Photo: The Autumn sun sets on this year’s Open Circuit after the hugely enjoyable Rum & Mince Pies Event at West Oxfordshire.
EDITOR’S NOTE
by David Machin (LN282)

What a fabulous event was this year’s Rum & Mince Pies do at West Oxfordshire. After wild winds and rain all week, the Saturday dawned bright and sunny with a great breeze. Naturally, I wobbled around towards the back of the fleet, but there was a really friendly atmosphere, a great turnout with plenty of visitors and the sailing was competitive but good-natured. For me, this is what Lightning sailing is really all about.

Our own Open at Haversham had all the same characteristics except one. I’m not sure for whom the wind blew that day (to misquote horribly), but it wasn’t for us. Still, it couldn’t spoil the fun and Phil East, sailing Ash Farmer’s beautifully restored boat, provided the comedy turn when LN26’s now shiny side tanks proved just a little too slippery and dumped him in the lake whilst leading the fleet. Of course, there was plenty of advice on hand as to how to extract the end of his mast from the mud (not all of it constructive!) but, sadly, no photographic evidence of the caper.

The one thing I meant to do at the Rum & Mince Pies was to take some photographs at the prize giving. People kindly send me really good photos from the Opens of the boats in action, and Caroline has let me have quite a few from events in years gone by - but I’d really like to be able to publish photos of our current crop (so to speak) because it’s the people that make the Class. This was especially the case at the Rum & Mince Pies, where Tracy Hartland presented the new Sea Championship trophy commissioned in her dad’s memory. It’s the people see?

I’ve been really encouraged, and very grateful, for how people have risen to the challenge of contributing good pieces for “Flash”. Among those kindly providing copy for this edition are Chris Abela and Rupert Whelan, both new to the Class this year and now making their mark on the Open Circuit. All I can say is many thanks to all and ask for people to keep it up - especially for the next edition in early March which, with no Open Meetings to report, could otherwise be pretty thin!

Well, as many are putting their Lightnings away for a well-earned hibernation or are girding their loins to sail on through those cold and damp Winter days, I wish all a Happy Christmas.

All the best,
David (LN282)

THE END OF AN ERA ... well, almost

This edition marks the end of an era for “Flash!” in its current form, as it is the last edition that will be posted as a paper newsletter to all members as a matter of course.

Future editions will be issued by email in a format that can be easily read on a computer screen and printed at leisure (almost certainly Adobe Acrobat). A hopefully spam-proof version will be posted on the website.

The move to an (almost) all electronic media should allow “Flash!” to include more articles and photographs, without the worry of increased copying and postage costs ... and, of course the “more articles” bit is dependent upon the regular contribution of copy. (Did you see the hint there?)

Sue Thomas will soon be sending out Membership Forms for 2010, so please remember to fill out your email address carefully when renewing your membership. Whilst members can still elect to receive paper copies of Flash, I’d hope that these will be only people with limited access to a computer.

----------------------- o0o -----------------------

LIGHTNING 368 POLO-SHIRTS

We have a stock of stylish class polo-shirts available at very reasonable prices.

These handsome fellas are sporting class polo-shirts, which are available in royal blue or navy blue and in small, medium and Supernova-sailor sizes for £10 + P&P.

The lovely Caroline is modelling a 2009 souvenir Nationals polo-shirt; these are white and available in extra small, small and medium sizes for the bargain price of £5 + P&P. Don’t be put off by the sizes as they are a bit odd: the small will fit someone with a 38” chest and the medium *42”.

Please contact Caroline Key in the first instance at caroline.key@adrianhollier.co.uk to get your hands on these bargain buys - how can you resist?

----------------------- o0o -----------------------
Volunteers are sought to staff the stand that the Class Association has booked at next March’s RYA Dinghy Show. This is the weekend the sport comes alive after the Winter and really showcases the sport … a fabulous day out.

The RYA provides complimentary Exhibitor’s Passes for those staffing stands. Help will be needed on Friday 5th to set up the stand, on Saturday and Sunday to staff the stand and then again on Sunday after the show to help take the stand down.

John Claridge will be providing a boat and the stand will be in the West Hall (number F16) between the Cherub and Lazy Jacks, so we should get a fair amount of passing trade.

Apart from being good fun in its own right, the point is that the more people volunteer, then the more time is available to explore the other delights of the Show; you’ll be able take part in the expert coaching sessions, pick up bargain boat bits and clothing and pore over boats almost as desirable as your Lightning.

Those able to volunteer should contact Caroline Key at ...

caroline.key@adrianhollier.co.uk

More details of the show can be found on the RYA website at …

www.rya.org.uk/programmes/dinghyshow/

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2009 TRAVELLERS’ SERIES
by Mal Hartland (LN370)

These are the final results of the 2009 Travellers’ Series following the results of Haversham SC. Twelve of the 65 entrants achieved the required 9 race finishes. Once again it has proved to be a close finish with John Claridge winning based on the last race he sailed at the Nationals!

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Editor’s note: Each year’s Travellers’ Series begins with the Rum & Mince Pie Open in late Autumn and goes through to the late-September Open of the following year. So, although the R&M is the last Open of the year, it’s also the first of the season. Glad to have cleared that up.

----------------------- o0o -----------------------

DETAILS OF THE BUILDER

JOHN CLARIDGE COMPOSITES LTD
(Company Registration No. 333847)
Sadlers Farm Workshops
Lower Pennington Lane
Lymington
Hampshire SO41 8AL

Telephone: 01 590 674 821
Email: john@johnclaridgeboats.com

Photo courtesy of www.yachtsandyachting.com / www.fotoboat.com
Early in the Summer of 2009, a thread started on the Yachts and Yachting forum concerning the pros and cons of the Lightning 368. Given how the forum can be about boats without bowsprits and asymmetric spinnakers, the thread was remarkably positive. A couple of the people posting went out and bought boats, and, remembering that I had enjoyed sailing one in a 6-hour race at Bristol Avon 15 years or so before, I idly contemplated trying a Lightning as my "next" singlehander.

I have been a Firefly sailor since the age of nine, and from about the age of 20 have been looking for a singlehanded boat which I can enjoy sailing as much. Classes I've owned range from a Topper, through the Comet and Europe, and onto rarer beasts such as a ToY, an early-70's International Moth and a Minisprint. The one thing they have had in common is that, as a second (or sometimes fifth!) boat, they were fairly cheap. So when a £300 368 came up on the Lightning website, I decided to go and see it. With one owner since new, she seemed the perfect boat to try out a new class in, despite not having been sailed for a while, leaving ropes more green than white.

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I decided in the end that the best way of sailing the boat in no wind was to kneel sideways either side of the thwart, with my knees on the edge of the gunwale, centre main between the legs. Not very elegant, but while I wasn't as far forward as most helms, I was able to take advantage of the many windshifts more easily, as I could tack simply by moving aft round the centre main. I also could control the heel of the boat more easily when the little puff came along, and look up into the sail.

Of course, my legs wobbled a lot for about a week after, having stretched in directions they weren't supposed to ... the things I'll do for a bottle of wine!

So, was my trip worth it? What a nice bunch of people sail the Lightning 368! Very helpful and very quick to assure me that, had there been any wind, I'd have been shown a clean pair of heels ... an assessment I entirely agree with. Due to the conditions, I wasn't able to learn from the experienced Lightning sailors how to set up and sail the boat properly, but I hope there will be plenty more opportunities to do so.

NOTE REGARDING WEST OXFORDSHIRE PHOTOGRAPHS

The Rubber Mince Pie photos are reproduced courtesy of Adrian Hollier. Further photos can be viewed at www.photoboxgallery.com/adrianhollier or by contacting him by email at photography@adrianhollier.
Ten visitors joined the seven home boats on what turned out to be a glorious Autumn day. The wind was coming from a westerly direction averaging around 10mph.

Race one got off to a good clean start with Robert Claridge (LN403) followed by his dad John (LN402) and Mal Hartland (LN370). A wind shift at the windward mark caused Mark Godden (LN49) to capsize and left him towards the end of the fleet, with Wayne Jenner (LN172) from Abbey sailing his first open at the rear.

The leading three boats pulled away from the rest and a real battle was going on for 4th place between Caroline Key (LN400) and Adam Styles (LN236) continually switching places. During the last lap Robert and John battled it out for 1st position, with Mal in 3rd. Robert eventually won by seven seconds ahead of dad John, Mal was 3rd and Caroline just managed to hold on to 4th place from Adam.

After a filling lunch prepared by Caroline and served by Marion and Steve, two back to back races were held. Everyone got off to a good start. Caroline approached the windward mark on port ahead of Mal on starboard. A wind shift and a gust whilst tacking caused Caroline to capsize which, once recovered, left her towards the end of the fleet. Robert then took the lead from Mal followed by John, Adam, Richard Hatton (LN89) and Simon Styles (LN292). By the 2nd lap the first three boats had pulled away, with Caroline working hard and gaining places up the fleet. The battle on the last lap was for 5th-7th place between Simon, Caroline and Chris Abela (LN369). Chris managed to pass Simon and Caroline at the final windward mark and held on to 5th place with Caroline 6th and Simon 7th.

The final race quickly got underway, with three non-starters. Again, another clean start by all, with Mal taking the lead for a time, but soon Robert yet again worked his way to the front of the fleet and Martin Gibson (LN92) made his way to 2nd spot, followed by Mal, John, Simon and Adam. These six pulled away and all were very close on the downwind leg and within seven boat lengths of each other. Caroline, trailing after a poor start, took advantage by sailing lower on the eastern side of the lake and made up some ground towards the leading pack. The last lap saw Robert and Martin pull away from the next four and, following her success on the previous lap, Caroline took advantage of the lower course; again passing John, Mal, Adam and Simon, who were all having their own battle. Quickly catching Martin on the last beat, Caroline was able to overtake and pip him to second place.

Overall results:

1st Robert Claridge (LN403) - Royal Lymington YC - 2pts
2nd John Claridge (LN402) - Royal Lymington YC - 5pts
3rd Mal Hartland (LN370) - Dovestone SC - 5pts
4th Caroline Key (LN400) - West Oxfordshire SC - 6pts
5th Martin Gibson (LN92) - West Oxfordshire SC - 9pts
6th Adam Styles (LN236) - Evesham SC - 9pts

The prize giving then took place. Caroline thanked Barry Buzzard and his team of race officers and Marion and Steve for serving the food.

As the Rum and Mince Pie is the last event of the year, but the first event of next year’s Travellers’ Series, prizes were awarded to the winners of the Travellers’ Series for 2009. This year this was won by John Claridge, with Mal Hartland being the runner-up. Both received framed photographs of them both sailing at Plymouth earlier in the year, kindly provided by Adrian Hollier.

Tracy Hartland then presented John Claridge with the trophy for this year’s Sea Championships in memory of her father.

There then followed a finger buffet and slide show of the days photos taken by Adrian.

Photo: Action from November's Rum & Mince Pies Open at West Oxon. Identifiable are Richard Hatton (LN89), Caroline Key (LN400), Adam Styles (LN236), Martin Gibson (LN92), Simon Styles (LN292), Chris Abela (LN369), Mal Hartland (LN370) and David Machin (LN282) ... those Claridge boys having departed stage right!
AFTER a race at my local club (Dorchester-on-Thames) one Sunday back in the early Spring, I decided that I’d had enough of racing my Gull or Heron dinghies in the slow handicap fleet. In fact the slow fleet consisted of just me. Although I could do well on handicap, I found that I was often the last boat out on the lake. So, I sold the Heron and started looking around for a faster boat. A Solo seemed like the obvious option as there were lots at Dorchester but, after trying one, I was not convinced that it was the boat for me and decent examples were expensive. I didn’t want a Laser or any of its equivalents as dagger boards and sleeved sails just don’t smack of “proper” boats. This is when I stumbled across Lightning 369 on the class’ website. I went to view her in the dark late one night and decided that she was the boat for me. Apart from having her topsides re-sprayed she seemed to be in great condition, so I bought her there and then.

It took a while to get used to the centre main sheet arrangement and the ability to plane but, after a few weeks, I started to get the hang of things.

One big problem for me was the thwart. Sailing in light winds at Dorchester requires you to get as far forward as possible and this means climbing over the thwart. This was the cause of a few capsizes when I needed to get back behind the thwart when on port and needed to tack out of the way of a starboard boat in a hurry!

On the other hand, in strong winds when hiking, I often found myself with my aft foot under the toe strap and my forward foot (often on front of the thwart) dangling around in thin air.

The opportunity to solve these problems came when the boat was being repaired after it’s collision with a Renault Clio on the way to the Nationals at Pitsford (In case you are wondering, yes the Clio did do a 720, it went round the roundabout a couple of times before we were able to stop and swap details!) I’d asked John Claridge to remove the thwart and fit the pod kit if he could repair the RTA damage and make the boat beautiful again.

On collection I was pleased to see that the pod was the same colour as the original beige/grey deck, but a little bit concerned that the boat may have lost some strength without the thwart. Having used the boat in all sorts of conditions since it was modified I can dispel any concerns about problems with the pod kit. There is certainly no flex in the hull, but moving up and down the boat is now a lot easier and having toe straps from front to back means that there is always an accessible foot hold within easy reach. The boat is now back on the water and going well. I have even managed to win a race at DSC.

If you’ve got a little bit of money to spend and want to modernise your Lightning I would recommend the pod kit. It can be supplied and fitted by John Claridge or, for those with some basic DIY skills, John will supply the parts and give advice on fitting. The kit consists of the pod, toe straps and some hand holds to fit in the area where the thwart attaches to the side tanks.

Photos above and previous page: LN369 - before and after John Claridge has worked his magic.
LIGHTNING 368 OPEN MEETING
Haversham SC, Milton Keynes
26th September 2009 by Robin Stubbs (LN332)

Frustratingly light and unpredictable airs that, more often than not, barely rippled the water's surface were the order of the day.

Whitefriars' Rupert Whelan (LN74) got away first in Race 1, with Haversham locals Phil East and Gary Walton both in borrowed boats - LN26 and LN12 respectively. These three quickly pulled out a commanding lead which was never threatened.

Phil, however, failed to correct his OCS, Royal Lymington's Robbie Claridge (LN402) battled through from halfway down the fleet to take third but Rupert crossed first, with Gary close behind.

The breeze showed a marginal improvement in Race 2, but patience and skill were still very much in demand. Gary and Phil repeated the quick start, with Robbie the OCS boat this time. The lead changed hands several times and Rupert ghosted past five other craft on the final leg to pull off a creditable 3rd, but failing to spoil the Haversham one-two.

Photo: White-knuckle ride at the Haversham Open. Rupert Whelan (LN74) is first to the leeward mark. Hot on his tail are Caroline Key (LN400), Fiona Scott (LN175), Phil East (LN26), David Machin (LN282), Julian Gardner (LN115), Geoff Birch (LN88), Jane Heath (LN291), Nigel Webb (LN372) and Gary Walton (LN12). Heading up the beat are Janet Thompson (LN125) and Julie Wilson (LN218).

Race 3 saw Gary and Phil getting the inevitable quick start, but joined this time by Haversham's Geoff Birch, in borrowed LN88, West Oxford's Caroline Key (LN400), and Rupert. Cookham Reach's Nigel Webb (LN372) was showing strongly at both the windward and gybe marks, but failed to correct his OCS.

A fickle breeze filled in at the South end of the lake, causing the fleet to stretch then concertina, then stretch again, and the leading six to switch erratically, with Burnham Overy's Jane Heath (LN291) making an unexpected appearance amongst the front three. Phil provided the cabaret with a roll-tack induced capsize, Haversham's David Machin (LN282) came storming (as much as any craft could "storm" in next to no wind) through with a late run to take 3rd, but line honours went again to Rupert and Gary.

Overall results:

The top six placings out of a fleet of 19 craft, including no less than seven visitors, were:

1st Rupert Whelan (LN74) - Whitefriars SC - 2pts
2nd Gary Walton (LN12) - Haversham SC - 3pts
3rd Phil East (LN26) - Haversham SC - 6pts
4th David Machin (LN282) - Haversham SC - 7pts
5th Caroline Key (LN400) - West Oxfordshire SC - 10pts
6th Nigel Webb (LN372) - Cookham Reach SC - 11pts

Highest-placed Junior was Haversham's James Gardner in borrowed LN115, and the fastest lady helm was - almost inevitably - Caroline Key.

Photo: Tony Jacks (LN263), Caroline Key (LN400) and Rupert Whelan (LN74) kick back in the sunshine after all the excitement.

---------- o0o ----------
FROM THE ARCHIVE ... Round One

Mark Giles is first ashore at the 1991 National Championships at Pagham. Sailing on the sea doesn’t look that scary … though veterans of this year’s Plymouth event will beg to differ!

... and what a turn out! Wouldn’t it be a fabulous advertisement for the Lightning if we can muster a similar number for next year’s Sea Championships at Lymington?

SECONDHAND BOATS

Secondhand boats are regularly advertised on the Class Association website (http://www.lightning368.co.uk/) ... and there are three on the board as we go to press.

If you have a Lightning for sale then please contact Tracy Hartland - 01 484 514 962 - tracy.hartland@hotmail.co.uk

THE LIGHTNING AND THE NSSA

The report in the AGM minutes of the NSSA’s apparent antipathy toward our darling Lightning has prompted this note from fellow member Eric Janering of Queensmead SC, who writes …

“Thought I would drop you a line after reading the latest edition of FLASH and the minutes of the 2009 AGM, in particular matters arising which made me think back a few years to when I was at an NSSA national summer event with my eldest son, I think some 14/15 yrs. (approx) ago at Weymouth for a week. This was before I owned or had even thought of sailing a Lightning, but I remember on a particular windy day a Lightning was out and capsized and filled with water in the buoyancy giving the rescue teams a particularly difficult job in recovering the boat. Upon examination of the boat it was found that the hatch cover was a lid on a piece of shock cord (as it is currently on mine) which had shifted and allowed the buoyancy to fill”.

Eric asks whether it’s this buoyancy cover design that prompted the NSSA not to allow young people to compete in the Lightning at its sea-based events, even though (as Mark Giles reported to the AGM) the Lightning is a Category C boat under the appropriate EU directive and so approved for inland use on the sea.

Eric has suggested that a gentle approach be made to the NSSA to find out the background behind their decision, whilst providing them with the reassurance that almost all boats now incorporate screw hatch covers.

The Committee has asked John Claridge to follow up Eric’s suggestion and we’ll see where it gets us. Although next year’s NSSA National Youth Regatta is being held at Datchet, it would be a pity if junior Lightning helms are still not allowed to sail their preferred mount the next time the NSSA tries out its sea legs.

............... ooo ........................

FROM THE ARCHIVE ... Round Two

The boat test printed overleaf is from the June 1978 issue of “Yacht & Boat Owner” and is interesting as much for the rather snooty tone of the article as anything else … it’s quite a stretch from there to the more conversational pieces seen now in DSM and Y&Y. It also goes to show the scale of the task that Mark Giles took on when he brought the Lightning to the market all those years ago.

What struck me was the “miniature Finn” analogy made in the article, as a couple of sailors I’ve spoken with since picking up LN282 have made similar comments.

Tone aside, it’s a very positive article and highlights features that still make the Lightning such a great boat to sail (“stays dry” / “excellent rig” / “beautifully built” / etc.).
DINGHY TEST

LIGHTING

When you look around, there’s not much available for £60. Buying second-hand decks of couple instead of the moulding and general fitting is as good as we have come across on any other production dinghy. Mark Giles is obviously an expert in GRP work. The Lightning we tried looked attractive with a scarlet hull and pale blue deck which is covered in a fairly scratch-proof, non-slip finish. The inside is divided into separate storage compartments and the whole of the boat given over to a large storage compartment. It’s long enough for a three-foot paddle and has a cunning moulded cover which left the centre completely dry while we used the boat.

Both centreboard and the entire rudder assembly are moulded. The former seems entirely satisfactory, with a first class seal at the bottom of the case, and can be easily lifted out. Not quite as good a rudder. The stick slides in the slot and the moulding which some specimens found constantly unsatisfactory, and the unit was too flimsy as we found was normally the case.

Rig is excellent. A needlepoint section and excellent sails. The controls are simple with the internal halyard being stored in the storage compartment via a channel, and the tack being taken to an owlboard, the sail being loose footed. There’s provision for a cushions which is immaterially powerful, and a simple mainsheet led to the centre of the boat.

Launching is easy. She’s easily taken in and our single-handed and can be sailed away

THE GOOD . . . beautifully built attractive appearance excellent rig good performance low price

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YACHT & BOAT OWNER
JUNE 1978

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DATES FOR YOUR DIARY - 2010 OPEN MEETING SCHEDULE

Next year's Open Circuit schedule is steadily coming together: we have firm dates for the Training Day and all but one of the Open Meetings.

As is becoming the tradition, the first Open of the year is at Hillingdon Outdoor Activity Centre and this will be on Sunday 21st March.

Barry Winter and Mike Ewart have kindly agreed to impart their substantial wisdom at a class training day at Haversham SC on 10th April. This event has proved popular in the past and of benefit to helms of all abilities ... and of course all Lightning helms are most welcome. Barry sails with the Supernova fleet and has his RYA coaching certificates pinned to his fridge door. Mike has always been very generous tutor and has sailed every crazy class out there over the years, including the British and International Moths, a Blaze and now his latest mount; a rather stunning International Canoe.

Cotswold SC and Oxford SC will host Opens on 8th and 22nd May respectively and the Northern Championships will be at Dovestone SC on 12th June.

The Royal Lymington Yacht Club will host the Sea Championships over the weekend of 26th/27th June. Thanks have to go to John and Midori Claridge for campaigning for our inclusion at this event and it'll be a great opportunity for both John and the Class Association to showcase the Lightning at our builder's local club.

Cookham Reach SC will be 17th July and Haversham SC the 25th September. These meetings will be the Southern Championships and the Inland Championships respectively in recognition of the popularity of these clubs with travellers and their good turn-outs during this year's series.

After positive feedback from this year's event (good open water / central location / free camping / good grub / etc.), the Nationals will again be held at Northampton SC. Next year it will be on the weekend of 21st/22nd August, and so is moved away from the summer Bank Holiday.

... and, of course, the year will end with the traditional Rum & Mince Pie meeting at West Oxfordshire on 6th November.

The events at Cotswold and Northampton will be shared with our Supernova siblings.

The gap in the schedule that has to be filled is that created by the withdrawal of Bolton SC. Unfortunately, the utility company has to drain the reservoir at Bolton, which both sounds a bit mad to a muddy puddle sailor like me and makes it rather difficult for the sailing club to host Open Meetings! So, as we go to press, the hope is that the Lightning Fleet will be making a welcome return to the home of our esteemed Chairman, Up River YC in Essex, after a gap of a number of years.

Be assured that I'll post all the dates on the website as soon as the Up River date (or its alternative) is firmed-up and the club Class Captains will similarly post the Notices of Race as the meeting dates approach.

So, the 2010 schedule is shaping up something like this:-

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The other thing I want to say is that you mustn't think that you need to be a budding National Champion to take part in the Open Circuit. I was terrified when, a few months after passing my (RYA1&2) "driving test", club Class Captain Robin Stubbs talked me into sailing at the Haversham Open ... and I just loved it. It's a great way to learn, to see how everybody sets up their boat and (most of all) just to mix with really friendly people who share your enthusiasm for the boat.

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LIGHTNING 368 ON THE INTERNET

In addition to the CA website (www.lightning368.co.uk) and that of Mr. Claridge (www.johnclaridgeboats.com), you might want to check out the following sites featuring our beloved Lightning:

- www.voy.com/220832/  
  An unofficial forum set up by Lightning sailors.

- www.facebook.com/group.php?gid=121185752657  
  A Facebook page set up by Lightning sailors.

I have to emphasise that these are unofficial sites that have not been adopted by the CA and that their content does not represent the views of the CA ... but I reckon that we're all big enough and ugly enough to judge for ourselves.

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DATE OF NEXT ISSUE

The next issue of Flash will be published on 12th March. The deadline for other contributed pieces is therefore 7th March and all are most appreciated.

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MAIN COMMITTEE MEMBERS

Chairman  Ben Harris - Up River YC

Ben is from a long family line of Lightning sailors and can be found at the pointy-end of the fleet at Open Meetings. Ben succeeded Dovestone SC's Mal Hartland as Chairman in 2008.

Vice Chair  David Machin - Haversham SC
email: david.machin@lightning368.co.uk

David was dragooned onto the Committee in 2008 whilst daydreaming at the AGM. As if to prove the adage that you shouldn't volunteer unless willing to take a joke, he now arranges the Open Circuit schedule and is Editor of “Flash”.

Secretary  Caroline Key - West Oxfordshire SC
email: caroline.key@adrianhollier.co.uk

Caroline is a serial Open Meeting winner and has been a Lightning Sailor and Committee member for much longer than she cares to be reminded - having sailed at the Lightning's original West Oxfordshire cradle for ages.

Treasurer  Sue Thomas - Oxford SC
email: sueshome@ntlworld.co.uk

The fact is that the Class Association has been held together over the years by the hard work of two people in particular. Caroline is one and Sue is the other. Sue is an Open Circuit regular, handles all membership matters and keeps a firm hand on the purse-strings.

Measurement Committee  John Claridge - Royal Lymington YC
email: john@johnclaridgeboats.com

John has updated Mark Giles' classic design for the 21st Century. Between building the new boats and trying to keep ahead of son Robbie at the Opens, John chairs the Measurement Committee; working with Ben Harris and former National Champion Mal Hartland.