

MAGAZINE OF THE INTERNATIONAL DN ICE YACHT RACING ASSOCIATION

# RUNNER TRACKS

DECEMBER 2024



**BY-LAW AND REGATTA MANAGEMENT AGREEMENT PROPOSALS  
WESTERN CHALLENGE AND WESTER REGION CHAMPIONSHIP  
REFLECTIONS ON MIKE MADGE BY DAVID FROST**



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Cover Photo: Junior competitor Maggie McGary, photographed by Gretchen Dorian, placed an impressive 5th in the Silver Fleet at the Western Region Regatta.. With her talent and determination, the future of the DN class looks even brighter!



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By David Frost US5358



Photos this page: Kevin Barta

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RUNNER TRACKS is edited by IDNIYRA Secretary Deb Whitehorse

# COMMODORE'S REPORT

## VIEW FROM THE STOOP

DAVID FROST US5358, CHARLOTTE, MICHIGAN, USA

Well, the season is upon us, and what a hoot it has been so far! The Stoop made it back to Lake Minnewaska for the GWC, and it did not disappoint!

With the help of a few wayward travelers (Matt Struble, Paul Chamberland, and Jeff Roseberry), the Minnesota kids found some great ice and put on another fantastic regatta.

One of the most impressive parts was the number of folks and boats Sam Bartel had on the ice for his junior program. It was great to see his hard work paying off, even if some of the juniors were trying to take me to the cleaners in the B fleet—a small price to pay to grow our sport.

We do have a problem with Sam... It is that there is still only one of him, and it is impossible to spread him around North America to do his thing. We are fortunate to have him and the Lake Minnetonka Sailing School team joining our sport. So I ask you what you can do to be like Sam, to bring and teach the next round of sailors (young and not so young) to this crazy sport?

Not to rest on their laurels, the Minnesota ice-boaters pulled off the '24 Western Regional (and the ISA). The regattas are cueing up for the season with a decent shot at the 2024 Centrals still on deck, the return of the Senior Shuffle... As it tries again to shuffle onto the ice along with the 2025 Regional and Continental Regattas. We pack a lot of big events into the short season, so don't forget to squeeze in as much local ice as you can. It's a great place to expand our sailing family.

A few proposals are out and up for discussion at the Annual Meeting: Proposal 1 - Modifying the North American regatta format in years that the Gold Cup is in Europe and Proposal 2- Dealing with the wind (how much is too much) and when to sail or not.

And just in case you were wondering about the home building projects... The Stoop or the trailer... Well, the new Stoop took a back seat to the new trailer. While it wasn't quite ready for the GWC, it should be rolling down the road loaded for a lake nearby before the holidays, with one, if not two, loaner boats. The new Stoop will come in the spring.

IDNIYRA Commodore  
David Frost US5358



Photo: Gretchen Dorian

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Photo: Sean R. Heavey



### WESTERN CHALLENGE

An unofficial regatta.  
December 6-8, 2024  
Minnesota  
icesailing.net



### WORLD & NA CHAMPIONSHIP

February 2 - 8, 2025  
Host: Central Region  
idniyra.org



### EUROPEAN CHAMPIONSHIP

February 22 - March 1, 2025  
Host: Finland  
idniyra.eu



### WESTERN LAKES

January 4-5, 2025  
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### SENIOR SHUFFLE

January 6-8, 2025  
iceboat.org



### CENTRAL LAKES

TBD  
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### EASTERN LAKES

TBD  
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### DN & ICE OPTIMIST JUNIOR WORLD CHAMPIONSHIP

February 7 - 16, 2025  
idniyra.eu



### CANADIAN CHAMPIONSHIP

TBD  
idniyra.org

### GRAND MASTERS CHAMPIONSHIP

January 28 - 30, 2025  
Host: Sweden  
dngrandmasters.eu





PHOTO: CATHY FIRMBACH  
2023 WORLD CHAMPIONSHIP

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- 2022 Grand Masters Champion Tomas Lindgren S-81



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# MEMBER PROPOSALS TO CHANGE THE IDNIYRA BY-LAWS, AND REGATTA MANAGEMENT AGREEMENT

IN ACCORDANCE WITH THE IDNIYRA CONSTITUTION, THE FOLLOWING PROPOSALS FOR BY-LAW AMENDMENTS WILL BE PRESENTED AT THE ANNUAL GOVERNING MEETING, HELD DURING THE 2025 NORTH AMERICAN CHAMPIONSHIP.

## I. PROPOSAL TO AMEND IDNIYRA BY-LAWS

Change the format of the North American Championship in the years it is not held in conjunction with the Gold Cup World Championship and create a second National Regatta (US/Canadian) depending on the location of the regatta.

*Submitted by Commodore David Frost US5358 and Past Commodore Robert Cummins US3433*

### Summary:

The current fourteen race format for the North American Champions when not held in conjunction with the Gold Cup received mixed reviews at the 2024 North American Championship. It was felt that fourteen races changed very little that had not been determined by the end of seven race. Furthermore the current format causes a fiscal drain on the class which is hosting a week of racing with about half the income. The following proposal from the Governing Committee establishes the format for a second regatta during the week of the NA Championship and removes the current fourteen race format from our By-laws.

*New Wording in Red*

### Proposed Change:

Change By-laws:

C) WORLD DN CHAMPIONSHIP (GOLD CUP) AND NORTH AMERICAN CHAMPIONSHIP REGATTA

To:

C) WORLD DN CHAMPIONSHIP (GOLD CUP), NORTH AMERICAN CHAMPIONSHIP REGATTA, AND NATIONAL REGATTA (US/CANADIAN)

Change By-laws C 2b):

2 b) When not held in conjunction with the Gold Cup, The North American Championship regatta is held during a specific week, with registration on Sunday and racing beginning on Monday and ending on Friday with Saturday as a reserve day. If 3 races in all fleets have not been completed by sundown on Friday, racing shall be continued until sundown on Saturday. The specific week shall be selected by the host Rear Commodore with the approval of the Governing Committee and shall conform to Section 8c of the RMA.

To:

2 b) When not held in conjunction with the Gold Cup, the North American Championship regatta is held during a specific week, with registration on Sunday and racing beginning on Monday and ending on Friday with Saturday as a reserve day. If 3 races in all fleets have not been completed by sundown on Friday, racing shall be continued until sundown on Saturday. In the days remaining after the completion of the North American Championship there shall be held a US National or Canadian National regatta depending on the location of the regatta. If the minimum number of races has not been completed by sunset on Saturday, or in view of the weather and/or ice conditions, the regatta is abandoned by the Race Committee, the regatta is canceled. On the final day every effort should be made to complete all originally scheduled races. The specific week shall be selected by the host Rear Commodore with the approval of the Governing Committee and shall conform to Section 8c of the RMA.

Change:

6). DN Race System, North American Championship

To:

6). DN Race System, North American Championship and US/Canadian National Regatta

Change 6 b):

b) There shall be seven races scheduled for each fleet when the North Americans are held in conjunction with the Gold Cup. When not held in conjunction with the gold Cup there shall be fourteen races scheduled. Cancellation of races in one fleet shall not affect the races in another fleet.

To:

b) There shall be seven races scheduled for each fleet when the North Americans are held in conjunction with the Gold Cup. When not held in conjunction with the gold Cup and held in conjunction with either the US National or Canadian National regatta, there shall be seven races scheduled for each regatta. Cancellation of races in one fleet shall not affect the races in another fleet.

Add 6 d):

d) The National Regatta will follow the same format as the North American Championship regatta when the North American Championship is held in conjunction with the Gold Cup.

## 2. PROPOSAL TO AMEND REGATTA MANAGEMENT AGREEMENT

Formalizing Wind Limit Rules

*Submitted by Andre Baby KC4360*

### Summary:

The amount of collisions, destruction of hulls, masts, planks, etc.. during the regatta is testimony to the difficult, sometimes dangerous conditions due to high winds we experienced during the regatta. We were lucky no one was hurt. The class in North America had a tradition, non binding, of not starting in winds above 20 knots, but unfortunately this tradition has been lost over time. It is time to formalize this tradition into a rule, for the safety of all, and to help the Race Committee in making a decision without the pressure of participants who "push the envelope."

BTW, the Europeans do not start a race in wind over 10 meters per second, = 20 knots.

Add: Regatta Management Agreement. IV Racing Rules 18:

1) No race shall be started if the wind velocity measured at the starting line 3 minutes before the start for a period of 15 seconds exceeds 20 knots. If during a race, the wind shall exceed 25 knots for a period of 15 seconds or more, that race shall be cancelled.



2024 Western Challenge skippers meeting. Photo: Kevin Barta





Photo: Kevin Barta

# LAKE MINNEWASKA DELIVERS AGAIN: A STELLAR WESTERN CHALLENGE AND WESTERN REGION CHAMPIONSHIP

The Western Challenge and the 2024 Western Region Championship brought DN sailors together for a remarkable start to the season, blending competitive racing, camaraderie, and tributes.

ing on their own course next to the DN fleet. Our usual PRO, Pat Heppert, went above and beyond by helping set up the DN course each morning before racing his own C Skeeter in the ISA—a testament to his dedication and passion for the sport.

Held in Starbuck, Minnesota, for the second time, the event showcased the region's outstanding ice conditions and the warm hospitality of its community.

Special thanks go to Julie Jankowski and Fred Stritt for their diligent work at the weather mark, ensuring smooth and efficient racing. The Silver Fleet sailors, especially the newer participants, deserve commendation for their discipline and sailing skills, consistently arriving at the starting line promptly and ready to compete.

The Western Challenge served as the informal kickoff to the season, allowing sailors to tune their equipment and reconnect on the ice. A highlight of the event was the first Gold Fleet race, which began with a Missing Man formation to honor the late Mark Kiefer, a Minnesota DN sailor, former IDNIYRA Commodore, and the visionary behind the Western Challenge. The tribute was a reminder of Mark's lasting impact on the DN community.

Returning to Starbuck reinforced why this venue is unique. Lake Minnewaska's expansive ice and the welcoming support of the local community created an exceptional experience for all. The friendly interactions with locals and the view of top-tier iceboats racing together highlighted the unique camaraderie of the ice sailing community.

Following the Challenge, the 2024 Western Region Championship took place, thanks to the efforts of Western Region Commodore Chris Berger, who made the call to proceed after a previous attempt in January 2024 was thwarted by snow in northern Wisconsin. The successful championship completion on the second attempt made it all the more meaningful for participants.

Adding to the excitement, we shared the ice with the International Skeeter Association and Renegade Championship regattas, creating a spectacular display of ice sailing. Sailors were witnessed the A, B, and C Skeeters and Nites and Renegades rac-

### Don't Miss the Early Registration Discount for the 2025 DN World and North American Championships

As we look ahead, if you haven't already registered for the 2025 DN World and North American Championships, time is running out to take advantage of the early registration discount. Regatta registration fees will increase on January 1, 2025, so be sure to sign up soon to secure your spot and save on fees.



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# THUNDER BAY'S ICEBOATING LEGEND: REMEMBERING MIKE MADGE

DAVID FROST REFLECTS ON THE LIFE AND LEGACY OF THUNDER BAY'S MIKE MADGE, A PASSIONATE ICE-BOATER, TEACHER, AND FRIEND. PHOTOS: LYLE PORTELANCE

"Hey Mikey!"  
"Hey, Super Dave!"

This is how Madge and I frequently greeted each other on our calls, which were many. When you strike up a friendship with someone who lives 13 hours away, the phone becomes the tool of choice.

For most of us, Mike came into our lives because we went to play on his puddle, Lake Superior, Thunder Bay, with the 2010 North Americans. Mike knew of the sport and had sailed soft water with a few DN'ers, always wanting to try it. So when he saw on the news that our circus had come to town, he was like a kid on Christmas Eve and couldn't wait to get out of work the next day and come check out the action. So Mike skated the five or so miles out to our race course and went on the hunt for Bruce Williams. Mike knew Bruce from Hobie Cat racing and found him on the course along, with me as Bruce and I had traveled together. As we were waiting for the wind, it didn't take long for us to convince Mike that he needed a DN and that there were a few on the ice available. So the next day, he pulled the trigger and acquired a nice Williams package on the condition that we would teach him how to use it.

So the regatta finished on Friday, and we spent the night with him and Pam at his place. We had a crash course on boat set-up and sailing on Saturday morning before heading home.

That was the seed we planted, and Mike became the iceboating guy in T-Bay, often the first one on the ice in North America, if not the world, and probably more ice time per year than anyone.... We were all jealous!

Mike and I became travel partners whenever I could convince him to make the drive. Bruce, Mike, and myself.... what a combo! I am not sure it should be duplicated, but I wouldn't trade it for anything.

With the pandemic, Mike hit the world stage, at least in the iceboating and sailing world, as he started podcasting, interviewing a wide range of the big kids in our sport. The teacher in him was asking the questions to help all of us up our game and keep our sanity during those times—a wonderful gift and worth rewatching.



One of my fondest memories of the last time I sailed with Mike was the Great Western Challenge in 2022 on Lake Minnewaska in Starbuck, Minnesota. A few of us had traveled to T-Bay to get some sailing in before the Challenge, and then we dragged him west to Minnesota. The ice was incredible, racing a blast, and then the wind came. The mere mortals quickly left the course and secured our crafts. The big kids were going to do one more race.

Mike put on his skates, grabbed a hockey stick and puck, and went skating. I walked to the windward mark to watch the racing. Standing beside Deb



Whitehorse, she said something like: "Who is skating around the mark? Don't they know how dangerous that is?" Oh, that's Madge! The man was in his nirvana, outside on the ice. It didn't matter if it was on skis, skates, or an ice boat. It was where he belonged. The pure joy on his face and in his eyes was priceless. While the rest of us took shelter in the Waters Edge Restaurant, Mike continued to skate.



After Mike passed away this past August, his wife Pam gave me all his sailing gear to do something good with. His loaner boat went to one of his sailing friends, Lyle, in Thunder Bay to continue getting new folks on the ice. His red Williams hull came home with me. Together, Lyle and I donated to our Junior

Program to continue Mike's teaching legacy. His red boat will be in my trailer for others to use. Pam's only request is that she wants to see pictures of people sailing it. My camera is ready!

Mike's warmth and friendship are something that carries on beyond sailing. May the joy and curiosity we knew and loved serve as a reminder to always make the call and go the extra mile, jumping into life with the same radiance and intrigue Mike had on and off the ice.

Rest easy, Mikey.

David Frost US5358

For those among us who sometimes feel the weight of life's challenges, know that you're not alone. Mental health is as important as physical health, and there are friends, family, and professionals ready to support you. If you ever need someone to talk to, don't hesitate to reach out—whether it's to a friend, a fellow sailor, or someone you trust. The strength of our community is rooted in being there for one another, on and off the ice.



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