventory

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NORTH SAILS

COMPASS 201

Compass 201 or know how to hold them

Mark Bryant

Review of Compass 101, which I know you all read and understand. Starboard tack equals high numbers is good; Port is low numbers good. Oh, "good" numbers means you are lifted. Then remember that this all turns around downwind: "good" numbers are "bad" - downwind you will sail on headers. This confused me for years until I learned that the center or rhumbline of the course is "good". Go figure.

Prerace calculations are the very key to your starting sequence (along with previous Starting article). All the numbers you receive by going head to wind on the way to the race course are valuable. These numbers give you an indication to what the wind and pressure may do for the day. If you are sailing with the spinnaker up, then sail a designated compass course and see how often the pole needs to go forward or aft. This is excellent practice for the helmsperson and the teammate on the spinnaker. It's difficult to sail a Lightning or any boat on a perfectly straight line. Team physical movement and placement is difficult, but great practice. Years ago I turned my watch off because the beeping irritated me. Now I coach you to leave it on to bring the awareness of BEEP. BEEP is Brains, Eyes, Ears and remember to be Physical. On your travel to the starting line have your watches on and think every time they go off. Just a thought.

Start. What end is favored? This is required for current accurate information. Why not the compass? It doesn't lie. When a bunch of boats



start together the wind and compass are never accurate. "Accurate" at the start or shortly after the start don't count a couple minutes later. Why do I care? When my team's observation is leeward end favored by 5 degrees, I know shortly that it'll be a square or even line. When they say weather end by 5 degrees, I know it's trouble and I need to separate from the group really fast. Get the picture? Maybe I should draw one. (Next Article - Pics!)

Fast tack compass numbers. In the past I've heard great sailors say I tack on 3 degree changes. They probably do in some cases. Fast tack or least resistant to wave action are normally an easy tack to sail high. Sailing high or closer to the wind is a fast tack. This tack is always the easiest to sail and on a square course usually the first to take, this tack should be accompanied by a reasonable compass reading. When for example our STARboard or HIGHer number is present, and the wave action allows (Fast Tack) we wish to sail starboard. Because we can narrow the compass zone 4-8 degrees or numbers with ease. Basically the compass after separation becomes

honest. At this point we sail closer to the center of the course, that's a good thing.

Slow tack compass numbers. This is maybe the most difficult sailing we will ever attempt. A slow tack is usually the favored tack with adverse wave action. You're pounding. In a Lightning this is where the huge separation occurs - the good get very good and the bad are shot out the back end. Let's try to solve this problem here. The sailors that are really good eat this condition up because of their experience and practice. Very few, maybe one or two sailors, have come into the Lightning class and achieved any success with the favored slow tack approach. **WIDEN YOUR ANGLES OF ATTACK.** Find a comfortable zone to sail as fast as possible and as close to your fast compass reading. This is the really tough part of sailing and the Lightning is the toughest. Finding a compass zone of 4-8 degrees is only possible when two are hiking. Under two hiking or less is really tough, there are times that 10-15 degrees will come in and your tacking angle is 105 degrees. Make the adjustment early and stick with your game plan.

Angles with predictions may sound a little odd; however, as you sailed out to the coarse you found wind variances. Then as you sailed upwind and continually checked the starting line there was more input to the wind and starting line. The only way to achieve accurate compass readings is to be repetitious. Do the same over and over; the results will be better starting, first shift accomplishment and a better finish.

Results and thoughts. Repetition to Perfection is what Paul Elvstrom preaches. I never argue with legends. In addition to Mr. Elvstrom's thoughts, use all your tools and succeed. The compass is one of a hundred tools available and at times it is critical.

Know when to throw the compass away and sail against pressure and competition. Compass 301 and sailing with consistency are the next articles. Please contact me with any questions about sailing. I will be back from the Copa de Pacifico (the youth sailing event in Salinas Ecuador) and Olympic training when this is published. **SEE YOU ON RACE DAY.**

Mark Bryant can be contacted at mark@usacoachwon.com or www.usacoachwon.com ●

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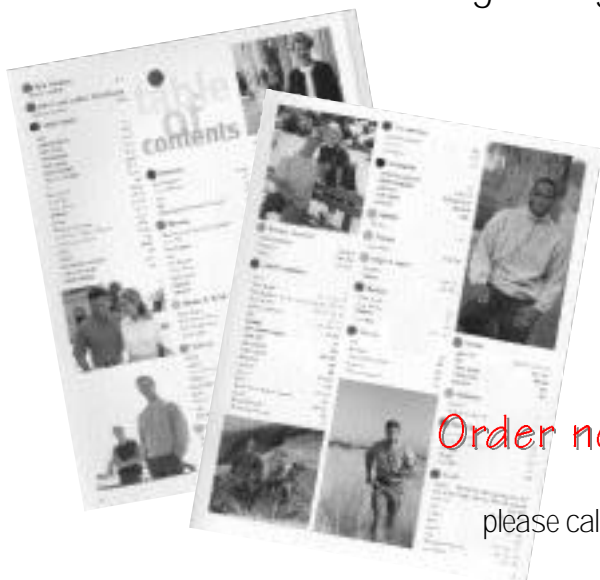
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If it wasn't for Lightnings...

...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.

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

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Super Max
(inside mount)

B.

New Large
(outside mount)



E.

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

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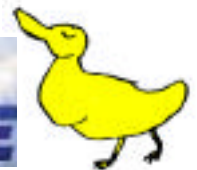


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GETTING REAL Adventures in Wooden Boating

Joel Thurtell

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I find this absolutely unbelievable.

Wonder what you think.

Some guy out west built a wooden Lightning.

He hasn't even sailed it, and yet he's asking \$5,500 for it.

Can you imagine? Fifty-five hundred big ones for a WOODIE?

What gall.

I wouldn't spend any more ink or pixels on it, except that I think these hucksters need to be put in their place once and for all.

Some comeuppance is due here, don't you agree?

Here's the story, and see what you think about the utter crassness of a guy who could find a partially-built hull and what amounts to a kit of parts, assemble it and then put a humongous pricetag on it in the full expectation that one of P.T. Barnum's finest suckers would plunk down that kind of money for — I repeat — a godforsaken wood-hulled boat which even has a wooden mast.

And the mast is not even regulation, either.

I mean, talk about brazen flouting of the rules.

This mast mounts on the deck, not on the keelson. So what if it's easier to raise than a standard through-deck mast? That just doesn't compute in dollars and cents.

But I'm so irked at this blatant attempt at exploitation that I'm leaping ahead of my story.

Let's back up a minute to the issue of that pricetag. Really, a wooden boat could not possibly command \$5,500. It's wood, you know?

How could he possibly dream a wooden boat had that kind of value?



Now, a REAL Lightning is made of plastic reinforced with fiberglass, and I have no problem with a freshly-minted plastic boat priced at \$18,000 or \$19,000.

After all, plastic is the modern building material. It's what everyone is driving these days.

And for good reason. Plastic has so many advantages over wood that I'd be silly if I listed them.

But I might as well be silly for a moment.

Plastic is preferred over wood because... Let's see. Hmmm.

Oh, yes, it's easier to maintain. It doesn't rot like wood.

Oh, I know, nowadays you can encapsulate wood in epoxy — plastic — so it doesn't rot, either.

But if that were an advantage, don't you think the Lightning manufacturers would have figured it out and converted to plastic-encapsulated wood instead of all-plastic boats?

You say it's possible the manufacturers have too much invested in their fiberglass molds and jigs to junk them and start out fresh making wood boats?

Or that they've so oversold buyers on plastic that they can't budge them back to wood?

Sounds like special pleading to me.

Plastic is here to stay, folks. Face it.

And another thing that irks me: I think those few wooden boats that still lurk on the edges of our Lightning fleets ought to be banned from the clubs. Or at least they should be forbidden to sail within 100 feet of a plastic boat.

Why? Come on, you know why.

They're dangerous, that's why.

Ever see a plastic boat after it collided with a woodie?

Right, and you don't want to see it, either.

The woodies have so much structural integrity what with all those oak or mahogany frames and thick cedar planking that they can literally run a glass boat through like a rapier through a swordsman's ungarded gut.

Kiss your glass good-bye.

All the resin in the Gougeon Brothers' tanks won't fix a glassy that's been truly clobbered by a woodie.

Since glass boats are dominant, at least in numbers, they deserve to be protected.

So let's run those woodies right out of our fleets.

But I digress.

I mean, really, when you think of the price of a new glass boat, nearly 20 grand, the temerity of this guy in

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continued next page

Arizona trying to charge \$5,500 for a boat that he hasn't even put in the water is just plain mind-boggling.

I mean, not to even launch the boat is ridiculous. Who does a thing like that?

Nickels and Allen test-sail their boats -- every one of them -- before they sell them, don't they?

Huh?

And don't we expect any new car we fork over \$25,000 for has been tested by factory workers who have diligently put a few hundred miles on the vehicle to ensure that it runs well and safely?

So for this guy to forego test-sailing his boat is the height of arrogance.

And I don't care, either, that he ordered a new stainless steel center-board from Nickels Boat Works. With shipping, he must have paid more than a grand for the board alone. Well, he can eat that cost as well as that super-heavy-duty trailer with the 8-foot tongue, 2-inch ball socket, 15-inch tires and spare with a waterproof plywood cover.

Perfume on the pig, folks!

That the owner's throwing in a 2-horsepower outboard motor, covers for hull, mast and rudder and that he cold-molded the seats seems like frills meant to dazzle the buyer and divert attention from his outrageous price.

Brazenly, this guy thought he'd mesmerize buyers by gluing carved lightning strikes into the deck planks. That's right, inlaid lightning bolts where the deck should appear plain. Who ever heard of such a thing? We expect out Lightnings to look alike. One boat should not differ an iota from another, yet here is this "Slo-Mo-Shon," Lightning # 2477, bending

every rule almost to the breaking point.

I don't care if the lightning bolts are pretty, this is just over the top. Not done. Period.

Don't tell me his price accounts for hundreds of hours of labor he lovingly put into completing a project begun by a boat builder who died far short of completing his project. I'm not buying that carpet. Just because the mainstream boat manufacturers build their labor costs into that nearly 20-k price doesn't mean some guy busting his buns in a private garage can get away with it.

I'm going to put this guy in his place. His name is Bill Campbell of 1453 East Fir St., Cottonwood, AZ and his phone number is 928-639-1441. I'm going to call this guy up and make a generous offer.

Forget that stainless board and the tilting mast. Forget the neat trailer and the cold-molded seats. He can tape over those lightning bolts on the deck for all I care.

Of that \$5,500 price, I figure at least five grand is just for show. Pure fluff.

I'm going to start the bidding at \$500.

A generous offer, don't you think?

What's that?

WoodenBoat Magazine charged \$14,000 for their wooden Lightning?

Ah, well, er.

Hey, that's the exception that bends the rule, right?

Joel Thurtell can be reached at 11803 Priscilla Lane, Plymouth MI 48170 or at finder@radiofinder.com or 734/453-8303 ●

Editor's Note: I hope you all realize that Joel has his tongue firmly planted in cheek! Slo-Mo-Shon is truly an elegant yacht!

HOW IMPORTANT IS A GOOD TILLER EXTENSION?

Greg Fisher



Here's a piece of equipment that has really helped my game, and I felt it worth writing about.

To some, a tiller extension is just a tiller extension. But to me, it is a integral part of my boat. After all, it is the link to the steering - and how important is that!

I've been using JCD's tiller extensions for a few years now on my J22, Lightning, Flying Scot and Thistle, just to name a few. One of the aspects about their tiller extensions that really works for me, is the JCD Universal. It gives a smooth rotation with no play - even under load. I can perform maneuvers, that would normally be too stressful with the common urethane joint - especially in a big breeze. Ultimately, I have the confidence it's not going to break - and that's important in the heat of battle!

Another thing is the carbon/kevlar stick itself, and the new ridged handle. It's light and stiff, and the handle allows me to maintain a more relaxed grip, and still have a secure, locked-in feeling. I can really feel and sense the helm, which is especially helpful in the lighter breeze.

The package as a whole is second to none. The smoothness and control culminates in a refined, more responsive feeling. Bottom line? It makes my boat feel great... and that's got to be fast!

Sincerely, Greg

You can reach JCD at (203-255-5388) in Connecticut, or visit the JCD website at www.jcdcustomraceparts.com ●

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MORE SLO-MO-SHON PHOTOS

Builder Bill Campbell and his wife Louise can raise the tabernaced mast on *Slo-Mo-Shon* with little strain. Here they pose before getting her ready.



Closer look at tabernacle. You can also see the Lightning bolt inlaid on the deck as well as the plugged countersunk screw holes.

View aft and motor



View forward, stripped of gear.

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

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 of 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

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and the Orange Bowl Committee

Downloadable NOR and entry form available at:

http://www.hannau.com/lightningfleet226/orangebowl/OB_Regatta.html

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.

Contact

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Allow enough time for printing the labels and mailing them to you.

Please note that this service is provided only to those groups who have a legitimate interest in the Lightning Class.

We do not rent or sell our mailing list to outside interests.

NOTICE OF SERIES – SOUTHERN CIRCUIT 2003

REGATTAS

The Lightning Southern Circuit consists of three regattas endorsed by the ILCA, the Deep South Regatta at the Savannah Yacht Club, Savannah, GA, March 8 & 9, the Miami Midwinter Regatta at the Coral Reef Yacht Club, Coral Gables, FL, March 11 & 12 and the Winter Championship at the St. Petersburg Yacht Club, St. Petersburg, FL, March 14-16. See the Notice of Race for each regatta.

SKIPPER & CREWS

Skippers and crews must be in good standing with the ILCA. Co-skippers are permitted from regatta to regatta provided each helmsman (co-skipper) is aboard the boat in each of the three regattas. Co-skippers must be recorded with the Southern Circuit Committee prior to the first race of the circuit.

MEASUREMENT

All measurement rules will be enforced and Measurement Certificates must be available for inspection. All skippers will have the option of having their boats weighed Thursday prior to going into the water at St. Petersburg. A person designated by the ILCA Measurement Committee will be on hand to weigh and record boat weight,

The first five finishers in the Midwinter Championship at St. Petersburg may be weighed immediately after the last race. Any boat not meeting weight requirements will be disqualified from the regatta and the Circuit. This procedure will be waived if the boat was weighed in accordance with the above option and met weight requirements at that time.

All boats must have some type of floatation to help keep the boat afloat after capsize.

SAILS

All boats must have the same number on their mains and spinnakers in accordance with ILCA Specifications. Unidentifiable boats will not be scored.

If a damaged sail is replaced with a sail that does not have the same number as that used at registration, a 12" high "X" must be affixed adjacent the new number and the Race Committee advised in writing.

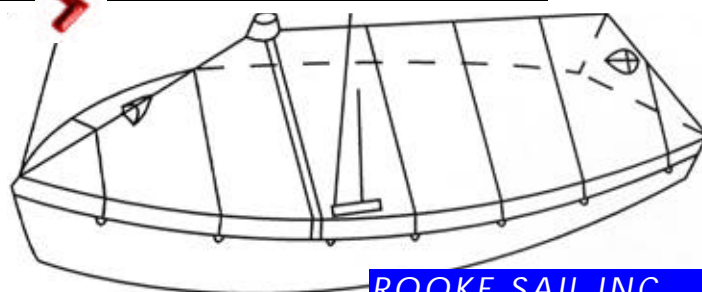
SCORING

Overall Southern Circuit scoring will be based on the total score of 3 races in Savannah, 5 races in Miami, and 5 races in St. Petersburg excluding each boat's worst race. In case one or more races are abandoned or not sailed each boat's worst race will still be excluded.

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Rudder Cover:	\$65

NOTICE OF RACE

Lightning World Championships

Biscayne Bay and Coral Reef Yacht Clubs

Miami, Florida USA

April 10-19, 2003

1. **Organizing Authority:** The Lightning World Championship Regatta is organized by the International Lightning Class Association (ILCA) in conjunction with Coral Reef Yacht Club and Biscayne Bay Yacht Club, and has been sanctioned in accordance with the By-Laws of the ILCA.

2. **Rules:** The Regatta will be governed by the "rules" as defined in the Racing Rules of Sailing (RRS), and the Rules Governing All Lightning Class World Championships (Class Rules)

3. **Advertising:** The Regatta is designated Category C, except with no advertising on sails or spars other than makers' marks, as provided in the Class Rules.

4. **Eligibility and Entry:** The Regatta is open to boats and crews as described in Article V and VI of the Class Rules. Eligible boats shall register in advance by completing the registration form and sending it with the fee of US \$500.00 to:

International Lightning Class Association
P.O. Box 10747
Murfreesboro, TN 37129 USA

The closing date for registration is February 28, 2003. A late entry fee of US \$575.00 will apply to entries accepted after that date.

Entry forms are available at the I.L.C.A. web site or can alternatively be obtained from the I.L.C.A. office or the Organizing Committee.

5. Schedule of Events:

April 10-12	1000 hours – 1600 hours	Measurement and on-site registration
April 12	1300 hours	Warning Signal, Practice race
	1800 hours	Opening Ceremonies
April 13	1100 hours	Warning Signal, for Race 1 (up to 3 races)
April 14	1100 hours	Warning Signal for 1st race of day (up to 3 races)
April 15	Lay Day	
April 16	1100 hours	Warning Signal for 1st race of day (up to 3 races)
April 17	1100 hours	Warning Signal for 1st race of day (up to 3 races)
April 18	1000 hours	Warning Signal for 1st race of day (up to 3 races)
	1830 hours	Closing Ceremonies
April 19	1100 hours	Warning Signal, any make-up races, if necessary.

The Race Committee may adjust the racing schedule to suit weather conditions.

6. **Sailing Instructions:** The sailing instructions will be available at the time of measurement and will be posted on the Official Notice Board as well as the official website for the regatta at www.lightningworlds.org.

7. **Racing Area:** The sailing will be on Biscayne Bay, Miami, Florida, USA. A chart of the sailing area will be available to competitors at Coral Reef Yacht Club prior to the practice race.

8. **Measurement:** Each boat and crew must present, at the time of measurement, valid certificates as required by Class Rules, and specifications. Measurement will be conducted based on Class Rules, specifications, and interpretations. A maximum of five sails (1 main, 2 jibs, and 2 spinnakers) will be measured and approved for use in the Regatta. A boat measured for the International Master's Championship will be required to re-measure selected items, and is subject to complete re-measurement.

9. Alterations of Racing Rules:

RRS 42.3 (b) will be altered to read: On a free leg of the course, when surfing (rapidly accelerating down the leeward side of a wave) or planning is possible, the yacht's crew may, in order to initiate surfing or planning, 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 crewmember handling the sheet and the first block on the boom shall be used.

RRS 44.2 will be altered to contain the following additional provision: When an infringing yacht has her spinnaker drawing at the time of the infringement, drops it completely while taking her penalty and resets it and has it drawing after the penalty, the penalty is one full turn of 360° instead of two.

10. **Alteration of Class Rules:** Article VIII, paragraph 3, second sentence of the Class Rules will be altered to read:

A boat not finishing within thirty minutes after the first boat finishes will be scored "Did Not Finish".

11. **Number of Races and Scoring:** Nine races are scheduled. A minimum of three races must be completed to constitute a Regatta.

Scoring will be according to Article VIII, paragraphs 4 and 5, of the Class Rules. If the number of races completed are less than six, all races will be scored. If five races have been completed by the end of racing on April 18th, the Regatta will be terminated, and scored on the basis of the completed races.

12. **Support Boats:** Team Leaders, coaches, and other support personnel shall not go afloat in the Racing Area between the skippers meeting and the awards ceremony except in boats provided by the Organizing Authority. Individual competitors may not use a support boat at any time during the Regatta except as provided by the Organizing Authority. The penalty for failing to comply with this requirement may be the disqualification of all boats associated with the infringing support personnel.

13. Prizes: Perpetual Trophies

Prizes will be awarded to each skipper and crew placing first to sixth in the regatta. Daily firsts will be awarded.

14. **International Jury:** An International Jury will be appointed by the Organizing Authority in accordance with Appendix M.

15. Insurance and Damages:

A: The Organizing Committee does not assume any responsibility of any sort regarding the participants and boats in the Championship as stated in the Entry Form. Competitors should have their own insurance covering all risks during the event.

B: US SAILING prescription for RRS 68 shall apply. The rule follows:

68. Damages

The question of damages arising from a breach of any rule shall be governed by the prescriptions, if any, of the national authority.

US Sailing prescribes that:

- (a) A boat that retires from a race or accepts a penalty does not, by that action alone, admit liability for damages.
- (b) A protest committee shall find facts and make decisions only in compliance with the rules. No protest committee or US Sailing appeal authority shall adjudicate any claim for damages. Such a claim is subject to the jurisdiction of the courts.
- (c) A basic purpose of the rules is to prevent contact between boats. By participating in an event governed by the rules, a boat agrees that responsibility for damages arising from any breach of the rules shall be based on fault as determined by application of the rules, and that she shall not be governed by the legal doctrine of "assumption of risk" for monetary damages resulting from contact with other boats.

16. For further information, please contact:

International Lightning Class Association
P.O. Box 10747
Murfreesboro, TN 37129 USA
Phone (615) 89-FLASH (615-893-5274)
Fax: (615) 893-5205
email office@lightningclass.org
internet: http://www.lightningclass.org

Coral Reef Yacht Club
Bill Mauk
1 Grove Isle Drive
Miami, Florida 33133
Phone (786) 586-3133
email billmauk@msn.com
internet: http://www.lightningworlds.org

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!

BRAZIL	12657 James Semple, Rua Comendador Elias Zarzur 2330, 04736-003 Sao Paulo	462
CALIFORNIA	*280 Paul Marchand, 4771 Kah-Bel Trail, Kelseyville CA 95451	U
	467 Kjell Hagen, 2505 West 6th Street #1108, Los Angeles, CA 90057	U
	7313 Carl A Goy, 167 Blaisdell Way, Fremont, CA 94536	U
	13411 John J. Carr, 924 7th Street, Ramona CA 92065	U
CENTRAL ATLANTIC	15159 Michael Hnatt, 940 Greenhill Blvd, Toms River NJ 08753	34
CENTRAL NEW YORK	13082 Mike Reed	77
	15161 John Korkosz, 71 Baldwin Road, Scotia NY 12302	338
CONNECTICUT/RHODE ISLAND		
	4886 Francis S Sanzone, P.O. Box 219, Hopewell Hall, Wellsley Island NY 13640	U
DIXIE	*10201 Russell Chandler, 3907 High Street, Portsmouth VA 23707	U
	*10814 Drew Hudson, 1313 Florida Avenue NW, Washington DC 20009	50
	*11278 Mark Sanford, 109 S. Washington St. #1R, Havre de Grace MD 21078	192
ECUADOR	*11661 Santiago Aguirre, Almagro #1928 y Whimper, Quito	447
	*11928 Sebastian Herrera, Circunvalacion Sur #716 y Guayacanes, Guayaquil	405
FLORIDA	12612 Vaughn McIntire, 12527 Blazing Star Drive, Tampa FL 33626	502
INDIANA	12392 Dan Ramsey, 41 Oakwood Court, Brownsburg IN 46112	270
LAKE ERIE	*13458 Kenneth Hennig, 4495 Tonawanda Creek Road, Tonawanda NY 14120	47
METROPOLITAN	3861 Clark T Glenn Jr., 60 Lewisville Road, Lawrenceville NJ 08648	U
	6884 Andrew Fetchina, 211 West Grand Avenue, Rahway NJ 07065	U
	15093 Joan Hurban, 19 Scenic Vista Drive, New City NY 10956	75
MICHIGAN	*2345 Steven McCready, 290 Marion, Waterford MI 48328	U
	*4008 Terry LaVoy, 60145 Lester Lane, Colon MI 49040	U
	6687 Ken Westphal, 2238 Contour, Roscommon MI 48653	U
	15160 Thomas Ervin, 1945 Pineridge Court, Bloomfield Hills MI 48302	54
MIDWEST	7750 Christopher Schwartz, 1255 Morgan Drive, Hubertus WI 53033	U
MISSISSIPPI VALLEY	11673 William Benner, 1395 Central Parkway, Florissant MO 63031	U
NEW ENGLAND	7154 Gary D Griffith, 6 Evening Place, Kennebunkport ME 04046	U
	14679 George Lodge, 275 Hale Street, Beverly MA 01915	U
PACIFIC NORTHWEST	*8437 Kirby Stevens, 320 Denneboom Road, Coupeville, WA 98239	U
SOUTHEASTERN	15141 Henry & Avis Bridgers, 74 Poplar Lane, Pittsboro NC 27312	481
	15162 Camp Seagull, 218 Seagull Landing, Arapahoe NC 28510	U
US@LARGE	15158 David Spira, 900 Race Street, Denver CO 80206	488

2002 PONTIAC YACHT CLUB WHITECAP REGATTA

Eric Heller, PYC Fleet 54

Pontiac Yacht Club, Pontiac MI, September 7-8
After months of planning, it became evident the Friday before the 44th annual Whitecap that there just wasn't enough oven space at the club for baked potatoes and string bean bake. It also didn't help that the inner glass shattered in our three-month-old oven the week prior (oh, that Murphy!). With a phone call assist from my wife's cousin in CT who caters; red potatoes and a cold pea salad was now on tap. I finally made it to the club at 5pm - 5 hours later than planned and with my two year old daughter in tow, thinking that I would be no more than an hour at the club - including time to boil the potatoes so that I could leave them at the club. Man, it takes a long time to boil water in those big pots. 3-1/2 hours later I was heading back home with only half the potatoes done. (Thanks to Lisa Sutherland and Lauri Strauss for keeping an eye on Emily). I made it to the grocery store sometime around midnight to buy the peas and ended up finishing the potatoes and pea salad sometime around 3am. Of course that's when we found that our indoor cats had managed to get out through the garage door that Emily had left open earlier in the evening.

Saturday went more to plan, except the wind. At 2pm, Jon Bennett, John Garrison, and company had returned from scouting out the lake to see how well the thermal was filling in. They suggested postponing for another

1/2 hour. I took a quick look around at the 99 competitors who filled the clubhouse area and the 33 boats that had to be launched, and said, "nope, got to send them out." So with threats of tar and feathering if the race committee was wrong, off they went.

In the first race, Eric Brandt from Leatherlips (near Columbus Ohio) broke up a top eight PYC rout with a fourth. Jim Allen took 1st, John Garrison 2nd, Sean Fidler 3rd, Joel Humphrey 5th, Charlie Hess 6th, Dick Beaubien 7th, and Paul Sobotka 8th (Thomas LaBelle from Leland Yacht Club was 9th and Diana Fernando was 10th). The second race got even lighter. Sean Fidler found enough wind to end up in 1st, Ryan Flack finished 2nd, John Greenstreet found his way to 3rd, Colin Park representing St. Petersburg Yacht Club 4th, Thomas LaBelle 5th, Jim Allen 6th, Joel Humphrey 7th, Joe LaPalme with an excellent effort 8th, Charlie Hess 9th, and rounding out the top ten, David Nickels from Lake Fenton.

Memories of low winds quickly faded as the participants were treated to beer from Bo's Brewery and Bistro in Pontiac, MI. The annual door prize raffle followed on the tail end, with lots of excellent donations from Layline, Avon Sailboats, The Yachtsman, APS, West Marine, BoatU.S., Nickels, Allen Boats, North Sails, Boater's World, and Bob Mather's B&J Sailing. The PYC Board Members then put on their chef's hats (well maybe they were the baseball caps donated by local member Bob Gillette and American House) and grilled up their famous steak dinner.

I understood later that night why the tradition of racing go-karts after dinner had become an event of the past. Fortunately, those that attended wore t-shirts from other events. At one point, we were taking bets how many laps Clarence Johnson could make before getting the boot. No one was willing to bet greater than one, and needless to say we were all right. It was also entertaining to see a 16-year-old attendant yelling at one of our 40+-year-old competitors that he acted like he was 14.

Unfortunately go-karting was far more exciting than the wind conditions on Sunday. The wind never did come up (a far cry from the 20+ winds the year prior). For the second year in a row, Sean Fidler ended up the overall winner. Jim Allen finished 2nd, Joel Humphrey 3rd, Ryan Flack 4th, Thomas LaBelle 5th, Charlie Hess 6th, John Garrison 7th, Colin Park 8th, Eric Brandt 9th, and Diana Fernando 10th.

We hope to see everyone back at PYC next year. Same time (2nd weekend in September), same station (as the slogan on the t-shirts said, "Who says Lightnings don't strike the same place twice?") I'll just be glad that it'll be some one else's turn to run the show!

Results on-line ●

Editor's Note: Results are available on the Class website: www.lightningclass.org
Recent regattas will be featured on the "Front Page" of the website, but all results are available through the "Results" section.

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SKANEATELES 1-DAY

Mark Sertl

Skaneateles Country Club, Skaneateles NY, September 8
September 8th marked the fourth annual one-day regatta hosted at the Skaneateles Country Club, home of Fleet #1. Over twenty Lightnings from Maryland, Connecticut and New York got together on a beautiful fall day. The County Club provided a great lunch consisting of chili and soup and sent the fleet out on to the clear and warm waters of Skaneateles Lake.

The wind was not quite as accommodating, with the velocity being slightly above that of a whisper for the start of the first race. The long windward leeward course, combined with extremely variable winds, made for significant position changes. Dick Hallagan, Clay Murphy and Mark Sertl rounded the first weather mark ahead of the rest of the fleet. By the time the leeward leg was over, Murphy and Sertl had passed Hallagan.

The race committee allowed everybody to go for a nice swim before the start of the second race. The second race featured a little more breeze, but from a few different directions. Bob Wardwell went from first to third to first to sixth. Sertl went from third to first to fifteenth to finish first. Mark Fleckenstein, a new Lightning owner during 2002, finished second with Hallagan finishing third.

There was just enough of a zephyr to get off a third race. The race committee had shortened the legs at this point and as happens so frequently, the breeze picked up. The race was over in what seemed like was less time than the starting sequence. Sertl again was first, followed by Jack Jones and Murphy. The overall results had Sertl winning the regatta with the crew of his wife, Cory, 8-year old daughter Katja and 6-year son Nicholas. Clay Murphy was second and Dick Hallagan was third.

When Nicholas Sertl, 6, was asked about the keys to success, he said "It was important to sail the lifted tack towards the velocity, we made it a point to try to stay ahead and to leeward of our competitors sailing back towards the middle of the course and to avoid the lay lines." Katja Sertl, 8, also had the following comment "Smooth crew work is very important in light air. We worked hard on moving slowly when setting and dousing the spinaker and worked hard to keep a consistent angle of heel while going upwind to make it easier for my dad to steer the boat."

The Skaneateles Country Club did a great job in running the regatta during 2002. Please make a point of seeing whether you can fit this one-day event into your schedule next fall.

Results on-line ●



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2002 RED FLANNELS RECAP

Chicago Corinthian Yacht Club, Chicago IL,
September 21-22

A letter to last year's champ

Dear Team Dieball,

I know as I write this that you and Laurie are the proud parents of the lovely Miss Meghan Dieball. I just wanted to tell you how much everyone missed you last weekend at the regatta. Having a first child is maybe the only acceptable reason for not trying to defend your title. Thanks for the picture. We're so happy for you two and we hope that next year all three of you show up for the **Red Flannels**. We'll have an early first birthday party for Meghan. Here's a little of what you missed.

The Chicago Corinthian Yacht Club and Lightning Fleet 5 again hosted The **Red Flannels** September 21 and 22. For those of you who haven't been to the **Flannels** in a couple of years, really only the weekend we hold the regatta has stayed the same. So much else is different, you really ought to show up next year to see all the improvement that's been made.

CCYC has made an unbelievable offer to small boat racers from all over Chicago: "Come bring your boat to Montrose Harbor and we'll make this the best One-Design club in the city." It's worked! About 15 Vanguard 15 sailors have moved into a brand new drysail area to the East of the club and are sailing every Thursday night. There are Lasers going out after work in the evenings. There's a bunch of Rhodes 19s. There's a fleet of new

420s for the juniors. And there's still that fleet of crazy frostbiters who sail Corinthian Dinghies all winter long--if the water's liquid. Add all that to Lightning Fleet 5 which is adding a number of new sailors. The Club's locker rooms have been redone too. The whole place is incredible for racing small boats. The bar's really cheap, the membership is really supportive of juniors, and nobody looks twice at you if you walk into the club in a dry suit. What else does a small boat sailor need? Mike Huffman predicted CCYC would one day be the best place to race from in Chicago. Huf is generally right about stuff.

Anyway Skip, this year's **Flannels** was an excellent event. Even without you and the Ernbalt, we still had 20 boats. Sailors came from as far as Denver and the Nickels folks sent a factory boat over from Michigan with a top crew so they could fly in. There were 2 young guys from St. Louis who dragged their Dad around the course all weekend and had a hand in deciding the regatta in the last race. The usual suspects from Cheeseland (curd and cultural epicenter of the universe and my home state) were there. There was dancing Saturday night like we haven't had since the Bruin was winning the regatta every year. It was something.

You should have seen the race committee. No lame permanent marks anymore. Perfectly square starting lines. Starting on time both Saturday and Sunday. Devilishly putting windward marks well in-shore so things would be interesting at the top of the beats in the shifting shore breeze both days. Moving weather marks repeatedly to keep up with the shifts that happened during the downwind legs. Bruce Thompson, Eddie Krtolich, RJ Trejo, Dick Hinze and everyone else on the RC were on fire. We got in 7 races! For the last few years in the Midwest District, we've been sailing a lot of 5 race regattas. Now twice this year, we've had 7. Awesome. A bunch of V-15ers helped out on the crash boats. We square boaters owe them the return favor. Did you ever sail a District event with two discard races? We just did.

Anyway Skip, you're probably getting ready to change a diaper or something, so I'll keep this short.

Dave Stix sailed with Amy Simonsen and Elmo and their worst finish over 7 races was 4th. Now normally I don't like discards. This year I learned something. If you wiggle that carbon hiking tiller just right, discards can be your friend. Hans Graf and Jimmy Olson and Dean Cady Jr. were third and I hope they never do anything silly like paint the hull on 14007. That boat's a treasure. It's like a Midwestern Doc Gilbert Express - a piece of pre-modern art. Our new **Red Flannels** Regatta Chairman For Life, David Schmahl, was fourth with his boat partner Brad Steiner and Rock Star (El Burro Loco) Lightning and V-15 crew Elisabeth McCance. Their plan is for Brad to buy David out and for David to add another boat to the fleet. David and his wife are preggers with twins - I hope we see David sometime before 2006. He did an amazing job organizing this regatta.

That's what you missed Skip. Can't wait to meet Meghan in person. Give Laurie a hug for all of us.

Cheers, *Bill Faude, Jared Drake, Ben Marden*

PS: Please send back the traveling trophy. The **red flannels** (yeah, the **red one-piece polar underwear with the drop seat**), those, you can keep.

Results on-line ●

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ONE HAPPY MOOSE

Tom Morley

Milwaukee Yacht Club,
Milwaukee WI, October 12-13
Well if you haven't heard by now,
the Wandering Moose regatta
ended our Lightning season with
some great weather and a nice lit-
tle event. Frankly the stinky weath-
er all week had me dreading my
commitment to sail, but the high
60's and fair wind made it a
delightful day. We all got in
before the front hit.

Attached is a picture of Hans Graf
and crew Dino Cady and James
Olson with winning trophy hat
(courtesy of Carol Morley).

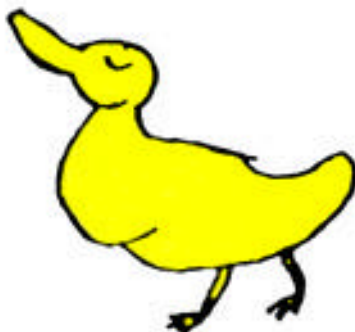
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JYC "HOSPITALITY REGATTA"

John Waskom

Jackson Yacht Club, Jackson MS, October 19-20

For the first time in several years, Lightning teams from Florida, Louisiana, Mississippi, and Tennessee gathered to race Lightnings and enjoy our southern hospitality at the Jackson Yacht Club on Barnett Reservoir 19 & 20 October 2002.

With grey skies and typical 15+ mph inland lake shifting winds, three races were completed with 3 different winners on Saturday before the rains came and racing was abandoned. The teams then retired to the clubhouse for beer and discussions of the day's events. An excellent BBQ dinner chased with a few more beers put a nice finish to the day.

One additional race was completed on Sunday morning in light air with a soft rain.

Once again, visitors enjoyed our "hospitality" taking home all the trophies. When the points were tallied, Crit Currie from Memphis, Tn. took the regatta followed by Robert Bernhardt from Pensacola, Fl. in second and Batton Kennon from Memphis, Tn. in third.

14666	Crit Currie	Memphis TN/Fleet 174	2	1	2	1	6
14736	Robert Bernhardt	Pensacola FL/Fleet 135	3	2	1	4	10
14969	Batton Kennon	Memphis TN/Fleet 174	1	4	3	5	13
13170	Dr. Larry Frost III	Mandeville LA/Fleet 62	4	3	4	3	14
11311	John Waskom	Brandon MS/Fleet 388	6	6	6	2	20
x13170	Chris Frost	Baton Rouge LA/Fleet 62	5	5	5	7	22
13781	Ralph Allen	Ruleville MS/Fleet 388	8	8	8	7	31

We look forward to having an even bigger fleet in our 2003 regattas and invite all sailors to attend. ●

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