

MAGAZINE OF THE INTERNATIONAL DN ICE YACHT RACING ASSOCIATION

RUNNER TRACKS

MARCH 2024



**MINUTES FROM THE 2024 IDNIYRA ANNUAL GOVERNING MEETING
OBSERVATIONS FROM ESTONIA BY ROBERT CUMMINS**

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Cover Photo: Joonas Kiisler C53, 3rd place IDNIYRA World Championship, 4th place IDNIYRA European Championship
Photo: Valeri Larionov



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GET A SAIL NUMBER MEMBERSHIP INFORMATION

Contact Ray Gauthier US5576
Email: ray.gauthier5640@gmail.com

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Contact IDNIYRA Secretary
Deb Whitehorse
1200 East Broadway
Monona, WI 53716
Phone: 608-347-3513
Email: debwhitehorse@gmail.com

RUNNER TRACKS is edited by IDNIYRA Secretary Deb Whitehorse

COMMODORE'S REPORT

VIEW FROM THE STOOP

DAVID FROST US5358, CHARLOTTE, MICHIGAN, USA

The Stoop has been on the move for the last two months, bringing a new view many mornings along with some good coffee and fellowship. Fellowship is one of the great parts of this silly sport of ours, and in years like this, where the local ice is found to be wanting and the season ends way too soon, it becomes a significant part. If you have yet to travel across the pond to participate in a continental regatta, I can not recommend it enough.

Here are a few observations from this year's Continental Regattas ranging from the volunteers, ice, youth, and stupidity.... It's all here.

The people who go above and beyond to make these events happen can never be truly compensated for their time, energy, and passion, but a big thank you is a great place to start. The scouts, race committee, competitors, and the local shops that help to mend the broken gear so it will be ready to play the next day - Thank You!

When I got into this sport twenty-some years ago, I was a puppy at 40. If you scroll through this year's rosters, you will see that the puppy age is falling! With the Optis and Juniors included in Europe and the re-start of the NA junior program, it was great to see the young ones in all the fleets, and yes, many were in front of me, and that is just fine. Any day that I have to worry about a teenager kicking my tail is a great day for the class, no matter the cost to my ego! Keep it up!

This year's lack of ice in NA made me really appreciate the ice we had for the continentals. The Ice in Pärnu started off good and kept getting better. Waconia, some might say, started off a bit on the rough side, but it was the best we could find. And it stuck around for a week, and it, too, kept getting better!

While on the subject of Waconia, even though it was rough and a bit breezy, it was also the first time we had the chance to come close to a 14-race regatta. We are looking at how it went, lessons learned, and ways to improve it or even abandon it. So if you have any thoughts on the matter, pros or cons, please drop me a line so we can plan for 2026!

On a personal note, in case you were wondering, in all three continentals, I proved once again that Stupid is Slow! That is as much detail as I need to give here, but trial after trial has failed to disprove the theory. I am sure it can be considered a natural law of ice-boating. Now, to prep for next year. So, as we put the gear away for the soft season, take the time to get ready for next year's racing, be it scrub, regional, or continental! See you on the ice and likely the Stoop

IDNIYRA Commodore
David Frost US5358



Photo: Gretchen Dorian

Note from the Editor:

Next issue: Regatta coverage and results from the 2024 World, European, and North American Championships.



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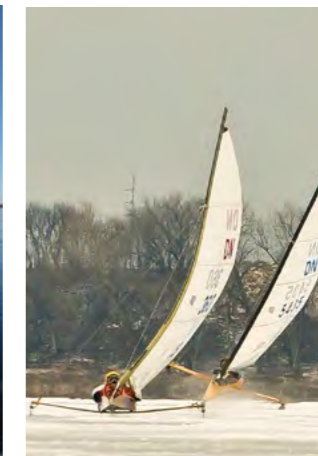
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TBD
Host: Eastern region.
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WESTERN LAKES

TBD
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CENTRAL LAKES

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EASTERN LAKES

TBD
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DN & ICE OPTIMIST JUNIOR WORLD CHAMPIONSHIP

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CANADIAN CHAMPIONSHIP

TBD
idniyra.org

GRAND MASTERS CHAMPIONSHIP

TBD



PHOTO: CATHY FIRMBACH
2023 WORLD CHAMPIONSHIP

INTERNATIONAL CLASS OFFICERS 2023-2024

NORTH AMERICAN COMMODORE

David Frost US5358
Charlotte, MI 48813
Phone: 517 202 2257
black_ice@att.net

NORTH AMERICAN VICE COMMODORE

Rob Holman US3705
Michigan
Phone: 419 350 9658
Sail222@yahoo.com

NORTH AMERICAN SECRETARY

Deb Whitehorse US2366
1200 East Broadway
Monona, WI 53716
Phone 608 347 3513
debwhitehorse@gmail.com

NORTH AMERICAN TREASURER

Deb Whitehorse US2366
1200 East Broadway
Monona, WI 53716
Phone 608 347 3513
debwhitehorse@gmail.com

NORTH AMERICAN PAST COMMODORE

Robert Cummins US3433
Oshkosh, Wisconsin
Phone: 920 573 1265
rcummins@new.rr.com

EUROPEAN COMMODORE

Mihkel Kosk C45
Pärnu, Estonia
commodore@idniyra.eu

EUROPEAN VICE COMMODORE

John Winqvist L601
Helsinki, Finland
vicecommodore@idniyra.eu

EUROPEAN SECRETARY

Attila Pataki Jr. M101
Balatonfüred, Hungary
hungary@idniyra.eu

EUROPEAN TREASURER

Artis Berzens O2
Latvia
treasurer@idniyra.eu

EUROPEAN JUNIOR PROGRAM MANAGER

Stan Macur P111
Poland
juniorprogram@idniyra.eu

EUROPEAN WEBMASTER

idniyra.eu
Attila Pataki Jr. M101
Balatonfüred, Hungary
webmaster@idniyra.eu

NORTH AMERICAN REGIONAL COMMODORES

CANADA

Colin Duncan KC5457
Kingston, Ontario
Phone: 613 549 1848
colinduncan439@gmail.com

EASTERN LAKES

James "T" Thieler US5224
Rhode Island
Phone: 401 258 6230
t_thieler@yahoo.com

CENTRAL LAKES

Rob Holman US3705
Michigan
Phone: 419 350 9658
Sail222@yahoo.com

MOUNTAIN LAKES

Bill Van Gee US3435
New York
Phone: 315 483 6461
dn3435@juno.com

WESTERN LAKES

Chris Berger US5166
Illinois
Phone: 773 531 2445
berg820@yahoo.com

NORTH AMERICAN JUNIOR PROGRAM MANAGER

Sam Bartel US1011
Maple Plain, MN
Phone: 952-250-8378
srbartel4@gmail.com



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OBSERVATIONS FROM ESTONIA

2024 DN WORLD & EUROPEAN CHAMPIONSHIP
BOB CUMMINS US3433

Faster racers than me can write about the racing at the 2024 DN World Championship in Pärnu, Estonia, but there is so much more to a major regatta than the racing. We go for the racing, but the rest of the activities and the people make the experience even more memorable. This is especially true when the Championship is in Europe. What follows is a snapshot of the non-racing sights, people, and different equipment.

After an overnight ferry ride from Germany to Klai-peda, Latvia, and a stay in a hotel at the site where the Lithuanian organizers had originally hoped to have the regatta, it was less than a day's drive north to Pärnu. This little trip took my German host and long-time traveling companion, Christian Seegers G551, and me through three countries: Lithuania, Latvia, and Estonia, pleasant countries that the average tourist never sees. We had our DNs, masts, and a ski box with planks and sails strapped to the top of his car. There wasn't a lot of sightseeing to be done because those countries look like Wisconsin with trees, interrupted by farmland, plus an occasional view of the Baltic coast. They are really pleasant countries and certainly not crowded.

Pärnu is a resort city of about 36,000 people on a large bay of the Baltic Sea. The sailing site was a few miles outside the city. The city was founded in 1251, so finding your way around in an old-world city was sometimes challenging. Modern navigation systems are a joy for those of us from the New World and make trips to Europe much easier than they were a few years ago.

Upon arrival at the sailing site, we had to make an instant decision: launch from the beach and deal with the sand or climb over the boulders that protected the road. Sand ruins runners, and overseas travelers don't carry many, so we chose the rocks.

The boats only had to go up and down once. The trips up and down the rocks were good conditioning, but recovery was slow.

The ice sheet was huge, without cracks, perhaps the largest sheet I have ever seen or sailed on. There were occasional ships in the distance accompanied by icebreakers, but never close enough to affect the sailing site. We were always several miles offshore so the Ice Optimist World and European Championships could be closer to the launch site.



Qiguang Wang CH999, Jinzhou, China is the first Chinese competitor to race in a DN Continental Championship. He flew into Germany and traveled with Joerg Bohn G737 and Ron Sherry US44.

The day the wind died, it was a long walk back to the mooring area. A young Ice Optimist competitor sailed up to me the day that happened and asked if I needed help. I must not have looked very good to the gracious young lad. The only disconcerting thing about the area was glancing up at the occasional jet contrail and wondering whose airplane(s) they belonged to or if the world had gone wrong.



IDNIYRA European Junior Sailing Secretary Stan Macur and the 2024 Ice Optimist World Champions
Photo: Sorajjaphotography



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Designed by Zakrzewski P-55

Continued next page



Women of the DN European Fleet

The ice was a fantastic sheet of snow ice that had been rained on. It was smooth and fast with unlimited size. We should be so lucky in North America.

The people make a regatta as much fun as the racing. It's nice to see old friends, make new ones, and enjoy the local hospitality. Stan Macur from Poland, who has been DN sailing for decades, once again directed the European Professional Race Committee with his usual efficiency even though there were mostly new faces in the group. During the regatta, there was very little crashing, but there were some damaged boats. Large racecourses help to minimize accidents.

The large number of new sailors from most of the countries that were represented stood out for a variety of reasons. Mikhel Kosk C45, the European Commodore from Estonia, is young, enthusiastic, and exudes confidence, finishing tenth in the Gold Fleet while running the whole show. Poland dominated the top ten, but four of the top ten finishers were from Estonia. Other newer sailors were also remarkable. Check the standings.

There were many new names at the top. Qiguang Wang CH999 from China made the first appearance for the Chinese on the World DN stage in a borrowed boat. The Chinese have a lot to learn, but there was consensus that they probably will. His visa to attend the 2024 North Americans was unfortunately denied.

While there were many newer DN sailors, the Ice Optimist fleet was a remarkable sight. The Ice Optimist sailors showed up early every morning with their parents and coaches, eager to get on the ice. The amazing part about the Ice Opti fleet was that of the fourteen young sailors who took home awards, seven of them were girls. There were no girls who received DN Junior awards, but having ten Junior DN sailors speaks well of European efforts to attract juniors to our sport.



Claudia Mishima L154

There was also a large contingent of women sailors in the DN fleet. Anja Fiedler G390 led the group with a mid-fleet finish in the Gold fleet. Her international rank is eight, but it was a windy regatta, so it was a little easier for larger sailors.

One of the women, Claudia Mishima L154, heard about iceboating from a friend at work. She took her

first DN ride in December, and promptly bought a 1,000 Euro used boat. She sailed as much as possible with Finnish sailors prior to the World Championships, brought her boat to the regatta, and finished mid-fleet in the Bronze fleet of 49 boats. It would be nice if everybody who got a first ride were as instantly interested in the sport. We need to connect young sailors in North America with reasonably priced used equipment.

It is notable that the mostly young Finnish team had the support of retired Finnish sailors Oa Sojberg,

Tom Weber, and Bengt Enokson, who traveled to Pärnu to assist the newer sailors. Those three guys have been on the European DN scene for decades, and it was a pleasure to see them, as well as many other older sailors who have competed internationally for many years.

There was plenty of food at this World Championship. You won't be hungry for anything at a European regatta except more speed. Iceboating is a chance to see the world, and the world hopes to see you on the ice.



One of the post-race BBQ events sponsored by the different countries and the Ice Optimist fleet.



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CHAMPIONS DESIGN.

ONE ASPECT OF A NO-WIND DAY IS BEING ABLE TO LOOK AROUND AND SEE WHAT OTHER SAILORS MIGHT BE DOING WITH THEIR EQUIPMENT. DN SAILORS ARE TINKERERS AND INNOVATORS, PROVIDING SOME INTERESTING THINGS TO SEE ON A WALK THROUGH THE MOORING AREA. THERE WERE SEVERAL INTERESTING INNOVATIONS - BOB CUMMINS US3433



SEAT BACK: It wasn't round, but it looked kind of cool, which gave the boat a different appearance. It will take a better technical mind than mine to determine if that design is within the specifications.



SHROUD ADJUSTER: Here's an aerodynamically shaped shroud adjuster with numbers. I suspect these are available commercially.



FOOTREST: Looking down into the blue boat shows some unusual footrests. They might be shin-busters, but they probably work well. The materials in them and the front bulkhead are interesting.



FORESTAY ADJUSTER: There was a really nice forestay adjuster on the red boat. It was expensive but nice, with numbers and its own turning mechanism so that carrying a wrench wasn't necessary.



TRAILER GRAPHICS: The Swedish trailer with graphics featuring junior sailors was eye-catching.



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MINUTES OF THE 2024 IDNIYRA ANNUAL GOVERNING MEETING

February 27, 2024

MINUTES OF THE IDNIYRA ANNUAL GOVERNING MEETING

Held in conjunction with the 2024 North American Championship
Waconia Inn
Waconia, Minnesota

1. Commodore David Frost US5358 called the meeting to order at 5:11 PM.

2. ROLL CALL (DETERMINATION OF QUORUM)

Commodore David Frost US5358
Vice Commodore Rob Holman US3705
Past Commodore Bob Cummins US3433
Secretary/Treasurer Deb Whitehorse US2366
Technical Committee Member Jeff Kent US3535
Junior Sailing Director Sam Bartel US1011

3. APPROVAL OF THE AGENDA

Ron Sherry US44 motions to approve agenda. Jody Kjoller US5435 seconds the motion.
Motion approved.

4. APPROVAL OF THE MINUTES OF THE 2023 ANNUAL MEETING

(published in March 2023 Runner Tracks)
Karen Binder US5630 motions approve minutes of the 2023 Annual Meeting. Scott Valentine US5350 seconds the motion.
Motion approved

5. SECRETARY'S REPORT BY DEB WHITEHORSE US2366

Yearbook: Print on demand working well. Specification revision that was approved in fall ballot will be updated on the online version in May when it takes effect. We had Yearbook income of \$1406 (less PayPal fees.)

Runner Tracks: All members encouraged to submit content. Runner Tracks is a good way to keep an archive of governing documents proposals and voting results. Looking for more technical articles. Print version of Runner Tracks income was \$444 (less PayPal fees.) Runner Tracks and Yearbook advertising come was \$2,300.

Website: Same as last year. Going well, about 150

visits per day during the off season, more during regattas. 40k unique visits per year. Our website host, Acuity Creative, is responsive to any website technical issues.

Julie Jankowski US4271 motions to accept the Secretary's Report. Martha Croasdale US1873 seconds the motion. Motion approved.

6. COMMODORE'S REPORT BY DAVID FROST US5358

It is been good to work with everyone, thank you for trusting me, and it's an honor to be here.

7. TREASURER'S REPORT BY DEB WHITEHORSE US2366

- Report on Membership: As of February 20, 2024, currently 209 members. In comparison to last year, on September 18, 2023 we had 218 members.
- Distribution of 2023 Financial Report
- Discussion of Accounts and motion to approve.

Ron Sherry US44 motions to accept the Treasurer's Report.

James Thieler US5224 seconds the motion.
Motion approved.

8. VICE-COMMODORE'S REPORT, INCLUDING REPORT ON PERPETUAL TROPHIES.

Vice-Commodore Rob Holman US3705: Working with IDNIYRA European Vice Commodore John Winquist L601 to organize a spreadsheet to keep track of all trophies. Working on acquiring a first place Silver World Championship trophy for each continent. Need a first place Silver North American Championship trophy. We have a major donor for the Silver World Championship trophy.

Martha Croasdale US1873: Suggest that the Vice Commodore develop a budget for trophy purchases.

9. JUNIOR SAILING DIRECTOR'S REPORT: Sam Bartel US1011

I have been running the junior program this year,

mainly in MN. We've had the best ice. As Director of Lake Minnetonka Sailing School, I've brought 30 - 40 kids on the ice this season on Lake Minnetonka. Almost all have been soft water racers; that's the key; racers are the ones that will stick with it. One of the Lake Minnetonka sailing students, Maggie McGary, who is 13 years old, is sailing at this event. Milo Fleming from Maine is another junior sailing this regatta. Consider donating equipment and money to help with the program's future. Like anything, sailing costs money, and the program needs extra masts and runners. If we want kids to compete, donate good equipment. Please don't donate old, out-of-date, and tattered equipment that is better off being thrown away. Look to the Lightning, Etchells, and Star Class to see how they promote junior sailing. I plan on buying a larger enclosed trailer

John Curtis KC5517: In Canada, we often get equipment donated and issue tax receipts to the donor.

Bob Cummins US3433: The IDNIYRA is a 501(c)(3) non-profit, and people who donate equipment to

the junior program can also receive a tax receipt.

Brett Hulse [no sail number]: How do we export this program nationwide?

Pete Johns US2360 - Use Sam as a resource and contact area sailing directors.

John Curtis KC5517 - Is there information on the website?

Deb Whitehorse US2366: Yes, and Sam will contribute to the page. I will be happy to make any additions or edits as he sees fit.

10. NOMINATION OF CANDIDATES FOR 2023/2024 IDNIYRA OFFICERS

- Nominating Committee Report from Kent Baker US5219. Nomination Committee Co-Chair Lou Lonneck is not here. We want to find someone to replace Kent or Lou. We are looking for our next Vice Commodore to serve when Rob Holman is on the ballot as Commo-

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dore in 2025.

Jody Kjoller US5436: Happy to join the nomination committee with Kent.

b. The committee nominates:

Commodore David Frost US5358

Vice commodore: Rob Holman US3705

Secretary/Treasurer: Deb Whitehorse US2366

Bob Cummins: Past Commodore US3433

b. Nominations from the Floor

c. Motion to Close Nominations

Karen Binder US5630 motions to accept the recommendations of Nominating Committee as presented.

John Curtis KC5517 seconds the motion. Motion approved. Will go to vote May 2024.

11. TECHNICAL COMMITTEE REPORT

Jeff Kent US3535: It's been quiet this year with fewer issues. The committee put much effort into cleaning up specifications and tried hard not to omit or change anything for the recent Specifications rewrite. It is up to the individual builder to make the best efforts to comply with specifications. The TC is there to help with any questions or suggestions or to clarify existing specifications. Steve Orlebeke US4926 has agreed to another term on the TC.

12. MEMBER COMMENTS

FLEET SPLITTING

Ron Sherry US44:

REGATTA MANAGEMENT AGREEMENT - Section (III), 10 Fleet Splitting and Assignment, b, 1-3. (Page 100-101)

The intent of the RMA was always for the top three sailors in the Silver Fleet from the 2023 North American Championship to move up to the Gold Fleet for the 2024 North American Championship. As currently written:

Skippers who finished in the first 3 places in the Silver Fleet of the preceding continental or higher regatta. Skippers who finished in the first 3 places in the Gold Fleet of the preceding continental or higher regatta.

Suggest that it be written:

Skippers who finished in the first 3 places in the Silver Fleet of the preceding continental or higher regatta. Skippers who finished in the first 3 places in the Gold Fleet of the preceding continental or higher regatta sailed on the same continent.

The additional text, "sailed on the same continent." will clarify the intent.

A proposal should go to ballot in the fall and take effect immediately.

Joerg Bohn G737: The top 3 boats from Silver Fleet always move up to Gold in the next continental event on the same continent. Every four years, we have this discussion at the championships. It's meant to be on the continent. It needs to be clarified.

David Frost US5358: We need to do it in conjunction with European Secretaries and take to a vote to the members. The Executive Committee with put the proposal together and designate that it go in to effect in 2025.

14-RACE NORTH AMERICAN CHAMPIONSHIP FORMAT

Bob Cummins US3535: During the even years when we have the North American Championship, there's suggesting that the week-long 14-race event is negatively impacting attendance and membership. We should look at a change and discuss if there are suggestions or reasons why we should or should not change. In this year's North American Championship, there were 70 participants, with only nine not Senior or above. We need to attract younger people to this event. But sometimes, we need a whole week to complete the regatta. For comparison, we had 90 boats for a 3-day regatta at the Western Challenge.

Cooper Frost 5558: The 14-race format is favorable for having a week-long event, but starting it on the weekend would be easier, like having 14 races in seven days.

Sam Bartel US1011: We would have had five juniors hadn't it overlapped so much with school.

Karen Binder US5630: Registration on Friday night and Saturday racing start would be better.

Peter Johanson US5633: I have the opposite opinion because I worked a full day on Friday, was on the road Saturday morning, and was here for registration.

runner class?

Bob Cummins US3535: We have tried that, but it wasn't successful in attracting participants.

James Thieler US5224: New England Ice Yacht Club has the Rusty Runner award for the best finish in the biggest beater of a boat.

EVENT & LIABILITY INSURANCE

Andre Baby KC4360: Warren Nethercote KC3786 informed me that our current event insurance excludes Canada, and it's a shame that Canada is not an option.

Tim Mower US5871 (The IDNIYRA Insurance Agent): The IDNIYRA Liability Policy is through a Midwest insurance carrier. We could try to go to a national insurance carrier.

Bob Cummins US3535: The insurance policy needs review, including the federal waters issue.

Jacek Marzenski KC5247: It is extremely difficult to get insurance because the policy is in French. Can we have event insurance like Europeans?

Tim Mower US5871: We tried to go to an insurance carrier in Europe, they wouldn't deal with us.

Joerg Bohn G737: European event insurance hanging on a silk thread. There are limits to insurance; parts are insured to a certain level.

Brian Jones US1576: Many young people don't have \$300k in personal liability insurance. If we are doing research, offer ways for them to get liability insurance.

Ron Sherry US44: Liability insurance should just cover injury and not boats

13. ADJOURNMENT

Ron Sherry US44 motions to adjourn. Kent Baker US5214 seconds the motion. Motion passes unanimously.

The meeting is adjourned at 6:22 PM.

Respectfully submitted,

Secretary Deb Whitehorse US2366

International DN Ice Yacht Racing Association

Andre Baby KC4360: We used to have a format of a 3-day regatta over the weekend. The problem is if there is snow, we are screwed. The week format gives opportunities to shift locales. With the old format, we would postpone and then lose participants. We convinced people to adopt the European week-long mode. I would hate to see the format go back to a fixed weekend.

Ron Sherry US44: I agree with Peter Johanson. If conditions allow, have two regattas, a North Americans and then a Canadian Nationals or something similar.

Brian Jones US1576: I appreciate the fixed schedule. I prefer two regattas and cut down the number of races. Don't like racing on that last Saturday. Kill Saturday as an optional race day. Give us the weekends to travel; make it a five-day regatta.

Peter Van Rossum KC2766: I came to sail, and the more races I have, the better. I love racing these boats.

Richard Potcova US216 – 14 races don't prove much; we aren't gaining anything once you get past 7. Shorter is better.

EQUIPMENT COST OF ENTRY

Bob Cummins US3535–Warren Nethercote's KC3786 December 2023 Runner Tracks article asked if it would be cheaper to have foam in planks rather than balsa and if there would be any economic gains. We talked about forming a committee to discuss this. The cost of entry is high if you want to participate immediately at a high level. What can we do to lower the cost of entry? Should we form a committee to explore this?

Ron Sherry US44: Don't be fooled by thinking foam will be cheaper. When you go to new stuff, you obsolete the old stuff, which is not good for the class.

John Curtis KC5517: Is there any value in getting Chinese up to speed on building components?

Joerg Bohn G737: They are not at that level and need more time.

Brett Hulsley [no sail number]: What about a plate

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