

MAGAZINE OF THE INTERNATIONAL DN ICE YACHT RACING ASSOCIATION

RUNNER TRACKS

DECEMBER 2016



JANE PEGEL: THE INTERVIEW BY SUSIE PEGEL US905

BE THE GUY: BY RON SHERRY US44

BY LAWS & SPECIFICATIONS PROPOSALS

© gretot

CONTENT

Cover: Jane Pegel US807 at the 2014 Northwest Regatta; Photo by gretchendorian.com



Photo: Peter Johanson

GET A SAIL NUMBER MEMBERSHIP INFORMATION

Contact IDNIYRA Treasurer
Wes Wilcox US5414
2030 Muller Rd.
Sun Prairie, WI 53590
Cell: 608 628-9590
Email: wmw102@gmail.com

ADVERTISE WITH US

Contact IDNIYRA
Executive Secretary
Deb Whitehorse
1200 East Broadway
Monona, WI 53716
Phone: 608-347-3513
Email: exec.secretary@idniyra.org



Photo: Peter Johanson

Runner Tracks Editor: Deb Whitehorse Email: exec.secretary@idniyra.org

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The champion reflects upon her life in the DN class.

COMMODORE'S MESSAGE

ERIC ANDERSON US5193
ANDOVER, CONNECTICUT, USA

It is December and we are off to a bit of a slow start to new season. The good news is the ice will come eventually. It always does. Be patient. It is time to get your registrations in for the Gold Cup and North Americans, now only about a month away. It is going to be an epic event. Mike Miller of the western region is hard at work getting all the logistics together for the event, and the race committee is hard at work on their end. I hope to see all of you in attendance. It is early this year, so get ready.

I have been trying to gather as much feedback from members as I can on what we can do to make the class better. The theme I keep hearing is that communication is still lacking between the class and members. Multiple members have expressed frustration with getting timely responses to questions and knowing whether they were current on their dues or not. I have also heard that as a class we have no stickers, logos, or any identification at all.

The governing committee has committed to being more timely in all communications. If you need something from us, ask. If we don't meet your expectations, let us know. We are here to serve you.

We are going to begin issuing a membership cards to all members. Now you will have an easy way to figure out if you have paid your dues and it will serve as proof of dues at regional and national events. I asked Dan Hearn to develop some possible logos for the class as well as a sticker that we can send/give to members. We have this awesome class, but no real logo or identity. There will be more information about this at the Gold Cup.

The vote on the rope halyard will be tabulated and announced sometime this month. Stay tuned as the votes from Europe come in

Lastly, please think about safety and use good judgement as you evaluate ice and sail this season. Especially early in the season, you may be tempted to push it a bit on thin ice. I think we all have done this. The urge to do this gets greater as the season drags on with no ice. Please be careful. Becoming a sudden member of the polar plunge society is not a great way to start off the season.

Sail Fast
Eric Anderson US5193
IDNIYRA North American Commodore



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
DN CENTRAL REGION 810-328-3660
DN EASTERN REGION 508-377-6100



Photo: Chris Clark US4789



THE TOLEDO ICE YACHT CLUB ENCOURAGES ALL DN SAILORS TO HAVE A SAFE AND SUCCESSFUL SEASON

MEMBERS OF THE TIYC EXTEND AN OPEN INVITATION
TO ANY SAILOR TO ATTEND ONE OF OUR MEETINGS
WHICH ARE HELD EVERY FRIDAY AT OTTAWA RIVER YACHT CLUB
8:00 PM IN TOLEDO STARTING NOV 25 THROUGH THE END OF MARCH

"LIKE US ON FACEBOOK" : TOLEDOICE



WESTERN CHALLENGE

An unsanctioned regatta
December 2-4, 2016
Minnesota
icesailing.net



EASTERN LAKES

February 11-12, 2017
dnamerica.org/forum/
Hotline: 508-377-6100



CENTRAL LAKES

dnamerica.org/forum/
Hotline: 810-328-3660



WESTERN LAKES

January 7-8, 2017
dnamerica.org/forum/
Hotline: 608-313-5156



GOLD CUP & NORTH AMERICAN CHAMPIONSHIP

Host Country: Western
January 22-28, 2017
dnamerica.org/forum/
Hotline: 608-313-5156



EUROPEAN CHAMPIONSHIP

Host Country: Czech
Republic
February 19-24, 2017
icesailing.org



NEW ENGLAND CHAMPIONSHIPS

neiya.org
Hotline: 508-377-6100



CANADIAN CHAMPIONSHIP

TBA
wnethercote@eastlink.ca

DN & ICE OPTIMIST JUNIOR WORLD CHAMPIONSHIP

Host Country: Poland
February 14-28, 2017
icesailing.org

MOUNTAIN LAKES

TBA

PHOTO: GRETCHEN DORIAN
GRETCHENDORIAN.COM
2011 GOLD CUP

INTERNATIONAL CLASS OFFICERS 2016-2017

NORTH AMERICAN COMMODORE

Eric Anderson US5193
Phone: 860-367-7806
Email: eric.anderson5193@att.net

NORTH AMERICAN VICE COMMODORE

Warren Nethercote KC3786
Phone: 902-478-2517
Email: wnethercote@eastlink.ca

NORTH AMERICAN SECRETARY

Geoff Sobering US5156
1850 Sheridan Street
Madison, WI 53704
Phone 608-235-3746
Email: sobering@gmail.com

NORTH AMERICAN TREASURER

Wes Wilcox US5414
2030 Muller Rd.
Sun Prairie, WI 53590
Phone: 608-628-9590
Email: wmw102@gmail.com
Membership information or sail
number questions should be directed
to the North American Treasurer.

NORTH AMERICAN PAST COMMODORE

Lou Lonnecke US294
Phone: 262-903-6464
Email: ljl294@yahoo.com

EUROPEAN COMMODORE

Attila Pataki M-100
Balatonfüred, Hungary
Email: commodore@idniyra.eu

EUROPEAN VICE COMMODORE

Maciej Brosz P247
Poland
Email: mkbrosz@gmail.com

EUROPEAN SECRETARY

Chris Williams K-1
Great Britain
Email: secretary@idniyra.eu

EUROPEAN TREASURER

Jerzy Henke P 58
Poland
Email: jh@abplanalp.pl

EUROPEAN JUNIOR PROGRAM MANAGER

Jerzy Sukow P-345
Poland
Email: jertzysukow@gmail.com

EUROPEAN WEBMASTER

<http://www.idniyra.eu>
Dietmar Gottke G-4
Germany
webmaster@idniyra.eu

EUROPEAN INSURANCE MANAGER

Niklas Müller-Hartburg OE221
Vienna, Austria
Email: insurancemgr@idniyra.eu

NORTH AMERICAN EXECUTIVE SECRETARY

Deb Whitehorse
Phone: 608-347-3513
Email: exec.secretary@idniyra.org

NORTH AMERICAN REGIONAL COMMODORES

CANADA

Peter Van Rossem KC2766
Phone: 613-572-2232
Email: peter@lalift.ca

EASTERN LAKES

Chad Atkins US4487
Rhode Island
Phone: 401 787 4567
Email: catkins4487@gmail.com

CENTRAL LAKES

Bill Cutting US5430
Phone: 231-264-5232
Cell: 231-499-9760
Email: us5430@gmail.com

MOUNTAIN LAKES

Bill Van Gee US3435
Phone: 315-483-6461
Email: dn3435@juno.com

WESTERN LAKES

Mike Miller US5369
Cell: 612-868-2949
Email: Miller.m@mchsi.com

NORTH AMERICAN JUNIOR PROGRAM MANAGER

Ron Rosten
Cell: 608-692-8816
Email: ron.rosten@gmail.com



Photo: Peter Johanson

PROPOSALS TO CHANGE THE IDNIYRA BYLAWS & SPECIFICATIONS

PROPOSAL #1

MODIFY THE LANGUAGE OF IDNIYRA BYLAWS, REGATTAS

IDNIYRA BYLAWS

REGATTAS Fleet Splitting

ORIGINAL TEXT:

All registered sailors will be divided into fleets. The Gold Fleet will be 50 sailors. The remaining sailors will be divided into the smallest number of approximately equal fleets possible, not exceeding 50 sailors per fleet. The number of skippers in any fleet may be changed by the race committee with approval of the Governing Committee members present at the regatta because of course size or conditions.

PROPOSED: (NEW IN RED)

All registered sailors will be divided into fleets **as necessary. The number of sailors in each fleet will be determined by the race committee, with approval of a majority of those members of the Governing Committee present, after the close of registration. The recommended maximum fleet size is fifty sailors per fleet. Fleets of approximately equal size are desirable but not mandated. The safety of all participants is the primary consideration.**

Discussion: The intent of this change is to clarify how fleet sizes may be determined. This change removes the 50 sailor mandate in the Gold Fleet and allows more discretion when conditions and the number of sailors present should be factors in determining fleet size.

Submitted by Robert Cummins US3433

"I believe that the costs to race a DN ice yacht are getting out of line with the needs of the class. I am proposing 4 changes, one is a bylaws change and the other 3 change official specifications. 3 of the changes are aimed at reducing the cost and complexity of completion, and the fourth change will alleviate some of the problems caused by other changes and make official what is now done in Europe anyway." Eric Anderson US5193:

PROPOSAL #2

MODIFY THE LANGUAGE OF IDNIYRA BYLAWS, RACING RULES

IDNIYRA BYLAWS, RACING RULES (ADD ITEM L)

Add item L in the IDNIYRA bylaws, racing rules section :

L. All equipment used in the regatta, including runners and sails shall be selected and identified as required by the Sailing Instructions no later than the skippers meeting on day 1 of the regatta.

Discussion: Equipment specifications E. 10. reads: **"each yacht shall be restricted to the use of 9 runners during a regatta."**

G.11 specifies 2 sails per regatta. What is not included in the specifications are when those runners are selected (or sails for that matter). I am proposing this rule with the following objective: Sailors will only have to carry 1 extra sail and 3 sets of runners out to the race course. Sailors will hopefully chose more all-purpose gear if required to chose earlier. Enforcement could be done by requiring the sailors to turn in the empty sicker sheets with their names on them at the skippers meeting

Technically the governing committee could make this change in the SI's, but I think it is important enough that the membership should vote to adopt it- or not. Since the sailing instructions are a continental responsibility, this will apply to North America only. The Europeans could certainly follow suit

PROPOSAL #3

IDNIYRA OFFICIAL SPECIFICATIONS

- Change E. Runners 2. F. (see full text below)
- Delete E. Runners 2. G (see full text below)

INTERPRETATIONS E. RUNNERS

- Eliminate 1974 interpretation milling slots on T runners
- Eliminate 11/23/87 interpretation different thicknesses for T runners
- Modify 7/1/92 interpretation to remove references to T runners
- Modify the interpretations from 4/14/2010 to eliminate all references to T runners
- Modify 12/1/2012 interpretation to remove references to T runners

ORIGINAL TEXT:

E. Runners 2. f.

The steel sections allowed are

American Standard 3/4" (19.1 mm) x 3/4" (19.1 mm) x 1/8" (3.3 mm) "angle" and 1" (25.4 mm) x 1" (25.4 mm) x 3/16" (4.8 mm) or 1/4" (6.4 mm) "T". Equivalent metric measure (DIN) sections may be used provided the dimensions are within 20% of those listed.

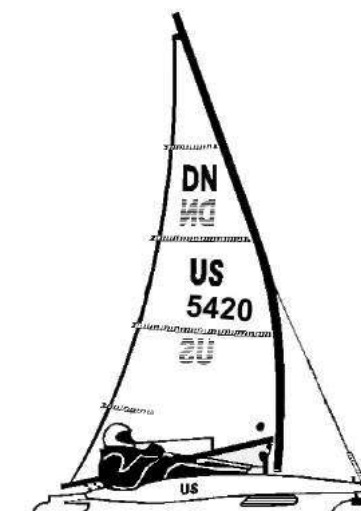
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2015 World Championship
2015 European Championship

northwindiceboats.com

PROPOSALS TO CHANGE THE IDNIYRA BYLAWS, CONT.

PROPOSED

Change the IDNIYRA Official Specification to read :

E. Runners 2. f

The steel sections allowed are

American standard $\frac{3}{4}$ " (19.1 mm) x $\frac{3}{4}$ " (19.1 mm) x $\frac{1}{8}$ " (3.3 mm) "angle". Equivalent metric measure (DIN) sections may be used provided the dimensions are within 20% of those listed.

DELETE THE FOLLOWING:

E. Runners Section 2 g. The 'T' section must not be reduced to less than 75% of its original height by sharpening.

Discussion: The class has talked about this for many years and it was narrowly defeated in a ballot in years past. This would eliminate Tee runners and would reduce the arsenal by 3-6 runners for most competitors. Anyone that has schlepped 30 runners through an airport understands how nice that would be. While there were valid historical reasons for T runners due to manufacturing processes those arguments are no longer valid and T runners are currently expensive, but specialty runners. Frankly quite a bit of T stock is produced by laser welding, and hardened T runners are often milled from a solid block of 440C or equivalent. A lot of the current stock is questionably legal anyway. There was a collision at the a recent event where a competitor insisted his T runner cost him more than 1500 Euro. This proposal, if acceptable at the annual meeting would need to be voted on by IDNIYRA NA and IDNIYRA EU which would occur in September of 2017

PROPOSAL #4

Add to IDNIYRA Official Specifications

E. Runners Section 13 Runners

Steel plate, insert, angle and T sections may not be modified by welding of the contact edge.

Interpretations E. runners

Eliminate 4/14/2014 following interpretation: Hard weld may be applied to the ice contact edge of all runners

Discussion: This eliminates the most expensive runners in the arsenal, namely stellite runners. Runner blades should meet the definition of steel, period. Again at one time this was a cheap method of producing runners, especially hardened T runners, but those days are gone. This proposal, if acceptable at the annual meeting would need to be voted on by IDNIYRA NA and IDNIYRA EU which would occur in September of 2017

PROPOSAL #5

Change Specification Runners E. 10

Current wording "Each yacht shall be restricted to the use of nine runners during a regatta."

Proposed wording.

E. 10. *Each yacht shall be restricted to the use of 10 runners at regattas. If 10 runners are used, at least two runners must be steering runners.*

Discussion: As I understand it the Europeans have allowed a 10th runner at the European championships for a while. Their rationale has been that when you race more than 7 races, a second, sharp steering runner is a valid safety concern. This bylaws change makes more sense when you require all equipment to be declared and stickered prior to the first race as in proposal #1

This proposal, if acceptable at the annual meeting would need to be voted on by IDNIYRA NA and IDNIYRA EU which would occur in Sept. of 2017.

"In 25 years time, DN sailors have been very demanding on my masts. Not unlike time towards me." JK



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NOTICE OF RACE: 2017 WESTERNS

2017 Notice of Race Western Lakes Regional DN Championship Regatta
January 7-8, 2017

Organizing Authority: International DN Ice Yacht Racing Association
Host: North American Western Region

1. Rules:

All races will be governed by the Racing Rules of the National Iceboat Authority; the By-Laws of the IDNIYRA, and Official Specifications of the DN Ice Yacht; the Notice of Race, including any amendments to the Notice of Race, (except as any of these are altered by the sailing instructions) and the Sailing Instructions. The Sailing Instructions can be modified at the Skippers Meeting and by a notice posted on the official notice board.

Eight (8) race regatta format – 3 race minimum in the Gold Fleet will constitute the regatta. Fleets – Gold & Silver Fleet, Rookie Division as part of the lowest fleet; Volunteer split for fleets.

2. Eligibility:

All DN class yachts meeting the requirements of the Official Specifications and whose skippers meet the requirements of the By-Laws of the IDNIYRA as stated in the section IDNIYRA Regattas are eligible to enter and race in the championship.

Proof of personal or race liability insurance (\$300,000 minimum) will be needed at time of registration.

3. Site Information and Postings:

- A. The primary site is within the North American Western Region
- B. Site and Headquarters Information will be determined by the regatta organizer.
- C. Official regatta information, updates and accommodations: DN America Forum & Western Region Hotline – 608-313-5156

4. Entry and Fee:

- A. The official entry form must be submitted and signed at registration.
- B. The entry fee is \$35, payable at site of regatta in US dollars.

5. Schedule of Events:

Friday: 7-9 PM Registration at Regatta Hotel Headquarters
Sat 8-9 on ice registration
Sat 9:30 Skippers Meeting
Sat 10:30 First DN start
Sunday 10:00 First DN start. No race will start after 2:30 PM

6. Sailing Instructions:

Official Sailing Instructions will be provided at registration.

7. Prizes:

Trophies will be awarded to the top ten places in each fleet plus Top Woman, Top Junior, Top Rookie, Top Senior (50-59), Top Master (60 to 69) and Top Grand Master (70+)

NOTICE OF RACE

2017 Gold Cup World Championship Regatta & North American Championship Regatta

Racing Days: January 22, 2017 until January 28, 2017

RULES

- All races will be governed by the Racing Rules of the National Iceboat Authority, the Bylaws of the ID-NIYRA as stated in the sections IDNIYRA Regattas, Racing Rules, the DN Official Specifications, the Notice of Race, including any amendments to the NOR, (except as any of these are altered by the sailing instructions) and the Sailing instructions.

RACE SYSTEM

- Races shall be sailed under the rules of the National Iceboat Authority and those of the IDNIYRA.
- Each Regatta will attempt to sail 7 scheduled races per fleet.
- There shall be two or three fleets depending on the number of competitors and sailing conditions.
- After 5 races are completed, the points for each yacht's poorest race (including DNS, DNF and DSQ) will be eliminated from Scoring.
- The protest committee may, at its discretion, award a score of DNE to a disqualified yacht that has been found to have dangerously violated NIA Rules Part IV, Sailing Rules, and this race shall not be eliminated from scoring. The next worse score shall be eliminated.
- In accordance with NIA Rules V.B.3 and Appendix V.B.5, the protest committee may award a prejudiced yacht scoring points in a race rather than ordering a resail.

RACE COURSE

- All courses will be a WINDWARD / LEEWARD Inline course with Darling Marks.
- A diagram of the race course will be posted on the Official Notice Board and a copy for each skipper will be available at registration.
- All races will be 3 Laps.

ELIGIBILITY

- All DN class yachts meeting the requirements of the DN official specifications and whose skippers meet the requirements of the bylaws of the IDNIYRA as stated in sections IDNIYRA Regattas are eligible to enter and race in the championships.
- All participants shall provide proof of \$300,000 personal liability at time of Registration.

SITE INFORMATION

- The primary site is in the North American Western Lakes Region.
- Site and Headquarters information will be posted on the DN America Forums.

2017 GOLD CUP & NA CHAMPIONSHIP REGATTA

REGISTRATION, DEADLINE AND FEE

- Each skipper shall register on: na.idniyra.org or by mailing a completed entry form available on na.idniyra.org, with the appropriate entry fee to: Mike Miller- Race Chairman, 1987 Fagerness Pt. Rd., Wayzata, MN 55391
- The Entry fee shall be paid in U.S. Dollars.
- Gold Cup:
 - o The entry fee is \$100.00 if paid by December 31, 2016. The entry fee for a junior skipper (under 25 years of age) is \$75.00.
 - o The entry fee is \$150.00 if paid on or after January 1, 2017. The entry fee for a junior skipper (under 25 years of age) is \$100.00.
- North American Championship
 - o The entry fee is \$80.00 (USD) if paid by December 31, 2016. The entry fee for a junior skipper (under 25 years of age) is \$50.00.
 - o The entry fee is \$120.00 (USD) if paid on or after January 1, 2017. The entry fee for a junior skipper (under 25 years of age) is \$75.00.
- No entry fee will be accepted after the close of registration (refer to schedule of events) Except when the regatta moves location, prior to the first race, registration may be reopened
- Novice Entries
 - o Novice DN skippers may enter the Regatta with the payment of two years association dues. No other event registration payments shall apply.
 - o A sailor shall be classified as a Novice if: that person has never belonged to the IDNIYRA, or their membership has lapsed for 5 or more years. A Novice must comply with all other entry requirements.
- European Entries are not subject to a late fee penalty. European competitors are requested to notify the race chairman that they will be attending.
- Sailing instructions and course diagram to be available to all competitors at time of final registration.
- All skippers are required to complete a Safety Test as part of registration.

IMPORTANT DATES

- December 31, 2016: Registration Deadline for early entry fee.
- January 18, 2017, 9:00 pm, CST: Primary site info to be posted on IDNIYRA website Opening Ceremony- Gold Cup: January 21, 2017, 4:30 pm local time: Gold Cup World Championship
- Registration- Gold Cup: January 21, 2017, 6:00 pm To 9:00 pm local time: REGISTRATION and CHECK IN in at headquarters listed on the IDNIYRA website.
- Late phone check in registration information to be listed on the IDNIYRA website.
- January 22, 2017 first race at time stated in sailing instructions.
- January 28, 2017 racing is concluded.

PRIZES shall be awarded at race headquarters after the regatta is completed.

- A. Prizes shall be awarded for First through Tenth place in each fleet, plus the Top Senior, Top Woman, Top Junior and Top Novice.

IDNIYRA WORLD CHAMPIONSHIP ENTRY FORM
2017 IDNIYRA World Championship Regatta
January 22-28, 2017 Host: North American Western Region

Sail Number _____Fleet Preference_____

Name _____

Mailing Address _____

City, State _____

Country _____ ZIP or Postal Code _____

Phone/Cell Phone (optional) _____

Email _____

Section: Master (60+)____, Senior (50+)____, Junior (<25)____ Gender: Male____ Female____

Birth Date (dd/mm/year)_____ International Rank_____

Occupation (optional) _____

Shirt Size (S, M, L, XL, XXL) _____

ENTRY FEE: The early fee is \$100 USD if paid by Paypal or received before December 31, 2016 and the late entry fee is \$150 USD, if paid on or after January 1, 2017. The entry fee for a junior skipper (under 25 years of age) is \$75 USD if paid before December 31. 2016 and the late entry fee for a junior skipper is \$100 USD if paid on or after January 1, 2017. Entrants travelling from Europe are exempt from paying late fees.

INSURANCE: I certify that I possess personal liability insurance that covers my actions at this event in the amount of \$300,000 USD or more. Initials_____Statement of Coverage attached (Y/N)_____

If not, you must bring a copy to the regatta and show R.C.

RELEASE AND CERTIFICATION

In consideration for my participation in this Regatta, I hereby release, indemnify, and hold harmless the International DN Ice Yacht Racing Association, the Western Region, its member Clubs, and all Officers and Officials, (“Releasees”) from any and all liability for any damage or injury due to the negligence of such Releasees or any other cause. I understand that it is my sole and exclusive responsibility to decide whether or not to start or to continue to race and to evaluate all ice conditions in, to, from, near the race and launch areas. I hereby certify my compliance with the IDNIYRA Regatta rules requiring liability insurance and certify that I hold valid personal liability insurance coverage for this regatta with limits of at least \$300,000 (US). European skippers are required to hold IDNIYRA-Europe Third Party Liability Insurance or other equivalent coverage.

I hereby certify the above entry to be correct to the best of my knowledge and that the skipper complies with eligibility requirements of this regatta.

Skipper Signature X_____ Date _____

Parent or Guardian Signature if skipper is under 19_____

Make check payable to IDNIYRA. Only checks or money orders written on US banks will be accepted. NOTE: European skippers may pay at time of check in. Mail this form, entry fee and valid certificate of insurance as noted above to:

IDNIYRA World Championship & North American Registration
Mike Miller – Race Chairman
1987 Fagerness Pt. Rd.
Wayzata, MN 55391

IDNIYRA NORTH AMERICAN CHAMPIONSHIP ENTRY FORM
2017 IDNIYRA North American Regatta
January 22-28, 2017 Host: North American Western Region

Sail Number _____Fleet Preference_____

Name _____

Mailing Address _____

City, State _____

Country _____ ZIP or Postal Code _____

Phone/Cell Phone (optional) _____

Email _____

Section: Master (60+)____, Senior (50+)____, Junior (<25)____ Gender: Male____ Female____

Birth Date (dd/mm/year)_____ International Rank_____

Occupation (optional) _____

Shirt Size (S, M, L, XL, XXL) _____

ENTRY FEE: The early fee is \$80 USD if paid by Paypal or received before December 31, 2016 and the late entry fee is \$120 USD, if paid on or after January 1, 2017. The entry fee for a junior skipper (under 25 years of age) is \$50 USD if paid before December 31. 2016 and the late entry fee for a junior skipper is \$75 USD if paid on or after January 1, 2017. Entrants travelling from Europe are exempt from paying late fees.

INSURANCE: I certify that I possess personal liability insurance that covers my actions at this event in the amount of \$300,000 USD or more. Initials_____Statement of Coverage attached (Y/N)_____

If not, you must bring a copy to the regatta and show R.C.

RELEASE AND CERTIFICATION

In consideration for my participation in this Regatta, I hereby release, indemnify, and hold harmless the International DN Ice Yacht Racing Association, the Western Region, its member Clubs, and all Officers and Officials, (“Releasees”) from any and all liability for any damage or injury due to the negligence of such Releasees or any other cause. I understand that it is my sole and exclusive responsibility to decide whether or not to start or to continue to race and to evaluate all ice conditions in, to, from, near the race and launch areas. I hereby certify my compliance with the IDNIYRA Regatta rules requiring liability insurance and certify that I hold valid personal liability insurance coverage for this regatta with limits of at least \$300,000 (US). European skippers are required to hold IDNIYRA-Europe Third Party Liability Insurance or other equivalent coverage.

I hereby certify the above entry to be correct to the best of my knowledge and that the skipper complies with eligibility requirements of this regatta.

Skipper Signature X_____ Date _____

Parent or Guardian Signature if skipper is under 19_____

Make check payable to IDNIYRA. Only checks or money orders written on US banks will be accepted. NOTE: European skippers may pay at time of check in. Mail this form, entry fee and valid certificate of insurance as noted above to:

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1987 Fagerness Pt. Rd.
Wayzata, MN 55391

BE THE GUY

FOUR SIMPLE IDEAS FOR PROMOTING THE SPORT WE ALL LOVE SO MUCH

by: **Ron Sherry US44**



1. GIVE A RIDE
2. DISPLAY A BOAT
3. MAKE A LIST
4. PLAN A FUN DAY



HOW THE ICEBOATING COMMUNITY CAN FOCUS ON ATTRACTING AND RETAINING NEW SAILORS.

Like anything else in life, successful problem solving takes time and effort. The iceboating community needs to focus on attracting and retaining new sailors. In this brief article I offer four simple ideas for promoting the sport we all love so much, such as giving a first ride, displaying boats, keeping a list of people who have expressed interest, and setting up a day for them to try sailing. My hope is that this article will help you to develop new ideas of your own on how to promote our sport.

1. GIVE A FIRST RIDE

When I was younger, I sailed as fast as possible when I took anyone for their first ride. My goal was to scare the hell out of them! Although I thought it was a great idea at the time to leave a lasting impression, they usually didn't come back for a second day. Now that I'm older and hopefully a little smarter, my goal for first timers is to leave them wanting more. Like with iceboat racing, preparation is key for making someone's first ride an enjoyable one. Bring extra clothes and helmets. Clearly describe to them what will happen and what to expect. Start out slow, ask them if they want to go faster, and debrief after the ride.

Keeping your first time rider warm and safe will help them to understand that this sport is not so crazy after all. I bring an extra Columbia one-piece suit that is easy to zip someone into, an extra Jofa Helmet with goggles, warm mittens, and spikes for their shoes that are easy to strap on.

Two years ago I called 76 year old Susie Vercruysse and asked if she'd like to take her first iceboat ride. Her husband, Don Vercruysse, raced DN US 21 for years. I gave her a clear plan, telling her to meet me in Leon LeBeau's driveway in her warm car. I said that I would zip her into the warm suit, take her for a ride, and have her back in her warm car in 30 minutes.

It turned out to be one of the highlights of her year and a story she continues to share with her friends and family. As I walked Susie to the boat, I described our sailing area and any hazards we needed to avoid. I told her where we would be sailing, what direction the wind was blowing, and the angles we would be sailing around the back of her house. I told her we could sail very fast but made it clear that it was her choice if she wanted to go any faster. During the ride I warned her before we would tack or jibe. I asked her if she was alright and if she wanted to go faster. She was relaxed and comfortable and said yes to going faster so I pulled the sheet and we sailed quite fast.

On the walk back to her car we talked about the ride. She was disappointed to find out we only went 50 or 60 MPH. She said it felt like 100 MPH. When I called her today to ask if I could use her age in the article you could hear the enthusiasm and joy coming through the phone when describing the ride again. She hopes we can go again this year and wants to bring a friend.



Skimmers are well suited for someone's first iceboating experience.



Remember to keep it fun for the first-timers.

Young or old taking someone for their first ice boat ride will leave a lasting impression. Let's make it the best impression possible. Having a two seater like an arrow or a Nite is the best way to give someone their first ride. If you send someone off in a DN by themselves for their first ride make sure the conditions are safe, they know where the hazards are, and give them instructions on what angles the boat sails best and to avoid beam reaching.

Give the first rider a description of where you want them to sail and make them do a short run and come back to you so you know they are in control and not going to go off and do something that can get them or your boat hurt. Be the guy that makes sure giving someone their first ice boat ride is a safe, exciting experience that they will tell all of their friends about. Don't forget to take pictures and post them on social media.

GENERATE A LIST OF PEOPLE THAT WANT TO GIVE ICE BOATING SAILING A TRY AND TAKE THEM FOR THEIR FIRST RIDE

2. DISPLAY YOUR BOATS

Take the time once or twice a year to set your iceboats up for display, answer questions, and show videos of iceboating. Schools, churches, Scout meetings, yacht clubs, and junior regattas are all excellent venues to put the sport we all love on display. You have to be willing to load the boats, set them up, spend time talking to people at the show, take the boats down, and put them away. People always want to know more about a sailboat that can go 100 MPH over a frozen lake. Kids and adults always want to sit in the boat and take pictures. Answer all questions and let everyone know how easy it is to get into iceboating, and how to do it safely.

When people complain about how cold they think iceboating would be, inform them about the new technology in clothing that makes it easier to stay warm. Take the names, phone numbers, and email addresses of people who want to give ice boating sailing a try. Be the guy who gives back to the sport by putting the boats on display for kids and adults. Generate a list of people that want to give ice boating sailing a try and take them for their first ride.

3. KEEP A LIST

Everywhere I go people ask about iceboating. They want to know more about the sport and how they can give it a try. Unfortunately what often happens is that when great ice sailing conditions arrive, you prepare for a perfect day on the ice, but you completely forget about everyone who told you they wanted to give it a try.

Make a list of people who tell you they want to try iceboating with their phone numbers and email addresses. Keep the list in the same place all the time so you know where it is. I use the last couple of pages of my order book which is always on my desk. Every time someone says they want to give iceboating a try, I put their contact information on the list. With the pressures and excitement of going out on the ice it is hard to remember those who expressed interest in trying ice boating. Having a list makes it a lot easier and will help you to not forget anyone. Be the guy that contacts everyone who wants to give ice boat sailing a try by having a list and letting them know when conditions are right. Not everyone will be able to go but some will show up and may be hooked for life like we are.



Everyone loves to have their picture taken while in an iceboat.

4. KEEP IT FUN

In the Detroit area we have an enthusiastic group of sailors who scout the ice all over southeastern Michigan. We keep in touch with each other about where we can sail, decide on a time and place to meet, and go sail our asses off. At the end of the day, we gather to share a meal and drinks, debrief, and then we go home to work on our equipment so that we are ready for the next day. We scrub race all day with our good equipment, testing new things in preparation for the big regattas. Good ice is hard to find and when there are decent conditions, we spend our time exploring new ways to sail as fast as Matt Struble or Jim Grogan.

Testing out race equipment isn't the time to let someone go for their first ride in your race rocket. Standing out on the ice watching scrub racing is not a fun way to spend a day either. As a group we need to pick a day or weekend when we can take people for rides. Maybe we race for two hours and spend the rest of the day taking people for rides. Better yet take the whole day when conditions are right to give people the chance to try our sport. Make it fun for everyone by providing food, beverages, some chairs, and a fire pit.

BE THE GUY to pick a day with good conditions, use your contact list of people that want to try ice boating, bring spare equipment, or an old boat you might be willing to sell, two seaters, Skimmers, and take people for their first ride to promote the sport we all love so much.



A summer iceboat exhibit is a great way to start building a list of potential iceboaters.



JANE PEGEL

THE INTERVIEW

THE CHAMPION REFLECTS UPON A LIFE ON ICE

BY SUSIE PEGEL US905

Q : You were born in 1933, the same year the Skeeter Ice Boat Club was founded. Even before you were involved in iceboating, what was it like growing up in Williams Bay?

A: I went to school, got into mischief, went swimming all summer. I just remember big iceboat regattas, cars driving out on the ice, falling through pressure ridges.

Q: Who were some of the people involved in iceboating at that time?

A: In the late 30's, Harry Nye and his wife, Chet Graneth and his wife, Harry Melges, Art Anderson, Charlie Sawyer, Bill Mereness, Jake Vilas (he became my mentor). The next generation that came along included Buddy Melges and three years later I came along.

Q: What kinds of iceboats did they sail in the 30's?

A: In the 30's, there were Beauvais boats and there were Palmer boats made in Fontana. It started out that it was going to be a Beauvais club and then they got the people with the Palmer boats involved and then it became the Beau Skeeter Ice Boat Club and then it became the Skeeter Ice Boat Club. There was just racing on Sundays initially. It wasn't until the late 40's or early 50's that we started having a Saturday afternoon series. They used the summer sailing right-of-way rules and when they started going to regattas at different places there were different right-of-way rules. I can't imagine how many people were killed because of that.

Q: How did you get involved in iceboating?

A: After we had this big regatta at Lake Geneva right outside the mouth of Williams Bay, the Northwest regatta, I was a teenager and my father's theory was to keep me from staying out late at night was to get me involved in something that would exhaust me. So he bought me an iceboat, the "HOLY SMOKE" at



PHOTO: gretchendorian.com

the end of the Northwest regatta. And then I started sailing and racing that boat. I think that was in 1948. "HOLY SMOKE" was a 20 foot Mead, 13'6" runner plank, and I think the mast was 19 feet. "HOLY SMOKE" had belonged to Don Campbell. I sailed in the ISA at Fox Lake in the women's division and I was leading at the windward mark but I didn't know how to go downwind. So I ended up DFL in the race but then as the weekend went on there was a little more wind so I could get around the race course. "HOLY SMOKE" was remodeled at Zenda. We decided that we should make it larger with a springboard and a 17 foot plank and a 21 foot mast. That was just the perfect size for me to sail. The taller rigs I wasn't strong enough to trim it downwind. I went to Hamilton, Ontario for the ISA and the boat broke in half. That was early in the year in 1956 so in the fall of 1956 we bought two DNs from Remi DeBlaere from Lake St. Clair in Michigan. And that was the end of the Skeeters for me. (Jane's only child, Susie, was born on September. 13, 1956.)

BY SUSIE PEGEL US905



CALAMITY JANE: Jane Pegel's first iceboat graces a picture postcard from Lake Delavan in WI.

"That boat was a 20 ft. Mead named HOLY SMOKE that my father bought for me in 1948 when I was in high school. Originally the boat had no spring board and had a 13'6" plank and an 18' mast. The boat was rebuilt in 1954 or 1955 (I graduated from UW in 1955 and married Bob that June). In the above photo the boat is now CALAMITY JANE and has a springboard, a 21' mast and a 17' plank, and (of course) a new sail built by Bob. We went to the 1956 ISA in Hamilton. The hull collapsed on CALAMITY JANE. That was the end of my Skeeter career. Susie was born in September, 1956 and in the fall of 1956 I started racing a Remi DeBlair built DN.

The part of the side board with the name CALAMITY JANE is now in the Inland Lake Yachting Association Bilge Pullers Hall of Fame museum at the Lake Geneva Yacht Club. I am the only woman honoree. And the CALAMITY JANE is the only iceboat related item in the museum."



Left: Bob Pegel in 1984 at Sandusky, OH.

Jane's husband, Bob, was a founding member of the National Iceboat Authority and served as Principal Race Officer for many DN championship regattas. He built iceboats (including DNs) and made championship sails for many classes of iceboats as well.

FAMILY OF SAILORS

BOB PEGEL MADE ALL MY SAILS, SHARPENED MY RUNNERS EXACTLY THE WAY I WANTED THEM SHARPENED, AND CARRIED THE BOAT ON AND OFF THE ICE FOR ME.

Q: So how did you learn how to iceboat?

A: I would go out and push the boat around and ride around in it. Sometimes when Buddy was out sailing he would talk to me about things like you could see the wind on the water in the summertime, well the wind came down the lake the same way in the wintertime. I got the idea there would be streaks of wind and wind shifts and so forth just like in the summertime. And that helped, I could get a picture in my mind what was going on. It was easier to sail because I could compare it to summer sailing.

Q: Where were some of the places you went with the Skeeter?

A: When I was in high school I remember going to the Northwest at Oshkosh, Wisconsin. But I don't think we had any races. There was a snowstorm after we got up there. My mother would take me. We would hook the trailer on to the car and off we'd go! I went to that ISA down in Fox Lake, Illinois. When I was in college (Jane attended the University of Wisconsin at Madison) I think I sailed in a regatta at Madison but I didn't travel a heck of a lot until I got married because

before that I was going to school.

Q: How did you meet Bob Pegel?

A: Bob Pegel came to Lake Geneva. He was a friend of Bill Parks and had bought an old boat from Bill Parks and he came to Lake Geneva. He wanted to familiarize himself with members of the fleet. "Who is that over there?" It turned out that the person was a girl. He invited me one fall to sail with him in a dinghy regatta in Chicago. Then we started out going sailing together and stuff.

Q: How important was Bob Pegel in your iceboating career as far as your equipment was concerned?

A: Bob Pegel made all my sails, sharpened my runners exactly the way I wanted them sharpened, and carried the boat on and off the ice for me, put the mast up, helped me carry the boat up the road when we had snow storm.

Q: And of course you lived in Chicago from the time you were married until 1971.

A: Bill Boehmke built my DNs for me following the specifications I wanted on the boat so he did all the woodwork. We had a runner sharpening machine set up in our basement in Chicago and Bob's sail loft was in Chicago. I would set up my DN in the backyard in Chicago. I suppose the neighbors thought I was nuts. I would align the runners. I remember having the DN in the kitchen on Sioux Ave. (location of the Pegel's Chicago home) but I don't remember what we were doing with it.

"LADY OF THE FROZEN LAKES"



"BOAT BUILDER AND OLYMPIC SAILOR BUDDY MELGES, HIMSELF AN AVID ICEBOATER, HAS FOLLOWED JANE'S SAILING FORTUNES FOR YEARS AND ATTRIBUTES HER SUCCESS LARGELY TO HER KNOWLEDGE OF ICEBOAT TUNING. IN FAST-MOVING ICEBOATS SUBTLE DIFFERENCES IN RIG CAN MAKE ENORMOUS DIFFERENCES IN SPEED, AND JANE IS AN EXPERT AT FLOPPING HER RIG TO GET A PROPERLY SET SAIL AND ALIGNING HER RUNNERS TO DRAW THE MOST OUT OF THEM." "CHILLY HOT-RODDING ON THE ICE." SPORTS ILLUSTRATED, 11 JAN 1965, PP. 30-39.

WE BOUGHT TWO DNS SO WE COULD TRY TO MAKE A FLEET OVER HERE AND SLOWLY BUT SURELY WE BUILT THE FLEET HERE ON LAKE GENEVA. MY FIRST DN SAIL NUMBER WAS 305.



Wisconsin State Journal [Madison, WI], 16 Jan. 1955, Sec.3, p. 1.

Q: I seem to recall spending a lot of time driving through Crystal Lake (Illinois) and going to Boehmke's shop. What were you doing all those nights we spent in Crystal Lake?

A: As we would drive back and forth from Chicago to Lake Geneva we were probably dropping off some broken wooden parts to be re-glued, who knows.

Q: What can you tell us about the tornado that hit Crystal Lake (1965).

A: It was Palm Sunday. There were a lot of tornados in the area. In Crystal Lake it took the roof off the house. And my DN was there to be painted and it ended up in a field nearby, some parts broken and some not broken. And then a bunch of us

went to Boehmke's and helped him rebuild his house and that sort of stuff.

Q: So your Skeeter career came to an end in the winter of early 1956 and how did you get involved with the DN?

A: Well that looked like a easier thing to sail than the Skeeter so I got the DN and there were not many DNS in Wisconsin. There were a few that had been made at Stamm's in Delafield, but there wasn't really any DN racing in Wisconsin to speak of. So I would drive several times a winter to Detroit for regattas. We bought two DNS so we could try to make a fleet over here and slowly but surely we built the fleet here on Lake Geneva. My first DN sail number was 305.

Q: Who was involved in the DN class at that time?

A: Well of course there was Skip Boston, Bill Sarns, both were racing. Various Cartwrights, that would have been in the late 50's. Jack Wesenberg, group of iceboaters at Cass Lake (Michigan), Ro Redner and his son, Russ Johnson who sailed Skeeters and then got involved in DNS. He won a North Americans but his mast was measured at the end of the regatta and the halyard tube that went around the top of the mast made the mast more than 16 feet long and he was disqualified. Otherwise he would have been North American champion. Russ Johnson was DN 7. And then in the early 60's Gene Treuter and then the Gougeons came along.

Q: What was DN racing like in the late 50's, early 60's?

A: There were 75-80 boats at an invitational regatta. Of course we were going at slower speeds than we are now, but otherwise the racing was like it is now.

Q: How do you think iceboating helps someone with their summertime sailing?

A: Well probably the biggest thing is that it gives you a chance to sail year around. So that keeps you sharp. I think iceboating you become more sensitive to making the boat go FAST. So that when you are sailing in the summer you start to think about making the boat go FAST as well as sailing wind shifts and being tactical.

Jane Pegel beat 21 men to win the 1960 Scripps Trophy for DN boats, a very popular racing class.



Knight, Ralph. "Winter's Wildest Sport." Saturday Evening Post, v233 #26, Dec. 24-31, 1960, pp. 32-33.

DNS KEEP YOU SHARP



Wisconsin State Journal [Madison, WI], 5 Feb 1968, Sect. 3, p.3

Q: In 1973 the Europeans came to this continent with their DNS for the first Gold Cup which was held at Gull Lake, Michigan. Tell me about that.

A: Well we went to Gull Lake and like most regattas there were several days of no wind and everybody just standing around chewing the fat. Timmy Woodhouse and John Schuck had been the hot North American DN sailors. Timmy Woodhouse thought he was going to win this Worlds. Then came the Estonians. There was snow on the ice and we learned the Estonians had runners that were all new to us, the steel they were using, and so forth. They were much better than the North American sailors that Timmy Woodhouse finished in the upper teens and as a young squirt (he was only 16) he thought this was going to be a piece of cake. But guess what. We were not as good as we thought we were. Randy Johnson from Gull Lake was second and did a great job. I did pretty well in the regatta, so did Ro Redner. The regatta called our attention to how good the Europeans could be. (The 1973 Gold Cup was won by Ain Vilde of Estonia. Tim Woodhouse won the 1974 Gold Cup.)

Q: At that time these were all Eastern Bloc countries, Estonia was part of the Soviet Union.

A: There was an interesting

dynamic with the eastern Europeans. The Poles and the Estonians came with people that were labeled as their coaches, really they were people who in addition to making arrangements for the traveling and that sort of thing, they were also making sure everybody went back to their home country at the close of the regatta, so nobody could defect.

Q: Were runners the big factor, the difference between the North American and European equipment?

A: In this day and age as you look back Endel Vooremaa and Ain Vilde and Endel and his family are still legends in past and current DN sailing, and the construction of their hulls was very much different from ours and whether or not the hulls flexed, I don't know. But Endel when his boat broke, he took it back to where he was staying at Lake Geneva and burned the boat so that nobody could tell how the boat had been built. (1975) We started to learn that Ain Vilde had worked in manufacturing of submarines and they knew a lot more about steels and welding steels and they put that to use when they were building their DNS. A little DN iceboat the Estonians were allowed to build and own themselves and they took great pride in building them and they were very good at it. They were the first ones who built stripper masts and very bendy masts. We were sailing with aluminum masts and when we tried to bend the masts that much, they would break. They would kink, fold up. Their sails were different from ours.

JANE PEGEL

FACTS & FIGURES

- Born June 28, 1933, the only child of Dr. Clifford and Beatrice Wiswell
- Williams Bay High School Class of 1951, valedictorian University of Wisconsin-Madison, Phi Beta Kappa pre-med student, Class of 1955
- Married Chicago sailmaker Bob Pegel on June 14, 1955 in Williams Bay
- Moved from Chicago to Williams Bay permanently in 1971 where the Pegels started their own business named Sailing Specialists
- Skeeter Ice Boat Club—life member, has held all offices in the club, currently secretary-treasurer
- ISA—former secretary-treasurer; ISA women's champion three times; raced with sail number I-169
- Northwest—former commodore; Northwest highest placing women skipper 41 times;
- Northwest DN champion
 - 1960
 - 1962
 - 1963
 - 1966
 - 1967
 - 1969
 - 1970
 - 1971
 - 1976
 - 1984
 - 1990
- National Iceboat Authority—founding member, retired from NIA in 2015

DN Class

- First DN in November 1956
- Final day sailing a DN was March 14, 2014
- Class Commodore 1961
- Technical committee member about 40 years, most of the time as chairperson, stepping down in 2016
- DN North American champion
 - 1960
 - 1963
- Second in DN North Americans
 - 1958
 - 1959
 - 1961
 - 1965
 - 1966
 - 1969
 - 1978
- Top senior DN North Americans 1986
- DN North Americans Silver fleet champion 1981
- Van Acker award 1975
- Raised American flag at 2013 DN Gold Cup opening ceremonies.
- Began racing with sail number DN 305, later became DN 805 (daughter Susie was DN 905 and husband Bob took the number DN 305)



1996 Northwest on Geneva Lake. From left, Todd Gamble, Jan Gougeon, John Dennis, Lou Lonnecke, and Jane Pegel.

It was a different ball game. And likewise with the Polish guys like Stan Macur and Piotr Burczynski, and Bogdan Kramer. Here was a way they could compete internationally, they put a lot of effort into it and built some remarkable equipment. They were very good sailors, they took it very seriously, and some of their children continue to dominate in the DN class. Some of the equipment that they built is still very competitive.

Q: How have runners evolved in the DN class?

A: Well the Europeans were using, we had a specification that allowed a longer runner with a wood body, and basically only one or two North American sailors, one of whom was Tom Wing from Toledo, was sailing with a 36 inch T iron runner. The rest of us sailed with 30 inch plate runners or even shorter. And the Europeans used stainless T iron that was not readily available to us in the U.S. So to have a 36 inch runner, the specifications were amended so that we could build what we now call our insert runners. With steel no higher than 3 inches inserted into a slot in a wooden body so we have an 1 1/2 of steel exposed and that was intended to allow the North American sailors to compete with the T iron runners with the exception that the insert steel cannot be as thin as the minimum T iron runners can be or as thick. In this continent we could not buy stainless steel T iron, we had to import it from Europe.

Q: How has runner sharpening changed over the years?

A: I don't think there really has been any change in runner sharpening techniques, stoning, crown in the cutting edge. Jake Vilas way back in the early 40's used runners that had a flatter angle and he used 3/16 runners on his Skeeter. And he and Jack Moran dominated the ISA at Fox Lake on soft ice and light air and Jack

Moran had like an angle iron runner that was sharpened at various degrees. As it came up away from the ice, it may have been 90 degrees right at the cutting edge, but a fraction of an inch up off the ice it was 95 degrees, another fraction of an inch it was 100 degrees, another fraction it was 105 degrees, and so it was a multi-angled runner so that there is nothing new what people are using for runner angle and crown and people used all kinds of stones and standing belts, you name it, right from the get-go. Beginning in the 1930s and even before then. In the Skeeter class, people have always tried all kinds of different techniques and materials for runners. I don't think anyone is coming up with anything new.

EVERYONE HAS THEIR OWN THEORY

Q: Have DN runner planks changed over time?

A: I don't know how the European runner planks were, we zeroed in on wood was the only material that could be used in runner planks, but you could have fiberglass on the outside as a protective layer. It turns out the glass will also affect the bending characteristics of the plank. I don't there are as many hollow planks as there used to be, there was a time when an effort was made to have a light weight runner plank so it was hollow, but they are also more fragile, so that I think laminates with ash and spruce have become very common. The ash is tough to take the strains but if you make an all-ash plank, it's pretty heavy. Spruce is a pretty good combination to be used in the inner layers of a runner plank to keep the weight down.



© gretchen dorian

The profile of a runner plank can change and there's all kinds of theories about how to make a runner plank, whether you want to crimp the ends the idea is when you are coming off the starting line when the runner plank is deflected at low speed you want the runners vertical with the least friction on the ice. As the boat builds speed there is very little pressure on the windward runner so the angle as it rides over the ice is not as critical. Everyone has their own theory on what the deflection of the runner plank should be when you want the runners to be vertical to simulate what the situation is when you are coming off the starting line at low speed.



Tim Woodhouse

Q: How have DN hulls changed over time?

A: The most dramatic change in hulls top view was thanks to Jan Gougeon. In 1985 he won the Gold Cup in Barnegat Bay with a boat that was essentially the

THE MOST DRAMATIC CHANGE IN HULLS TOP VIEW WAS THANKS TO JAN GOUGEON. IN 1985 HE WON THE GOLD CUP IN BARNEGAT BAY WITH A BOAT WAS ESSENTIALLY THE MODEL FOR WHAT MOST OF THE BOATS ARE LIKE THAT ARE BUILT IN NORTH AMERICA.

model for what most of the boats are like that are built in North America. With the maximum width of the cockpit just forward of the seat back. Prior to that time it was sort of an even bend from bow to stern so that the maximum width of the hull was in the forward part of the cockpit. But if you put it closer to the seat back it gave more room for the torso of the skipper. And Jan had that hull shape it very much like what is now in the Goodwin plans except Jan's hull, the bottom was flat, the bottom of the side panel was straight. In the Goodwin plans, the bottom of the side panel is curved upwards. But with Jan's it was straight except aft of the runner plank the bottom lifted up. And the forward 6-10 inches from the bow it also lifted up so that essentially most of the side panel was below the zero line because the definition of the zero line is where the bottom intersects the bow and where it intersects the stern. With a short boat and the runner plank aft, that made a short tail on the boat so when the boat flies over a pressure ridge, the tail doesn't slam on the ice. And Jan also moved the front chock aft and that allowed the runner plank to

go aft so that made the shorter tail. And the internal structure of the boat is just like in the Goodwin plans with the exception that the front of his cockpit was not maximum forward. Jan was short, he didn't need to have a long cockpit forward. A lot of the boats built to Jan's plans have been opened up and the cockpit made longer forward because now everyone lies down in the boats and sailing more forward in the boat. But basically the boats we are sailing now in North America, the feature all began with Jan Gougeon. Jan eventually modified his boat and so did Meade (Gougeon) so they had boats with longer tails so the pulleys were further aft so it made it easier to trim, better leverage on trimming the mainsheet. And Jan eventually modified his boat to that feature. Jan Gougeon's boat design, it was pretty easy to build a boat that was minimum weight. Prior to that competitive boats were 55-60 pounds hull weight rather than 48-50 pounds like we see today in boats built to the Goodwin plans which are a modification of Jan Gougeon's plans.

MASTS WENT THROUGH AN EXPERIMENTAL PERIOD FOR TWO OR THREE YEARS

Q: There have been a lot of changes in masts over the years. What can you tell us about masts?

A: Well we used to sail with two- or three- piece solid spruce masts but the eastern Europeans had strip masts that bent a lot, meanwhile we had gone to aluminum masts and we went from solid wood masts and Gougeons had built a triangular shaped

mast with spruce on the sides and a cedar nose to it and those masts were very light weight and bent nicely but they broke. So then we started going to aluminum. And Joe Norton got a die and had a mast made and they were very durable. Jan made an aluminum mast out of some aluminum section he had found and he was a rocket ship so everyone was trying to find a different aluminum section to use. Joe Norton had another die made with his Norton Wing mast and they were very fast but they would also break. To keep them from breaking we put a stick inside so when the mast would bend beyond its limits, the stick would keep the wall from collapsing. We had sticks with different deflections, different characteristics, some tapered, some not tapered, Stan Macur had a closet clothes pole he put in his mast. So all kinds of things were tried. The eastern Europeans had bendier wood masts than we did, so we went back to wood masts to try to develop a mast that would bend without breaking. There were all kinds, stripper masts, glass on the inside, glass on the outside, carbon, the class went through an experimental period for two or three years-- ten people were allowed experiment licenses they could experiment with spreaders, different mast construction, and from that evolved the fiberglass mast and the first ones were like telephone poles, three or four guys standing on the mast could hardly bend it. Meade and Jan got involved and that year (1995?) and during the month of January there was a lot of good ice on Lake St. Clair and Ron Sherry built several masts from what Jan and Meade had suggested and they raced those two or three days a week on Lake St. Clair trying various things. Someone got the bright idea

we need a different sail to get the maximum out of these masts. Then came the FO1 sail and Ken Van Wagnen won the 1996 North Americans out on Lake Champlain using a FO1 sail and fiberglass whip mast so that the next summer and fall the Sherrys took orders for those masts. They are heavy compared to a carbon mast but you can still win a regatta with a whip mast.

Q: Do you remember anything about the mast that Mikey O'Brien built when he was world champion?

A: He built some sophisticated strip masts with fiberglass and stuff. I remember there was a lot of excitement and phone calls that "the mast wasn't legal" but nobody ever proved it didn't meet the rules. Of course Mike O'Brien, after the Gougeons built everything themselves, then came Mike O'Brien. Mike O'Brien, in order to go sailing right from the get-go as a kid, he had to build the boat himself. And he did. He almost won the class M scow championship (note: just barely losing to Susie Pegel, Jane's daughter). He built himself DNs in his basement at home and eventually ended up working for Henry Bossett and building himself DNs, trying just about everything. He learned a lot about runners from John Larson, who was probably the North American runner specialist, knew more about steel than the rest of us did. What Mike learned from Henry and John Larson, he built himself some DNs that were outstanding. But the last Worlds that he won he used an aluminum mast. And we had moderate winds during the Gold Cup and he won that. And the next day it was windier when we had the North Americans and he finished 10th. (note: Mike O'Brien was DN World champion in 1987, 1988, 1989) And



Mike O'Brien in 1984 at Sandusky, OH

WIM VAN ACKER WAS A PERFECTIONIST

that was the last time an aluminum mast won a Gold Cup. (1989) From then on it was back to wood composite masts. The focus was on fiberglass and carbon and various types of combinations.

Q: I'm going to mention some names and maybe you can tell us a little bit about them.

A: **Bogdan Kramer**—Well Bogdan came in 1975 when we had the North Americans at Lake Geneva and the Worlds was moved to Saginaw Bay. That's when I first met him. He was an excellent DN sailor from Poland. I think people are still winning races with his runners.

Piotr Burczynski—He made some beautiful boats that were fast and he sailed well and he taught his kids how to sail well. He focused on some of the finer points of sailing. An outstanding gentleman, no doubt about it.

Wim van Acker—Just an amazing man. Wim had been one of the leaders in the Dutch underground during World War II. One of the guys on Hitler's hit list. But he survived the war and had a little machine shop and he developed it and was a top fabricator of stainless parts for various manufacturers in Europe including made the wing forms for the F-16 fighters. He got involved in iceboating. Some of the first DNs they built were pretty crude but he was a perfectionist when it came to the machining and he ended up making some runners

that were pieces of art, that were technically perfect. If you want a perfect runner, get your hands on a Van Acker runner. And I had several of them. Wim built the DN organization in Europe. He traveled into the Eastern Bloc countries and made it possible for those sailors to get the materials and machinery that they needed to build all their hardware. He essentially smuggled things in to eastern Europe and organized championships, traveled to North America and attended all the championships here. Just an amazing, outstanding gentleman.

Evert Vanderberg—Evert and his wife Phyllis were the glue for the DN class organization in North America for a long time. They made sure there were newsletters, events scheduled. They had the first swap meets in their backyard. Evert traveled back and forth to Europe. There was a building in his backyard full of European DN equipment. He was a great ambassador for the sport and was not afraid to get his hands in the glue. The Gull Lake (Michigan) guys built their boats at Evert's shop. He could get everyone together and "let's do it." Phyllis would travel with him to regattas and be on race committee and they made a huge contribution to DN sailing.

Jan and Meade Gougeon—Jan and Meade and their employees and their brother Joe, I'm not sure where we would be without them. They developed the WEST system epoxies. There was a time when they built 85 DNs in one year, and sold them! Using their epoxy made it possible to build the boats stronger and lighter weight than they had been. The Gougeons traveled and competed and were good sailors. They loved to com-

pete, but they always competed fairly. One of their great legacies is the DN champion Matt Struble. Matt as a youngster 10 years old was able to sail a DN with the Gougeons. They took him under their wing and with the help of his father he became an outstanding sailor.

Jack Young—was from Long Island. Jack Young and Reuben Snodgrass were the hot guys from the east and traveled out to the Midwest for the DN North Americans. Jack won the North Americans on Lake Geneva (1961). We paid close attention to Jack Young because he was using Nelson sails made by Bob Pegel. He was a good customer. He ended up becoming secretary of the North American DN class. He did a very good job of promoting it. Reuben Snodgrass was a champion from Long Island and the two of them were very influential in keeping the class active along the East Coast as well being excellent sailors themselves.



In 2005, Jane & Bob were in charge of the glue mixing during the A Class stern steerer, DEUCE, hull construction. From left, Rick Hennig, Jane Pegel, and Bill Mattison.

Bill Sarns—He was secretary-treasurer of the class. He made plans available. He had a little machine shop and made DN hardware. He supplied DN hardware at very reasonable prices, high quality, that made it easy for people to build their boats and buy all the hardware and go sailing. You could be on the ice for less than \$800 with championship quality equipment.



Ron Sherry and Jane Pegel at the 1985 Northwest Regatta sailed on Geneva Lake.

RON SHERRY: JUST AN OUTSTANDING PROMOTER OF ICEBOATING AND AN OUTSTANDING ICEBOAT RACER AND CAN HOP INTO ANY KIND OF ICEBOAT AND WIN A RACE.



Wim van Acker, right, at the 1986 Word Cup. The regatta was cancelled due to warm weather in much of Europe and too much snow in Scandinavia.

Ed Kraft—(much chuckling from Jane) Skip Boston used to call Ed Kraft the “boy millionaire.” Ed Kraft had started his own business and been very successful and sold the business and was able to retire very comfortably. He was a very competitive sailor, summer and winter, and with his wife Millie traveled to DN regattas and raced his heart out. Everybody has Ed Kraft stories. It had rained on Sandusky Bay and Ed Kraft was regatta chairman and said “C’mon we have to get out there and race!” Bob Pegel was race committee chairman. Ed Kraft goes out sailing and his boat comes back in with the cockpit full of water. The water was so deep that the cockpit was full of water. The racing was postponed for the day. (much laughing by Jane)

Stan Woodruff—was an attorney who raced DN 416 and he traveled with Ed Kraft. They had white coats they put on and they had a lit-

IN NO TIME HE'S HALF A LEG AHEAD. JD'S OUTFOXED YOU AGAIN.

tle step ladder and they pulled out the step ladder from the van and they put on their white coats so they wouldn't get road salt all over their clothes and they would unload their boats off the top of the van. Stan and Ed came across the finish line at Geist Reservoir (1971) yelling at each other. But they were great friends and Stan became the sergeant at arms at all the DN meeting and after Stan retired to Florida the DN meetings became very much less organized and more chaotic without the sergeant at arms.

Doug Harvey—DN 1202 was Bob Pegel's mark-setter. 1202 would get up first thing in the morning at a regatta and figure out where the best ice was for the wind direction and he'd lay the marks out where he thought they should be and the race committee would come out and set the line and set the marks. Doug and his wife served as secretary -treasurer of the class and then Doug eventually became commodore. They did an enormous amount of work out of their spare bedroom in their house which was devoted to the DN class. Doug Harvey traveled to the regattas in Europe and became very good friends with Bart Reedijk and Wim Van Acker and Jan Eindhoven. Doug was one of the long-time competitors in the DN class, always there, always sleeping in his van, although he could probably afford to buy the motel. (Jane chuckles) Just someone who really loved the DN and loved the people. On the race course don't relax or he would be sure to zip by you at the finish line.

Tim Woodhouse—Just an amazing young man. Timmy was an excellent sailor. He worked in sail lofts and became the owner of Hood Sails. Just as successful a businessman in the sail business as is probably possible which is a difficult business to make a living. An excellent sailor who yearned to come back and compete in the DN class but was not physically able to do so. (note: Tim Woodhouse died not too long ago after having battled serious health problems) DN 1812.

Ron Sherry—loves his family, loves iceboating. An outstanding competitive sailor, a good friend, always willing to help anyone with their sailing technique, advise on how to sharpen runners, or carry your boat up the hill. Just an outstanding promoter of iceboating and an outstanding iceboat racer and can hop into any kind of iceboat and win a race.

John Dennis—J.D. started summer sailing in a class X boat on Upper Minnetonka, Minnesota. He didn't do well as a junior sailor. Graduated into the M scow, that is where I first met him. He got pretty good at that with the help of his sister who was the crew. They learned how to win races. Then he decided he'd get in to the sail business and worked for Gordy Bowers. I would spend a lot of time on the phone with him, talking about how to sharpen runners, how to tune the mast, various points of view on how to design a sail. He spends a lot of time thinking about how to get his boat to go faster as well as just plain loving to be out there sailing. If you turn your back on him, he'll be back at home or down on the ice working on his boat. You get to the starting line the next day, and lo and behold you start the race and in no time at all he's half a leg ahead. He's outfoxed you again.

Henry Bossett—was an excellent scow sailor who came to work for Bob Pegel in Williams Bay. We put him into a DN. The first day he couldn't get to the starting line because it was light air and you had to sail downwind to get to the starting line and he couldn't figure out how to go downwind. The next day it was blowing about 25 m.p.h. and he came sailing down the lake and got thrown out of the boat, tore out the window in the sail, the boat went over. But a couple of years later he was DN world champion. He just kept sailing more and more and along with

WHEN WE LOST SKIP BOSTON THE DN CLASS WAS IN TROUBLE... PEOPLE COULD COME IN TO HIS SHOP AND SET UP THEIR BOATS, AND HE'D HELP THEM OUT. HE WOULD MAKE SURE YOU WOULD HAVE ANYTHING YOU NEEDED. VERY ACCOMMODATING.

John Koeck (after Henry moved back to New Jersey) really got concentrating on DNs with John Koeck from Lake Hopatcong, the two of them would talk about runners, masts and sails and trying just about everything they could think of. And then Mike O'Brien came to New Jersey as well and Henry used his skills and effort into building sails and DN parts and runners and became a DN world champion. (note: Henry Bossett was Gold Cup champion in 1977, 1981 and 1983) He would still be a champion but had back problems and couldn't compete in a DN.

Skip Boston—when we lost Skip Boston the DN class was in trouble. Skip Boston as a kid, his father made sure his boat was ready to race for him. Skip would go out and learned how to race successfully. I saw him several times get into a sticky situation during a race where he could have had a real calamity and he always seemed to make the right move that nothing tragic happened. He broke his mast coming in to the windward mark leading at the North Americans at Cass Lake. My instinct would have been to head up. He just kept right on going around the mark and heading downwind. And it was perfect because all the boats behind him, he didn't get in the way of them. If he had headed up, it would have been a 30-boat crash. On Monday mornings during the iceboat season, Skip would call. "How did it go? Who won? What did

he use? What runners did he have on? What sail did he use?" He would be talking to everyone all over the country, every Monday morning. And he would pass along the information what he learned. People could come in to his shop and set up their boats, and he'd help them out. He would make sure you would have anything you needed. Very accommodating. If you got to a regatta and needed a batten, he told you to go to the van, open the door, the lower right-hand corner you'll find what you need. He had a trailer that would be loaded with a bunch of DNs and off they would go, maybe a half dozen DNs, they would go to a regatta. Then he would sit at a meeting and people would argue about the specifications, and Skip would say "If it doesn't look like a DN, it's not a DN." And it was hard to argue with that point of view. He traveled to Europe. He would send a couple of hundred sails to Europe. And in payment he would get back a couple of hundred sets of runners. Seldom would cash come back. So then he would have to be on the phone, "can you use ten sets of runners?" But he wheeled and dealt, anything having to do with DNs, he was right there making sure everyone had what they needed. Whether it was the race committee, or 10 o'clock at night on a Saturday night you are at a regatta in Detroit and you need a stay, he'd meet you in the basement of his shop in 15 minutes and he would make you a new stay. Without

his support, the class has never been the same.

Renegade champion **Elmer Milenbach**—he was a perfectionist. His boats were absolutely gorgeous. His runners were perfect. He reluctantly let the Renegade class develop into a one-design class. I don't think he had in mind winning Skeeter regattas, but he did. He built the Renegade and beat Skeeters that had 22 foot masts because his runners and alignment was perfect. Elmer was instrumental in the development of the racing rules that became the National Iceboat Authority. Prior to Elmer's efforts, every place we would go the right of way rules would be different from place to place. And Elmer said "This cannot go on." So he got representatives from the other class organizations, he got them all together at the Pegel house in Chicago and we spent time developing the racing rules of the National Iceboat Authority. That was a huge contribution to the sport.

Skeeter champion **Bill Mattison**—he should be in the National Sailing Hall of Fame, in my opinion. He is a remarkable gentleman. He's a tough competitor, he is a gentleman. The boats he built were simply gorgeous. The current 2016 ISA championship boat was built by Bill Mattison. The first time one of Bill Mattison's Skeeters won a championship was in the 1950s. Now how many people who have built boats of any kind can say



2004 Northwest regatta. sailed on Lake Monona in Madison, WI. From left, 4th place Jane Pegel, 5th place David Kickhafer, and 1st place John Dennis.

that they had their boats win championships over a span of more than 60 years. I can't think of a single person. But Bill Mattison's equipment did it. Bill started out in high school, served in Korea, and on his way home from Korea on the ship he was drawing his plans to build a Renegade and when he got home he had Jack Ripp's father get the wood for him so he was ready to build the boat. He started sailing a Renegade and then built Skeeters. Phenomenal boats. Buddy Melges was smart enough to recognize that Bill, if you have a challenge related to building a boat, Bill Mattison is your man. And Buddy tapped him to help on the America's Cup efforts. Bill was very instrumental in the success of the Melges America's Cup campaigns. And Buddy would be the first one to acknowledge that. There's not a nicer guy anywhere.

Madison iceboater **Jack Ripp**—One of the toughest competitors in the sport as well as an outstanding boat builder. He played by the rules and was really tough.

Pete Johns—No matter where there is ice, Pete Johns will be there. Quietly sets up his boat, says a prayer and the racing begins. Pete is an extremely generous man. He opens his heart and his pocketbook to help one and all.

Q: What have been some of the things that have been good for the DN class over the years?
A: I think the fact the boat is home-buildable has been the biggest thing about the DN class. And of course its size, it's easy to put on top of the car to get down to the ice has been a big boost. The fact the tolerances of the DN allowed for improvements in the design has enabled the class to evolve and the boat to evolve so that it still is a "hot machine" that challenges the competitive instincts of anyone who wants to go out in the cold and go sailing.



Pete Johns & Stan Woodruff at the DN North American Championship in Canadaigua, NY in 1982.



Jane and her crew, Cheston Geye. Winners of the 1990 Inland Lakes Yachting Association M Scow regatta.

Q: What are some of the things that have been not so good for the class?

A: We made a mistake when we initially were restricted to one sail for a regatta and we opened that up to allow more than one sail. We should limit the number of runners. We can use nine runners in a regatta and that's fine, but the style of the runners has become so diverse that I think people shy away from the DN because of it. So I think that we should have had a less diverse selection of runners.

Q: Tell me about the National Iceboat Authority. You talked earlier about Elmer Millenbach's role in the National Iceboat Authority.

A: The National Iceboat Authority became the governing body with



Jane as a race course mark at a Lake Geneva Yacht Club Halloween costume party.

FOCUS ON THE LOCAL ACTIVITY

representatives from various class associations or organizations such as the Northwest and rules that were adopted in 1963 have remained unchanged until Nov. 2015.

Q: Who were some of the people on the original National Iceboat Authority?

A: Homer Seider represented the Eastern Ice Yachting Association, Wally Cross represented the Northwestern Ice Yachting Association, Elmer Millenbach represented the Renegade class, Bob Pegel was the president of the ISA and Jane Pegel was commodore of the DN class at that time. That was it. In November 2015 there were a couple of changes in the sailing rules to mainly clarify the existing rules and also to increase the safety factor coming off the starting line and also approaching and leaving the windward mark and the adoption of some alternative course options a race organizer can choose from, which are appropriate for different kinds of boats.

Q: What are some of the misconceptions people have about the iceboating rules or definitions?

A: When the rules were revised in Nov. 2015, an effort was made to reword a few phrases here and there to clarify it for those who mostly had never sat down and read the rules. I'm a strong proponent on having rules sessions scheduled at various times like when a regatta is under postponement, having a good discussion back and forth can be a big help to enhancing people's understanding

of the rules. But the biggest problem is that sailors don't take the time to read the rules and take advantage of the fact that the rules are on the internet and are readily available at no charge. This is a high speed sport with boat converging at varying angles and varying speeds, one boat may be going 3 m.p.h. and another boat coming at 60 m.p.h. and it takes a lot of thought and experience with the rules and knowledge of the rules to make sure no stupid maneuver is made that will cause a collision.

Q: Talk to me about your involvement with the DN Technical Committee over the years.

A: I think I was first on the Technical Committee sometime in the 1960s. I've been on the Technical Committee most of the years since then until 2016. There were a few years when I was not on the Technical Committee, but a lot of those years I was.

Q: What sort of interpretations did the Technical Committee have to make over those years?

A: The most activity of the Technical Committee is not necessarily interpretations, but it ends up trying to amend the specifications such that people can understand what they mean.

Q: What's the hardest thing about writing a specification?

A: It is the sentence structure that you're using and the words you are using. Every effort has to be made to not use a word that can be interpreted with more than one meaning. You try to use words that have one universal meaning. And try to have sentence structure so that the specification is exact and not just jibberish.



Jane and Bob at the Lake Geneva Yacht Club 'Legends of Sailing' celebration. Jane was one of three honorees.

Q: What do you think the future of iceboating or the DN is? Is it growing or declining and why?

A: Unfortunately I think that in North America, iceboating is declining. And I think that people these days want instant gratification. Iceboating takes a lot. You can't just go to the store and buy a fast boat. Even if you go to the store and buy a boat you still have to figure out how to tune it. There is a lot involved and I'm not sure people have the patience for that. Everybody lives a fast-paced life and they haven't got the time for it. And then there is supposed "global warming."

Q: What advice would you give people running the DN class going forward?

A: I think that the best move the Governing Committee of the DN class could make is to be careful to "keep it simple, stupid" so that people perceive it is easier to get involved with DN activity. Keep working towards simplifying the boat, the competitive equipment, focus on having local events, regional events, less focus on continental and international events. Focus on the local activity. Let it build up from the local activity.

Q: End of interview. Thank you Jane Pegel.



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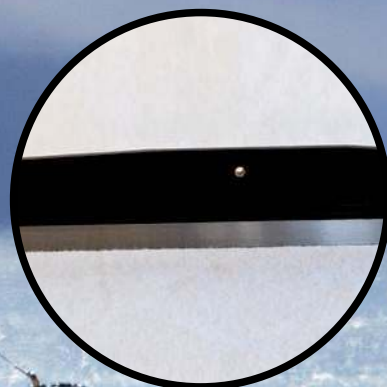
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Dideric van Riemsdijk
Composite Concepts, LLC Euro dealer
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