

MAGAZINE OF THE INTERNATIONAL DN ICE YACHT RACING ASSOCIATION

RUNNER TRACKS

MARCH 2016

2016 REGIONAL REGATTAS

CANADIAN MARITIMES , NEW ENGLAND CHAMPIONSHIPS, WESTERN REGION

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Cover: Oliver Moore walks his boat home at the New England Championship. Photo: Dave Clapp



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COMMODORE'S MESSAGE

KENT BAKER US5219
TOLEDO, OHIO, USA

It's spring. Change is afoot. No, it's not the robin in your yard that seems to point at you and say "HAHA"! We are immune to the taunts of Mother Nature. One can accept spring with the hopes of a season in the sun and a little "quality time" with our equipment. You know, the time of year when your garage never goes below 60 degrees and epoxy kicks off nicely.

But I am talking here of change which begins with the NIA course and rule changes. All season, we had our major regattas with in-line darling mark courses. And the results thus far: safer sailing and potential for more races held in a day. Is it perfect? No. But we are onto something good, I think.

Now it is time to take the next step. There are people interested in making sure everything about the DN class will attract the most sailors. This needs to start on the local level, where we get new people on the ice with rides or even some club racing. From there, networking happens to make sure the best deals in equipment are available. It is clear the New England and Madison groups do this well. In Toledo, we have new racers and a good base that will surely grow once we get more than one or two weekends of sailing a year.

Finally, we are constantly reviewing regatta format and class rules to make sure we are doing what we can to remain attractive, affordable, and fun. I hear the same criticism – "we tried that before" is a common argument. But with my limited 10 year experience in our class, I would like to offer that we need to review everything with fresh eyes. The equipment has changed. New masts last longer and allow us to sail in an incredibly wide-range of conditions. Runner selection can become complex, but can allow sailors of all sizes to compete. To be honest, I am not interested in the top- 5 or 10 guys battling it out with 5 degree runner angle increments, or 1 inch more or less of crown. But as I said, also not interested in limiting the abilities of 200+ pound sailors either.

That said, I think we fail at making sure the complexities of the equipment are properly explained to the newer sailors. We need to assure the aspiring racer, who has soft-water one-design championships under his or her belt that one can show up and be a potential Gold-Cup competitor with a set of snow-plates and a set of 3/16" inserts.

It is safe to assume that we will see some changes in the role of the Website, Runner Tracks, and Yearbook in 2016/2017. There is great effort and expense that goes into these items and it is clear that we can get far more out of them, starting with the website. Anyone interested in helping out the class with writing articles, web-content, or has web-design abilities that they are willing to lend to the class, please contact myself or Deb Whitehorse.

And one more change... soon you wont have to read any more Commodore Articles from yours truly. I am one boom and one set of inserts away from having a second Gold-Cup-capable boat. My goal is to get one new sailor to go to each regatta or scrub race with me. So a big step-back from the chair you all entrusted me with for two years.

The most important change we can make is the addition of new sailors! We all need to do our part.

Kent Baker US5219

IDNIYRA North American Commodore



Photo: Peter Johanson

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:	IDNIYRA.EU

TELEPHONE HOT LINE NUMBERS

DN WESTERN REGION	608-313-5156
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Photo: Chris Clark US4789



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MOUNTAIN LAKES

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NEW ENGLAND

HOW A REALLY GOOD SANDWICH HELPED TO CHANGE OUR LUCK
BY OLIVER MOORE US5469

We sailed the New England Championships on Newfound Lake in central New Hampshire on March 5th, 2016. How we got to Newfound Lake is kind of a cool story. Our potential venues mid week were some small ponds in Maine, Leavitts Beach on the north end of Winnepesaukee and Mallets Bay in Burlington. The Maine spots were all really small, Leavitts is marginally big enough and had some open leads which would shrink the race plate and no one had even been on outer Mallets Bay since the major rain of the week before. I knew we could sail Leavitts if we had to so I called the regatta on and headed north with Commodore T-Bag on Friday morning to see if we could find something better than Leavitts.

A couple of weeks earlier while I was in the car on the way to Madison for the NAs a friend called Tommy had posted an ice fishing selfie on Facebook with epic ice in the background. I hadn't talked to him in years but I called him up for a report. Tommy runs a summer camp on Newfound Lake and keeps himself busy ice climbing and fishing during the winter. He said there was a good 9 inches of really nice ice on the lake.

A quick measurement of the lake with Google maps showed it was plenty big enough to race on and I started to wonder why I had never heard of it. So I started asking around and no one I talked to had ever sailed there or knew why we hadn't.

Some vague comments about lack of access but no good reason why it wouldn't work. I figured that maybe I had solved the access issue by having a friend with an empty camp.

When T and I left Rhode Island early Friday morning our plan was to stop by Newfound Lake to check out the access and see what it was like but then to head to Burlington to help Paul scout Mallets Bay, a known



CHAMPIONSHIPS

...THE LAKE IS ONE OF THE MORE PICTURESQUE SPOTS I'VE BEEN TO SO EVEN THE WALK WAS ENJOYABLE..



good venue with good access. Tommy's camp proved to be too small for regatta access and we barely made it back up the icy road. It took several hair raising attempts but I managed to not wrap T's minivan around a tree. We then headed off to the other side of the lake to check out a state park we thought might work.

The park was perfect. Huge plowed parking lot with a beautiful ramp straight onto a beautiful 2 mile wide plate of great ice. One problem: the gate was locked. I called the fish and game warden who told me they had to close the park so they could fix their pilings. Damn. Well maybe next year.

On to Burlington then. Except Paul calls in to report that there isn't a breath of wind in Burlington. With the slightly crunchy layer of snow on the ice there is no hope of sailing or scouting Mallets today and the forecast for tomorrow isn't any better. So now what? Retreat to Leavitts?

I wasn't too excited by the prospect since it is where I blew up my shoulder last year and wasn't quite ready to return to the scene. So instead of making a decision we headed into a diner for a sandwich.

This is where our luck started to change. I had a really good reuben. And we started talking to some locals. A nice couple in the shop pulled the map off the wall and told us where some potential spots were but that they would require parking stickers. Maybe I could get permission from the town hall, which was across the street and closing in 20 minutes.

So across the street I go to be told by some very nice ladies in the town hall that no I can't use their town beach without a permit and no I couldn't buy any. Oh well. Back to my sandwich. But now the locals have come up with another idea. The other town beach at the southern end of the lake by the Big Catch restaurant might just work. o after finishing our sandwiches and declining a pickled egg (Mike Derusha would have been disappointed in us) we head off south again. We found the beach and it looked like it could work. Nice long beach with plenty of parking on the street along the beach. There were

signs with lots of rules on them. Surely given how our day had been going we would be breaking one of them. Need a permit to park, but only in the summer, ok there. Ok on the no dogs. The no nudity rule might restrict things a bit but we figured we would be ok.



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After a quick walk on the ice I talked to the secretary at this beach's town hall and she seemed to think it would be fine for us to run an event off the beach. Things were looking up. So we rigged our boats and went for a sail. Actually more of a push with some coasting. But we got out into the big part of the lake and satisfied ourselves that it would work for an event and sent out the word over email and the website that it would be the new venue.

We had to wait for the breeze a bit in the morning but the afternoon was perfect with a puffy 6 to 12 knots of breeze and we got in 4 good races. Tommy brought a friend with him and kept score while doing some fishing.

Sunday was looking to be a repeat breeze wise but the clear sky meant the March sun was doing some serious work and before the breeze could fill in the snow ice surface gave up the ghost. It turned into a long slog home through the slush. Luckily the lake is one of the more picturesque spots i've been to so even the walk was enjoyable. I even managed to get a jump start on my summer tan.

Seems like a lot of effort for 4 races but it was awesome. I never know where this stupid sport will take me but i really enjoy the journey.

by: **Oliver Moore US5469**



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REGATTA RESULTS

DON "DOC" FELLOWS REGATTA , JANUARY 23-24, 2016
MOOSEHEAD LAKE, ROCKWOOD, MAINE

	#	NAME	R1	R2	R3	R4	R5	R6	R7	PTS
1	US 5469	MOORE, OLIVER	1	3	(DNS)	2	1	1	1	9
2	KC 2766	VAN ROSSEM, PETER (S)	2	1	1	1	(3)	2	3	10
3	KC 3786	NETHERCOTE, WARREN	4	(6)	2	3	4	4	4	21
4	US 4487	ATKINS, CHAD	3	2	DNS	(DNS)	2	3	2	28
5	US 4690	FORTIER, DAVID (S)	5	5	3	4	7	(12)	5	29
6	US 3700	CHRIS, GORDON	7	(DNS)	4	5	5	7	6	34
7	US 805	GLUCKMAN, RICHARD	(8)	8	5	6	8	8	8	43
8	KC 4992	CHARBONNEAU, JACQUES (M)	9	4	10	DNS	(DNS)	6	7	52
9	US 5023	STANTON, JOHN	(11)	9	11	8	9	9	9	55
10	US 4869	HAYES, JOHN	10	10	7	9	(11)	10	10	56
11	US 4272	RAYMOND, DOUG	6	DNS	DNS	(DNS)	6	5	DNS	65
12	US 196	SCHWERIN, DOUG	12	12	9	10	12	(DNS)	11	66
13	US 5423	RICE, RANDALL	DNS	7	6	7	(DNS)	DNS	DNS	68
14	US 4769	SILFVENIUS, CHARLES	13	11	8	(DNS)	10	11	DNS	69

NEW ENGLAND CHAMPIONSHIP, MARCH 5, 2016
BRISTOL, NEW HAMPSHIRE

POS	#	NAME	R1	R2	R3	R4	PTS
1	US 5224	THIELER, JAMES	2	1	1	1	5
2	US 4487	ATKINS, CHAD	1	3	2	2	8
3	US 5469	MOORE, OLIVER	4	2	3	6	15
4	US 4512	MADDEN, STEVE (M)	3	6	4	5	18
5	US 5193	ANDERSON, ERIC	7	5	5	4	21
6	US 4009	BRUSH, DON (M)	8	4	7	7	26
7	US 5415	MILLER, CHRIS	5	7	6	8	26
8	US 4315	KNOWLES, MATT	6	9	8	9	32
9	US 4869	HUGES, JOHN	10	8	9	DNS	40
10	US 5116	CLAPP, DAVE	DNS	DNS	DNS	3	42
11	US 3758	TROPEA, PAUL	11	DNS	10	10	44
12	US 4626	GERVAIS, PAUL (S)	9	DNS	DNS	DNS	48



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ALTERNATE CHOCK/RUNNER ALIGNMENT

by: **Bob Grey** US65

The normal method of aligning runners is with the plank attached to the boat. This works great but it's not the only way to do it. It can be done with the plank off the boat and on your workbench. I have taken numerous planks and if you don't allow the plank to rotate while loading it (weighting it down), the alignment doesn't change even when loaded to 400 lbs..

To use my method you'll need an alignment jig (mine is similar to the one Ron Sherry sells sometimes called triangles), a carpenter's level, and a fairly level work surface like a workbench. The key is to keep everything perfectly level and again, not allowing the plank to rotate.



I place my alignment jig on my workbench and take a carpenter's level and place it on the V-groove fittings that the runners sit in (the fore & aft axis of the jig). I make sure that it is perfectly level. If they aren't, I shim the alignment jig bottom pads until it is level. It isn't critical that the jigs be perfectly level laterally (parallel to the plank).

The next step is to place the plank with the runners attached on the alignment jig. Do not load the plank. To make this method work the chocks must also be perfectly level. To do this I take a short level, place it on the bottom edge of the chock and rotate the plank until it's level. All that's left to do is to loosen the

chock bolts and align your runners. This method is easy and a lot warmer then doing it on the ice and a lot less work then doing in your driveway. I know I've used the term perfectly level a lot but that's the key to this method.

My last three planks were done this way and they were all right on when checked on the ice. I set my boat up so that the chocks are level with me in the boat and the sail not sheeted in. If the chocks aren't level, the aligners will show an equal amount of either toe in or toe out on both runners. Your runners are in alignment at only one plank position and in our case that is with chocks level.

A plank has about 4 inches of vertical travel and the spring on your steering chock typically has 1 1/4 inches of travel. Because of this when the boat loads up it changes the fore and aft angle of the hull which rotates/tilts the plank and that changes your alignment. It is up to you where you want your best alignment to be but most of the high ranked sailors want it when the boat is lightly loaded like when starting or light air sailing.



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FRANKIE HEARN PUSHES OFF AT THE 2016 WESTERN REGION CHAMPIONSHIP

WESTERN REGION CHAMPIONSHIP

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Skippers arrived in Spicer on January 1 to celebrate the New Year, shake out the cobwebs, and get some seat time in advance of the two day event which began on January 2, 2016. Spicer was the site of another successful Western Regional in 2013 and the residents once again made us feel welcomed to their community.



MATT STRUBLE US183

The breeze was up Saturday morning and gradually faded as the day wore on. After a few years absence on the regatta circuit, three time Gold Cup champion Matt Struble was back in winning form with straight bullets, making it look easy to win while sailing against many of the top ranked DNers in the world. (This regatta would foreshadow the North American Championship. Look for more to come on that in the May issue of Runner Tracks.)

Sunday, Matt couldn't be beat again and won all 7 Gold fleet races of the regatta. John Dennis US4691, James "T" Thieler US5224, Ron Sherry US44 took second, third, and fourth respectively.

Meanwhile, the action in the Silver fleet was very competitive and there were four different race winners, Dave Elsmo US5485, Frankie Hearn US5479 (his first race win ever!), David Frost US5358, and Bob Rast US1313. A friendly rivalry within the Team Madison ranks broke out between David Elsmo and 18 year old Frankie Hearn who finished consistently in the top 3 (with one 5th throwout). On Sunday, Dave Elsmo sealed the deal and won three Silver fleet races total to put him in first place, Frankie second, David Frost, third, and Hal Bowman, fourth.

Spicer is a perfect venue for a DN regatta and it's worth your time to learn for yourself the next time the call goes out that Green Lake is ready for ice sailing.



JANUARY 1 TRAINING DAY ON GREEN LAKE IN SPICER, MINNESOTA.

CANADIAN NEWS

WITH SOME EAST COAST BIAS
BY WARREN NETHERCOTE KC3786

Canada, like other IDNIYRA North American regions, didn't have the best of conditions for iceboating in the 2015/2016 season. Thunder Bay offered the usual exception to the rule, with Mike Madge getting in over 24 days on great ice before the New Year rolled in. But the rest of us struggled at times to find big ice.

Quinte-Kingston-Montreal continues to be an active axis with Kingston as the bright spot. The local fleet, although heavily cruiser-oriented, continues to attract new boats. Warm weather and snow were challenges that limited sailing, but Kingston closed

its season with an early March frolic on Kingston Harbour, with 21 DNs scrub racing or just cruising on the big ice sheet.

The Nova Ice Yacht Club saw many of its preferred haunts never sailable, but members sailed nonetheless on smaller lakes and salt-water inlets that perversely seemed to offer ice when many lakes were open. The Nova Scotia season closed with first time travel for many, to ice on the Saint John River in New Brunswick, and on Stanhope Bay (salty water), Prince Edward Island: Anne-of-Green-Gables country.

POS	#	NAME	R1	R2	R3	R4	R5	PTS
1	KC 4536	BOB CRINION	(1)	1	1	1	1	4
2	KC 4684	ART SAMSON	2	(3)	2	3	2	9
3	KC 5532	HOWARD GARLAND	(3)	2	3	2	3	10
4	KC 5483	TYLER GARLAND	(5)	4	4	4	4	16
5	KC 5591	MIKE WEBBER	(6)	6	5	5	5	21
6	KC 3132	PETER CORKUM	4	5	(DNS)	DNS	DNS	29
7	KC 5568	CLYDE CHILDS	9	7	6	(DNS)	DNS	32
8	KC 5025	DAVE COLLINS	7	8	(DNS)	DNS	DNS	35
9	KC 4545	DAVE WHYNOTT	8	9	(DNS)	DNS	DNS	37

There were fewer Canadian road warriors this year, with only Mike Madge from Thunder Bay, John Curtis, Peter van Rossem and Colin Duncan from Kingston, and Warren Nethercote from Nova Scotia travelling to regattas in Minnesota, Wisconsin and Maine. The road warriors' enjoyment offset the disappointment of not holding the Canadian Championships. Two attempts failed, one in Kingston, the other in Macataquac New Brunswick, due to a combination of weather and the challenge of providing adequate notice in such a geographically large region.

The Nova Ice Yacht Club was able to hold the club's Maritime Championships, largely for the benefit of the non-travellers, since appropriate ice was available at the same time as the North American Championships. Bob Crinion won the regatta, sailed in 10 – 15 kt winds and reduced to one day by one of the many low-pressure systems that plagued the east coast this winter.



Mike Madge, happy as a clam on Thunder Bay ice

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Bob Crinion, winner of the 2016 Maritime Championships, discarding a bullet



Tyler Garland on a warm day, Lake Mushamush

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Ron Sherry US44 pushes off at the 2016 North American championship on Lake Monona in Madison, Wisconsin.

Photo: Peter Johanson

REGATTA RESULTS

WESTERN LAKES CHAMPIONSHIP JANUARY 2-3, 2016
GREEN LAKE, SPICER, MINNESOTA

GOLD FLEET

POS	#	NAME	R1	R2	R3	R4	R5	R6	R7	PTS
1	US183	STRUBLE, MATT	1	1	(1)	1	1	1	1	6
2	US4691	DENNIS, JOHN (S)	2	3	4	2	2	2	(6)	15
3	US5224	THIELER, JAMES	4	(6)	2	3	3	4	3	19
4	US44	SHERRY, RON (S)	3	2	5	(7)	5	3	4	22
5	US4824	CHRISTENSEN, MARK (S)	5	5	3	6	6	(7)	2	27
6	US60	HARPER, JOHN (M)	6	7	6	4	(7)	5	5	33
7	US4926	ORLEBEKE, STEVE	7	4	(9)	5	4	6	7	33
8	US5166	BERGER, CHRIS	8	8	11	10	8	(13)	9	54
9	US3	GROGAN, JIM (M)	11	10	7	9	9	8	(12)	54
10	US5214	MCDONAGH, JIM	9	14	(20)	8	11	11	10	63
11	US5432	BLOOM, MIKE (S)	10	(16)	10	12	12	12	8	64
12	US5298	BROWN, SCOTT (S)	18	(25)	8	11	10	9	13	69
13	US5219	BAKER, KENT	13	12	13	(23)	16	14	11	79
14	US5507	BARNETT, MIKE	(17)	15	14	15	15	16	14	89
15	US5522	METZLOFF, KYLE	19	9	(21)	18	13	15	17	91
16	US5352	HEARN, DANIEL (S)	12	11	15	(22)	14	22	18	92
17	US4975	EVANS, ROBERT (SR)	15	13	17	17	17	19	(20)	98
18	US4148	DIXON, TIM (S)	21	(22)	18	14	18	18	15	104
19	US5369	MILLER, MIKE (M)	22	(24)	16	13	20	17	24	112
20	US3271	JANKOWSKI, MIKE (M)	14	19	22	20	19	(25)	23	117
21	US2170	CREIGH, JOHN (M)	16	21	23	21	(27)	20	22	123
22	US3283	WILLIAMS, J.BRUCE (GM)	DNF	17	DNS	(DNS)	21	10	16	124
23	US5435	KJOLLER, JODY	20	(26)	24	19	25	21	19	128
24	US4923	SOLUM, JEFF (SR)	25	18	12	16	(DNS)	DNS	DNS	131
25	US602	MEYER, TOM (M)	24	20	(25)	24	24	24	21	137
26	US4882	WOLLAM, RICHARD (M)	23	23	19	25	22	27	(28)	139
27	US294	LOENNEKE, LOUIS (GM)	DNS	DNS	(DNS)	DNS	23	26	25	164
28	US445	CAVE, BOB (M)	DNS	DNS	(DNS)	DNS	26	23	26	165
29	US2360	JOHNS, PETE (GM)	26	27	DNS	(DNS)	28	28	27	166

REGATTA RESULTS

WESTERN LAKES CHAMPIONSHIP JANUARY 2-3 2016
GREEN LAKE, SPICER MINNESOTA

SILVER FLEET

POS	#	NAME	R1	R2	R3	R4	R5	R6	R7	PTS
1	US5486	ELSMO, DAVID	1	2	4	1	1	4	(5)	13
2	US5479	HEARN, FRANKIE (JR)	2	3	1	3	3	(5)	3	15
3	US5358	FROST, DAVID (S)	(6)	1	3	5	2	1	4	16
4	US1277	BOWMAN, HAL (GM)	3	6	2	4	(6)	3	6	24
5	US5484	KOSCHALK, CRAIG	4	5	7	2	5	(9)	2	25
6	US4203	FITZGERALD, PATRICK (M)	5	10	6	8	7	(11)	7	43
7	US5430	CUTTING, BILL	(DNF)	4	5	10	8	10	14	51
8	US148	HOVLAND, NICK (N)	9	9	12	12	11	(14)	9	62
9	US1419	MARKUS, ANDY	7	18	13	(19)	10	7	8	63
10	US3433	CUMMINS, ROBERT (M)	16	8	11	(21)	16	8	11	70
11	US1474	STASIELUK, JOHN (S)*	12	14	10	7	24	6	(DNS)	73
12	US5050	OELSCHLAGER, TIM (SR)	10	13	17	(18)	12	12	10	74
13	US1313	RAST, ROBERT (M)	DNS	DNS	(DNS)	6	4	2	1	79
14	US65	GRAY, ROBERT (GM)	11	11	16	14	(23)	20	13	85
15	US5096	KENNEDY, STEVE (S)	8	12	18	16	15	18	(DNS)	87
16	US807	BRADLEY, KARL*	14	17	14	9	19	19	(DNS)	92
17	US4602	KICKHAFFER, DAVID (SR)	(DNS)	7	15	13	13	DNS	20	101
18	US5158	BUSHEY, JOHN (M)	13	16	9	15	17	(DNS)	DNS	103
19	US5405	BUSHEY, SAM (JR)	15	15	8	22	14	(DNS)	DNS	107
20	US5566	NORDHAUS, JIM (M)	(DNS)	DNS	DNS	11	21	17	17	132
21	US5156	SOBERING, GEOFF (S)	DNS	DNS	(DNS)	23	20	13	16	138
22	US5169	LIZEE, ALAN (M)	DNS	(DNS)	(DNS)	20	9	16	DNS	144
23	US4140	HOEPER, PETER (M)	17	DNS	(DNS)	27	27	23	18	145
24	US4802	KICKHAFFER, MATT	DNS	DNS	(DNS)	24	22	22	12	146
25	US4137	SMITH, JR., KEN (M)	DNS	DNS	(DNS)	DNS	25	15	19	158
26	US1	VANDLIK, CONRAD (JR)	DNS	DNS	(DNS)	28	28	24	21	167
27	US4271	JANKOWSKI, JULIE (S)	(DNF)	DNS	DNS	17	18	DNS	DNS	167
28	US2452	ALLEN, HARRY (M)	DNS	DNS	(DNS)	25	26	21	DNS	171
29	US5496	NEURATER, TROY	DNS	DNS	(DNS)	DNS	DNS	25	15	172
30	US5448	REED, BILL (M)*	(DNS)	DNS	DNS	26	29	DNS	DNS	187
31T	US5472	HEPPERT, PAT(N)	DNS	DNS	(DNS)	DNS	DNS	DNS	DNS	198
32T	US4335	GLICK, DAVE (M)	DNF	DNS	(DNS)	DNS	DNS	DNS	DNS	198

GOLD CUP PREVIEW

Photos from the Gold Cup and European Championship sailed on Lake Glan in Norrköping, Sweden.

There will be more photos, reports, and results from this season's Gold Cup, European and North American championships in the May issue of Runner Tracks.



Left, Mark Christensen US4824 and Mikael Petersson L65 head out to the course on a light air day

Right: Richard Gustring S713 rounds the weather mark.

Below left: Niklas Müller-Hartburg OE221 lines up to race.

Below right: Ron Sherry US44 accepting congratulations after winning the European Championship



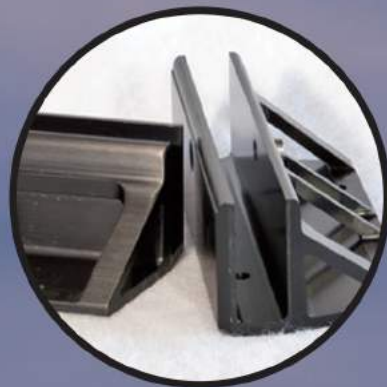
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