

MAGAZINE OF THE INTERNATIONAL DN ICE YACHT RACING ASSOCIATION

# RUNNER TRACKS

FEBRUARY 2014



## 2013 CENTRALS

A NEW GENERATION

## TECH UPDATE

RUNNER INTERPRETATION

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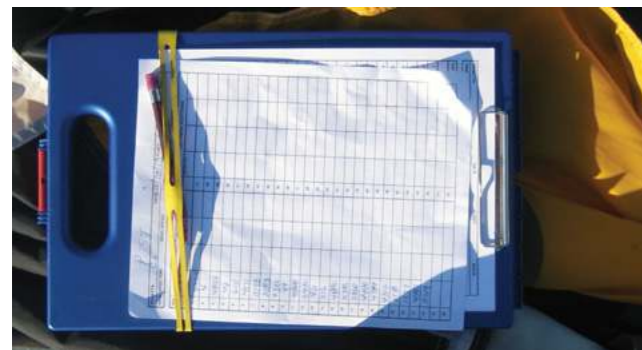
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2014 NORTH AMERICAN CHAMPIONSHIP

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Cover Photo: Catherine Firmbach [cefirmbach.com](http://cefirmbach.com) / 2013 Centrals Griffin Sherry US4 pushes off.



## GET A SAIL NUMBER MEMBERSHIP INFORMATION

Contact IDNIYRA Treasurer  
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- Minutes of the annual meeting

# COMMODORE'S MESSAGE

RICHARD POTCOVA DN US 216  
MONROE, MICHIGAN, USA

**W**ish I had more to talk about this season but the weather has been a challenge throughout the entire sailing region.

This could possibly be the season when we complete regional regattas in March and April. There remains lots of sailing left and tons of ice to melt before this season is over.

A few of us talked about the possibility that the North American Championship was scheduled too early in the season. But if not for choosing that week, I do not think the North American Championship would have happened this season.

Good luck to all the competitors heading to the World Championships in Europe. Conditions should be great there.

Single digit temperatures and record snowfalls have been the norm for the past five weeks. I can never remember a winter like this since I was in grade school. Just last weekend we saw trucks driving to their favorite fishing holes on the west end of Lake Erie. What a great year to own a snowmobile too! We just don't get winters like this in SE Michigan.

So now the waiting begins for all this snow to thaw and the lakes to resurface. The trend seems to be heading in that direction as I write.



Catherine Firmbach

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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 508-377-6100



Photo: Chris Clark US4789



## THE TOLEDO ICE YACHT CLUB INVITES ALL DN SAILORS TO PARTICIPATE IN THE GREINER OPEN REGATTA.

DATE: TO BE ANNOUNCED ON DNAMERICA.ORG/FORUM/  
OR "LIKE US ON FACEBOOK" : TOLEDOICE



### WESTERN CHALLENGE

Sailed  
December 6-8, 2013



### 2013 CENTRAL LAKES

Sailed  
December 28-29, 2013



### WESTERN LAKES

To be announced  
Website: DN Forum  
Hotline: 608-313-5156



### 2014 CENTRAL LAKES

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



### NORTH AMERICAN CHAMPIONSHIPS

Sailed  
January 23-24, 2014 on  
Lake Champlain,  
Plattsburgh, New York



### GOLD CUP & EUROPEAN CHAMPIONSHIPS

March 1-8, 2014  
Poland  
Website: DN Europe



### EASTERN LAKES

To be announced  
Website: DN Forum  
Hotline: 508-377-6100



### CANADIAN CHAMPIONSHIP

To be announced  
lliscio@yahoo.com

Photo: gretchendorian.com

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Your name here! This position is open.  
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# 2013 CENTRAL REGION CHAMPIONSHIP

A WARM WEATHER REGATTA  
THE DN CENTRAL LAKES REGION CHAMPIONSHIPS  
DECEMBER 28-29, 2013

by: Kent Baker



RACERS READY FOR PRO ERIC LIND TO DROP THE FLAG.



One thing I learned during my tenure as Regional Rear Commodore for the Central Lakes is that you really aren't the boss. You don't really make the calls - Mother Nature does and your fellow sailors from throughout the region who are in the end, responsible for the selection of regatta ice. Your job is to be the conduit and center for information. Ultimately, when the seemingly toughest choices that loom before you meet their moment of reckoning, it has by then somehow presented its own solution

To many it seems ridiculous that we don't know where, when, or if until just a few days before the actual event. But those with experience know that it is simply ridiculous when people ask "Hey where are we sailing next weekend?" Don't they know it's only Monday? Ask me Wednesday night and maybe I'll have an idea...?

Our December weather was quite different from previous years. Unusual cold led to early freezing but the warm lake temperatures of the early season still made us very vulnerable to snow.

Reports were streaming in from Sandusky Bay, Maumee Bay, Wamplers Lake, Elk Lake, Walled Lake, and Anchor Bay. Weather eliminated all but Anchor Bay and Wamplers Lake. Wamplers appeared to be decent, but small. Pictures suggested that Anchor Bay could have the edge.

Harry Defer(US99), Ron Sherry(US44), Griffin Sherry(US4), and Jim Grogan(US3) all scouted and sailed the Anchor Bay area and with that, the regatta was called ON.

We started with a practice day and Fun Regatta on Friday the 27th. The first annual "Holiday Classic Fun Regatta" was held with three 2-lap races before the wind died off. Mark Christensen (US4824), Chad Atkins (US4887), and James "T" Thieler (US5224)

TJ SHERRY, FRANKIE HEARN, AND GRIFFIN SHERRY MASTERING THE ART OF WAITING FOR THE WIND



Catherine Firmbach

"ONE OF THOSE MAGICAL MOMENTS WHEN THE TEACHER RECOGNIZES THAT THE STUDENT IS PUTTING ALL THE PIECES TOGETHER." DANIEL HEARN

# 2013 CENTRAL LAKES REGION REGATTA

BY KENT BAKER

had the top scores of the day. The top Juniors were Griffin Sherry(US4), T.J. Sherry(US49) , and Frankie Hearn(US5479).

Saturday we had a lot of waiting for wind as the snow on the ice softened and melted. There were many areas of frozen slushy snow and even a few areas of soft ice, but the short slipper-style runners ruled the day. Only one successful Gold and one Silver Race were raced. A "gas hole" was discovered on the course by Rob Linden(US 5174) who luckily escaped with a wet foot and a slightly misaligned runner. commodi consequatur?

The evening festivities were held at nearby North Star Sail Club, hosted and bartended by our own new member, Jon Russel. Pizza, wings, and salad filled empty stomachs as well as conversations about the weather and questionable ice.

Sunday morning appeared to have less wind, but far less snow on the ice. Conditions had surprisingly improved overnight. Once the wind filled in, we were able to have three more races in the shifting conditions before the deteriorating ice seemed too much of a threat.

The soft ice was accommodating to a large range of runners, but mostly to long, thin inserts, or T-Runners. 100-degree minimum-T runners seemed to work quite well for me.

**THE RESULTS YIELDED A PLEASANT SURPRISE. JUNIOR SAILOR GRIFFIN SHERRY EDGED OUT HIS FATHER BY 1 POINT FOR THE GOLD FLEET FIRST PRIZE. INDEED A NEW GENERATION APPEARS TO BE STEPPING UP!**

Volunteers that made this event easy included PRO Eric Lind, and scorers Loretta Rehe, Deb Whitehorse, Erica Baker, and Eileen -all of whom had to walk nearly a mile out with gear to set up the starting lines.

Sailors who helped set marks included Eric Anderson (US5193), Ron Sherry (US44), Jody Kjoller (US5343), Ryan Lashaway (US4171), and John Harper (US60).

For the third season in a row, we pulled off our Central Champs in the final weekend of the season. Stay alert! We may have another regatta coming soon!

# CENTRALS PHOTOS

PHOTOS BY CATHERINE FIRMBACH  
cefirmbach.com



Top: Stan Jones, right, and Don Niles discuss the racing at the end of the day.

Bottom:  
The Race Committee watches the Gold Fleet start.



Paul Goodwin and Chip Cartwright look over runners.





# REGATTA RESULTS

2013 CENTRAL LAKES CHAMPIONSHIP  
 DECEMBER 28-29, 2013  
 ANCHOR BAY, MT. CLEMENS, MICHIGAN

## GOLD FLEET

POS	SAIL	NAME	R1	R2	R3	R4	PTS
1	US4	SHERRY, GRIFFIN (JR)	2	1	3	3	9
2	US44	SHERRY, RON (S)	4	4	1	1	10
3	US5224	THIELER, JAMES "T"	1	2	6	6	15
4	US4824	CHRISTENSEN, MARK (S)	3	3	5	5	16
5	US5193	ANDERSON, ERIC	7	5	7	4	23
6	US99	DEFER, HARRY (S)	10	9	9	7	35
7	US216	POTCOVA, RICHARD	14	8	13	2	37
8	US4171	LASHAWAY, RYAN	6	14	11	8	39
9	US5352	HEARN, DANIEL	9	6	10	16	41
10	US4487	ATKINS, CHAD	23	7	8	9	47
11	US3705	HOLMAN, ROBERT	16	17	4	10	47
12	US4868	RICHARDS, JULIE (S)	11	12	12	12	47
13	US610	JONES, DONALD(GM)	5	13	16	13	47
14	US5432	BLOOM, MIKE (S)	12	15	18	11	56
15	US3283	WILLIAMS, J.BRUCE (M)	8	11	20	18	57
16	US5219	BAKER, KENT	24	10	2	21	57
17	US4789	CLARK, CHRIS (S)	19	16	14	15	64
18	US4882	WOLLAM, RICHARD (M)	15	19	17	14	65
19	US2360	JOHNS, PETER (GM)	17	20	15	20	72
20	US4512	MADDEN, STEVE (M)	20	18	19	17	74
21	US46	GOODWIN, PAUL (S)	13	21	23	DNF	83
22	US1277	BOWMAN, HAL (GM)	22	22	21	19	84
23	US118	CARTWRIGHT, CLIFF	21	23	22	DNF	92
24	US4480	STANGE, AARON	18	DNS	DNS	DNS	96
25	US5144	GULARI, BORA	DNS	DNS	DNS	DNS	104

# REGATTA RESULTS

2013 CENTRAL LAKES CHAMPIONSHIP  
 DECEMBER 28-9, 2013  
 ANCHOR BAY, MT. CLEMENS, MICHIGAN

## SILVER FLEET

POS	SAIL	NAME	R1	R2	R3	R4	PTS
1	US 4974	JONES, STAN (M)	1	1	3	1	6
2	US 1006	VITALE, NICK (M)	2	2	4	3	11
3	US 5479	HEARN, FRANKIE (JR)	6	6	5	2	19
4	US 1610	BROWN, BRUCE	4	4	10	5	23
5	US 5430	CUTTING, BILL	3	10	6	7	26
6	US 5174	LINDEN, ROBERT	13	3	2	9	27
7	US 5435	KJOLLER, JODY	DNS	5	1	6	34
8	US 5250	SIEGLE, GEORGE	7	11	9	8	35
9	US 3743	CARNAGHI, J.P.(S)	10	8	8	10	36
10	US 5465	NILES, DON (S)	5	7	7	DNS	41
11	US4379	LAMBERT, JOEL	DNS	9	11	4	46
12	US 49	SHERRY, TJ (JR)	9	13	12	DNF	56
13	US 5404	MINTZ, BILL	11	12	13	DNF	58
14	US 5172	BETZOLDT, GLENN (M)	8	DNS	DNS	DNS	74
15	US 5478	GORITSKI, JACK	12	DNS	DNS	DNS	78
16	US 3639	RACINE, LOUSE	14	DNS	DNS	DNS	80
17T	US 5503	ECKRIDGE, TONY	DNS	DNS	DNS	DNS	88
18T	US 4379	RUSSELL, JON	DNS	DNS	DNS	DNS	88
19T	US 4710	KENNEDY, THOMAS	DNS	DNS	DNS	DNS	88
20T	US 2981	HARTE, JOHN	DNS	DNS	DNS	DNS	88
21T	US5470	DAWSON, TOM	DNS	DNS	DNS	DNS	88

# DN TECH

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

## Official Interpretations of the DN Specifications

### E. Runners

**02/17/2014** Runners are not considered ballast and runners of different weights may be used during a regatta, provided each runner complies with the specifications and interpretations under E. Runners.

**02/17/2014** The interpretation dated 1977, which reads: "It is legal to changerunners from a light set (6lbs) each to a heavy set (17 lbs) each during a regatta and not be in conflict with the change of ballast", is deleted.



Catherine Firmbach

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All models in stock, ready for delivery. Will be available at NA's. Order soon!

## CSI DN SPARS 2014

*"I could not have won back to back championships without this mast"*

P 55 Tomek Zakrzewski Current World Champion

Contact Jeff Kent US3535 or email at  
jeffkent@csi-composites.com

# DN HOW TO

WHAT I LEARNED FROM BUILDING MY FIRST PLANK  
BY MIKE MADGE KC5449

When I discovered that the plank that came with the first DN I bought was too stiff, I investigated getting another one. Scott Brown US5298 convinced me that with a little guidance, even I could build my own runner plank.

Here are my observations of building a plank for novices.

### Do's and Dont's

Do find a mentor. Scott was mine and even though separated by 300+ miles, he walked me through the process via email. At last count I believe he replied 35 + times.

Don't buy a big slab of wood thinking you can cut it down into a whole lot of good slices. This idea cost me one blade and quite a few fuses on my undersized table saw.

Don't rely on your high school shop class to plane down your wood to exactly the width you need.

Do have enough West System Six10. One tube of West System Six 10 is not enough to glue up a whole plank and really is just a waste of it using it to glue the edges.

Do find a person with a shop that collects clamps as a hobby. My friend has over 100 of them.

Do have a vehicle larger than a Toyota Echo when transporting an 8 foot long runner plank. The Echo's capacity for wood is about 7' 15/16". That mistake cost me a new windshield.

Don't expect the plank to come out of the mould with the right stiffness. Mine came out with stiffness comparable to that of a wet noodle. Adding fibreglass does wonders to stiffening a plank.

Do know that working with fibreglass is really messy (an understatement).

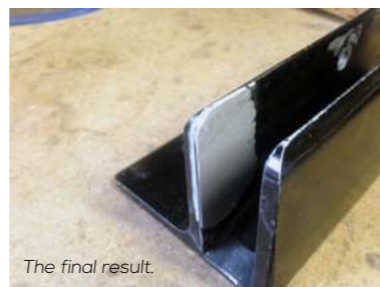
Putting on the chocks and attachment plates is a whole lot tougher than I thought. You can get the chocks lined up pretty good without using space age technology, surprisingly, a tape rule gets it really close.

Building my own plank ended up costing me more money than I thought. It does not have to look like a piece of furniture to work.

Would I do it again? Hopefully I won't have to anytime soon. Having said all that, racing with your own plank and finishing second (Silver Fleet Race) in the 2013 Western Challenge makes it all worth while.



# DN HOW TO



**REJUVINATING OLD CHOCKS  
BY BOB GRAY US65**

At \$250-\$300 a pair, you don't want to discard a chock unless absolutely necessary. Older Sarns chocks bend fairly easily and I've bent Hamill chocks. Struble chocks generally don't bend but if they do and it's the inner reinforced side, you're basically screwed. I've tried to straighten chocks by bending them but with only very limited success.

This matter was brought up on the DN Forum web site and someone suggested shimming the chock. This seemed like a pretty good idea except that shims don't hold up all that well and if one were to come off at a regatta you'd have a real problem.

I came up with a solution that actually is fairly easy to do and will hold up. Many of you have probably heard of J B Weld. It's a steel reinforced epoxy that has actually been used to fix cracked engine blocks and it's readily available. This is my fix.

The only possibly difficult thing to do is to make a spacer. The spacer should be about 10" long, 3" wide, and the exact thickness of the slot of a good chock. Typically the center of the chock is unaffected and is the correct width.

I found that older Sarns and Hamill chocks are 1.017" wide. I've been told that Struble chocks come in three widths. Two of my sets are at 1.006" and the other is 1.012".

I took a piece of 2X4 and using my thickness planer, planed it down to 1.017". It would be easier to do this with a drum sander if you have access to one. You want this spacer to be a SNUG fit.



The next step is to ascertain where the chock has to be shimmed. Insert the spacer in the chock, take a sheet of paper, and see where you can easily slide it between the spacer and chock. That will be the area you have to shim. You should also take a straight edge and use it to pick out the section to be shimmed.

With the bad section identified it's time to make the repair. Take 80 grit sandpaper and roughen up that section starting from the end of the face and working inward 1" to 2".

Next coat the spacer with a good paste wax which acts as a release agent. My favorite is Butcher's Wax (it also works great with West System epoxy).

Now mix up the J B Weld and put a thin coat over the sanded area. Take the spacer, place it in the other end of the chock and slide all the way thru to the end to be shimmed. Leave the spacer in overnight.

If both ends are sprung do one end then do the other. If there are voids in the repair that's okay but if you want you can mix up more J B Weld, fill the voids, re-insert the spacer and let it set up.

Voids can be prevented if you have room for a thickness of wax paper between the spacer and the chock. Take a 2 3/4" by 12" strip of wax paper and lay one end over the epoxy, hang on to the other end and push the spacer through. The wax paper will leave a smooth finish.



You will now have a nice, true chock that should hold up until the next time you stuff a runner in a crack or some other similar event.



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# FOCUSING

# ON NOW

ANOTHER CHALLENGING ONE - THIS YEARS NA'S THAT IS. PERHAPS WE ARE GETTING USED TO TOUGH REGATTA CONDITIONS.

BY KENT BAKER US5219

**LETS TAKE A LOOK AT A SUMMARY OF THE PAST FEW NORTH AMERICAN CHAMPIONSHIPS:**

**2009:** Green Bay – Regatta was moved from Torch Lake Gold Cup site after a big warm up. First day of N.A.'s was a lay-day due to high winds. 5 races each fleet were held on day 2. Day 3 was snowed out.

**2010:** Thunder Bay, Ontario – The best (or was it only?) available ice in North America would require passports for most of us who would need to cross the border. 58 skippers made their way across the beautiful North Shore of Lake Superior for what would end up being 4 races in two fleets and a lot of waiting for wind.

**2011:** Canceled due to "Snowmageddon".

**2012:** Green Bay, WI – Initially called On for Burlington, VT., but snowed out. The first day of racing was delayed due to high winds, but 3 races in each fleet was held. The second day after shifting light winds black flagged what would have been race #4, a suspicious crack was spotted by the leeward mark. With open water to leeward of us, it was decided to cancel further racing. Just a few days before several ice fisherman made the news when the nearby ice they were fishing on broke free and they had to be rescued.

**2013:** Lake Pepin – Super cold temperatures and light air only allowed for 3 Gold and 1 silver race before the time limit expired.

**2014:** Lake Senachwine, IL, Montreal, CA, Plattsburgh, NY – Two false starts had DN sailors scurrying about the country, not unlike kittens chasing a laser-light. By fluke, a sailor did another check on Lake Champlain and discovered a surprise of decent conditions on the Western shore.

Clearly we have either been on a run of bad luck or we have been poorly choosing our regatta dates. The number one contributor to participation in our sport is weather. And clearly we are seeing a struggle. So I was writing a note to all of you to attempt to address issues – many of which we touched upon at our Annual Meeting during the North American Championships in Plattsburgh.



Richard Gustring and Kent Baker at the North American Championship on Lake Champlain.

Photo: David Frost US5358

I threw that draft out. I (we?) are frankly getting tired of pep talks. We have exhausted the term "newbie" and the phrase "grow the sport". It is time to carefully check our ice, communicate, and find a race course somewhere. That is what we do well. And that, first and foremost is what we NEED TO FOCUS ON NOW! The rest of it JUST HAPPENS!

I think we have forgotten about getting some of the people that you haven't seen in a long time back on the ice. These are people who were once bitten by the bug. They have their equipment collecting dust somewhere. And something as simple as a friendly invitation to ride along or share accommodations might go a long way in bringing somebody back.

Look to the next issue of Runner Tracks for the beginning of some very important discussions. Meanwhile, there is ice to scout. Make a short list of old sailing buds to call when there is ice near you!

Think Ice!

Kent Baker

# Composite Concepts, Inc.

iceboatracing.com

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