

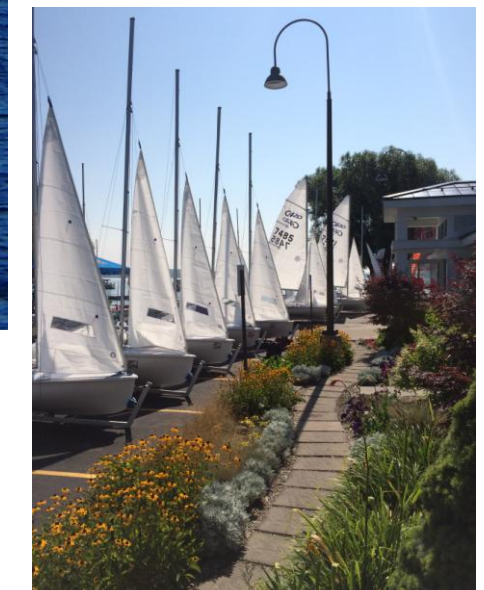
The  
**Intercom**

Official Newsletter of the Interlake Sailing Class Association



[www.interlakesailing.org](http://www.interlakesailing.org)

November 2014



**GTYC - 2014 Sears Cup in Interlakes**

# GIVE IT ALL YOU'VE GOT!



Photo Credit: Bob Sagan

The 2014 Sears Cup competitors sailed a terrific series this summer in Traverse City in Interlakes. Dieball Sailing was proud to be involved.

Competing at all levels requires commitment and great partners! Dieball Sailing knows sometimes it takes all you've got!

Dieball Sailing is committed to making good sailors great!

**GIVE IT ALL YOU'VE GOT.**



INFO@DIEBALLSAILING.COM | DIEBALLSTORE.COM | DIEBALLSAILING.COM | 419-726-2933

# From the President

By Mark Presley, Interlake #1382



Greetings fellow Interlakers! The end of the season is upon us. Time to pack up the boats for winter. If you have the opportunity, attend to all of those things on the to-do list

before hand. Make sure to ready those trailer bearings and inflate the tires, check your spare and check over your rigging.

Once spring is here you'll be ready for Midwinters in Tampa, FL! Great venue with the Fireball and Friends Regatta.

Please look within your fleet and its members for an early submittal to the Board for Regatta dates. Plenty of things can be accomplished during the Holiday parties to help with planning ahead. Consider alternate dates and look at conflicts within your own club and scheduling on the Interlake calendar. If your fleet's regatta participation is down, reach out to other fleet captains and or the board for ideas and suggestions. With that said when you are able to travel to other fleets take away ideas on how to improve your own.

If you did not see the pictures or write up, check out the Sears Cup event sailed at Traverse City, MI in the Interlake. Well done to all of TACS and GTYC.

Lastly, we all realize how tough it is to win a travelers series regatta let alone Nationals. While we would all want to see them racing in our class, it's still inspiring to see our fellow racers faring well in other classes. Please congratulate our fellow Interlake racers who have won Championships or placed this year in other One Design classes:

Brian and Tiffany Parker - Jet 14 National Champions, Lee Sackett 2nd place, Marion Zaugg 5th place

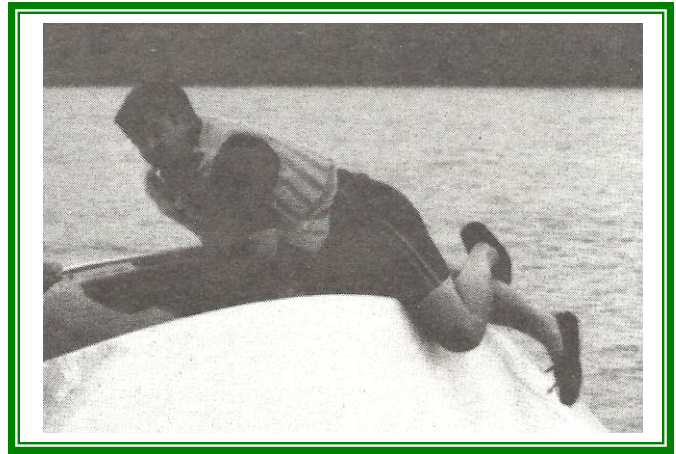
Skip Dieball - Highlander National Champion

Paul Abdullah - Y Flyer National Champion

Matt Fisher - Lightning Master North American National Champion

Craig Tovell - 4th Windmill National Champion

Remember 2015 Nationals first week in August Traverse City, MI. Make your plans early for accommodations, this is a busy summer retreat town.



## Who is this Interlaker?

And what is he doing?

Hint: he is not riding a whale at Sea World

Find out on page 18!

Do you have a good old photo of a current Interlake sailor? Send it to us with a short write-up about the person and we will include it in a later issue.

### What's Inside

3 From the President

#### Feature

- 4 - 6 2014 US Sailing Sears Cup Finals
- 6 2015 Nationals Primer at GTYC

#### Tips and Techniques

- 7 - 9 Installing a New Interlake Deck on an Old Hull

#### Class News

- 10 - 11 2014 Nationals – From the Front
- 12 Haphazard Regatta
- 12 Clark Lake Regatta
- 13 Poltergeist Regatta
- 14 Snowball Regatta
- 15 Come Sail Midwinters 2015!
- 16 - 17 ISCA Meeting Minutes
- 18 Who is this Interlaker?
- 19 ISCA Officers and Fleet Captains
- 19 Classifieds

Cover photos: Sears Cup action at GTYC

Photos by Bob Sagan

# *Intercom Feature*

---

---

## 2014 US Sailing Sears Cup Finals

### Junior Three-handed Championship

by Bob Sagan, Interlake Fleet Chairman, Interlake #1411



*Sears Cup competitors – photo by Jim Sorbie*

The Sears Cup Finals were held at Grand Traverse YC in partnership with Traverse Area Community Sailing (TACS) Aug 5-8<sup>th</sup> on West Grand Traverse Bay, Traverse City, Michigan.

To sum up the event: GRAND SLAM. The Bottom of the 9<sup>th</sup>, 2 outs, 2 strikes against, down by 3 with bases loaded, at home, World Series, game 7 type of electricity was felt by the whole club. Not nerves. The homework was done. Yet all the preparation added to the anticipation, that and the fact that two symbiotic organizations really cared.

I'm sure you will understand the pending excitement and gratification as you read.

The CHUBB US Sailing Sears/Bemis/Smythe Championships (triple, double, single handed) was sailed in Interlakes (11), club 420s (20) and Open Bics (20). 96 competitors in all. These kids came from both Coasts, Florida, Texas, Midwest, Hawaii and more. GTYC & TACS did more than host the competition but the entire event. The responsibilities included guest housing for each kid, feeding them, shuttling to airport, VIP viewing & party, media and so much more.

There were no problems.

Even the weather cooperated. Sunny and 80 each day with mostly good winds. Morning sailing didn't

work, but the afternoon sea-breeze was dependable. The first race of most days started with 6 knots from the N and often gradually built to gentle white caps. The light air teams in the Bics & 420s loved this, while in Interlakes showed that smarts and good boat handling were far more important than team weight.

The lead in to this event started three years ago, when GTYC/TACS hosted the Area K qualifiers for SEARS/Bemis/Smythe. The event was flawless. The Area K coaches and US Sailing were impressed by the venue, race management and the Interlake. The coaches commented on how perfect the Interlake is for this type of event. The kids also enjoyed the boat and many stated that they were "...glad we're not in the 420s in this light air. The Interlake was fun to sail." The seed was planted.

In summer of 2013 GTYC/TACS had good reason to believe US Sailing would bring the FINALS to TC if a good bid was organized. Key to this event was pulling together a front line fleet of Interlakes. 420s and Bics were easy, they were supplied. They all arrived in (2) semis, with a crew to unload and rig. However, the Interlakes had to be done in a grassroots method. In other words, true Interlake form.

Boats came from GTYC, the Hamlin Lake Interlakers, Skip Dieball and our ISCA Grant Boat.

Thanks to Jim Clark and Terry Kilpatrick who helped reduce my tour around Michigan gathering/delivering the fleet.

Part of our winning bid was the inclusion that our builder, Terry Kilpatrick, would be on hand to assist as needed. US Sailing mentioned more than once how impressive that was!



*Dick Hirtreiter, Terry Kilpatrick, and Tom*

Dieball Sailing supported the event in two ways. First, there was a great price on sails to those owners whose boats were donated to the event. The owners supported this idea and the entire fleet had crispy Dieball Sails that were one year or newer. In fact, the spinnakers were all identical and built specifically for this event! Second, Skip came up to TC to help me tune the boats and then give the kids an orientation to sailing an Interlake. The juniors were focused and asked great questions. Top shelf stuff!

After Skip's words of wisdom the kids went sailing. Skip and I jumped in different chase boats for some on the water coaching. A couple practice starts later and it was time to get it on.



*Skip Dieball sharing words of wisdom  
Photos this page by Bob Sagan*

The racing was close, even by Interlake standards.

The roar from the collective RC fleet came twice. Once after the first start and another as the tight fleet set the event spinnakers with the event logo on them (GYC & TACS burgees). A truly picturesque sight.

The wind built to 14-15 with two footers. The top half the fleet surfed well and none of the teams wanted the day to end. "Is it always like this here?!" kids asked. "Often. And the forecast looks favorable." Day one was the best, but day 2 was nearly as nice and no day was bad...as long as you would wait for it.

Interlake courses were 4 leg W/L with offset and leeward gate with legs averaging .75-.8 miles long. The 420s & Bics shared a modern trapezoid course on another part of the bay.

Day three, Thursday, saw a big postponement on shore. No breeze. This gave extra time for group coaching. An integral part of this event was learning, especially for the Interlake fleet. Each morning started with gathering the competitors on shore to talk about the previous day, what was expected that day, plus techniques/tips that would be helpful and Q/A time. Myself and Area K Chairman Cappy ran these sessions. The young sailors were sponges as they soaked everything up. You could really see them experimenting as they tried to apply the words they heard each day.

Even still (on day three) ... no wind. Good thing there were slack-lines and trees handy. Heck, there was even a slack-line put between docks. Add in corn-hole, Frisbee and lots of swimming too, as the young visitors couldn't believe this much freshwater that was also clean enough to drink. They were astonished.

You might think, "Teenagers + downtime = trouble" and generally you'd be right. But these kids were all excellent ambassadors of our sport, their clubs, their families and their generation. They were responsible, respectful, and genuinely appreciative. I heard constant Thank You's and they were very conscientious about putting the borrowed Interlakes away properly and reported any equipment they thought questionable. I saw great promise in our nation's future in these youth.

The kid's diligence was so good that when combined with Terry's assistant (and that of his ground crew Dick and Tom) that each boat was returned in as good OR BETTER shape than it was lent!

When the breeze filled in, it filled in fast and solid. Two races in 8-10 knots.

The last day had an on the water postponement and the juniors showed us all a thing or two about how to get comfortable on an Interlake. We all learned from these experts!

US Sailing's Liz Walker made a specific point to applaud the Interlake Class. She stated that the fleet was even. No dog boats and minimal breakdowns (nothing that couldn't be fixed by yours truly on the water or replaced by Terry overnight) and having builder support plus Skip Dieball was a major coo. Liz also

*Continued on page 6*

Continued from page 5

commented on how great the Interlake fit this event and this venue. The US Sailing contingent gave a rousing ovation to the volunteer war party and organizers. In fact the rumor is that US Sailing was so impressed by the race management and the Interlake Class support that they might well ask GTYC to host the Championship of Champions in the next couple of years!

The GTYC Interlake fleet was as key to this success as any sub group. Bob Cornwell and Jim Menzies worked throughout the winter on the committee that organized the entire event. Liz Conrad was the Treasurer and so much more. Alynn Kay Cornwell was co-chairperson of housing all 96 visitors. Louie & Lisa Rodriguez plus Jim Menzies did mark boat duty each day with Bob Cornwell pitching in. Dick Hiertreiter

followed Terry Kilpatrick's instructions on boat maintenance. It was a highly functioning group to be surrounded by. I ended each long day whapped but feeling good about what was accomplished and the way the team accomplished it.

Also, Kudos to our Interlake Board and Portage YC for adjusting the 2014 Nationals schedule to accommodate the timing of this event.

Ya know things went well when, at the end of the event, non-Interlake volunteers were already ASKING me about GETTING INVOLVED in 2015 Interlake Nationals.

The ISCA can join the GTYC & TACS in having much to be proud of.

We in TC are ready to carry the momentum into 2015 Interlake Nationals. We hope you can join us.

For even more pics of the event and West Grand Traverse Bay visit: <http://www.gtyc.org/Chubb>

## 2015 Nationals Primer

Grand Traverse YC, Traverse City, Michigan August 1-4, 2015

We in TC are proud and excited to once again host Interlake Nationals. We will follow the same format as in 2001 and 2009. That being afternoon sailing in the sea breeze. This leaves morning open for family, golf, Sleeping Bear Dunes, or sleeping off the night before. In other words a sailing VACATION for the whole family!

Here is a short list of things to consider: Sleeping Bear Dunes on Lake Michigan has been recognized as "The most Beautiful place in the US" by Good Morning America. They also named "Cherry Moobalie" from local Moomers, the Best Scoop of Ice-cream. While Bon-Appetite Magazine named TC in the Top 5 Foodie towns and one of Chief Mario Batalie's Top 7 places to get a sandwich in here too. Then of course there is the 100+ year old Sledder's Tavern and "Kissing the Moose!" Then of course.....

The event days are once again Sat thru Tues. Might seem weird at first, but this is the same days as in 2001-9 that was received so well. Why? Because you travel Sat (the day for ladies/juniors) race/play Sun through Tues with an early finish Tues and then enjoy the rest of the week relaxing were ever you like. The weight of the big event is over. And yes, the Challenger fleet will once again sail a reduced schedule to be less demanding and first to the keg!

The real challenge will be housing as this is a prime vacation destination in prime time. Courtesy housing will be available. The TC State Park will easily accommodate tent city. A great location that is next to "everything" and an easy 8 min drive to the club, or a bike ride on the Rails-to-Trails which goes behind the



Sears Cup Champions – Liam McCarthy, Josh Dochoda, Greiner Hobbs photo by US Sailing

park to the YC. They don't take reservations until 6 months out. We are working on reserving a block there. (Limited camping will be available at club but the bar next door is noisy.)

As for hotels, my people are working on that. Look for more info soon or check out the Traverse City Visitors Center for assistance. 1800TRAVERS.

Visit our Class website frequently as we will be adding links regarding all things Nationals beginning soon. [www.interlakesailing.org](http://www.interlakesailing.org)

Did I say it's not too early to MAKE RESERVATIONS NOW? I did? Good, 'cause that is the thing you need to take care of. Once up here, we at the GTYC will take care of you. ☺

Bob Sagan  
2015 Nationals Chairman  
[bsagan1411@charter.net](mailto:bsagan1411@charter.net)

# Intercom Tips and Techniques

## Installing a New Interlake Deck on an Old Hull

*An Editorial by Mike Muhn, I.S.C.A. Historian*

### The Story:

Back in 1982, I purchased my third new Interlake, 1242 from Customflex. Previously I had sailed 164, 1033 (new) and 1166 (new). The main reason for purchasing this boat was that it would be built with the new floatation system that had recently been introduced by Customflex. After a little persuasion, I talked Terry Kilpatrick into using a special gel coat that mimicked Ford's 1979 dark green color that included a metallic component. The deck configuration on all three new boats was the Narrow Cockpit Opening (Short Seat).

After 33 years, well over 2,000 races, and at least 5,000 miles traveling on a trailer, I felt the boat's control systems needed to be updated. While there were spots on the floor that Judy had worn through the gel coat exposing the layer of glass mat due to all the spinnaker pole setting, jibing and takedowns, the exterior gel coat remained almost pristine, as the boat was always covered. I also knew that the boat was sound, weighed about 663#s, and had not gained weight over the years.

Aware from previous discussions with Terry that he most likely would NOT entertain producing another dark colored hull with a metallic component, I concluded if I wanted an updated dark green boat, (obviously, I like green), the best alternative would be to have Customflex install a new deck on hull 1242.

The color of gel coat on Customflex molds is black. Thus, the easiest color to spray onto the mold ensuring that there is adequate coverage, but not too much (goal is about .020 thick) is white. Light grey has also been used frequently. Dark colors, especially those that contain a metallic component, are much more challenging as it is difficult to determine if there is adequate coverage. The metallic element increases the challenge as it is heavier than the other components in the gel coat and tends to "sag" if applied too thick.

Since I am retired, I rationalized that I could assist Terry, and a project such as this might be very good therapy forcing me to use an ankle that was, and still is, recovering from multiple surgeries.

After considering both styles of decks currently offered by Customflex (personally I prefer the looks of the Flat Deck but concluded the Seated Deck is a much better choice for an aging skipper with a bad back and lousy ankles) and after being advised by Terry that there is always risk associated with weight of the end product, I ordered a new Seated Deck, complete with all the dual end control systems (jib and main cloth tension, spinnaker pole height, barber haulers,



*Interlake 1242, a new boat on a 33 year old hull*

spinnaker twangs, and traveler controls) from Customflex.

The Project was completed almost on time and I am very happy to have what is essentially a brand new boat on a 33 year old dark green hull.



*Aft (above) and forward (below) underside rigging on a new Interlake deck*



*Continued on page 8*

**Facts:**

1. Customflex has always, and continues to build, an extremely durable boat at a very reasonable price.
2. When dealing with Customflex, there is no compromise concerning the subject of quality. Terry simply will not negotiate eliminating a layer of cloth here or there to save weight. Terry Kilpatrick's education is in civil engineering. He has an extensive knowledge of the physics of stresses, spans and loads. He has been building boats for 55 years and has been associated with the Interlake since 1964 when he started working part-time at Customflex as a college student (Yale and the University of Toledo).
3. Terry Kilpatrick, and the author of this editorial, do not physically move as fast as we once did. However, Mike Plodzick, who has been with Customflex for the past twenty-five years, moves like a cat. It is Mike, and when needed, one or two of his brothers who actually lay up the hulls and decks Customflex produces. Mike intimately knows the shop, and knows precisely where each balsa block and layer of glass should be placed. Terry, with help from Mike, installs much of the hardware and control systems.
4. Time is Money.
5. Taking a boat apart takes time. Removing a deck is not simply taking off the rub rail and unbolting it from the hull. Until very recently Customflex glassed the underside of the deck to the top of the centerboard truck. Thus, to remove the deck, this joint must be cut. Removing all the hardware from the existing deck and a large percentage from the hull takes time, and money.
6. Fiberglass Interlake Hulls are all the same, but not really. Over the years slight refinements have been made to accept new styles of hardware or strengthen the boat in certain areas. One example is the stem where jib furlers, and centerboard block & tackle are attached. Another is in the extension of the centerboard truck under the mast step that now contains a solid Fiberglass block that prevents this area from crushing that can be the result of tight rig tensions and 20 to 1 boom vang loads. If Customflex is doing the job, these areas of the hull will be modified (time and money).
7. I would bet that virtually everyone contemplating replacing the deck on an Interlake knows the weight of his boat. I would also bet that no one knows the separate weights of the hull or existing deck.
8. Due to all the variables (some not immediately obvious) involved in replacing a new deck, obtaining a firm price quote is beyond reality.



*Mike Plodzick modifies an existing hull to accept new hardware*

**Questions:**

1. Is the boat sound and dry? While tapping the boat is a good first step, utilizing a moisture meter on all surfaces the best way to insure the boat is dry.
2. If the boat has flotation tanks, is the foam in the tanks dry? This is difficult to determine if the tanks do not have inspection ports large enough to get your hand or a moisture meter inside.
3. If after spending all the time (and money) removing the existing deck from the hull, weighing both components, and finding you have been previously sailing a relatively heavy hull combined with a light deck, will you be willing to proceed, knowing that the odds are very good the boat will gain weight as a result of the project? If the answer is no what are you going to do with the unassembled hull and deck?

**Bottom Line:**

After considering all the above, and personally experiencing all that goes into installing a new deck, I would strongly suggest, if you do not have a very good reason for keeping an older boat (I must admit that for most people color is not a good enough reason) and you desire all the amenities a new deck offers, the best choice is to order a new boat from Customflex.

While the condition of each existing hull is different, the labor alone associated with tearing an old hull apart, and modifying and adapting it to accept hardware that is today's standard, probably will be more than the labor cost of manufacturing a new hull.

If you presently have a well kept boat, a better course of action might be selling it intact, creating a "New Interlaker". I would wager all the costs (both direct and indirect) associated with installing a new deck on an existing hull, combined with the selling price of an older boat, will be very close to the price of a new boat. The buyer of your existing boat will enjoy the thrill that we once all experienced when we bought our first Interlake. You will enjoy all the rigging amenities found on a new boat and most importantly, the Interlake Class grows!



Second to weight, a stiff hull is a trait that is associated with a hull that is fast. Unassembled separate Fibreglas Interlake hulls and decks are quite flimsy, similar to the top and bottom of a shoe box. However, once these components are fastened together by securing the lip of the deck to the hull and also securing the top of the truck to the deck, the combination becomes quite stiff.

To insure the seam between an used hull and deck is uncompromised, all the old silicone caulk must be completely removed and holes that were created in the rim of the hull from old bolts and screws securing the previous deck and rub rail should be filled with epoxy to prevent potential leaks. The filled holes then must be sanded and faired to insure a tight bond, which translates into maximum stiffness. (A lot of time and money)



*Interior of an old hull finally ready to be mated with a new deck. Note virtually every piece of hardware has been removed (time and money)*

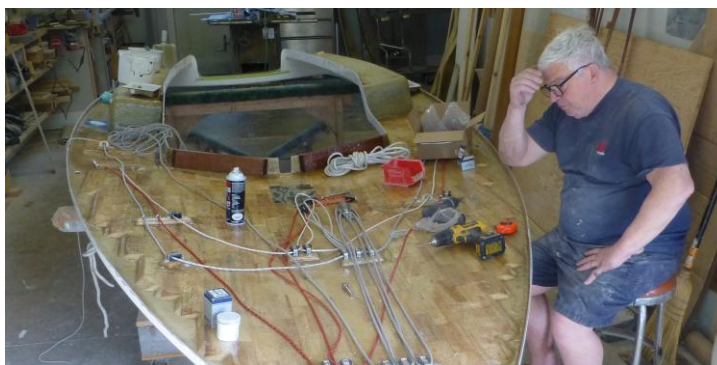
During my experience of assisting Terry installing a new deck on 1242, I often heard him say "we are much more efficient, and are certainly more cost effective, building new boats as compared to restoring old ones."

If you decide to order a new boat from Customflex I would suggest the following:

1. Discuss and agree on a firm delivery date that is **realistic**.
2. Provide a written list of all the parameters of the project including colors, and a description of the control systems to be provided by the builder.
3. Provide sketches, detailing the ending points for all control lines. ( I prefer the centerboard pennant be led back on the port side of the truck - on most boats it is led back on the right side) Do not assume that Terry knows what you want.
4. Be prepared to make a trip to Whitehouse, Ohio (home of Customflex) to choose colors of control lines and to review all rigging options.
5. Then, get the hell out of the way. You will be rewarded with an exceptional product at a very reasonable price.

## One Last Thought:

With all his years of experience building boats and installing very efficient control systems on Interlakes, our builder still has not learned how to properly adjust the most important part on the boat - "the nut on the tiller". If it is too tight, excess stress is created that certainly will not improve performance. If it is too loose, it may become totally disengaged. If it is not used often enough, it will unquestionably become rusty resulting in sub-par operation. Unlike all the other parts that make up a boat, frequent use of this part will undeniably improve its performance.



*Terry Kilpatrick - What is he thinking about? Quite possibly all the "nuts on the tiller" that have left Customflex unadjusted.*



*Winners from the Poltergeist Regatta*

*The trophies were framed close-up photos by Bill Crawford*





## Nationals 2014 – From the Front

*By Matt Fisher, crew Interlake #1174*

The 2014 Interlake Nationals were held at Portage Yacht Club this past July. I will start with where we usually end these articles. The Portage Yacht Club and its members did an outstanding job of hosting the 2014 Nationals. I had never been to PYC before and was incredibly impressed with the club, the site, and the people running the regatta. A special thanks has to go to Clark Chapin who was the link from PYC to the class. Tom Ehman Jr did an outstanding job of running the races. His courses and decisions were spot on, and his constant communication was something that all PROs should do. And finally a big thanks to Tom Ehman Sr, who is the driving force behind PYC, but also sailed well to finish 7th in the regatta.

Stu steered the Nationals this year and I crewed for him. In 2013 he won the George Fisher Hoover regatta with a lot of firsts. We felt that the 2014 Nationals might be similar conditions, so we set that same team in place for this year. We had Lisa (wife and mother) waiting in the wings in case we felt there would be wind, but on Wednesday we decided the weather looked like it was a good week to 2 man the boat.

For the first race there was a 30 minute delay on shore waiting for the wind to come up. Stu wanted to get out early so we went out to sail around in the calm winds, but it started to pick up as soon as we got to the course area. We sailed upwind probably 4 practice weather legs in the 45 minutes before the first race started. On each weather leg the right side seemed to welcome a good puff and sometimes a starboard lift in the top 1/6 of the leg. We try not to pick sides for any beat, especially on a small lake, and especially for the first beat of the first race. Our terminology was that we

would protect the right. When the course was set for the first race, the wind picked up to about 5-7mph.

Stu started well for all of the races, and the first race he had a great start in the middle of the line and we were able to tack to port 10-15 seconds after the start. Brad Huntley had the best start coming off the leeward end on port across the fleet. Brad, Stu and Peter Frissell were all about bow even on port heading to the right side. I forget all of the details, but I know Brad tacked to starboard after 3-4 minutes on port. It was tempting to tack because the fleet was spreading out and it looked like it was good to consolidate but we seemed lifted on port, and there was some breeze building on the right.

Stu and Pete went farther to the right and rounded the mark 1st and 2nd. We were able to stretch out our lead and win the first race. Steve Aspery with Alan Freeland as his teammate, came from pretty far back to finish 3rd.

The second race was started soon after the 1st. We didn't get as good of a start but were still in good shape after 2-3 clearing tacks. We took some pretty big dips on port to stay in good lanes and stay on the longest tack to the mark (port) and headed to what we thought was the correct side (right). Lee Sackett, sailing with Dave Kerr, sailed a good race to win. We came back to finish 2nd with Scott and Rick Savage behind us in 3rd.

I would like to say that we didn't think about the standings after just 2 races. But I have to admit that we noted that 3 of our top 5 competitors, Steve Aspery, Lee Sackett and Scott Savage all had one bad race after just two races. We knew there was a throw out, etc, but it helped us stay alert that this light shifty breeze could have a crazy impact on this caliber of sailor. I thought that each got stuck left at some point in the first weather

legs. I learned later that Lee caught some weeds. If you felt like maybe you had weeds on your board or rudder, you did. The boat went 2/3 normal speed, and you have to get them off your blades. We had two perfectly constructed weed sticks that worked great. I read in the last issue that Skip, Megan and Mallory had their board 1/2 way up. We weren't that smart, but it was easy to pull the board up that far, and Stu could go back with the magic stick and clear the rudder. We cleared probably 3-4 times each race.

So with the idea that it was easy to get back in the fleet in the beginning of races, we wanted to make sure we got off the line clean for the 3rd race. Stu had another beautiful start in the middle of the line. Steve Aspery came off the leeward end and again we tacked to port.

Steve led the first lap. We went further right on the second beat and were able to pass Steve and went on to win the race. Scott was 3rd, and Tom Ehman Sr was 4th.

So I told you that we talked about the standings between the 2nd and 3rd race on the water. Honestly, we didn't talk about the standings on Thursday evening.

Outwardly, we knew there was a lot of regatta to go, and we felt fortunate to have 3 good finishes. The standings were very close with a throw out. The forecast looked very light the next 2 days, so we knew anything could happen.

Friday dawned with no wind again in the morning. I think Tom Jr postponed the fourth race until after lunch. At Thursday night's dinner (the night before) we heard stories of weeds wrapped around the centerboard pin. We had a family vote, and Stu was chosen to get under the lift in the water to clear the weeds while we waited for wind. I don't know if we had any, but it was good for calming down the higher strung members of the team.

The 4th race was started with a light, 3-4 mph, southerly. I will admit that I am slightly blacking out on the first 3/4 of this race, other than Jeff Clark, with Cara Bown and Tim Cullenen sailing, rounded first followed by Ben and Liz Terrien. I believe we were 3rd most of the way around the first lap. The wind really went flat for the last leg, and while we were going for the lead - sparring with Jeff Clark - Steve Aspery went a little further right than we did and went from 5th to first. Jeff was 2nd and we were 3rd, and Pete and Bill Frissell were 4th. All of a sudden we had only a one point lead for first in the regatta. We felt stupid for letting Steve get away from us, and we should have looked at the big picture and stuck with him. But again, there were some very good teams pretty far back, so we were satisfied that we didn't blow up and get a high score.

The 5th race was similar to the 4th, only with maybe longer flat spots and some bigger shifts. We lead most of the way around, and then going into the last leeward mark 5-6 boats converged on us with a puff from behind. After it was all sorted out, Lee Sackett won the 5th race, and we covered Steve Aspery tight to finish second in the race, Scott was 3rd and Steve was 4th. Andy Nixon sailing with Laura Beck was 5th.

As we did the math, the 5th race was big for us, but

with light air forecasted again for Saturday, we knew anything could happen. Fortunately for us, the wind was so light on Saturday that there were postponements that pushed the time back so that there would only be one race if in fact we could get that started. With only one race there would be a throw out and at that point, regardless of our finish, we would win. Tom Jr tried to get a start off, but the wind was too light, so the regatta was done and we won. It was really a great feeling.

It is really special to crew for your son when you win something as big as the Interlake Nationals. This is the same boat in which my Dad won 9 National championships. The Interlake class was always special for my Dad.

Stu has come a long way in his sailing. I did not tell him where to go on the course. I said nothing at the start other than read time and tell him if anyone looked like they were going to move to a spot to leeward of him.

He makes the boat go very fast, and we really had fun together. He has sailed mainly Lasers, so my advice to him is usually to ease the main a little and drive the boat bow down more than what you do with a Laser. Stu actually didn't start sailing until he was 14 (he is now 21) which for sailing at Hoover is older than when most kids start. We were living in Chicago until he was 15 and there really wasn't a junior program near where we lived, and I was working much more than sailing.

The awards ceremony was a lot of fun. It was great to see the club and its members get the appropriate appreciation from the class. Stu has also come a long way in his public speaking - I will give credit to Miami U business school for that. At the trophy ceremony, new class President Mark Presley asked me to make a couple comments about my Dad. After Stu eloquently thanked the club, the class, the competitors and the maker of his weed stick, he turned the mike to me. I couldn't talk. It still is hard for me to think about sailing and my Dad. He lived a great life, but was taken from us a little early. For this moment though, what really choked me up is that he never saw Stu sail, or really steer any boat.

What I was going to say is that when my brother Greg won the J-22 Worlds in 2008, everyone who knew my Dad said that he would really have been proud of Greg. When we won the Lightning Worlds in 2009, dozens of people said the same thing to me — my Dad would have been proud. I honestly can tell you that Stu winning the Interlake Nationals would have made him more proud than those other regattas. He really loved the Interlake class and wanted his kids and grandkids to enjoy sailing like he did. The last regatta he watched was the Leatherlips Chiefs regatta in 2008, and Stu sailed with me and Richard Blake. He loved seeing that, and would have loved seeing this year's Nationals.

Again, many thanks to Portage Yacht Club and everyone who put on a great regatta. We were all made to feel at home and everyone I talked to was glad that they made the trip. Families had a great time camping, kayaking and enjoying the club. It was a great week.

# Haphazard Regatta

Mohican Sailing Club, Lucas, OH

September 6, 2014

By Tom Wills, Fleet Captain, Interlake #902

Mohican Sailing Club hosted the Interlake Haphazard on Saturday, Sept 6. Thank you to everyone who helped make this a successful event, with special thanks to Gary Rickel our Race Judge and to Mike and Jon Chambers who assisted Gary. We had 11 boats in all including a rare visit from former member Henk Dekker.

Saturday's weather was somewhat cool with a fairly stiff breeze swinging back and forth from North to East. Misty rain accompanied the first 3 of our 5 races. While the rain let up for the last 2 races, the clouds remained. Marion Zaugg was determined to make up for last year's 3rd place finish and succeeded by taking first place in 4 of the 5 races and a 3rd in the remaining race.

Place	Skipper	Club	Hull	R1	R2	R3	R4	R5	Total
1	Marion Zaugg	Mohican SC	1299	1	1	3	1	1	7
2	Bryan Parker	Lorain SYC	923	3	2	1	4	4	14
3	Ben Terrien	Leatherlips YC	799	8	3	5	2	2	20
4	Bill Regan	Mohican SC	1355	5	5	2	3	6	21
5	Mark Boucher	Leatherlips YC	1178	4	4	4	9	5	26
6	Rich Wismer	Lorain SYC	972	7	6	7	6	3	29
7	Bill Sanderson	Mohican SC	1433	2	7	8	5	8	30
8	Tim Parker	Lorain SYC	766	6	10	6	10	7	39
9	Tom Wills	Mohican SC	902	9	8	9	7	9	42
10	Henk Dekker	Mohican SC	1175	11	11	10	8	10	50
11	Dwight Robertson	Hoover SC	1312	10	9	dns 12	dns 12	dns 12	55



Clark Lake photo by Uncle Al Schonborn

## Clark Lake Regatta

Clark Lake Yacht Club, Clark Lake, MI

September 20-21, 2014

By Bob Sagan, Interlake #1411

Three boats...all from off lake...at a multi class regatta. A great time again. The winds were 20+ and gusty both days. Jack Coleman was driving well so perhaps it was my hiking too hard that caused the original 40+ year old shroud to break us to dismast in race 1. Bummer. Good thing it was windy and the competition was sailing two up so we split up and made it three up. Let the good times keep rolling.

This year was a special year at Clark Lake as the "Evil Twins" celebrated (they're always

celebrating, which is a good thing) their 50<sup>th</sup> anniversary of racing at this fall classic. Evil Twins? That is how they are known by locals and International travelers alike at Clark Lake. Of course I am talking about Tim & Tom Marriott.

The other team was Andy Nixon with Laurie from Chicago. I'd like to thank them again for inviting me on the boat, even though I think it was just for my body. (Which is a good thing if Laurie thought that but a bit scary coming from Andy...and I sat next to him!!!)

Skipper	Boat	R 1	R 2	R 3	R 4	Total
Andy Nixon	1000	1	1	2	1	5
Tom Marriott	909	2	2	1	2	7
Jack Coleman	1286	DNF	DNS	DNS	DNS	wait till next time!

# 2014 Poltergeist Regatta

Indianapolis Sailing Club, Indianapolis, IN

October 4-5, 2014

By Don Wilson, Interlake #1374

Fleet #28 hosted its annual Poltergeist Regatta on October 4<sup>th</sup> and 5<sup>th</sup>. The regatta was attended by ten Interlakes from five clubs. It was truly great to have some new participants this year. Tim and Will Parker came down from Loraine. Tom Marriott came down from Jolly Roger to sail with his nephew Brent Marriott, now a local at ISC. (If you have not seen it, you need to see the picture of Tom giving Brent directions. However, it is not clear whether he is pointing in the direction of the wind or the beer.) Joe Smyk returned, after a long time absence, with Bruce Richardson from Bayview. I know Philip Montgomery and David Smith from Sandusky had a great time. It was great to have Jamie Jones back skippering his own boat with Joe and Larry Hurst. Another first time participant was local ISC sailor, Andy McDonald, sailing his father's Interlake (quite well I might add).

As the participants arrived at the Indianapolis Sailing Club, the Poltergeist provided a big breeze (20 mph, gusting to 30 mph) mixed a little sleet. The racers enjoyed the lunch prepared for them by Fleet #28 as they socialized with friends. It was agreed by all, Saturday would be a great day to watch football on the big screen and drink a little beer in the warm clubhouse. Anyone who did not agree with this plan was to "walk to the point, stand there for five minutes and report back". There were

a couple who did this and came back frozen and ready to watch football.

Saturday night, the competitors enjoyed appetizers, our traditional State Fair Pork Chop dinner and desert. Those in attendance agreed, this in itself is worth the drive. Our ISCA Class Vice-President, Tim Parker, then presented those in attendance with an ISCA class update.

Sunday morning was a little cool (upper 40's), but the Poltergeist breezes were a little less scary (13-18 mph) as we got off to an early start. The windward leeward courses provided extremely close racing. At the first leeward mark it was Interlake #1402, followed by four boats wide. You know when that happens, it is always exciting.

The racing remained closed throughout the throughout the morning. After four races, Steve and Lisa Aspery, along with Alan Freeland, had won all four. Newcomer Andy McDonald, with crew Bob Solomon, placed second in three of the four races. Team J.A.W.S was able to place third in three of the four races, to round out the top three.

As the boats were being put away, a hot chili lunch was being prepared. Following lunch, trophies were presented all of the competitors.

All who attended went away satisfied, having sailed four races and having plenty of good food. We missed all those who could not make it this year and a hope to see all of you next year.

RANK	BOAT	SKIPPER & CREW	FLEET	HOME	R 1	R 2	R 3	R 4	TOTAL
1	1402	Steve & Lisa Aspery Alan Freeland	24	HOOVER	1	1	1	1	4
2	1401	Andy McDonald Bob Soloman	28	INDY	5	2	2	2	11
3	1374	Don Wilson Tim Wilson & Matt Stall	28	INDY	3	3	3	5	14
4	1267	Jamie Jones Joe & Larry Hurst	24	HOOVER	2	6	5	4	17
5	1424	Mike McClinchie Jeff Tyndall & Bruce Tran	24	HOOVER	6	4	4	7	21
6	1338	Philip Montgomery David Smith	1	SANDUSKY	4	5	6	8	23
7	1360	Thane Morgan Joe Novak & Mark Soalmuller	28	INDY	DNF	10	7	3	31
8	1322	Joe Smyk Bruce Richardson		BAYVIEW	9	8	8	6	31
9	1215	Brent Marriott Tom & Brooklyn Marriott	28	INDY	7	7	10	9	33
10	766	Tim Parker Will Parker	4	LORAINE	8	9	9	DNC	37

DNC Did Not Compete  
DNF Did Not Finish

11 11 11 11  
11 11 11 11

# Snowball Regatta

Buckeye Lake Yacht Club, Buckeye Lake, OH  
 October 11, 2014

By Mike McClinchie, Interlake #1424

It was an absolutely beautiful day for the Interlake one day Snowball Regatta at Buckeye Lake on October 11. Steve Harris and race committee did an excellent job under shifting conditions. Buckeye Lake YC was a gracious host to the visiting Interlakers. The racing was tight all day long with lead changes

happening both up and down wind. Scott and Lynn Savage won the event edging out Steve and Lisa Aspery and Alan Freeland by one point. Mike McClinchie and Jeff Jones finished close behind in third. The Interlake circuit should take notice because the Robertson men sailing #1312 "Dash" (Dad-Dwight, and boys Nicholas and Dylan) are steadily improving.

Place	Boat	Skipper	R 1	R 2	R 3	R 4	R 5	Total
1	1340	Scott Savage	1	3	2	1	2	6
2	1402	Steve Aspery	4	1	1	4	1	7
3	1424	Mike McClinchie	2	2	3	2	3	9
4	1433	Bill Sanderson	5	6	4	3	4	16
5	1427	Chip Wood	6	5	5	5	5	20
6	1312	Dwight Robertson	8	4	6	DNS 7	DNS 7	24
7	1382	Mark Presley	3	DNF 8	DNS 8	DNS 7	DNS 7	25
8	650	Steve Goodyear	7	7	7	6	6	26



Buckeye Lake photos by Karen Baltzell



# Come Sail Interlake Midwinters 2015 – Fireball and Friends!

Davis Island Yacht Club, Tampa, FLORIDA

March 13 – 15, 2015

By Mike McClinchie, *Interlake #1424*

The 50<sup>th</sup> consecutive running of Fireball and Friends will be held March 13<sup>th</sup> – 15<sup>th</sup>. The Interlake Class has worked hard to maintain a good relationship with the Fireball Class and Davis Island Yacht Club (DIYC). Our class is very lucky to be invited to be a part of great event. So in March would you rather look at the snow or be at DIYC sailing at one of the best venues in the country?

The notice of race is on the ISCA website. Please note there is a late fee for those register after January 30<sup>th</sup>, so I strongly encourage everyone to register before this date. The registration fee includes camping, two continental breakfasts, a keg of beer and all the sunshine you can soak up. The Fireballs and



their Regatta Chair, Pat Crump, called me this fall and wanted to make sure I conveyed to the Interlake Class that we have been cordially invited and encouraged to attend the opening ceremonies (party) on March 12<sup>th</sup> @ 6pm.

Why attend? This event makes the winter seem a little shorter. The sailing is amazing. Onshore time is even better. Starting lining up your crew now and sign up. Trust me you won't regret it. If you have any questions about the event please don't hesitate to call or email me: [mike1424@icloud.com](mailto:mike1424@icloud.com) or 614.330.1033. Once we get closer to the event I will communicate via email and or the website what hotels people are staying at. I was part of "tent city" at Nationals this year @ Portage YC and it was a blast, and I for one am not a big camper.



# Minutes

Interlake Sailing Class Association Board Meeting

July 17, 2014

Portage Yacht Club, Pinckney, MI

Came to order approximately 5:45 PM

## Reports

- a. **Secretary Treasurer Report** – Tom Humphrey
  - Reported current assets (\$26,000, plus \$7,000 Boat Grant funds currently in a separate account)
  - Circulated spending and income data and charts for review
  - Membership is up approximately 12%, largely due to improved convenience of renewal: Approximately 80% of new memberships and Nationals registrations were done online
  - Nationals registration web site HTML code will be repurposed for use at Traverse City Nationals
- b. **Chief Measurer** – Mike McClinchie
  - The pre-measurement / certificate program has been a success, only four boats required measurement at Portage
- c. **Website report** – Mike McClinchie
  - Web site now features a video section; tracking data and hotline have increased site interest
  - Web site will be updated over the winter with member login to allow additional bulletin board type features
- d. **Intercom** – Lisa Aspery
  - Request for stories and photos
- e. **National Race Committee** – Mark Presley
  - Nationals has been run well despite challenging conditions, good team is in place
- f. **Marketing** – Bob Sagan
  - Upcoming Sears Cup is an exciting marketing opportunity; the hope is a number of owners can come to GTYC to assist
- g. **Builder** – Terry Kilpatrick
  - No new boats constructed this year so far, market hoped to pick up as several owners look to trade up their older boats

## Old Business - Advertising Specification

Motion to present replacement language for Article IX of the Specifications, for a vote at the October membership meeting at ISC / Poltergeist, in person or by proxy or mail / e-mail.

Motion seconded and amended after discussion to this form:

“Article IX: Advertising

There will be no displays or signs on the mainsail and jib other than the identifications recited in the Specifications and shown in the Plans, a class royalty label, a sail maker's identification of customary size and placement, and a stamp signifying Measurement Committee approval. In addition to the displays or signs permitted on the mainsail and jib, spinnakers may carry additional display(s) or sign(s) provided

the additional display(s) or sign(s) do not obstruct clear observation of the sail number and are first approved in writing by the Measurement Committee. An application to the Measurement Committee for permission to use an additional display or sign shall include a sketch of the proposed additional display or sign. The Measurement Committee shall deny permission for any additional display or sign that could be construed as advertising for a for-profit entity, or is by its nature political, racial, sexual, vulgar or obscene. Any signs or displays that existed before May 1, 2014 and which were compliant with the then existing rules shall be allowed until replaced. There will be no advertising on hulls or spars other than a manufacturer's mark. The Board of Directors may grant temporary exemptions to this rule for boats provided to an event or for club-owned boats while used in club programs.”

Motion passed.

Motion to deliver the new language to the Measurement Committee, with a request that the Measurement Committee report its opinion as to how this language impacts the legality of the spinnakers created for Sears Cup, and any other matters of concern that they wish to raise, with the report to be returned from the Measurement Committee by August 1, in time for inclusion of the report with the motion language in the August 15 Intercom.

Motion passed.

Meeting adjourned at approximately 6:40.

## ISCA Board Meeting, 10/4/14

Indianapolis Sailing Club

Called to order at 5:00 pm, attendance:

Mark Presley, President  
Tom Humphrey, Secretary/Treasurer  
Steve Aspery, Past President  
Tim Parker, Vice President  
Don Wilson, Regional VP  
Bob Sagan, Regional VP  
Mike McClinchie, Chief Measurer  
Lisa Aspery, Intercom

### Secretary / Treasurer Report:

Bank account received \$7062.01 for boat grant. Class financial status is healthy. Current funds on deposit of \$32,243.50, including \$7,062.01 in boat grant funds. S. Aspery reports additional boat grant trust assets may be transferred in the future.

**Intercom report:** October 15 deadline for November 1 Intercom

**Marketing:** No report

**Builder:** No report

**Indy Region Report:** Racing on 10/4 postponed; looking forward to racing tomorrow.

## Old Business

### National Race Committee

Parker moves to approve NRC for Nationals 2015 at GTYC, Don Wilson Seconds. Passes unanimously.



Committee will be: Tim Parker, Chair, Bob Sagan, Clark Chapin, Thane Morgan, Jaime Jones, Bryan Parker as alternate

### Specification amendment

33 ballots have been received by Tom Humphrey, which is sufficient to establish a quorum for the vote at the general meeting. Board members at the general meeting will be verifying member status and tabulating votes and report them to Tom Humphrey to avoid double counting.

**Article IX Clarification** - Tabled for Winter Meeting

### New Business

#### McClinchie: Nationals lodging

The 2015 Nationals require special planning for lodging; discounts will be difficult to find, need to have all options published; will need to arrange a venue where many can stay if possible. Tim Parker will coordinate with Bob Sagan to get content from Bob Sagan and put it into the Intercom.

#### Midwinters 2015

McClinchie will write a promotional article for Intercom to increase awareness and interest.

#### 2016 Nationals

Aspery - Hoover is formally going to bid for the 2016 Nationals

Adjourned approximately 5:50 pm

## ISCA General Meeting 10/4/14

Indianapolis Sailing Club

ISCA Vice President Tim Parker called the meeting to order at 7:10pm.

**Treasurer's Report** – Tom Humphrey was not in attendance, but reports that the usual financial summary will be in the next issue of The Intercom. Mike McClinchie noted that the class is financially healthy.

**Intercom** – please send regatta results, articles, and photos.

**2015 Nationals – Grand Traverse Yacht Club** in Traverse City Michigan will host ISCA Nationals August 1 – 4, 2015. Sailors are encouraged to get their accommodations set up early, as places fill up fast. Details will be published in The Intercom.

**Builder** – Terry Kilpatrick was not in attendance, but has reported he will be building 2 boats this winter.

**Midwinters 2015** – March 13-15 at David Island Yacht Club in Tampa Florida. There is currently information on the website, and an article will be published in the next Intercom.

**Change to Advertising Specification** – Mike McClinchie read the proposed wording for the change to ISCA Specification IX:

“Article IX: Advertising

There will be no displays or signs on the mainsail and jib other than the identifications recited in the Specifications and shown in the Plans, a class royalty label, a sailmaker's identification of customary size and placement, and a stamp signifying Chief Measurer approval. In addition to the displays or signs permitted on the mainsail and jib, spinnakers may carry additional display(s) or sign(s) provided the additional display(s) or sign(s) do not obstruct clear

observation of the sail number and are first approved in writing by the Chief Measurer. An application to the Chief Measurer for permission to use an additional display or sign shall include a sketch of the proposed additional display or sign. The Chief Measurer shall deny permission for any additional display or sign that could be construed as advertising for a for-profit entity, or is by its nature political, racist, sexual, vulgar or obscene. Any signs or displays that existed before May 1, 2014 and which were compliant with the then existing rules shall be allowed until replaced. There will be no advertising on hulls or spars other than a manufacturer's mark. The Board of Directors may grant temporary exemptions to this rule in writing for boats provided to an event or for club-owned boats while used in club programs.”

After brief discussion, the vote was taken: among those attending, 8 votes in favor, 1 against. 33 proxy votes for members not in attendance include 29 in favor, 4 against. The final count including the proxy votes is 37 in favor, 5 against. Motion passes by the required 2/3 majority under Constitution Article IX(1).

Steve Aspery moved to adjourn the meeting at 7:24pm, Joe Smyk seconded. Passed.

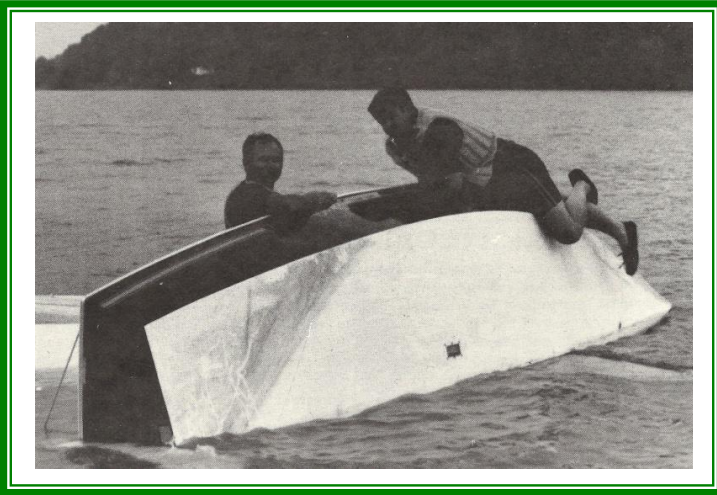


More great shots from the Poltergeist Regatta  
Photos by Bill Crawford



## Who is this Interlaker?

Answer: it is our builder Terry Kilpatrick, along with Chief Measurer Tony Burkhart in 1980, conducting the final test of Customflex's new floatation tanks making the boat self-rescuing in the event of a capsizes.



## Previous Issue Correction

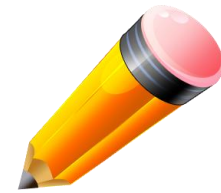
We said the mystery photo in the previous issue was Tom Ehman Sr, but we were advised by very reliable sources (his wife Jan Davis and son Tom Jr) that it was actually a photo of Tom Sr's youngest son Martin. The photo was mislabeled in the May 1972 issue of *The Intercom*, and we believed it.

Tom Jr kindly sent us an actual 1966 photo of Tom Sr. Sorry for the confusion!



*Tom Ehman accepts "Fleet of the Year" award for Huron Portage Fleet #23 from Al Adams. In foreground from left to right Chief Measurer Art Barrie, Central Region VP Joe Strong and Vice President Tom Stahl.*

Here is the rest of the photo. Elsewhere on the page, it is noted that the Fleet of the Year was awarded to the largest fleet – Portage (Fleet #22 – another error in the caption) had 70 Interlakes! It also reported that Tom Ehman held 1<sup>st</sup> place in the fleet's season standings.



**You write it, we share it.**

**First Intercom for 2015:**

*Deadline: Publish:*

Jan 15 Feb 1

Please send articles and photos to  
LAspery@columbus.rr.com

## ISCA OFFICERS

### President

Mark Presley 614-783-7091  
Pickerington, OH  
mpresley@yahoo.com

### Vice President

Tim Parker 440-734-6121  
North Olmstead, OH  
timdparker1@yahoo.com

### Secretary/Treasurer

Tom Humphrey 513-884-6441  
Glendale, OH  
interlakesailing@gmail.com

### Chief Measurer

Mike McClinchie 614-330-1033  
Westerville, OH  
mike1424@me.com

### Intercom Editor

Lisa Aspery 614-841-1846  
Worthington, OH  
LAspery@columbus.rr.com

### Past President

Steve Aspery 614-841-1846  
Worthington, OH  
saspery@darifill.com

### VP Marketing

Bob Sagan 231-929-3555  
Traverse City, MI  
BSagan1411@charter.net

### VP Northern Ohio

Jim Ward 440-669-8712  
Bay Village, OH  
jimward7@hotmail.com

### VP Southern Ohio

Bill Sanderson 330-666-7771  
Wadsworth, OH  
wsanderson@yourifg.com

### VP Indiana / East Coast

Don Wilson 317-272-6801  
Avon, IN  
jaws1374@sbcglobal.net

### VP Michigan

Jeff Bodie 231-421-1120  
Traverse City, MI  
jbodie@crews.com

### Interlake Class Historian

Mike Muhn 419-626-2615  
Sandusky, OH  
mjmgoskins@yahoo.com

## FLEET CAPTAINS

### Fleet #1 Sandusky SC

Bernie Ashyk 419-433-6387  
Huron, OH  
BernsterA@aol.com

### Fleet #4 Jolly Roger SC

Ron Gall 419-450-6972  
Toledo, OH  
ron.gall@yahoo.com

### Fleet #5 Mohican SC

Tom Wills 419-747-9645  
Ontario, OH  
THWills@earthlink.net

### Fleet #6 Portage Lakes YC

Darwin Steele 330-633-3848  
Tallmadge, OH  
DarwinSteele@att.net

### Fleet #7 Clark Lake YC

Ronald Meagher 517-614-0036  
Jackson, MI

### Fleet #10 Indian Lake YC

Dan Graf 419-738-9437  
Wapakoneta, OH  
degraf@bright.net

### Fleet #13 American Sailing Inst.

Michael Golden 248-549-3030  
Royal Oak, MI  
mgolden6@mac.com

### Fleet #14 North Cape YC

Denny Dieball 419-729-1758  
Toledo, OH

### Fleet #17 Lorain Sailing & YC

Tim Parker 440-734-6121  
North Olmstead, OH  
timdparker1@yahoo.com

### Fleet #22 Portage YC

Tom Kimball 734-576-6000  
Dexter, MI  
kimballs.geo@yahoo.com

### Fleet #23 Leatherlips YC

Steve Nearing 703-919-1342  
Worthington, OH  
steve.nearing@gmail.com

### Fleet #24 Hoover SC

Charlie Vasulka 614-309-8760  
Westerville, OH  
cvasulka@yahoo.com

### Fleet #28 Indianapolis SC

Brian Smiler 317-566-9257  
Carmel, IN  
brian.smiler@gmail.com

### Fleet #38 Grand Traverse YC

Bob Sagan 231-929-3555  
Traverse City, MI  
BSagan1411@charter.net

### Fleet #39 Mid-Atlantic

Martin Howell 703-660-6255  
Alexandria, VA  
interlake1395@gmail.com

### Fleet #40 Buckeye Lake

Tracey Davis 614-446-0131  
Avon Lake, OH  
mtmdavis@gmail.com

### Builder

Terry Kilpatrick 419-875-5106  
Whitehouse, OH  
Customflex@yahoo.com

### Webmaster

Mike McClinchie 614-330-1033  
mike1424@me.com

## Classified Ads:

**Interlake 1333** – Maroon with racing deck and trailer. The boat was repacked in 2012, and is in great shape. The price includes (1) set of practice sails. (1) set of very lightly used sails, and (2) spinnakers. This boat is located in Columbus OH. Asking Price: \$4,750 Contact Adam Fitzwater at (740) 405-6651 or via email at fitz3747@yahoo.com

**Interlake 1266** – 1983; good to excellent condition; very clean kept in garage; rigged for racing with good record (former National Champion); extra set of sails; galvanized tilt trailer and many accessories. Set to sail. Asking Price: \$4,500 Contact Rich Rokisky at or via email at rikrok58.rr@gmail.com

**Interlake 1013** – 1974, Good condition, trailer included. Asking Price: \$1,700 Contact Pawel Kurek at or via email at pawel011@msn.com

**Interlake 999** – 1975; Boat is located at 750 Beach St (Egan Hwy) on the south shore of Wampers Lake, Onsted/Brooklyn, MI area.. Asking Price: \$2,000 Contact Owen Grant at (313)244-8424 or via email at obiegee@sbcglobal.net

**Interlake 942** – with trailer. Fully rigged with sails. New painted hull and refinished tiller. Trailer is registered with historical plates and in great condition. 1972 build by Customflex. Sailed at PLYC, Portage Lakes in Akron, OH since 2000. Asking Price: \$2,500 Contact Jim Carlton at (330) 668-3839 or via email at jimn8uay@gmail.com

**Interlake 857** – This boat was refurbished by Customflex about 1995. It has a jib furling device, and spinnaker (red and white). All sails were bought about 1996 and have been well cared for. The boat also is equipped with floor bailers. Can be seen at 2266 Parker Drive Wayland MI 49348. Photos are available. Asking Price: \$3,500.00 Contact Richard Milligan at (269) 205-2359 or via email at rjmilliganp@gmail.com

**Interlake 730** – Above average condition, stored inside over the winter for last 10 years. Heavy duty, high quality, custom built trailer with new tires, wheels and hubs (bearing buddies). Custom tailored boat cover made of Sunbrella material. Air tanks and racing deck installed by Customflex in 2009. Roller furler installed 2011. Cut down centerboard trunk, bailers, boom kicker Compass, teak centerboard trim, custom teak (maple or ash?) tiller. Sails 2009. I could take some pics if desired. Asking Price: \$3,500 Contact Louis Rodriguez at (231)384-0038 or louis@cmiagency.com

**Interlake 466** – Good-great condition. Completely restored by Denny Dieball in 2003. Light gray fiberglass hull in fantastic condition with a beautiful varnished mahogany deck and transom. Teak floorboards and four built in cup holders. Teak could use a sanding and refinish. Newer rudder with carbon fiber cap, Decent trailer, cut down centerboard with stainless steel board. Sails = 2006 North Sail Main, 2007 North Jib. \$3,200.00 Contact Matt Bond at (614)747-2672 or via email at mbond@bobbyd.com

**Centerboard** – from a late 70s/early 80s Interlake. \$150.00 + shipping. Brian Waters at (906)523-4798 or via email at bjwaters30@att.net

2014 Nationals ... 1st, 2nd!



Photo Lisa Aspery

**Happy Holidays..**  
and thank you for choosing North!

Wishing all our customers a great holiday season! Looking forward to another great sailing season in 2015! For assistance with your sails, don't hesitate to contact our Interlake experts:

**Brian Hayes** 203-783-4238 [brian.hayes@northsails.com](mailto:brian.hayes@northsails.com)  
**Nick Turney** 216-361-2594 [nick.turney@northsails.com](mailto:nick.turney@northsails.com)



*One Design*

[onedesign.com](http://onedesign.com)

Follow North Sails on...   

**The Intercom** c/o Tom Humphrey  
8 Little Creek Lane  
Glendale, OH 45246