

MAGAZINE OF THE INTERNATIONAL DN ICE YACHT RACING ASSOCIATION

RUNNER TRACKS

SEPTEMBER 2024



LET'S TRY RANDOM STARTS BY ROBERT CUMMINS
THE DN CLASS REMEMBERS STAN MACUR

CONTENT

Cover Photo: Stanislaw Lugowski P45, 2024 Ice Optimist World Championship, Parnu, Estonia by Gilles Morelle
gillesmorelle.com



05

REGATTA SCHEDULE & OFFICERS

Continental and regional regattas for the upcoming season & international and regional class officers.

10

STAN MACUR P111

Remembering a competitor and mentor.

14

RANDOM STARTS

Let's Try Random Starts
By Robert Cummins US3433



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COMMODORE'S REPORT

VIEW FROM THE STOOP

DAVID FROST US5358, CHARLOTTE, MICHIGAN, USA

It's here, my wife Amy's favorite time of year when the months start ending in 'ber! Winter isn't far away! And my new Stoop is in the works as well, busy and exciting times!

My summer, as often is the case seems to have disappeared faster than the ice did on Lake Waconia this past winter. But it was filled with adventure (hiking with the Scouts), a bike ride or two, and fellowship with friends and family.... oh, and plenty of that work stuff, which I am always grateful for.

We said goodbye to too many sailors on the national and local levels; Stan Macur P111 and Mike Madge KC5449 are the top two on my mind. Both contributed greatly to our sport in their own way and possessed that special passion for the ice. The last pictures I took of both of them were on the ice, Stan while we were waiting for the wind to build for the EC in Norway and Mike after a day of sailing on Thunder Bay. They were enjoying this crazy sport of ours, and their smiles said it all. Those are the images I flash to when I think of them: Godspeed, my friends.

And then there were a few Commodores who tied the knot. James "T." Thieler US5324 and Karen Binder US5630 finally made it official! Jody Kjoller US5435 and Beth Corwin (number coming????) also made the leap. And dare I say, they are kinder and gentler souls now? Congratulations to you all and enjoy the ride!

If you haven't started your projects for this season, get on it as time is running short. Our big project this fall is a new trailer. It will be interesting to see if my new Stoop or Trailer is finished first. I am not sure which I would put my money on. The Frosts have acquired a few extra boats that we will be bringing to the ice in the new trailer. One barrier to entry into our sport is getting in a boat. If the boat is on the ice, that's one less hurdle. Now, these aren't necessarily A-fleet rigs, but smiles and passion start with that first sail. So dig your old gear out and get someone in it and on the ice.

See you on the ice or perhaps at a swap meet,
IDNIYRA Commodore
David Frost US5358



Photo: Gretchen Dorian

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Photo: Sean R. Heavey



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GRAND MASTERS CHAMPIONSHIP

TBD



PHOTO: CATHY FIRMBACH
2023 WORLD CHAMPIONSHIP

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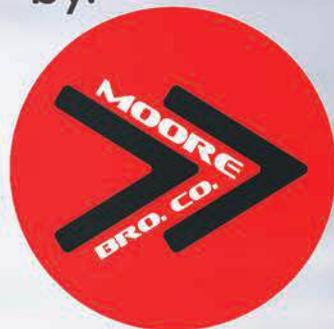
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2022 Polish Championship 2nd Robert Graczyk P-31

2022 Grand Masters Champion Tomas Lindgren S-81

BE FAST

BE COMPETITIVE

A photograph of a sailor in a racing boat on the water. The sailor is wearing a red and white helmet with goggles and a dark jacket. The boat is light blue and has the number 'P-31' on its side. The background shows a large white sail and a dark mast. The water is dark and reflects the boat and the sailor. The text 'ING DESIGN' and 'CARBON MAST' is overlaid on the top part of the image.

ING DESIGN CARBON MAST

VE BECOME THE WINNER



Stan Macur PIII, a legendary Polish iceboater, passed away on July 19th, 2024. Stan was a multi-medalist at both national and international ice-sailing regattas, with a career that spanned decades and left an indelible mark on the sport. His journey began as a teenager, and after discovering ice sailing, it quickly became his lifelong passion. Among his many accomplishments, Stan won three bronze medals in DN World Championships and a gold medal in the 1993 DN European Championship, representing the AZS Olsztyn sailing club.

Beyond his success on the ice, Stan was a dedicated member of the ice-sailing community. He served on the board of IDNIYRA-Europe and played a crucial role in leading the Professional Race Committee for major ice-sailing events, including the DN World and European Championships. He was also passionate about nurturing the next generation of ice sailors, serving for many years as the IDNIYRA-Europe Junior Program Manager and working as a trainer.

Stan's professional life was deeply connected to sailing, as he was involved in constructing boats and sailing equipment. Despite his numerous achievements, Stan always remained devoted to his family, wife Joanna and daughters Kasia, Julia, and Sylwia.

Stan, thank you for your immense contributions to the world of ice sailing. You will be greatly missed by all who knew you.



Stan's tools of the PRO trade - his loud hailer and his trusty horn used to call racers to the line.

STAN MACUR P111

FROM COMPETITOR TO MENTOR: HIS PROFOUND
IMPACT ON THE SPORT OF DN SAILING



Stan in Siberia with Secretary of Novosibirsk Ice Yacht Club, and Viktor Fadeyev in 1990.

A CHAMPION OF DN SAILING AND JUNIOR REGATTAS BY RON SHERRY US44

I first met Stan at the DN Gold Cup in 1979 on Lake Champlain in Vermont when I was 16. It was my first DN World Championship. In that year, we began our journey in a snowstorm in Sandusky and then relocated to Lake Champlain. The film "Black Ice" was shot during this time. I was inexperienced, and the ice was so flawless that all you needed was a light breeze to sail at incredible speeds.

Stan was a regular at all the Gold Cup Regattas in Europe and the US. He traveled with Pete Johns US2366. Stan lent me a boat for the 1986 and 1992 Gold Cups in Europe. He was very proud to have finished in the top 10 of the Gold Cup for ten years in a row. He even challenged me to do the same.

Years later, Stan became the PRO of the Gold Cup. I was surprised and happy to have such a qualified racer running the races. Then Europe started the PRC (Professional Race Committee), which Stan did an amazing job of heading up throughout the years, including the 2024 Gold Cup. It's an impossible job to

keep up to 240 sailors happy at big regattas, but Stan was always willing to listen and did a fantastic job of completing races and regattas while keeping it fair.

We should all remember Stan for his dedication to organizing Junior Ice Optimist and DN regattas. Stan had a completely different smile on his face when he was running junior regattas compared to senior events. He knew how important it was for the future of our class to run safe, FUN, and fair events, but most of all, he loved working with the kids.

With Love and Respect
Ron Sherry US44



MEMORIES OF A LEGEND DANIEL HEARN US5352

The two of them must have figured I was the right kind of crazy. Peete had found a nut job willing to drop everything to take his 12-year-old daughter to Lithuania to race as the first US Junior ever in the World Junior Ice Sailing Championships. The event was in one week. Neither dad nor daughter had a passport. Times were different in 2007.

Though separated by about 5,000 miles, Peete and Stan had been fast friends for decades. Little did I know that the two cohorts had been

scheming to get a US Junior to the Worlds for a long time. "Not to worry," said Peete in his casual, awe-shucks kind of style. "My friend Stan will take care of everything." Little did Stan know, but my tiny daughter with the huge, orthodontured smile had never even competed in a single iceboat race, let alone a World Championship. What she lacked in experience, however, she made up for with enthusiasm. She was "all in" for this great adventure.

In Warsaw, we were promptly met by Kasia, Stan's beautiful daughter. She couldn't have been more charming. She took us on a tour of the historic part of Warsaw that somehow survived the wrath of the Nazis. Peete is Kasia's godparent. As a teen, Kasia spent time living with Peete and his wife Ann in the States. And she would return years later for impressive roles in American universities and business.

Our first encounter with Stan took place on the ice. Someone directed us to the man unapologetically wearing the 1980s neon onesie with an unmistakable air of authority. His smile lit up like a sunrise as his arms opened wide, "you must be Sheridan." "I am," she said, nearly disappearing in the outfit worthy of any discotheque. "Welcome to the World Championships," he said, reveling in the fact that he and Peete had actually made it happen. Stan's native tongue made his pronunciation of Sheridan's name even more delightful. All these years later, I can't quite play it back in my mind, but the foggy memory still brings a smile to my face.

Like Kasia, Sheridan is now a titan of business. I am certain Stan was as proud of Kasia as I am of Sheridan. Stan will forever hold a special place in my heart. He and Peete created an opportunity for me to do something kind of crazy with my daughter but worth a penny and an ounce of uncertainty.

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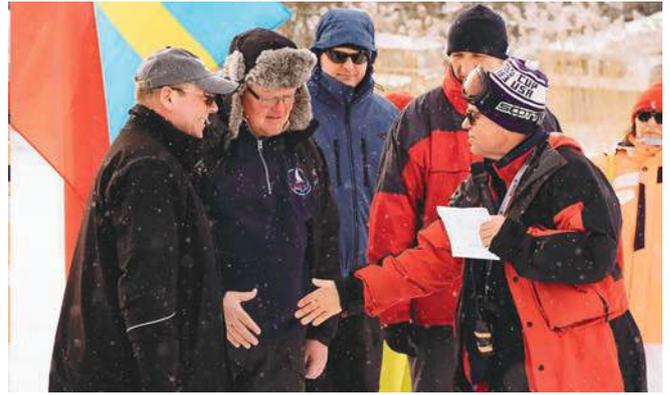


In 2011, I reached out to my Polish friend again to see if he'd be interested in having another American come to Europe for the Championship. Without hesitation he replied, "just get here, and I'll take care of everything else." Another amazing adventure, this time with my son, Frankie, who was also 12 at that time. And now, like his sister, he is working his way up the ladder at an international biotech company.

Stan was truly a global ambassador for ice sailing—a formidable competitor in his day, and a tireless promoter of junior ice sailing development. I will be forever grateful for the opportunities Stan made possible for my family.

I last saw Stan in Estonia at the 2023 Gold Cup. Of course, the first thing he asked was, "How are Sheridan and Frankie?" The two have blossomed as young adults, and I like to think that Stan had something to do with that. They learned that there are kind and generous people who live all over the world. That a smile and a mutual interest can create connections that last a lifetime. And that a 1980s neon onesie can be just as fashionable in 1997 as in 2011. Along with other longtime influencers of our sport, Stan was recognized in Estonia for his contributions. This, on the 50th anniversary of the first Gold Cup in Europe. When he received his medal, it would be the last time I got to see his warm smile. Eternal black ice and fair winds my friend. Thank you for touching my life. And to the Macur family, condolences from all ice sailors in the United States. We will remember Stan fondly.

Daniel Hearn US5352



From left: Bernd Zieger G107, Jörg Bohn G737, Ron Rosten, and Stan.

HONORING A LEGACY JÖRG BOHN G737

Stan was for decades PRO, doing all race management at the Worlds, Europeans, Eurocup, Junior Worlds, and Baikal Week, besides Polish Championship. He was always there when asked and pulled as many races off as possible. It was fun to work together, and he loved what he did. Dedication and passion for his job while enjoying the crowd and atmosphere. Knowing him since 1996 and his family too for long I know he will be remembered with love and live on in our hearts.

Jörg Bohn G737



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CHAMPIONS DESIGN.



LET'S TRY RANDOM STARTS

ROBERT CUMMINS US3433

The most constant complaint heard at major regattas is the amount of standing around that often occurs between races. Certainly, on no-wind days, we will be standing around waiting for the wind to blow, but in a way, that beats having a foot race to see if you can keep the boat moving. Sometimes, the wind shifts and the line needs to be changed, and unfortunately, sometimes, we wait because the course needs to be cleared of broken boats. The wait between mini-qualifiers is mandatory. Sometimes, waiting is required to reconcile results to ensure accuracy. This is especially true in a BART situation, which happens more frequently than we might like. After the reconciliation process is complete, the starting order must be written up and posted. The scorers must get it right, or races could be thrown out. All of this must happen in cold and usually breezy conditions, without proper bathroom facilities. One could easily argue we are asking way too much of our volunteer scorers. Maybe there's a better way?

Some of the wait time to do all this could be eliminated by using Random Starts. Sailors would know their starting positions for every race before going out to the course. No more waiting for a phone posting, or walking up to the center scoring tent to find your starting position after your phone freezes. Positions could be updated once after the mini-qualifiers, so you wouldn't need to remember that you were Silver finisher #5 in the mini-qualifier for the rest of the day. Random starts will make the scorer's

job much easier. Using Random Starts will allow the scorers to do complicated BART reconciliations in their hotel rooms. We would eliminate the time required to do this on the ice.

Furthermore, scorers are hard to find. It's a tough, and too often, thankless job. Enabling them to do their most complicated work in more pleasant conditions will make the job less unpleasant. Let us not forget that if it were not for their generosity and perseverance, we wouldn't get to have our fun.

The entire sailing world uses what amounts to random starts on soft water. Why should there be any difference on the ice? A more pointed question might be, why should we give the faster sailors the inside track for every race? Experience has shown that faster sailors are going to win or finish near the top no matter where they start. Sailors with superior skills will pick up on wind shifts and react accordingly. Random Starts will serve as an equalizer in this regard. Some of the top sailors run pretty fast, but maybe you can run faster than some of them. With Random Starts, we may be able to get in more races, and more races mean things will even out in terms of where you start. You might get lucky and draw the number one position!

Let's take this a step further into the future. The goal is less standing and more racing. It was seemingly agreed that the fourteen-race format in the years we don't host the World Cup needs to be



Photo: Jim Williamson

changed into a two-regatta week. In order to allow an adequate number of days for a reasonable North American Championship during that week, the second regatta may need to be run off as quickly as possible. Random Starts would definitely aid us in this situation.

Random Starts would also help us have more races in regional regattas, which are typically weekend

regattas in each region. We could find out if Random Starts will work for us by trying them during the upcoming season at regional regattas. They could also be tried in the various national regattas in Europe. If they work, we will have time to implement them at the continental level for the 2025-2026 season, but we won't know until we try it, so let's give it a try in this season's regional and national regattas!



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