

RUNNER TRACKS

SPRING 2013



BAIKAL

Ice sailing on Russia's greatest lake.

REGATTA DATES

Get ready for the 2013-2014 season.

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PHOTO: GRETCHEN DORIAN
GRETCHENDORIAN.COM
2011 GOLD CUP

CONTENT



Photo: Chris Clark US4789

GET A SAIL NUMBER MEMBERSHIP INFORMATION

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Photo: Chris Clark US4789

ADVERTISE WITH US

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REGATTA DATES

04

Hotline numbers, websites, and calendar dates for the 2013-2014 season.

OFFICERS

06

International class officers and North American regional commodores

10

WESTERN REGION REGATTA REVIEW

The weekend of January 5-6, 2013 brought 66 DN and 3 Opti racers to Lake Kegonsa just south of Madison, WI for the Western Regional Championships.

16

MINUTES

From the 2013 regular annual meeting of the North American IDNIYRA.

18

REGATTA RUN DOWN

Recap from the 2013 IDNIYRA Gold Cup and North American Championship regattas.

24

BAIKAL

Ice sailors from eight countries competed in the Asia Cup and Baikal Cup in April in Russia.

30

DN TECH

Official interpretations from the IDNIYRA technical committee.

32

DN HOW TO

Aligning chocks by Bob Gray

36

RESULTS

Regatta results from around North America and Europe.

50

NORTHWEST

Photos from the 100th anniversary of the Northwest

COMMODORE'S MESSAGE

RICHARD POTCOVA DN US 216
MONROE, MICHIGAN, USA

Controlling costs and not raising prices is still our ongoing theme. Most importantly we do not want to compromise the quality of the regattas or safety on the ice.

I also want any member who has questions or ideas to contact one of us on the board. A few of you have already expressed interest in proposing fresh ideas to the committee. This practice is encouraged and always welcome.

Have a Great Summer,
Rich Potcova

Greetings! Looks like spring has finally arrived in the Midwest and I'm sure your summer boat projects are behind schedule like mine are.

Even though the season is over, the governing committee has been very busy completing our long list of items. As some of you are aware, we ask a lot of questions and listen to our members to learn how we can improve our organization and make the racing experience better.

Here is just a sample of what the team is working on this summer.

- Executive Secretary Deb Whitehorse and Secretary & Webmaster Jim McDonagh have been tirelessly working on this new and much improved Runner Tracks newsletter. This is the new face of the IDNIYRA and we are very excited to present it to the organization.
- Vice Commodore Kent Baker and Treasurer Geoff Sobering have completed the WC and NA post regatta report. The entire committee will be reviewing this report and discuss improvements (if any) for the upcoming season. Great job Central Region on an outstanding regatta!
- All of us are looking at ways to boost interest in DN racing and increase membership. I should have some encouraging ideas to report towards the end of the summer
- Western Regional Commodore Julie Jankowski has begun planning for the North American Championships which will be hosted by the Western Region January 19th, 2014.
- Our Technical Committee has also been hard at work updating interpretations that were made over the calendar year. Thanks Jane Pegel for your tireless efforts.

NORTH WIND ICEBOATS

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Nthwind1@aol.com

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REGATTA DATES

WEB SITES & TELEPHONE HOT LINE NUMBERS

Regatta conditions change FAST!
Keep up to date by calling the hot lines and checking the web sites.

WEBSITES

IDNIYRA WEB SITE: ICE.IDNIYRA.ORG/
IDNIYRA BULLETIN BOARD DNAMERICA.ORG/FORUM
EUROPEAN IDNIYRA: ICESAILING.ORG

TELEPHONE HOT LINE NUMBERS

DN WESTERN REGION 608-313-5156
DN CENTRAL REGION 248-988-0851
DN EASTERN REGION 508-481-1011



Photo: Chris Clark US4789



WESTERN CHALLENGE

December 6-8, 2013
Minnesota
*Not an official IDNIYRA
regatta*
Website: iceboating.net



2013 CENTRAL LAKES

December 27-29, 2013
Website: DN Forum
Hot line: 248-988-0851



WESTERN LAKES

January 4-5, 2014
Website: DN Forum
Hotline: 608-313-5156



2014 CENTRAL LAKES

To be announced.
Website: DN Forum
Hot line: 248-988-0851



NORTH AMERICAN CHAMPIONSHIPS

January 19-25, 2014
Western Region
Website: DN Forum
Hotline: 608-313-5156
*Registration, check in,
and opening ceremonies
are Saturday,
January 18, 2014 with
first mini qualifier Sunday
morning, January 19.*



GOLD CUP & EUROPEAN CHAMPIONSHIPS

March 1-8, 2014
Poland
Website: DN Europe



EASTERN LAKES

January 11-12, 2014
Website: DN Forum
Hotline: 508-481-1011



CANADIAN CHAMPIONSHIP

January 9-10, 2014
claudejmorin@netscape.net

PHOTO: GRETCHEN DORIAN
GRETCHENDORIAN.COM
2011 GOLD CUP

INTERNATIONAL CLASS OFFICERS 2013-2014

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Advertising requests, comments, and
article contributions for Runner Tracks or
the Year Book should be directed to the
North American Executive Secretary.

NORTH AMERICAN ICE OPTIMIST SECRETARY

Your name here! This position is open.
To volunteer contact IDNIYRA North
American Commodore Rich Potcova.



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RUNNER TRACKS EVOLUTION

The IDNIYRA has published a newsletter since March 4, 1954. Bill Sarns, the association's first Secretary/Treasurer, noted in the first typed one page newsletter to the class that there were 48 members in the association. Expenses listed in that first document included letterheads, envelopes, membership cards, constitutions, plans, and postage for a total of \$112.64. Income from dues and plans sold was \$68.00 which left a deficit of \$54.64.

Interesting to read the August 11, 1987 issue when Secretary/Treasurer Bob Schumacher wrote, "This newsletter is being typed by a computer illiterate on the class's very recently purchased computer". He went on to describe the computer, an Epson MS-DOS based machine with 640k memory, 360k floppy, 20 MB hard disc, and software purchased for \$2101. In comparison, the laptop used to create this edition of Runner Tracks has a 451 GB hard drive and cost one quarter of the 1987 Epson.

Other milestones include first being published as a 5.5 x 8.5 booklet in December of 1987. The first time it was called "Runner Tracks" rather than the IDNIYRA Newsletter was in February of 1993. (See inset.)

Can you imagine going back in time trying to describe to Bill Sarns in 1954 that the newsletter will eventually be "published" on a device similar to a television set? Who can say how it will look in another 50 years?

RUNNER TRACKS



Newsletter of the International DN Ice Yacht Racing Association
February 1993

Jeff Kent Wins World's

by Eric Armstrong
US 4232

Jeff Kent of Weymouth, Massachusetts USA has won what is being hailed as the most competitive Gold Cup in the history of the event with eleven points. One hundred seventy eight competitors from ten countries gathered in Fontana Wisconsin to race on Geneva Lake January 24th 1993. Ten competitors at the regatta had a ranking number of three or less. This is the largest fleet of top competitors ever assembled in North America. All of these factors combined to make the 1993 World Championships very competitive and most of all,...Lots of FUN!

In the three race event, Jeff showed consistent speed in both heavy and light wind conditions on hard snow ice that measured about one and one quarter by one mile. Karol Jablonski (1992 World Champion) of Poland again proved his speed in a DN by finishing second, only one point behind Jeff. Ron Sherry (1992



Jeff Kent receives the Gold Cup from Lou Loenke and Andre Baby. Photo by Rod Armstrong

North American Champion) of Detroit, Michigan USA rounded out the top three with sixteen points.

This issue of the newsletter is devoted to covering the World's and North Americans which was sailed following the World's. Further Coverage begins on page six.

Highlights

- | | |
|----|--------------------------|
| 3 | Officer's Comments |
| 6 | World's Coverage |
| 13 | North American Coverage |
| 22 | Annual Meeting Minutes |
| 28 | Regional Regatta Results |

Only the Label Has Changed

DN Sails Built and Designed by **Mike Boston**
"Sailmaker to the Champions"

Boston Sails is Now North Sails Detroit

Recent Championships

WORLDS

2013 Tomek Zakrzewski

2011 Ron Sherry

2009 Matt Struble

NORTH AMERICANS

2013 John Dennis

2012 Ron Sherry

2010 Ron Sherry

2009 Ron Sherry

EUROPEANS

2009 Vaiko Vooremaa

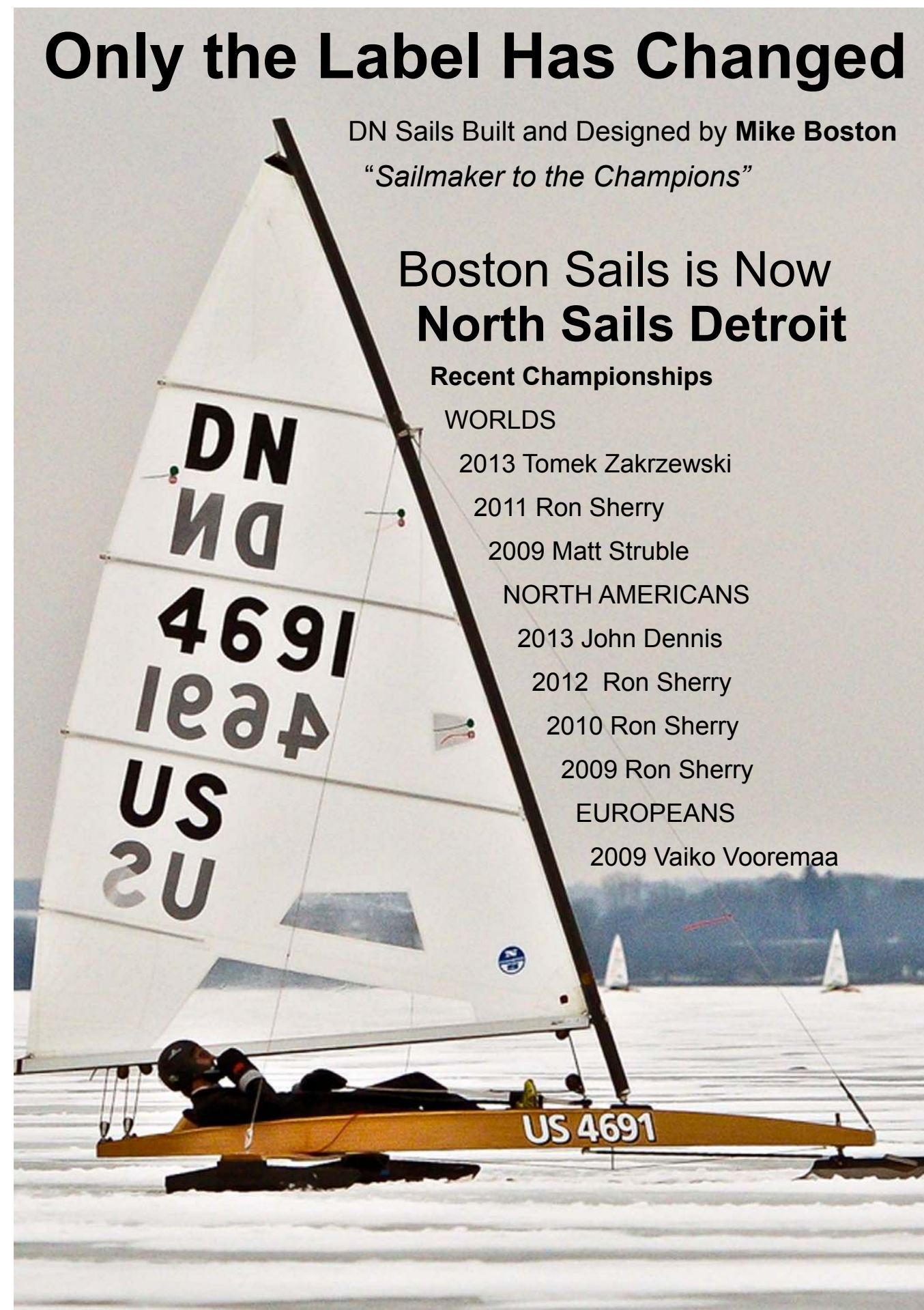


NORTH SAILS DETROIT

2422 Sorrentino Court, Clinton Township, MI 48035

586-792-7212

mikeb@sails.northsails.com



2013 WESTERN REGION REGATTA IN REVIEW

THIS YEAR'S REGATTA WAS DEDICATED TO THE MEMORY OF RACING FRIENDS WHO PASSED AWAY THIS LAST YEAR- BILL SARNS DN1316, JAN GOUGEON DN1183 AND DON VERCRUYSSSE DN 21

By IDNIYRA Western Lakes
Regional Commodore
Julie Jankowski US 4271

The weekend of January 5-6, 2013 brought 66 DN and 3 Opti racers to Lake Kegonsa just south of Madison, WI for the Western Regional Championships. DNs raced a total of 7 races and Optis 5, allowing one throw-out for each group. (Results on pages 16-17)

A special "welcome, thank you for at-

tending and please return for more fun" to this year's Western Regional Regatta DN rookies (first year racing a regional regatta): Joye Ebert, Michael Beresni, John Bushey, George Kutschenretter, Jim Nordhaus, TJ Sherry and Griffin Sherry, and Julie Jankowski.

Dan Hearn, Secretary of the North American Junior Ice Sailing program presented awards for the recent 2012 North American Ice Opti Championships which was run concurrently with the Western Challenge in Minnesota.

First place went to Griffin Sherry, then in order, Cole Orlebeke, Frankie Hearn, Matthew Kickhafer, Holden Youins, Tyler Metzloff, Audrey Frost and Martha Dawson.

MUCH TO THE DELIGHT AND SURPRISE OF THE ASSEMBLED CROWD, DANIEL HEARN MADE A SPECIAL PRESENTATION AND STATED THAT, "GRIFFIN SHERRY IS TO BE THE FIRST RECIPIENT OF A NEW TRAVELING TROPHY - A RENEGADE RADIO CONTROLLED ICEBOAT - WHICH WILL BE PUT INTO THE CARE OF THE REIGNING CHAMPION EACH YEAR MOVING FORWARD."

The impressive machine was generously donated to the NAIORA by German ice sailor, Christian Seegers, G551. Christian and his son, Andreas, are frequent participants in ice sailing regattas in the United States. "The NAIORA is extremely grateful to Christian and we look forward to sharing ice with Team Seegers in the future!" Thunderous applause!

ed light and continued to grow throughout the weekend. Many wished the time allowance would run out on the first and slowest race but it did not by just seconds!

Thrilling rides were to come later with hearty spin-outs, a few DNFs due to minor runner entanglements and several smashed cones. Saturday was definitely less intense than Sunday when even the Gold Fleet pros had a tougher time controlling their roundings.

A come-as-you-are dinner at Springer's was held immediately following racing on Saturday for the continuance of camaraderie, to meet our rookies, and spend time with our 4 Lakes hosts. This allowed us to return only one time to the hotel to finally just relax and enjoy the whirlpool and football game! Less driving around... more time to decompress and talk sailing.

Your rear commodore was extremely proud of how well everyone pulled together to make this regatta a success! Racers, committee, 4 Lakes members, Springer's (and even the fishermen) put forth their best effort to make this a memorable and outstanding weekend.

DN Sailing: Passion Matters!



Two sails designed to perform in all conditions! JD-01 is our SPEED SAIL that is designed for smooth ice and/or high winds. This design is a proven winner!! BB-01 is the POWER SAIL and is designed to give you that added punch! We analyzed the dynamics of both sails through our FLEX and AERO programs to optimize lift and reduce drag. The result is an easy to trim sail that has incredible high-end speed.

2013 DN Sails

For over 50 years our sail loft in Toledo has been building high quality ice boat sails. We took our passion and stepped it up a notch and developed two outstanding sails that have incredible range!

In a game that relies heavily on SPEED and having fine tuned equipment, shouldn't you consider something new and innovative?

It is time for **D-CUT DN SAILS FROM DIEBALL SAILING!**



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Griffin Sherry with the new radio controlled Ice Optimist trophy.

Due to favorable weather forecasts, the regatta was called on as early in its scheduled week as possible in an effort to encourage racers to travel. Thanks to local, Deb Whitehorse, for recommending the headquarters hotel.

The Regional was raced on very nice ice with an inch of sticky snow cover in wind that start-

MANY THANKS

I appreciate the patience and respect that was on display! Let me first thank the 4 Lakes Ice Yacht Club and their Commodore, Don Anderson, for making a huge decision to share their only local raceable lake with us. Thanks to Deb Whitehorse, Daniel Hearn and local DN racers for diplomatically assisting with this at the Wednesday night meeting on our behalf.

The 2 courses worked out perfectly, everyone's needs were met, regattas didn't get backed up onto one another, and it was great getting to better know our fellow ice boaters in the Madison area.

Thanks to Springer's Restaurant on Lake Kegonsa for their outstanding "what else can we do for you" attitude! They were at my side constantly offering to help. Thanks to Chef Jeff for the tasty banquet and awards luncheon planned on moment's notice.

"DANIEL HEARN DESERVES HIGH PRAISE FOR ALL THE HOURS HE'S INVESTED IN THE FUTURE OF OUR SPORT VIA THE ICE OPTIMIST PROGRAM (AND YOUNG DNIERS) THESE PAST SEVERAL YEARS- BUILDING BOATS WITH YOUTH, MENTORING AND RUNNING RACES."

Lead scorekeepers Deb Whitehorse and Loretta Rehe and assistants Mercedes (Hal Bowman) Auger and Jocelyn (Peter) Hoepfer did their magic and spent long hours so that I felt confident enough to morph into a racer and experience my first Western Regional Regatta in a DN after scorekeeping for 30+ years!

Please make life easier for the score keepers and the rest of the race committee by registering early for the 2014 North Americans which are scheduled for the Western Region. Please make sure your correct numbers are on both boat and sails.

Huge thanks to Joe Norton US781 who surprised us also by morphing from racer to P.R.O. As a top notch racer he truly understood our needs and came through well! Always one to be mentoring youngsters, Joe brought 4-wheeling course assistants, Matt Morgan (a third generation ice boater) and Chris.



Legendary sailor and ice boater Buddy Melges visited the Western Regional race course on Lake Kegonsa and dispensed some coaching-these guys need it! From left, Scott Brown, Mike Bloom, Mark Christensen, Jim Gluek, and the man himself.

We also need to applaud two racers who sacrificed valuable prep and ice time to loyally help the region. While the rest were focusing on their game, Mark Isabell ran registration Friday evening and Saturday morning and was always available to address my questions and concerns. IDNIYRA Secretary and Webmaster Jim McDonagh spent countless hours developing a new scoring phone app that he then used between races as the scorers delivered sheets to him. Such dedication!

Ron Sherry has been very instrumental with the success of the junior sailing program as well. Others throughout our own Western Region that I know of who are working with our future DNIers are John Hayashi, Joe Norton, Mike Jankowski, Todd Morgan, Nolan Wallenfang, Brian Dudek, Tim Bryden and Andy Gratton.

Shake their hands when you see them next time. If you hear of others - please praise their efforts on DN Forum so we can recognize them!

Dave Elsmo - we love what you're doing with the UW Madison sailors...keep'm coming and don't hesitate to contact us if you need assistance with parts, mentoring or travel. Deb would like to see a "Collegiate Cup"...I concur!

Finally, thank you to all those who travelled great distances to keep the spirit alive in our region! I encourage Western Region racers to reciprocate and race in upcoming Centrals and Easterns.



WR UPDATE

The Flag is UP on preparations for events hosted by Western Lakes Region!

"Mark your calendars for The Western Challenge- December 6-8, 2013, The Western Regional - January 4-5, 2014 and The 60th Anniversary of the IDNIYRA- North American Championships to start Sunday, January 19, 2014.

The West is already excitedly planning to make these events great! The theme for this year's 60th is "Freshening Up"..OK..We've never had a theme and this is beginning to sound corny, right? Well, we're on a roll with our newbie initiative ..and it's time to get everyone passionately on board! "

"Freshening Up" is not only a tough concept for newbie iceboaters to get accustomed to it is also one that organizations must take to heart if they seriously want to see their sport thrive.

So, display iceboats at local festivities and summer regattas and clinics to draw interest; keep on track with your shop nights; build up "community" in your local clubs; talk with a class officer if you're interested in being placed on a new national "contact list" for mentoring and encourage those you're already mentoring to practice up at the Western Challenge and the Regionals and have them join us for a fun and memorable celebratory season!"

IDNIYRA Western Lakes Regional Commodore Julie Jankowski US 4271





The sailing world lost a giant in 2012 with the passing of Jan Gougeon US1183. Montreal Ice Boating Club member, André Baby, submitted this remembrance for Runner Tracks.

"It is with great sadness that we learned about the passing away of Jan Gougeon. Apart from his enormous professional contribution to the world of iceboating and numerous sailing achievements, we all enjoyed Jan's unique, often self deprecating sense of humour, his lightheartedness and his generosity.

JAN GOUGEON

We cherish those moments on and off the ice with Jan, and especially the time Jan gave me an invaluable piece of advice: "André, you gotta pop that mast out."

WITH THE LOSS OF JAN, ICE BOATING HAS LOST ONE OF ITS MOST ENTHUSIASTIC SUPPORTERS AND CONTRIBUTORS.

To Meade, to other members of Jan's family, and to his friends, we at the Montreal Iceboating Club extend our deepest sympathies. Jan will be fondly remembered by all of us.

Regards,
André Baby
KC 4360
On behalf of the members of the Montreal Iceboating Club."



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MEETING

MINUTES OF THE 2013 REGULAR ANNUAL MEETING OF THE NORTH AMERICAN INTERNATIONAL DN ICE YACHT RACING ASSOCIATION

The regular annual meeting of the International DN Ice Yacht Racing Association (IDNIYRA) was held on Thursday, January 31st, 2013, at 4:00pm, in room 117 of the AmericInn, Lake City, Minnesota, the Commodore, Rich Potcova, US216, being the chairman. All the members of the board were in attendance; Vice Commodore, Kent Baker, US5219, Secretary Jim McDonagh, US5214, and Treasurer Geoff Sobering, US5156. Jeff Kent, US3535, was in attendance as the only member of the Technical Committee.

The Chairman called the meeting to order at 4:06pm and welcomed those in attendance. A quorum was present. The draft minutes of the last regular annual meeting, sent to the members in the Runner Tracks, was approved by unanimous voice vote.

A verbal report was given by Secretary Jim McDonagh, US5214, regarding the status of the website under development. Online registration was up to about 60% of the participants. The report was approved by unanimous voice vote.

Financial reports for the 2012 year and the a preliminary report for 2013 were handed out to members in attendance by the Treasurer. A verbal report was then given by the Treasurer. After much discussion as to the financial health of the organization the report was approved by unanimous voice vote.

A verbal presentation regarding the Technical Committee workings was made by the only TC member in attendance, Jeff Kent, US3535. It was warmly received.

The Chairman then opened the floor for nominations for the 2014 IDNIYRA board. Ron Sherry, US44, nominated the current board to serve another year. The motion was seconded and passed by a voice vote. There were no other nominations.

The Chairman then discussed the Nomination of the North American Technical Committee member. Jeff Kent reported that North American Technical Commit-



Photo: Gretchen Dorian

MINUTES

JANUARY 31ST 2013, LAKE CITY, MINNESOTA

tee Member was nominated at the worlds in Europe.

After determining there was no old business, the Chairman opened the floor to new business.

Jim McDonagh, US5214 made the motion "that to reduce expenses we put the yearbook and runner tracks on-line, and investigate the pay per print option for the RT like the Yearbook and provide an email alert to members when a publication is published. One printed RT will be sent out to the members every year." After considerable discussion Andy Smith, US5889, called the motion to a vote. The motion passed by a show of hands to the ratio of three to one. The motion was amended during discussion by Geoff Sobering, US5156, to include the "investigate the pay per print option for the RT like the Yearbook"

Jim McDonagh, US5214 made the motion "to embark on a two year membership drive with the goal of achieving 400 members". After discussion on how to best to accomplish this goal, Oliver Moore, US5469, called the motion to a vote. The motion passed unanimously by a voice vote.

Eric Anderson, US5193, made the motion to "add a line item for voluntary assessment when paying dues for the member to pay more to the class and a place on the web site to show appreciation for the dues, and have an option to remain anonymous." The motion passed unanimously by voice.

Eric Anderson, US5193, made the motion to "request that Deb Whitehorse, the Executive Secretary, contact the members from the iceboating clubs in the yearbook and ask them to provide the membership list and to do a targeted mailing requesting them to join the IDNIYRA." Oliver Moore, US5469, called the motion to a vote. The motion passed on a show of hands with one against.

The Chairman thanked the Executive Secretary, Deb Whitehorse, for her out-

standing work with the Regatta Booklet and her outstanding work during the year. The members in attendance all expressed their appreciation.

The Chairman then brought up the Proposal by Fredrik Lonegren, S8, to remove the specifications for the center of gravity of the mast. (C. Mast, 3.G). After discussion George Siegle, US5250, called the question to vote. The motion failed by a show of hands.

The Vice-Commodore, Kent Baker, US5219, gave a verbal report on the state of the trophies. All were accounted for except Third place Gold Cup and the First Place Silver Fleet Gold Cup. The Gold Cup fifth place was in a state of mild disrepair. The old man trophy, Senior for the North American, has not been engraved since 2005.

The Chairman announced that consistent with the rotation, the Western Region is hosting the North American 60th Anniversary Regatta.

The Chairman asked about the Regional Rear Commodore positions, and all regions reported the posts filled.

Chad Atkins, US4487, then called for an adjournment. The motion passed by a voice vote.

After the meeting was adjourned the Chairman expressed remorse to the board members in attendance for inadvertently not calling for the Junior Program report.

*Submitted by IDNIYRA Secretary
Jim McDonagh US5214*



2013

IDNIYRA
WORLDS &
NORTH AMERICAN
CHAMPIONSHIP

On the Wednesday before the Gold Cup, the final conference call was held to decide the site of the 2013 IDNIYRA Worlds and North American Championship regatta.

After eliminating most regions (including my own Central Lakes region) rapidly, we were down to Canada and the Western Lakes Region. The most reliable reports and the best weather outlooks were at Lake Pepin, on the border of Wisconsin and Minnesota.

It was perhaps a disappointing choice for many including myself because the Western Region has had more

by: **Kent Baker**
US 5219

John Dennis US4691
2013 IDNIYRA North American Champion

REGATTA
RUNDOWN

Photo: Gareth Rowland K-11

than its fair share of regattas! But ultimately it's a balance of sailing reports and weather forecasts that have to be considered. The only site that had ranked sailors and consistent dry weather was Lake Pepin.

Somewhere between Toledo, Ohio and Lake City, MN (whilst I was away from the internet) you can bet that the weather outlook changed during our drive out there. As we checked into the hotel, we were greeted with good ice reports and bad weather reports. It appeared that snow was on its way. My wife, Erica, and I pressed on and inspected the available conference rooms and nearby banquet facilities. Showing up early paid off, but it gave us more time to watch the weather and worry.

Registration was held Saturday evening at the hotel conference room. Bob and Ann Foeller of the Toledo Ice Yacht Club were on hand to help Erica and I, as well as Scorers Loretta Rehe of the Detroit Ice Yacht Club, Deb Whitehorse of the Four Lakes Ice Yacht Club (Madison, Wisconsin), and Mercedes Auger of the North Carolina Ice Yacht Club. By the end of the night, we had 105 sailors registered.

Opening ceremonies were held on Sunday morning while the Race Committee set the course. We have a nice tradition that acknowledges the sailors of each country represented by having them raise their flag on a boat that is set up in a row with other countries' skippers to the tune of their national anthem. Our flag raiser was Jane Pegel. Her list of accomplishments include iceboating competitively since 1958 and winning two North American championships.

As the final flag, the "DN" class flag, was being raised, there was an awkward delay. Dead air. The D.J. was having trouble finding the right tune. In a rush, she settled on "My Way" by Frank Sinatra. It was the first tune of the day that everybody knew, and the Europeans seemed to happily sing along. A strange selection, but perhaps a new tradition?

QUALIFYING

The weather was nice. Just enough wind, not really cold at all. But there was snow in the forecast. As we lined up the Silver fleet for the qualifier race (all 67 of them!) it began to snow. Or was it rain? Wet precipitation smeared the sailors goggles and froze on the sail windows. The qualifier was not finished without incident, but luckily the issues were primarily poor visibility or operator error as opposed to heavy traffic problems.



Don Jones US610 and Eddie Klemets S812

Photo: Gareth Rowland K-11

Qualified! After the scorers finished starting position assignments (the top-12 finishers in the qualifier advanced to the Gold fleet) we lined up for race 1 of the world championships. The weather did not let up. Things were getting sloppy, and as the wind increased slightly, so too did the icing on the windows and goggles. The race was not an easy one by any measure. Those in front were able to focus on sailing fast, but most sailors had to dedicate much effort to watching the competition to avoid collisions. Sometimes you had to let out the sail to see under it or lift the goggles off your face to focus. Each lap, I thought about dropping out, but was driven on by the fact that I felt I needed to compete in every race of the regatta even if most would not be great finishes for me.

Gold fleet race #1 was completed without incident. The race committee delayed the next race hoping that the snow would stop. Finally after much waiting about in cold wet slush, racing was called off for the day, to resume Monday morning. I am not sure which was more unbearable the cold wet feet, or James "T" Theiler's raunchy jokes, but I assure you one of them drove the decision.

WARDROBE MALFUNCTION

As you all know, it takes special clothing to deal with the conditions of such a strange sport. One must-have item is the "Neo", that special boot that is oversized, and has a large velcro opening so you may put an entire shoe inside it. Perfect for our track shoes we use on the ice.

As I pulled into the launch site with the motorhome, I realized that we were going too fast for the slippery ice on the slope. I applied the brakes, and it just seemed like we were just going faster!

"AS I REGAINED CONTROL, THE STUNNED SILENCE OF RYAN LASHAWAY AND J.R. WAS BROKEN BY ONE OF THEM COMMENTING THAT THEY DIDN'T KNOW JOHN HARPER COULD RUN THAT FAST."

Suddenly I could hear the engine racing... my boot was stepping on the brake AND THE GAS!!

I quickly repositioned my over-booted foot. I knew that hard braking would make us go straight over some rocks, and possibly through a fence into someones yard or side of a house... or even send us careening across the beach onto the ice of the Mississippi (if we didn't flip over first!). Steering and braking had to be as minimal as possible. Somehow I managed to get the clumsy old Ford around the corner and into some hardened brittle slush which gave better traction. J.R. was holding on to the back door handle just an impulse away from jumping from the vehicle. Luckily he didn't as that might not have gone well with the boulders we passed at just a few feet away.

As I regained control, the stunned silence of Ryan Lashaway and J.R. was broken by one of them commenting that they didn't know John Harper could run that fast. Dr. Harper was on his way up the drive to flag down sailors and warn them to slow down when we came careening toward him. He wasted no time in getting out of our way, appearing as a dark streak moving to the left. In the movie version of this scene he would dive into a snow drift, but in real life it was dramatic enough without such details.

A CASE OF THE MONDAYS

No wind. Slushy snow had hardened overnight. We watched John Harper and current world champ, Tomasz Zakrzewski as they tried out different runners and attempted to make their boats go. Overnight rain had formed a nice lamination of ice on the masts and anything else left exposed. The sun came out and helped the sailors defrost their boats, but the wind never quite came up enough to race. Ann and Erica decided to take matters into their own hands and show people hospitality Toledo Style. The ice that had fallen off the masts formed perfect little gutter-shaped pieces. Just right for pouring a shot of Schnapps into a sailors gullet. Sailing canceled, but fun was had by all.

Tuesday afternoon would finally see us getting the required races in, and sailing until we ran out of time to complete the regatta. It was warm, and



Photo: Gareth Rowland K-11

there was about ¼ inch of saturated wet slush under another ½" or more of wet snow. The ice was still pretty hard under that, so while it was sticky, it was quite sailable and 5 more Gold Fleet Races and 4 Silver fleet races were held before time ran out for the day and the Gold Cup World Championships were completed. Tomasz Zakrzewski of Poland successfully defended his world title, while his training partner, Robert Graczyk came in second showing the Polish dominance on tricky ice conditions. John Dennis of Minneapolis came in third, Ron Sherry 4th, and James "T" Thieler of New England was 5th.

THE NORTH AMERICANS

After the conclusion of the Gold Cup, the awards were held as soon as possible, and then registration immediately began for the North American Championships. The weather was on everyone's mind, as there was quite a bit of snow heading our way and the temps were going to drop. They were going to drop a lot.

And so the snow dropped, the temperatures dropped, and so too our hopes of getting the North Americans completed. But not all was lost. The heavy wind knocked the depths of the snow down. The slushy course we had sailed just before the big freeze was now a hardened maze of old runner tracks and foot

prints lurking under the drifting snow.

A few sailors braved the heavy breezes and single-digit temps to sail further north in search of a better and safer course. They found a spot 5 miles up or so, complete with a public ramp. The ice was much better but the drifts were still a factor.

The call was made: TOMORROW WE SAIL! Bewildered sailors looked at one another as if their regatta chairman had gone mad. Wasn't the highest temps only to be 12 degrees? Today was far too windy and cold, but all were instructed to sail up or pack up their gear to the new site, and be prepared to sail in colder than normal conditions. Surprisingly there were no protests. A handful of people packed up and went home. But many stayed and the adventure continued.

Light air is not a good combination with snow drifts. We did much waiting around for the wind to cooperate. Finally near the end of the first day, the wind slowly changed, counter-clockwise about 270 degrees and came up just enough. We had one Gold Fleet Qualifier and the First Gold Fleet race in. Unfortunately the wind had shifted so much prior to the final race that it became much more of a crapshoot than a game of skill. Following that race, a group of European sailors banded together and filed a protest. The protest committee agreed and threw the race out. Now we had to complete 3 races on the final day of the competition to have a regatta.

MORE AIR LAST DAY

Again we waited for wind. The sun came up and it actually felt quite warm in the still air for being less than 10 degrees. As the day went on, sailors began to work their way to the course. It was a long push out there, but it gave me time to check runners and maybe change to a different set. As it turned out, I didn't have time to change runners. We were lining up, yet there were sailors still trying to make it out. There was quite a pause to allow some late arriving sailors to line up. Finally Gold fleet race #1 was started. And, while a slow race, it was finished well within the time limits.

The Silver fleet then lined up. They were unable to finish within the time limit, so the Gold Fleet was quickly lined up and they completed a second race. Time was running out, and it seemed too that the wind would follow suit. The third Gold race was held with only a few minutes to spare to start a Silver fleet race. The Silver fleet was still trying to complete race #2, but it was clear that the wind had died well before they could reach the first mark.

Awards were held as soon as possible in the bar and grill at the condos. John Dennis took the regatta with three bullets. Ron Sherry was Second, and "T" Thieler was 3rd. Many headed home right away, but many more were in for the night anyway as it was too long of a day to begin driving home. A full-length regatta week is not for the casual sailor!

Regattas are certainly different when you have more responsibilities than just getting yourself, your travel partners, and equipment to and from the destination in one piece. We all know that is difficult enough at times! I must thank, Rich Potcova, Ryan Lashaway, and J.R. Francis for helping me set up and tear-down my boat when I was often pre-occupied.

Big thanks need to go to so many more that helped out. Roll the credits! (With apologies to any I have missed.)

Race Committee: PRO Bill VanGee, John Atkins, Andy Smith, Eric Lind, and Bill Buchbinder

Scorers: Loretta Rehe, Deb Whitehorse, Mercedes Auger, Jen, and Erica

Measurers: Bob and Ann Foeller

Protest Committee: Tomasz Zakrzewski, Chris Clark, Rick Lemburg, Lenny Liscio, Gareth Rowland, and Eben Whitcomb.

Special Advisors: John Harper, John Dennis, Jim McDonagh, Joerg Bohn, Jane Pagel

Super Scout and Local Resource Man: Mike Miller

Four Wheelers: Rick Lemburg, Bob Foeller, Western Region, and Bill Buchbinder

Logo Design: Leon and Maria LeBeau.

Grand Poobah and Right Hand Man: Richard Potcova And of course finally, My wife Erica for being involved in some way in almost every aspect of putting this all together.



Photo: Gareth Rowland K-11

THE MAGIC OF BAIKAL

THE WORLD'S GREATEST LAKE IS BECOMING A DESTINATION
FOR THE WORLD'S GREATEST SPORT - DN ICE SAILING



Photo: Alexandra van Egmond

Detloff Huss reflects the relaxed atmosphere of the Baikal Cup regatta. Early afternoon race starts allow sailors the luxuries of sleeping in, leisurely breakfasts, sight seeing, and more night time socializing. The Asia and Baikal Cups are less stressful regattas compared to other events.



Photo: Evgeny Ryazhev

OUTER LIMITS

Siberia's Lake Baikal in Russia is becoming a popular destination for international DN ice sailors who want to experience one of the most beautiful and mystical places on the planet while enjoying the camaraderie and competition of a regatta. Ice sailors from eight countries competed in the Asia Cup and Baikal Cup in April and most left Baikal knowing they would return to sail again on the world's biggest freshwater lake.

The North American delegation including Hal Bowman US1277, his wife, Mercedes Auger, Dan Connell US1630, Ron Sherry US44, and your author, IDNIYRA Executive Secretary Deb Whitehorse flew to Irkutsk with a layover in Moscow. A day of sightseeing in Irkutsk with all the international sailors was followed with six hour bus ride on a rutted road to our remote resort on Lake Baikal.

Even for the Russian sailors, traveling to Lake Baikal takes many hours because of the immense size of their country. Lake Baikal is revered by both the Indigenous Asian Buryat and Russian cultures.

Regatta logistics improve each year. Shipping containers packed with DNs and Ice Optimists originating in Germany and Moscow ride the famous Trans-Siberian railway to Irkutsk followed by a truck transport to the regatta site.

The two resorts are comfortable, rustic, and clean. An army of ladies continually prepare an amazing assortment of Russian food such as omul, a fish found only in Lake Baikal. There is always someone in the communal dining room to pull up a chair and share a meal (or a vodka-this IS Russia) with.

The area near the resorts received more snow than usual before this year's regatta resulting in a race course interspersed with sticky snow drifts. Sailors concentrated on sailing the clearest lanes to stay out of trouble.



The two resorts are in walking distance of the lake but a bus is available for those who need to carry equipment back and forth or are just plain tired after a day on the ice..

Photo: Alexandra van Egmond



Podium finishers from the 2013 Baikal Pearl Cup: From left, 6th Dideric van Riemsdijk H467, 5th Andreas Seegers G55, 3rd Jakob Schneider P679, 2nd Martin Schneider G679, 1st Ron Sherry US44, and 4th Uvarin Valentin R204.

The Baikal Pearl Cup was the eight and final regatta helped with race committee duties this season. The Russian RC graciously accepted my offer to lend a hand with the scoring. Lead scorer Natali Burdukovskaya and the PROs were efficient as we settled into a steady rhythm that makes for a smooth regatta. Working with the Russian PROs wasn't much different than working with any of the other 6 PROs this past season. Mercedes Auger also joined in with the scoring and the fun that goes with it. (Just wondering if there's money in the budget for a hovercraft....)

The never ending blue of the sky and ice, the way an international ice boating village came together in the middle of nowhere, the hospitality of the Russian people, and the mystery of Siberia made for an incredible experience that I hope to repeat again.

GOLD CUP 2016?

THE ASIA AND BAIKAL CUP REGATTA DATES FOR 2014 ARE APRIL 5-15. IDNIYRA EUROPE IS EXPLORING THE POSSIBILITY OF RUSSIA HOSTING THE 2016 GOLD CUP AND EUROPEAN CHAMPIONSHIPS ON LAKE BAIKAL.



Photo: Alexandra van Egmond

A 27 foot high Buddhist stupa, considered to be offerings to deities, on the highest spot of Ogoy islet not far from the sailing area. This stupa is only one of two that exist in Russia and was built 2005.



Visiting Baikal's ice caves via hovercraft tour that took us to the deepest part of the lake which is one mile deep.



Hal Bowman US1277, Danny Connell (using Wendell Sherry's sail number US45), and Joerg Bohn G737 line up to race on Lake Baikal.

DN TECH

OFFICIAL INTERPRETATION OF THE DN SPECIFICATIONS
SUBMITTED BY IDNIYRA TECHNICAL COMMITTEE CHAIR JANE PEGEL US805

Technical Committee Report
May 23, 2013

The Technical Committee continues to be busy answering questions submitted by DN sailors. During the 2012-2013 racing season the TC issued interpretations to clarify specifications governing (1) the side profile of the fuselage, (2) the measurement point at the bow, (3) the term "stays" and components included when measuring in mast weight and balance point, (4) differences between the terms runner stiffeners and runner reinforcement, and the (5) disallowing of fairing where the runner sharpened ice contact edge intersects with the side of the steel.

Particularly interesting was the steering runner of DN M-53. The sharpened ice contact edge had been faired where it intersects with the side of the plate. The runner was sharpened at a 75 degree angle and then re-sharpened at a flatter angle under the pivot where the edge is in contact with the ice. This is allowed. The effect reduces the thickness of the plate at each end, less resistance through the snow. M53 also faired the sharpened edge to the side of the plate. This fairing reduced the thickness of the steel to the extent that it was less than the allowed minimum thickness. This is not allowed.

The members of the TC realize that the DN specs and interpretations have become very complex and difficult to read and understand, particularly those governing runners. The TC is planning to develop on a revised format that will consolidate the specs and interpretations. It is anticipated that this will be a multi-year project. When completed, the membership will have the opportunity to approve or disapprove.



Interpretations issued thus far in 2013 appear below.

A. Fuselage

10/17/83 amended 1/19/2013 With respect to the hull side profile: the term "proportional" will be defined as a "smooth curve" without reversing the line abruptly. Concave sections will not be allowed. A side profile is acceptable if there are no concavities, the maximum panel height is not exceeded, and the height at each station is not less than the specified minimum. Reference specifications A14 and A15.

02/15/2013 The bow tang should not be included when measuring the length of the fuselage, specification A.1., and the distance from the bow to the front of the cockpit, specification A.7.

C. Mast

02/15/2013 In specifications C.3.f. and C.3.g, the term "stays" includes all components and devices used to connect the cables to the mast hound at the height of the lower mast hound bolt, reference specification H.13., All components and devices used to connect the cables to the mast hound at the height of the lower mast hound bolt must be removed from the mast when determining the weight, C.3.f., and the balance point, C.3.g.



E. Runners

01/15/2013 In runner specifications and interpretations runner stiffening elements, i.e. "stiffeners", and runner reinforcement have differing allowed uses, allowed materials, and dimensions.

On plate style runners, stiffening elements are controlled by specifications E.1.d., e, f.; E.4; E.6. and interpretations E. Runners dated 11/14/89, 7/1/92; four interpretations dated 1/15/2010; and I. Fittings dated 1/15/2010

Stiffening elements and reinforcement of the body of wood body runners are controlled by specifications E.2.a., d., e.; E. 4.; E. 6. and interpretations E. Runners dated 10/17/83; 11/23/87; 11/14/89; 7/1/92; 11/30/98; four interpretations dated 1/15/2010; 12/01/2012; and Fittings dated 1/15/2010

On wood body runners, allowed material added to the body which is outside the allowed maximum body thickness of 11/32 inch (26.1 mm) is considered a runner stiffener or stiffening element. Allowed material added to the outside of the wood body, or in the slot of insert style runners, that does not exceed the allowed maximum body thickness of 1 1/32 inch (26.1 mm) is considered external reinforcement

05/23/2013 It is not permitted to reduce the thickness of the runner steel below the allowed minimum by rounding, fairing, or tapering except as specified for the leading edge in Specifications E.9 and E.12. Refer to the interpretation E. Runners dated 10/01/2010 and the diagram "19 mm dimension". The 3/4" (19 mm) dimension does not establish a line extending along the runner parallel to the sharpened ice contact edge below which the thickness of the runner steel is allowed to be less than the specified minimum.



Photos: Gretchen Dorian

DN HOW TO

Previously, I used to epoxy one chock in leaving the other adjustable. I then decided to epoxy both in and met with less than great results.

Our club, the Grand Traverse Ice Yacht Club, bought a set of plate aligners from Ron Sherry. One of our members figured out how to do it right and being a very generous person, started aligning and epoxying in our chocks for us.

I helped him align and epoxy a number of planks and realized that to do it properly it was important to have a very accurate set of aligners, which we had, and a very level surface to do the aligning on, which I didn't have.

We were aligning a plank a few weeks ago and he emphasized that we shim the plank stud plates so that fore and aft axis of the chocks were perfectly level when the hull was loaded to skippers weight plus 30 or 40 pounds. I knew he did this but in this instance the light came on and I realized that this was one of the major factors to his success.

When I got home I started really thinking about this. I knew that if you took a plank with a set of runners attached and rotated it, you could watch the runners toe in and toe out. The question that came to mind was how much this came into play when we actually sailed.

It all came down to what is the angular difference between weight plus 30 and fully powered up. Our mentor Jan Gougeon stated in his great article on

plank preparation, "Iceboat Runner Blades; 3 steps to help you get the most out of yours this season," that to simulate a powered up boat you should place 400 pounds in the boat, that's good enough for me.

There are a few assumptions I made in my quest for understanding, they are:

- 1) The powered up force is 400 pounds.
- 2) The average skipper weight is 180 pounds.
- 3) The plank stiffness for a 180 pound skipper is 110 pounds per inch.
- 4) The spring on the steering chock is new.

With the above info in mind, I measured my plank with a set of inserts installed and found that the center, with no weight on it, measured 9 1/2" above the floor and the bottom of the hull at the steering chock, with a runner installed and unloaded, measured 8".

A steering chock spring can compress a total of 1 1/4". The aforementioned plank will deflect 3 5/8" at 400 pounds. Using very basic trigonometry and assuming that the steering chock spring continues to deflect under the increasing load, the angular change on the plank between skipper plus 30 and powered up is 0.49 degrees. Even if there were no deflection of the spring, the angle would be 1.1 degrees.

Knowing what these angles are is, nice but I wanted to know what the actual effect was. To figure

this out I took my plank, put on my best runners and placed it on our plate aligners which were on a level work bench. I loaded the plank up to skippers weight plus 30 lbs.. Using a precision digital level, I leveled the fore and aft axis of the chocks and checked my alignment on the aligners. They were dead on. I then rotated the plank 0.5 degrees and 1.0 degrees. At .5 degrees the alignment was 1/2 string width toed in and at 1.0 degrees they were 1 string toed in. To keep this simple, that works out to the runners being .004" toed in over a length of 18" (the average length of our insert crowns) at 0.5 degrees and obviously .008" at 1 degree. Incidentally .004" is about the thickness of a sheet of good bond paper.

I found all of this kind of interesting and it lead me to the conclusion that if you align your chocks at skippers weight plus 30 pounds with level chocks, you should have excellent alignment throughout the entire sailing range. Although there may be other ways to get the chock axis shimmed level, we shim the plank stud plates with washers then pack epoxy under them when we get the chocks level. There is one more factor that is important and that is that the aligners, no matter what type you use, be level in both the fore and aft and side to side axis.

I thought some of you might find this interesting plus after you retire, doing stuff like this keeps you from getting bored.

ALIGNING CHOCKS BY BOB GRAY US 65



A perfect black ice day on Lake Massabesic in New Hampshire.
Photo: Carter Brown US5499



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REGATTA RESULTS

2012 CENTRAL LAKES CHAMPIONSHIP
DECEMBER 29-30, 2012
HOUGHTON LAKE, HOUGHTON LAKE MICHIGAN

GOLD FLEET

POS	SAIL #	NAME	R1	R2	R3	R4	R5	R6	R7	PTS
1	US 44	SHERRY, RON	1	1	1	1	1	2	(6)	7
2	US 183	STRUBLE, MATT	2	2	(3)	2	2	1	2	11
3	US 5224	THIELER, JAMES	3	(25)	2	3	10	3	1	22
4	US 60	HARPER, JOHN (S)	4	3	4	5	5	(9)	5	26
5	US 216	POTCOVA, RICHARD	6	4	7	6	(8	4	4	31
6	US 5469	MOORE, OLIVER	(11)	6	10	4	4	5	3	32
7	US 5	DIEBALL, SKIP	10	5	6	9	7	11	(DNS)	48
8	US 3705	HOLMAN, ROBERT	7	(13)	9	7	11	7	8	49
9	US 5219	BAKER, KENT	(12)	9	5	8	3	12	12	49
10	US 5053	REIS, GEORGE (M)	8	8	(21)	10	19	6	9	60
11	US 3	GROGAN, JIM (S)	13	7	11	12	12	(20)	16	71
12	US 610	JONES, DONALD (M)	5	14	12	(26)	9	18	15	73
13	US 4738	PARKER, RICHARD (S)	21	15	8	16	(26)	15	7	82
14	US 3283	WILLIAMS, J.BRUCE (M)	(DNS)	20	16	24	6	8	11	85
15	US 5193	ANDERSON, ERIC	19	10	(24)	13	13	14	20	89
16	US 472	COBERLY, J. WILLIAM (M)	22	(22)	15	11	15	19	10	92
17	US 5048	PARKER, BRYAN	15	12	18	(23)	21	17	13	96
18	US 4055	STRUBLE, BOB (M)	(25)	19	13	21	17	16	14	100
19	US 99	DEFER, HARRY (S)	14	17	14	15	22	(24)	23	105
20	US 4882	WOLLAM, RICHARD (M)	20	(26)	19	19	20	10	18	106
21	US 4789	CLARK, CHRIS (S)	DNS	18	(DNS)	20	18	13	17	114
22	US 1301	COBERLY, CHAD	9	16	17	18	(DNS)	DNS	DNF	116
23	US 4192	ROGOSKI, RANDY (S)	(24)	11	22	17	23	23	21	117
24	US 4868	RICHARDS, JULIE	18	23	20	(25)	16	22	22	121
25	US 2360	JOHNS, PETE (GM)	17	21	(25)	22	14	25	24	123
26	US 5435	KJOLLER, JODY	23	24	(26)	14	24	21	19	125
27	US 4974	JONES, STAN (M)	16	(DNS)	23	27	25	26	25	142

REGATTA RESULTS

2012 CENTRAL LAKES CHAMPIONSHIP
DECEMBER 29-30, 2012
HOUGHTON LAKE, HOUGHTON LAKE MICHIGAN

SILVER FLEET

POS	SAIL #	NAME	R1	R2	R3	R4	R5	R6	R7	PTS
1	US 1277	BOWMAN, HAL	1	3	(5)	2	1	1	2	10
2	US 5470	DAWSON TOM	5	(5)	2	1	4	3	3	16
3	US 807	KOSHALK, CRAIG	(8)	1	1	4	3	2	6	17
4	US 5172	BETZOLDT, GLENN (M)	4	2	4	5	2	(6)	4	21
5	US 5358	FROST, DAVID	2	6	3	6	5	(10)	5	27
6	US 5250	SIEGLE, GEORGE	7	7	6	3	7	(9)	9	39
7	US 5465	NILES, DON (S)	5	10	9	9	6	7	(11)	46
8	US 5397	LENON, JORI	9	9	8	7	(10)	8	10	51
9	US 4379	LAMBERT, JOE	(13)	11	10	8	9	5	8	51
10	US 65	GRAY, ROBERT (M)	11	8	7	10	12	11	(DNS)	59
11	US 5430	CUTTING, BILL	DNS	DNS	(DNS)	DNS	8	4	1	64
12	US 4755	BERESNI, MIKE	12	12	11	(12)	11	12	7	65
13	US 4986	HARTE, JOHN	(14)	14	13	11	13	13	12	76
14	US 66	BUCHBINDER, BILL (S)	6	4	DNS	(DNS)	DNS	DNS	DNF	78
15	US 2981	RUSSELL, JOHN	(15)	13	14	13	14	14	13	81
16	US 5199	TORRESEN, BRIAN	10	DNS	12	(DNS)	DNS	DNS	DNS	90

REGATTA RESULTS

2013 GOLD CUP CHAMPIONSHIP
JANUARY 27 - FEBRUARY 2, 2013
LAKE PEPIN, LAKE CITY, MINNNESOTA

GOLD FLEET 1-25

POS	SAIL #	NAME	R1	R2	R3	R4	R5	R6	PTS
1	P 55	ZAKRZEWSKI, TOMASZ	(9)	1	1	2	2	1	7
2	P 31	GRACZYK, ROBERT	(12)	4	3	1	1	4	13
3	US 4691	DENNIS, JOHN (S)	(13)	2	4	6	4	2	18
4	US 44	SHERRY, RON (S)	5	5	2	5	3	(6)	20
5	US 5224	THIELER, JAMES	3	3	5	4	8	(21)	23
6	G 107	ZEIGER, BERND	10	(16)	6	3	6	11	36
7	P 679	SCHNEIDER, JAKOB	2	13	(15)	11	7	5	38
8	US 4926	ORLEBEKE, STEVE	6	9	9	(13)	9	8	41
9	US 60	HARPER, JOHN (S)	1	7	13	10	10	(14)	41
10	US 4824	CHRISTENSEN, MARK (S)	(DNF)	17	10	9	5	3	44
11	US 5014	ISABELL, MARK	7	6	7	(20)	15	10	45
12	US 4487	ATKINS, CHAD	(22)	12	19	16	16	7	70
13	G 55	SEEGER, ANDREAS	11	10	11	15	(27)	27	74
14	US 3	GROGAN, JIM (M)	15	(30)	22	18	11	9	75
15	G 551	SEEGER, CHRISTIAN (M)	18	8	12	22	(24)	19	79
16	G 890	PETZKE, HOLGER (S)	4	18	20	(30	17	22	81
17	G 679	SCHNEIDER, MARTIN BJORN	(DNF)	23	23	8	21	13	88
18	US 5432	BLOOM, MIKE (S)	28	14	(28)	17	13	17	89
19	S 42	SODERBERG, HAKAN (S)	17	11	14	(41)	32	18	92
20	US 5393	LASHAWAY, RYAN	14	15	18	32	(33)	16	95
21	US 216	POTCOVA, RICHARD	(34)	24	17	7	25	23	96
22	G 936	KOLB, JOST	16	22	16	(34)	23	29	106
23	S 81	LINDGREN, TOMAS (S)	8	25	26	14	(35)	34	107
24	US 807	FRANCIS, JR	(30)	28	29	12	20	20	109
25	US 4975	EVANS, ROBERT	(41)	21	30	21	18	24	114

REGATTA RESULTS

2013 GOLD CUP CHAMPIONSHIP
JANUARY 27 - FEBRUARY 2, 2013
LAKE PEPIN, LAKE CITY, MINNNESOTA

GOLD FLEET 26-50

POS	SAIL #	NAME	R1	R2	R3	R4	R5	R6	PTS
26	US 2545	DERUSHA, MIKE (S)	26	20	21	24	26	(28)	117
27	US 5469	MOORE, OLIVER	23	(DNS)	24	27	22	26	122
28	H 467	VAN RIEMSDIJK, DIDERIC	(45)	36	8	25	12	44	125
29	US 5219	BAKER, KENT	31	27	27	23	19	40)	127
30	US 5193	ANDERSON, ERIC	19	26	35	19	29	(41))	128
31	US 4	SHERRY, GRIFFIN (JR)	(42)	19	31	28	37	15	130
32	US 3705	HOLMAN, ROBERT	20	29	34	(39)	36	32	151
33	US 5352	HEARN, DANIEL (S)	35	38	(43)	33	14	38	158
34	US 5214	MCDONAGH, JIM	27	(47)	42	29	31	31	160
35	S 812	KLEMETS, EDDIE (JR)	39	(41)	36	31	30	25	161
36	US 3283	WILLIAMS, J. BRUCE (M)	29	35	39	(43)	28	30	161
37	US 4868	RICHARDS, JULIE (S)	37	37	37	40	(41)	12	163
38	US 610	JONES, DONALD (GM)	25	39	32	38	(44)	33	167
39	US 602	MEYER, TOM (M)	21	32	41	36	40	(42)	170
40	G 737	BOHN, JOERG (S)	(48)	46	25	26	34	45	176
41	US 5053	REIS, GEORGE (M)	33	33	(45)	35	43	35	179
42	US 4974	JONES, STAN (GM)	40	34	40	37	(45)	36	187
43	US 1277	BOWMAN, HAL (GM)	36	31	(47)	44	38	46	195
44	US 472	COBERLY, J. WILLIAM (M)	24	42	38	(DNS)	DNS	DNS	206
45	US 5369	MILLER, MIKE (M)	(47)	40	33	42	46	47	208
46	US 4249	KAISER, RICHARD (M)	46	44	46	(47)	39	37	212
47	US 5430	CUTTING, BILL	44	45	44	(45)	42	39	214
48	US 4155	LEMBERG, RICHARD (M)	38	43	(48)	46	47	43	217
49	US 1301	COBERLY, CHAD (S)	32	DNF	(DNS)	DNS	DNS	DNS	236
50	US 4789	CLARK, CHRIS (S)	43	DNF	(DNS)	DNS	DNS	DNS	247

REGATTA RESULTS

2013 GOLD CUP CHAMPIONSHIP
JANUARY 27 - FEBRUARY 2, 2013
LAKE PEPIN, LAKE CITY, MINNNESOTA

SILVER FLEET 1-26

POS	SAIL #	NAME	R1	R2	R3	R4	R5	PTS
1	S 713	GUSTRING, RICKARD (S)	(DNF)	1	6	2	1	10
2	US 5414	WILCOX, WES (S)	2	2	5	(11)	4	13
3	US 445	CAVE, BOB (M)	(12)	3	4	3	9	19
4	US 3271	JANKOWSKI, MIKE (S)	6	(43)	3	6	5	20
5	KC 5508	MABBOUX, NICOLAS	14	7	2	1	(39)	24
6	US 5172	BETZOLDT, GLENN (M)	(15)	10	7	10	7	34
7	US 4911	ZOLL, DAVID (M)	(26)	12	8	12	3	35
8	US 5298	BROWN, SCOTT (S)	3	14	(23)	4	14	35
9	US 5522	METZLOFF, KYLE	9	(18)	9	8	10	36
10	R 166	DICHENKO, VALERIY	8	6	(20)	7	16	37
11	US 4882	WOLLAM, RICHARD (M)	21	(31)	1	9	6	37
12	US 4775	WHITCOMB III, EBEN (S)	(20)	8	13	15	2	38
13	US 5290	HUTTNER, PATRICK (S)	4	16	10	(25)	13	43
14	S 900	LANN, JOHAN (JR)	11	13	(26)	13	11	48
15	US 5507	BARNETT, MIKE	18	17	19	5	(22)	59
16	US 4137	SMITH, JR., KEN (M)	1	19	(35)	29	20	69
17	US 4271	JANKOWSKI, JULIE (SR)	(42)	9	27	17	18	71
18	US 65	GRAY, ROBERT (M)	(33)	24	11	16	21	72
19	US 2360	JOHNS, PETER (GM)	(DSQ)	11	18	18	25	72
20	US 1006	VITALE, NICK (M)	19	32	(44)	19	8	78
21	US 4148	DIXON, TIM (S)	10	26	(39)	30	15	81
22	KC 5514	CURTIS, JOHN	35	(36)	17	14	17	83
23	US 3535	KENT, JEFFREY (S)	16	4	12	(DNS)	DNS	84
24	US 5250	SIEGLE, GEORGE	5	28	25	(38)	29	87
25	US 805	PEGEL, JANE (GM)	(DNF)	15	28	36	12	91
26	US 5506	HURD, CHARLIE (S)	25	(25)	24	21	24	94

REGATTA RESULTS

2013 GOLD CUP CHAMPIONSHIP
JANUARY 27 - FEBRUARY 2, 2013
LAKE PEPIN, LAKE CITY, MINNNESOTA

SILVER FLEET 26-51

POS	SAIL #	NAME	R1	R2	R3	R4	R5	PTS
27	K 11	ROWLAND, GARETH, J (S)	13	29	21	(37	31	94
28	US 5358	FROST, DAVID	17	(38	15	28	35	95
29	KC 5487	LISCIO, LENNIE	27	21	(31	26	26	100
30	US 4203	FITZGERALD, PATRICK (M)	(DNF)	23	14	31	34	102
31	US 1313	RAST, ROBERT (M)	30	34	(38	20	19	103
32	US 5465	NILES, DON (S)	31	27	22	(39	23	103
33	US 4490	LUNDT, PETER (GM)	(41	20	16	35	38	109
34	US 294	LOENNEKE, LOUIS (M)	(DNF)	5	29	27	DNS	113
35	US 5156	SOBERING, GEOFF (S)	28	22	32	(40	33	115
36	US 3433	CUMMINS, ROBERT (M)	7	33	42	33	(DNF)	115
37	US 5404	MINTZ, BILL (S)	23	42	(43	24	27	116
38	S 901	LONN, MATS (S)	22	(37	34	32	30	118
39	US 88	BABCOCK, C BUTCH (GM)	24	35	37	34	(40	130
40	US 5397	LENON, JORI (S)	36	30	36	(41	32	134
41	US 5158	BUSHEY, JOHN (S)	29	40	30	(42	36	135
42	US 5566	NORDHAUS, JIM (M)	37	41	(41	23	37	138
43	US 5787	BERESNI, MIKE	34	39	40	(44	28	141
44	US 5464	WEGGER, BRUCE (M)	39	(DNS)	33	43	DNS	167
45	P 71	ZIOLKOWSKI, LESZEK (M)	DNF	44	(DNS)	22	DNS	170
46	US 2452	ALLEN, HARRY (M)	32	DNS	(DNS)	DNS	DNS	188
47	US 5470	DAWSON, TOM (S)	38	DNS	(DNS)	DNS	DNS	194
48	US 5050	OELSCHLAGER, TIM	40	DNS	(DNS)	DNS	DNS	196
49T	US 5391	VERBURGT, TOM (S)	DNF	(DNS)	DNS	DNS	DNS	208
50T	US 4864	HUBERTY, BRIAN	DNF	(DNS)	DNS	DNS	DNS	208
51T	G 597	BOETTGER, WOLFGANG (S)	DNF	(DNS)	DNS	DNS	DNS	208

REGATTA RESULTS

2013 NORTH AMERICAN CHAMPIONSHIP
GOLD FLEET JANUARY 27 - FEBRUARY 2, 2013 LAKE PEPIN, LAKE CITY, MINNNEOTA

POS	SAIL #	NAME	R1	R2	R3	PTS
1	US 4691	DENNIS, JOHN (S)	1	1	1	3
2	US 44	SHERRY, RON (S)	4	3	3	10
3	US 5224	THIELER, JAMES	2	2	11	15
4	US 4926	ORLEBEKE, STEVE	3	6	6	15
5	US 4	SHERRY, GRIFFIN (JR)	6	9	17	32
6	US 4487	ATKINS, CHAD	8	19	5	32
7	G 679	SCHNEIDER, MARTIN-BJORN	24	7	2	33
8	US 807	FRANCIS, JR	5	13	16	34
9	US 216	POTCOVA, RICHARD	13	15	9	37
10	US 5193	ANDERSON, ERIC	7	10	23	40
11	US 3283	WILLIAMS, J.BRUCE (M)	12	16	15	43
12	S 81	LINDGREN, TOMAS (S)	DNS	4	4	51
13	US 5469	MOORE, OLIVER	9	12	31	52
14	US 5214	MCDONAGH, JIM	17	14	22	53
15	P 679	SCHNEIDER, JAKOB	DNS	5	10	58
16	US 5393	LASHAWAY, RYAN	10	18	34	62
17	G 890	PETZKE, HOLGER (S)	DNS	11	13	67
18	S 812	KLEMETS, EDDIE (JR)	DNS	17	8	68
19	US 5369	MILLER, MIKE (M)	16	33	19	68
20	US 3705	HOLMAN, ROBERT	23	20	26	69
21	US 5053	REIS, GEORGE (M)	11	31	27	69
22	US 3	GROGAN, JIM (M)	DNS	8	20	71
23	G 597	BOETTGER, WOLFGANG (S)	20	26	25	71
24	H 467	VAN RIEMSDIJK, DIDERIC	DNS	23	7	73
25	US 602	MEYER, TOM (M)	14	30	30	74
26	US 5219	BAKER, KENT	15	28	32	75
27	KC 5508	MABBOUX	18	29	28	75
28	KC 5514	CURTIS, JOHN	19	34	24	77
29	US 2545	DERUSHA, MIKE (S)	DNS	25	12	80
30	US 610	JONES, DONALD (M)	DNS	24	14	81
31	S 42	SODERBERG, HAKAN (S)	DNS	22	18	83
32	US 5156	SOBERING, GEOFF (S)	21	32	33	86
33	G 936	KOLB, JOST	DNS	27	21	91
34	US 5250	SIEGLE, GEORGE	22	35	35	92
35	S 713	GUSTRING, RICKARD (S)	DNS	21	29	93
36	G 737	BOHN, JORG (S)	DNS	36	36	115
37T	US 5414	WILCOX, WES (S)	DNS	DNS	DNS	129
38T	US 5432	BLOOM, MIKE (S)	DNS	DNS	DNS	129
39T	P 31	GRACZYK, ROBERT	DNS	DNS	DNS	129
40T	US 4824	CHRISTENSEN, MARK (S)	DNS	DNS	DNS	129
41T	P 55	ZAKRZEWSKI, TOMASZ	DNS	DNS	DNS	129
42T	G 107	ZEIGER, BERND	DNS	DNS	DNS	129

REGATTA RESULTS

2013 NORTH AMERICAN CHAMPIONSHIP
JANUARY 27 - FEBRUARY 2, 2013 LAKE PEPIN, LAKE CITY, MINNNEOTA **SILVER FLEET**

POS	SAIL #	NAME	R1	PTS
1	KC 5487	LISCIO, LENNIE	1	1
2	R 166	DICHENKO, VALERIY	2	2
3	US 5358	FROST, DAVID	3	3
4	US 4974	JONES, STAN (GM)	4	4
5	K 11	ROWLAND, GARETH, J (S)	5	5
6	S 900	LONN, JOHAN (JR)	6	6
7	US 3433	CUMMINS, ROBERT (M)	7	7
8	US 4775	WHITCOMB III, EBEN (S)	8	8
9	US 5787	BERESNI, MIKE	9	9
10	S 901	LONN, MATS (S)	10	10
11	US 5397	LENON, JORI (S)	11	11
12	US 5465	NILES, DON (S)	12	12
13	US 5404	MINTZ, BILL (S)	13	13
14T	US 5050	OELSCHLAGER, TIM	DNS	21
15T	US 4137	SMITH, JR., KEN (M)	DNS	21
16T	US 5352	HEARN, DANIEL (S)	DNS	21
17T	US 2360	JOHNS, PETE (GM)	DNS	21
18T	US 3535	KENT, JEFFREY (S)	DNS	21
19T	US 5290	HUTTNER, PATRICK (S)	DNF	21
20T	US 5486	ELSMO, DAVID	DNF	21



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REGATTA RESULTS

2013 EUROPEAN CHAMPIONSHIP
MARCH 10-15, 2013
LAKE NIEGOCIN AND LAKE SIEMIANOWKA, POLAND

A FLEET 1-23

POS	SAIL #	NAME	R1	R2	R3	R4	R5	R6	PTS
1	P- 36	Jablonski,Karol	1	1	1	2	[10]	1	6
2	P- 55	Zakrzewski,Tomasz	2	4	4	1	2	[5]	13
3	M- 53	Hamrak, Peter	3	[12]	3	3	6	2	17
4	P- 114	Burczynski, Michal	5	[10]	2	4	7	3	21
5	C- 31	Tagu, Karl-Hannes	[12]	2	7	7	3	4	23
6	C- 6	Voorema, Vaiko	4	6	5	10	[27]	10	35
7	P- 155	Zakrzewski , Lukasz	6	5	9	6	[23]	12	38
8	P- 74	Jerzy, Artur Taber	10	7	11	[12]	5	6	39
9	P- 235	Baranowski , Adam	[19]	8	6	8	12	9	43
10	D- 112	Ebler , Thomas	7	3	13	[35]	14	15	52
11	G- 679	Schneider, Martin-Björn	8	14	8	5	17	[19]	52
12	P- 13	Kardas , Darek	14	[23]	14	9	1	14	52
13	C- 45	Kosk , Mihkel	11	13	17	16	11	[21]	68
14	P- 338	Maciej , Zarnowski	13	20	12	11	15	[23]	71
15	O- 311	Alvikis , Matiss	24	11	[26]	15	9	17	76
16	P- 164	Burczynski , Pawel	[26]	9	15	22	20	18	84
17	P- 80	Mrózek-Gliszczyński , Ryszard	[43]	18	21	14	18	16	87
18	D- 92	Ebler , Hans	23	30	[31]	25	4	7	89
19	G- 890	Petzke , Holger	16	15	10	19	[34]	30	90
20	O- 6 G	Unars, Rozenbergs	17	16	[47/DNF]	47/DNF	8	8	96
21	P- 51	Bogdan , Eder	15	32	18	26	[38]	13	104
22	R- 1	Oleg , Vasilyev	21	[28]	20	23	22	27	113
23	P- 254	Rafal , Sielicki	22	22	19	31	25	[37]	119

REGATTA RESULTS

2013 EUROPEAN CHAMPIONSHIP
MARCH 10-15, 2013
LAKE NIEGOCIN AND LAKE SIEMIANOWKA, POLAND

24-42 A FLEET

POS	SAIL #	NAME	R1	R2	R3	R4	R5	R6	PTS
24	G-936	Kolb , Jost	9	25	33	17	[39]	38	122
25	S- 81	Lindgren , Tomas	18	19	[44]	44	13	29	123
26	L- 601	Winqvist , John	27	29	23	[33]	16	31	126
27	L- 65	Mikael , Pettersson	20	27	32	[36]	31	22	132
28	L- 112	Suojanen , Reko-Antti	29	17	22	18	[47/DNF]	47/DNF	133
29	L- 66	Pettersson , John	31	[37]	30	20	29	26	136
30	C- 64	Akermann , Jaan	33	21	27	21	36	[47/DNF]	138
31	P- 311	Wojciech , Worek	28	33	28	[34]	26	24	139
32	P- 431	Radzki , Jarosaw	42	[45]	42	24	24	11	143
33	C- 96	Hardi , Laurits	[41]	35	24	13	37	36	145
34	G- 390	Fiedler , Anja	35	[43]	41	32	21	20	149
35	G- 99	Schreiber , Manfred	37	[42]	25	30	30	28	150
36	C- 54	Johannes , Puusepp	39	[41]	36	38	19	25	157
37	G- 624	Bock , Andreas	32	24	29	28	[47/DNF]	47/DNF	160
38	P- 65	Marek , Bernat	34	[39]	37	37	28	33	169
39	P- 104	Wojciech , Baranowski	40	[44]	38	27	33	32	170
40	H- 404	Martin , van Wettum	30	34	35	[41]	40	34	173
41	H- 467	van Riemsdijk , Dideric	44	36	16	42	35	[47/DNF]	173
42	Z- 39	Vuithier , Jean-Claude	36	31	34	29	[47/DNF]	47/DNF	177
43	S- 552	Lantz , Lars	25	26	43	39	[47/DNF]	47/DNF	180
44	G- 737	Bohn , Joerg	[45]	38	39	43	32	35	187
45	G- 244	Forstmann , Axel	38	40	40	40	[47/DNF]	47/DNF	205
46	G- 107	Zeiger , Bernd	[47/DNF]	47/DNS	47/DNF	47/DNF	47/DNF	47/DNF	235

REGATTA RESULTS

2013 EUROPEAN CHAMPIONSHIP
MARCH 10-15, 2013
LAKE NIEGOCIN AND LAKE SIEMIANOWKA, POLAND

B FLEET 1-22

POS	SAIL #	NAME	R1	R2	R3	R4	R5	R6	PTS
1	P-107	Marek Artur, Stefaniuk	3	2	3	2	[46/DNF]	8	18
2	H-852	Dennis, de Ruiter	2	1	4	5	8	[9]	20
3	S-8	Fredrik, Lönegren	11	[18]	2	4	12	1	30
4	C-47	Martin, Aljaste	[23]	3	1	14	7	10	35
5	O-31	Madars, Alvikis	6	6	[19]	6	6	11	35
6	Z-78	Ueli, Marti	14	17	[30]	1	1	5	38
7	S-713	Richard, Gustring	[25]	14	17	3	4	6	44
8	CZ-112	Vladislav, Ptasnik	4	8	15	9	9	[17]	45
9	H-580	Johan, Tolsma	1	9	[22]	22	11	2	45
10	L-103	Timo,Lehmuskallio	12	10	9	13	[14]	12	56
11	L-371	Jerker, Sundström	9	7	13	7	20	[21]	56
12	L-70	Dan, Backlund	[26]	12	7	16	21	3	59
13	CZ-97	Libor, Vacula	[41]	11	5	35	2	16	69
14	G-517	Sebastian, Obermaier	13	[24]	10	17	18	13	71
15	R-190	Anatoly, Laryushenkov	5	13	27	[30]	15	14	74
16	C-26	Valdo, Pärtel	17	5	6	24	[36]	28	80
17	D-366	Lars, Arum	[30]	16	11	8	23	26	84
18	G-136	Dirke, Meyer	15	33	[35]	19	16	7	90
19	G-499	Henning, Schillert	7	31	8	[46/DSQ]	19	29	94
20	P-247	Maciej, Brosz	29	[34]	28	10	13	20	100
21	D-126	Lars, Muller	19	15	[45]	27	10	31	102
22	R-5	Sergey, Pulkov	39	[42]	36	23	3	4	105

REGATTA RESULTS

2013 EUROPEAN CHAMPIONSHIP
MARCH 10-15, 2013
LAKE NIEGOCIN AND LAKE SIEMIANOWKA, POLAND

23-45 B FLEET

POS	SAIL #	NAME	R1	R2	R3	R4	R5	R6	PTS
23	G-102	Michael, Hotho	24	4	[44]	18	24	35	105
24	G-749	Wulf, Krogowski	16	19	20	28	26	[37]	109
25	L-68	Dann, Pettersson	22	[44]	25	15	29	19	110
26	G-597	Wolfgang, Böttger	[43]	26	18	11	34	24	113
27	S-639	Dag, Lindström	[42]	32	39	25	5	22	123
28	S-726	Patrik, Stenberg	28	[35]	16	32	32	18	126
29	P-58	Jerzy, Henke	38	30	[41]	12	27	23	130
30	Z-42	Rudolf, Fredy	[35]	22	31	26	25	27	131
31	P-44	Janusz Marek, Taber	27	23	26	[31]	31	30	137
32	H-845	Peter, Greveling	31	28	12	[46/DNF]	33	36	140
33	P-24	Jerzy, Najdrowski	34	[36]	32	33	30	15	144
34	P-54	Paweł, Matejak	[36]	21	24	34	35	32	146
35	P-251	Roger, Rowecki	8	37	14	[46/DNF]	46/DNF	46/DNF	151
36	O-34	Kaspars, Zilins	40	[41]	33	29	17	34	153
37	OE-41	Peter, Munnich	21	20	21	[46/DNF]	46/DNF	46/DNF	154
38	S-143	Hakan, Elfström	[45]	43	43	21	28	33	168
39	S-609	Bengt, Sjöberg	37	[46/DNF]	40	46/DNF	22	25	170
40	OE-221	Niklas, Müller-Hartburg	18	25	38	[46/DNF]	46/DNF	46/DNF	173
41	S-66	Kjell, Andersson	20	39	23	[46/DNF]	46/DNF	46/DNF	174
42	P-208	Mirosław, Kisly	[44]	40	42	20	37	38	177
43	L-69	Mats, Löfberg	10	38	37	[46/DNF]	46/DNF	46/DNF	177
44	OE-110	Helmuth, Romaner	32	27	29	[46/DNF]	46/DNF	46/DNF	180
45	P-134	Ryszard, Szumowski	33	29	34	[46/DNF]	46/DNF	46/DNF	188

REGATTA RESULTS

2013 EUROPEAN CHAMPIONSHIP
MARCH 10-15, 2013
LAKE NIEGOCIN AND LAKE SIEMIANOWKA, POLAND

C FLEET 1-22

POS	SAIL #	NAME	R1	R2	R3	R4	R5	PTS
1	OE-777	Philipp Hribar	5	1	2	4	[8]	12
2	R-22	Yuri Astashev	[34]	4	11	1	4	20
3	L-731	Timo Sivula	[31]	7	7	5	5	24
4	Z-87	Matthieu Conus	8	2	[14]	12	3	25
5	Z-47	Jean-Pierre Comtesse	9	6	4	7	[12]	26
6	C-4	Toivo Aardemaa	13	[37]	8	8	1	30
7	H-962	Ben Kloos	2	8	[28]	16	6	32
8	R-79	Valentina Kozlova	[45/DNF]	11	16	6	2	35
9	H-472	Piet Ploum	[35]	5	3	19	9	36
10	Z-61	Marc-Martin Philippe	[45/DNF]	9	9	10	10	38
11	G-896	Knut Peters	4	17	15	2	[19]	38
12	B-5	Fershal Ivan	3	18	[22]	20	7	48
13	M-101	Attila Istvan Pataki Jr	10	12	13	[28]	13	48
14	R-77	Vladimir Gribov	[45/DSQ]	3	1	22	28	54
15	L-132	Oscar Lindell	11	16	12	[26]	15	54
16	G-527	Günter Kring	14	13	[21]	11	21	59
17	P-6	Konrad	1	20	6	[45/DNF]	45/DNF	72
18	Z-102	Arnaud L'Huillier	18	[29]	19	9	26	72
19	G-631	Ernst-August Schorling	17	[26]	26	15	16	74
20	C-72	Marek Lentsius	15	[45/DNF]	20	17	22	74
21	OE-250	Roland Huber	[32]	19	18	21	17	75
22	G-580	Joern Koepcke	12	14	5	[45/DNF]	45/DNF	76

REGATTA RESULTS

2013 EUROPEAN CHAMPIONSHIP
MARCH 10-15, 2013
LAKE NIEGOCIN AND LAKE SIEMIANOWKA, POLAND

23-44 C FLEET

POS	SAIL #	NAME	R1	R2	R3	R4	R5	PTS
23	C-42	Johanna Saareke	21	24	[25]	13	18	76
24	S-810	Nils-Olof Olsson	24	23	[37]	3	27	77
25	M-1	Attila Pataki	22	31	[34]	14	11	78
26	P-345	Jerzy Surkow	[25]	22	17	23	20	82
27	P-380	Stefan Kalinowski	19	25	[29]	29	23	96
28	S-788	Per-Owe Svensson	20	[40]	36	27	14	97
29	H-675	Rob Leuverink	23	27	24	[30]	29	103
30	K-13	David Howlett	7	28	23	[45/DNF]	45/DNF	103
31	L-122	Matti Jaskari	30	[33]	31	18	25	104
32	S-10	Lennart Persson	[45/DNF]	10	10	45/DNF	45/DNF	110
33	H-877	Lex van Helden	33	[38]	38	25	24	120
34	CZ-113	Vojtech Komárek	29	35	39	24	[45/DNF]	127
35	OE-227	Helmut Ebner	16	39	30	[45/DNF]	45/DNF	130
36	H-972	Margreet Elfving	27	36	32	[45/DNF]	45/DNF	140
37	K-11	Gareth Rowland	28	32	35	[45/DNF]	45/DNF	140
38	S-890	George Bolsch	6	[45/DNF]	45/DNF	45/DNF	45/DNF	141
39	R-10	Galich Alexander	[45/DNF]	21	33	45/DNF	45/DNF	144
40	G-44	Heiner Forstmann	[45/DSQ]	30	27	45/DNF	45/DNF	147
41	S-441	Hans Eriksson	[45/DNF]	15	45/DNF	45/DNF	45/DNF	150
42	H-461	Peter van Klink	26	34	[45/DSQ]	45/DNF	45/DNF	150
43	R-310	Alexandrov Yuriy	[45/DNF]	45/DNF	40	45/DNF	45/DNF	175
44	R-37	Polenov Victor	[45/DNF]	41	45/DNF	45/DNF	45/DNF	176

NIYA @ 100 YEARS

PHOTOS BY GRETCHEN DORIAN



NORTHWEST REGATTA

The DN fleet was well represented at the 100th anniversary of the Northwest Ice Yachting Association regatta sailed on Green Lake in Wisconsin in March 2013. Congratulations to John Davenport US4961 for his first place finish. DNs have been part of this regatta since 1954.



LAST OFF THE LAKE

FROM THE EDITOR OF RUNNER TRACKS, DEB WHITEHORSE

So what do you think about the latest reincarnation of Runner Tracks? Simple economics forced the board of directors to find ways to save money in the North American IDNIYRA. The money to print and mail Runner Tracks was eventually going to drain the association's bank account. The decision was made to publish Runner Tracks online and make the printed version available at a nominal cost like the yearbook.

Personally, it was a huge opportunity to be more creative with the newsletter. Laying out the 2013 Worlds & North American magazine inspired me to totally revamp Runner Tracks.

Photographers are one of our most valuable resources to help us tell the story of DN ice sailing. An exciting photograph that catches someone's eye often translates into an inquiry wondering how an ice boat ride may be obtained. If you like how this Runner Tracks looks, I give all credit to our photographers who share their work with the association FREE of charge. Please support our professional photographers by purchasing a print from them!

The photos in this inaugural color magazine are from Michigan's Chris Clark US4789, Gretchen Dorian of Michigan, Gareth Rowland K11 of Britain, Evgeny Ryazhev of Russia, and Alexandra von Egmond of the Netherlands.

The vendors who advertise in Runner Tracks deserve all the support we can give them. Ice sailing is a challenging sport and tough business. Let them know you appreciate their support for the newsletter.

It's exciting to be able to embed videos in the online version. Check out pages 19 and 29 for a video from Lake Baikal and one from the 2013 North American Championship.

And just like the previous version of Runner Tracks, we always appreciate article and photo submissions. Don't worry about writing a grammatically perfect article because I will help you with the editing.

Jane Pegel wears many hats and in her capacity as a member of the National Iceboat Authority, she announced that Ron Sherry US44 accepted an appointment to Board of Directors of the National Iceboat Authority. Continuing members are Tim McCormick, Bob Pegel, Tom Nichols, Paul Goodwin, Jane Pegel, and Jack Ripp.

If you like what you see here, consider ordering a printed color magazine for a very reasonable price to help spread the word about DN ice sailing. Contact me by email or phone for more information.

See you when you cross the finish line....
Deb

PHOTO: GARETH R ROWLAND K11



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